



Marek Residential Development Traffic Impact Analysis

City of Waukesha
Waukesha County, Wisconsin

September 27, 2022



TRAFFIC IMPACT ANALYSIS

DATE: September 27, 2022

TO: John Marek
Marek Development

FROM: Don Lee, P.E.
John A Bieberitz, P.E., PTOE
Traffic Analysis & Design, Inc.

**SUBJECT: Marek Residential Development
River Road
City of Waukesha, WI**

INTRODUCTION

A residential development is being proposed within the existing Rivers Crossing neighborhood located along the south side of River Road, immediately southeast of Saylesville Road (CTH X) in the City of Waukesha, Waukesha County, Wisconsin (Exhibit 1). The development parcel is located immediately south of Tanglewood Drive. Access to the development site is proposed via an extension of the existing roadway stub designated as Willow Drive which bisects with Tanglewood Drive as a conventional three-legged intersection. A conceptual site plan of the proposed development is shown in Exhibit 2. This traffic impact analysis (TIA) report was prepared to address the weekday morning and evening peak hour traffic impacts of the proposed development traffic on the adjacent transportation system.

STUDY AREA

Study Intersections

The study area for the proposed residential development is anticipated to include the following intersections:

- Node 100: River Road intersection with River Valley Road (two-way stop control)
- Node 200: River Road intersection with Rivers Crossing Drive (two-way stop control)

The two main access roadways to the existing Rivers Crossing neighborhood are included as part of this study. Each intersection is shown on the study area map on Exhibit 1. A transportation detail illustrating existing intersection lane configurations, speed limits, and approximate intersection spacing is shown in Exhibit 3.

Study Area Roadways

River Road is a two-lane undivided rural minor arterial with a posted speed limit of 35 miles per hour (mph) within the limits of the study area. According to the WisDOT, the Year 2018 average annual daily traffic volumes (AADT's) on River Road were approximately 3,500 vehicles per day (vpd) to the west of Lawnsdale Road. Sidewalks are provided along both sides of River Road within the limits of the following two residential streets; however, sidewalks are not provided outside the limits of the residential neighborhood.

River Valley Road is a two-lane undivided north/south local residential street with a posted speed limit of 25-mph. There are currently no AADT volumes available on River Valley Road near the development site; however, ADT volumes of 900-vpd (to the south) and 600-vpd (to the north) were interpolated from the 6 hours of peak period turning movement counts conducted as part of this study. Sidewalks are provided along both sides of River Valley Road within the limits of the study area.

Rivers Crossing Drive is a two-lane undivided north/south local residential street with a posted speed limit of 25-mph. The north leg of the intersection is an access road to the local high school, Waukesha West High School. There are currently no AADT volumes available on Rivers Crossing Drive near the development site; however, ADT volumes of 1,500-vpd (to the south) and 1,800-vpd (to the north) were interpolated from the 6 hours of peak period turning movement counts conducted as part of this study. Sidewalks are provided along both sides of Rivers Crossing Drive within the limits of the study area.

DATA COLLECTION

Existing Traffic Counts

The weekday morning and weekday evening peak hours are expected to drive any modifications needed to adequately accommodate the proposed residential development, as they represent the highest trip generation for the site and the highest volumes along River Road. Therefore, in mid-September of 2022, TADI conducted weekday morning (6:00 to 9:00 am) and weekday evening (3:00 to 6:00 pm) peak period turning movement traffic counts at the two aforementioned study area intersections. All counts were conducted on days with school in session.

Based on the turning movement counts, the weekday morning and weekday evening peak hours were identified as being 6:45 to 7:45 am and 5:00 to 6:00 pm; respectively. The existing traffic volumes, balanced along the study corridor, are shown in Exhibit 4. The traffic counts used to determine peak hour factors and truck percentages have been included in the appendix of this study.

In addition, in order to provide a trip generation comparison of the proposed development to an existing similar development, turning movement counts were also conducted at the "Overlook Trail" residential development located along Arcadia Avenue (STH 59) at the Overlook Trail intersection in late-September of 2022. The existing "Overlook Trail" site is similar in style and price range to the proposed development site which allows for a good comparison. Weekday morning (6:30 to 8:30 am) and weekday evening (4:00 to 6:00 pm) peak period turning movement traffic counts were conducted at the intersection to calculate the peak hour trips being generated by this existing residential development.

PROPOSED DEVELOPMENT

Site Description

The site currently consists of agricultural lands with some wooded outcroppings. The site is bordered by residential properties immediately to the north and east with additional residential uses further to the north, on the north side of River Road. Additional agricultural lands also exist to the west and south. Waukesha West High School is located on the north side of River Road, immediately east of Saylesville Road.

The conceptual site plan for the proposed residential development is shown on Exhibit 2. The site is expected to include 16 parcels, with two townhouse buildings on each. However, since the units are expected to be rental properties, an apartment land use was used for this study.

Access to the development site is proposed via an extension of the existing roadway stub designated as Willow Drive which bisects with Tanglewood Drive as a conventional three-legged intersection. Further access from the existing Rivers Crossing neighborhood to the main arterials is provided via two main access connections to River Road at River Valley Road and Rivers Crossing Drive. A third access to the neighborhood is also available onto River Road at Rapids Trail; however, due to the proximity of this connection, minimal new trips are expected to utilize this access.

Build out of the site is expected to begin in the year 2023 with full build out expected over the next few years. For traffic study purposes, it was assumed that all parcels will be completed in 2023.

Trip Generation

To address any potential future traffic impacts along study area roadways and at the intersections adjacent to the site, it is necessary to identify the hourly volume of traffic generated by the proposed residential development. The traffic volumes expected to be generated by the proposed development are based on the size and type of the proposed uses, and on trip rates as published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. As stated in the previous section, since the residential units are expected to be rental properties, the apartment land use was used for this study. The proposed residential development full build trip generation table is shown in Exhibit 5A.

Due to the nature of the planned land use type, no internal linked or pass-by trips were assumed for the site. A linked trip occurs when a patron of one tenant visits another tenant within the site prior to exiting the site. Pass-by trips occur when motorists already on the transportation system stop at a development site prior to continuing on their intended route.

As shown in Exhibit 5A, based on national standards, full build out of the development is expected to generate 35 new trips (10 in/25 out) during a typical weekday morning peak hour. During the typical weekday evening peak hour, based on national standards, the development site is expected to generate 35 new trips (20 in/15 out) under full build conditions.

A trip generation comparison table (Exhibit 5B) was also provided looking at the expected trip generation with the site built out as proposed (including two-unit townhouses) compared to the site built out with single-family homes. For the volumes as shown under the townhouse land use,

since two units would be constructed on each parcel, the number of units built were assumed to be 32 units; whereas under the single-family homes, the number of units built was assumed to be 16 units. In addition, as previously stated, peak hour turning movement counts conducted at the “Overlook Trail” residential development located along Arcadia Avenue (STH 59) at the Overlook Trail intersection were utilized to calculate the trip generation for the existing residential development. Since the proposed development is designed with 32 units and the existing “Overlook Trail” site where the data collection was conducted has 40 units, the existing volumes collected as part of this study were prorated to account for this difference in residence units. The trip generation for the proposed development, based on the trip generation from the existing “Overlook Trail” site, are shown in Exhibit 5B. The trip generation volumes for the single-family homes were calculated based on the *ITE Trip Generation Manual, 11th Edition*.

As shown in Exhibit 5B, under the single-family house scenario, the development is expected to generate 14 new trips (4 in/10 out) compared to 16 new trips (2 in/14 out) under the multi-family scenario during the typical weekday morning peak hour. During the typical weekday evening peak hour, under the single-family house scenario, the development is expected to generate 18 new trips (11 in/7 out) compared to 8 new trips (5 in/3 out) under the multi-family scenario. In summary, the multi-family housing scenario is expected to generate about the same number of morning peak hour trips and about 10 less weekday evening peak hour trips (about 50% less) when compared to the single-family house build out scenario. Even though the apartment/townhouse unit count is double the single family comparison unit count, the traffic generation is expected to be similar during the morning peak hour and about 50% less during the evening peak hour.

Trip Distribution

The trip distribution for the proposed residential development, listed below and shown in table format in Exhibit 5A, was determined based on the existing traffic counts, the type of proposed land uses and the location of existing population areas outside the immediate study area.

- 49-percent to/from the west on River Road
- 51-percent to/from the east on River Road

Traffic Assignment

Traffic was distributed to the study area intersections based on the above trip distribution. The full build new trips for the proposed residential development were assigned to the study area and are shown in Exhibit 6.

The full build new trips (Exhibit 6) were added to the existing traffic volumes (Exhibit 4) to determine the full build traffic volumes as shown in Exhibit 7.

PEAK HOUR TRAFFIC OPERATIONS & QUEUES

The study intersections were analyzed using the Synchro 11 traffic analysis model (outputs based on the Highway Capacity Manual, 6th Edition) and the peak hour turning movement volumes estimated for the study area intersections. 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 purposes of this study, LOS D or better was used to define acceptable peak hour operating conditions.

The capacity analysis tables show the peak hour LOS, delays (in seconds per vehicle), and queues (in feet) for both the existing traffic condition and for the Full Build traffic conditions. The Synchro capacity analysis worksheets are located in the appendix of this report.

Existing Traffic Operations

Table 1 shows the results of the weekday morning and evening peak hour operational analysis at the study area intersections. The study intersections were evaluated using the existing geometrics and traffic control as shown on Exhibit 3 and the Existing traffic volumes shown in Exhibit 4.

Table 1
Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: River Road & Rivers Crossing Drive <i>Two-Way Stop Control</i>	Lanes->		1	1	1	1	1	1	1	1	1	1			
	AM	LOS	B	*	A	*	F	E					C		
		Delay	10	*	8	*	91	41					15		
		Queue	25'	*	25'	*	170'	95'							
	PM	LOS	A	*	A	*	B	B					A		
		Delay	8	*	8	*	12	14					3		
Queue		25'	*	25'	*	25'	25'								
Node 200: River Road & River Valley Road <i>Two-Way Stop Control</i>	Lanes->		1	1	1	1	1	1	1	1	1				
	AM	LOS	A	*	A	*	E	D					A		
		Delay	9	*	8	*	40	29					8		
		Queue	25'	*	25'	*	100'	55'							
	PM	LOS	A	*	A	*	B	B					A		
		Delay	8	*	8	*	12	13					2		
Queue		25'	*	25'	*	25'	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.

As shown in Table 1, all turning movements at the existing study area intersections are currently operating acceptably at LOS D or better during the peak hours under the existing traffic volumes except the northbound and southbound movements at the River Road intersection with Rivers Crossing Drive which are currently operating at LOS E/F during the weekday morning peak hour and the northbound movements at the River Road intersection with River Valley Road which are currently operating at LOS E during the weekday morning peak hour.

Full Build Traffic Operations

Table 2 shows the results of the results with the proposed development operational. The study intersections were evaluated using the existing geometrics and traffic control and the Full Build traffic volumes shown in Exhibit 7.

Table 2
Full Build Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach								I/S LOS & Delay
			Eastbound		Westbound		Northbound		Southbound		
			↗	→	↘	←	↖	↑	↗	↘	
Node 100: River Road & Rivers Crossing Drive <i>Two-Way Stop Control</i>	Lanes->		1	1	1	1	1	1	1	1	
	AM	LOS	B	*	A	*	F		E		C
		Delay	10	*	8	*	106		42		18
		Queue	25'	*	25'	*	195'		95'		
	PM	LOS	A	*	A	*	B		B		A
		Delay	8	*	8	*	13		14		3
Queue		25'	*	25'	*	25'		25'			
Node 200: River Road & River Valley Road <i>Two-Way Stop Control</i>	Lanes->		1	1	1	1	1	1	1		
	AM	LOS	A	*	A	*	E		D		B
		Delay	9	*	8	*	49		32		10
		Queue	25'	*	25'	*	140'		60'		
	PM	LOS	A	*	A	*	B		B		A
		Delay	8	*	8	*	12		14		2
Queue		25'	*	25'	*	25'		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.

As shown in Table 2, with the additional traffic from the proposed development, all turning movements at the study intersections are expected to continue to operate acceptably at LOS D or better during the weekday morning and evening peak hour under the Full Build traffic volumes except the northbound and southbound movements at the River Road intersection with Rivers Crossing Drive which are expected to continue to operate at LOS E/F during the weekday morning peak hour and the northbound movements at the River Road intersection with River Valley Road which are expected to continue to operate at LOS E during the weekday morning peak hour.

Existing Gap Study

As stated above, the model reports that the existing northbound/southbound movements are currently operating at higher delays at the River Road intersections with Rivers Crossing Drive and River Valley Road under existing conditions and are expected to continue to operate at higher delays under Full Build traffic conditions; however, the software model tends to overstate delays at two-way stop-controlled intersections. Therefore, to measure the frequency of gaps in the River Road traffic stream, TADI conducted a gap study along River Road at these intersections during the typical weekday morning and evening peak hours with school in session. The data collection was conducted during the morning and the evening of Tuesday, September 13th, 2022; under favorable weather conditions.

Traffic gap studies measure the length of gaps, in seconds, between vehicles in the roadway traffic streams to determine the ease of completing a turning maneuver onto a roadway. River Road is a two-lane undivided roadway within the limits of the study area intersection. Allowing a left-turning vehicle from the residential road to complete the maneuver in one stage, a left-turning vehicle finds an acceptable gap from traffic in both directions in order to complete the left-turn maneuver. A gap study was used in this report to determine how many gaps currently exist in both directions of the traffic stream along River Road to get a feeling for the availability

of gaps under existing and full build conditions. Table 3 summarizes the findings of the gap study at the River Road intersections.

**Table 3
 River Road
 Combined Equivalent Gap Results**

Peak Hour		Single Vehicle Gaps	Double Vehicle Gaps	Three Vehicle Gaps	Equivalent Gaps
AM	Combined	66	25	15	161
PM	Combined	24	18	48	204

According to the HCM methodology, the majority of drivers (85%) feel a 7.1-second gap between vehicles is required to complete a left-turn maneuver off of the minor street (residential street) onto the crossing River Road during a typical weekday morning peak period. Two vehicles in queue can complete the maneuver with 17.8-seconds of gap time, and three or more vehicles can complete the maneuver with 28.4-seconds of gap time. Equivalent gaps (or capacity of gaps) are calculated by adding the number of gaps greater than 28.4-seconds multiplied by three, the number of gaps between 17.8-seconds and 28.3-seconds multiplied by two, and the number of gaps between 7.1-seconds and 17.7-seconds.

Based on the information summarized in Table 3, there are currently 161 equivalent gaps available along River Road in the combined eastbound/westbound traffic streams during the weekday morning peak hour for a new northbound/southbound left-turning vehicle to complete the left-turn maneuver onto River Road. In addition, there are currently 204 equivalent gaps available along River Road in the combined eastbound/westbound traffic streams during the weekday evening peak hour for a new northbound/southbound left-turning vehicle to complete the left-turn maneuver onto River Road. It is noted that the high number of gaps are likely due to the presence of a traffic signal at the intersection of Saylesville Road with River Road which helps to create gaps in the River Road traffic stream.

With about 10 new exiting left-turn maneuvers expected during the typical weekday morning peak hour and 5 new exiting left-turn maneuvers expected during the typical weekday evening peak hour at the Rivers Crossing Drive intersection onto River Road, this analysis reinforces that the software model tends to overstate delays at two-way stop-controlled intersections and illustrates that there are a significant number of gaps expected to still be available under full build conditions and therefore, the left turning vehicles exiting the development at the proposed driveway are expected to experience acceptable delays.

All data pertaining to the gap study is included in the appendix of this report.

CONCLUSION

Under full build traffic conditions, with the site fully built out, the following modifications, as shown on Exhibit 8, are recommended at the study area intersections:

General

- Provide a new two-lane local road, Willow Drive (extended), with future connection roadway stubs to the south, as shown on the site plan.

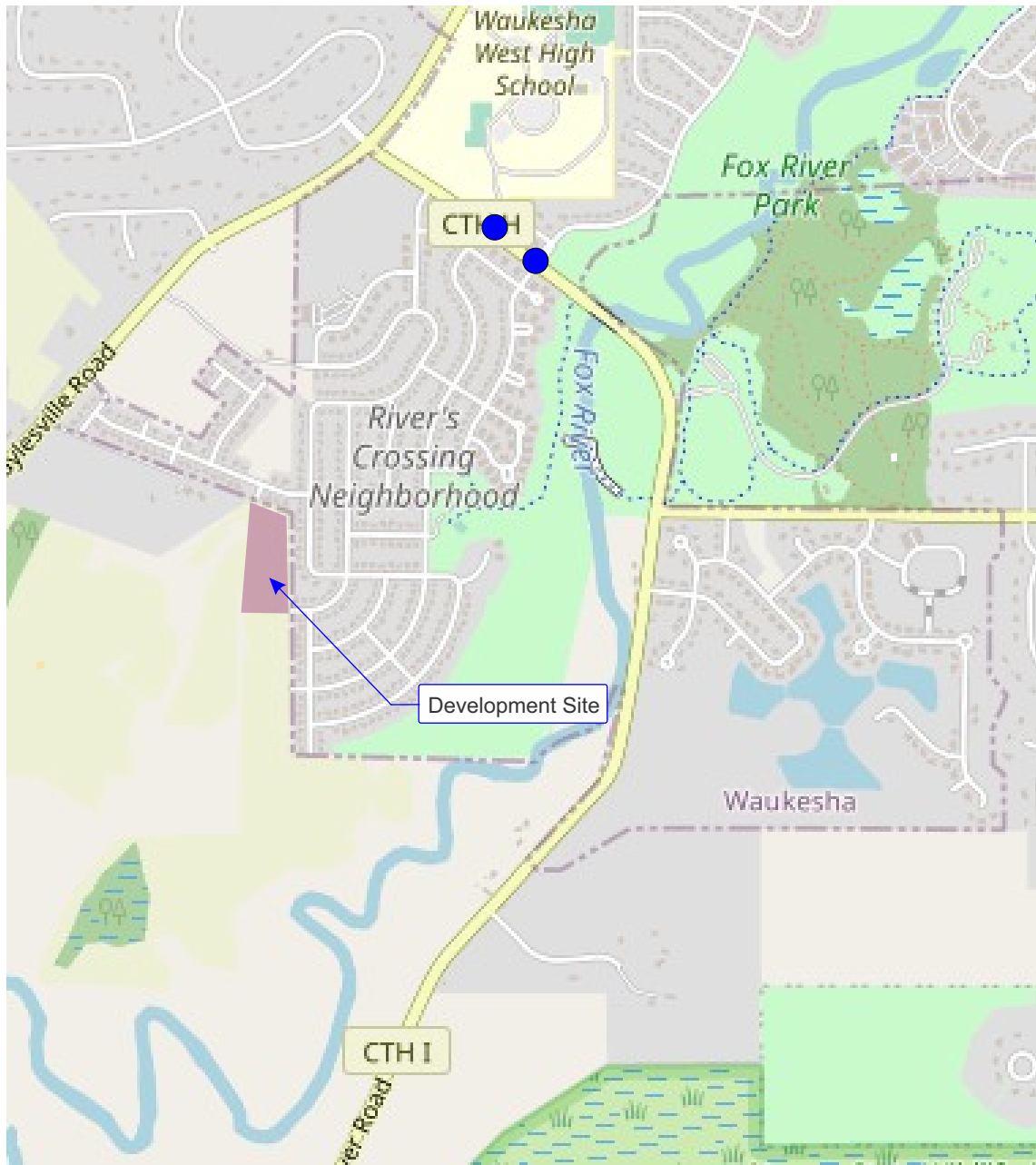
Node 100: River Road intersection with River Valley Road

- No modifications recommended.

Node 200: River Road intersection with Rivers Crossing Drive

- No modifications recommended.

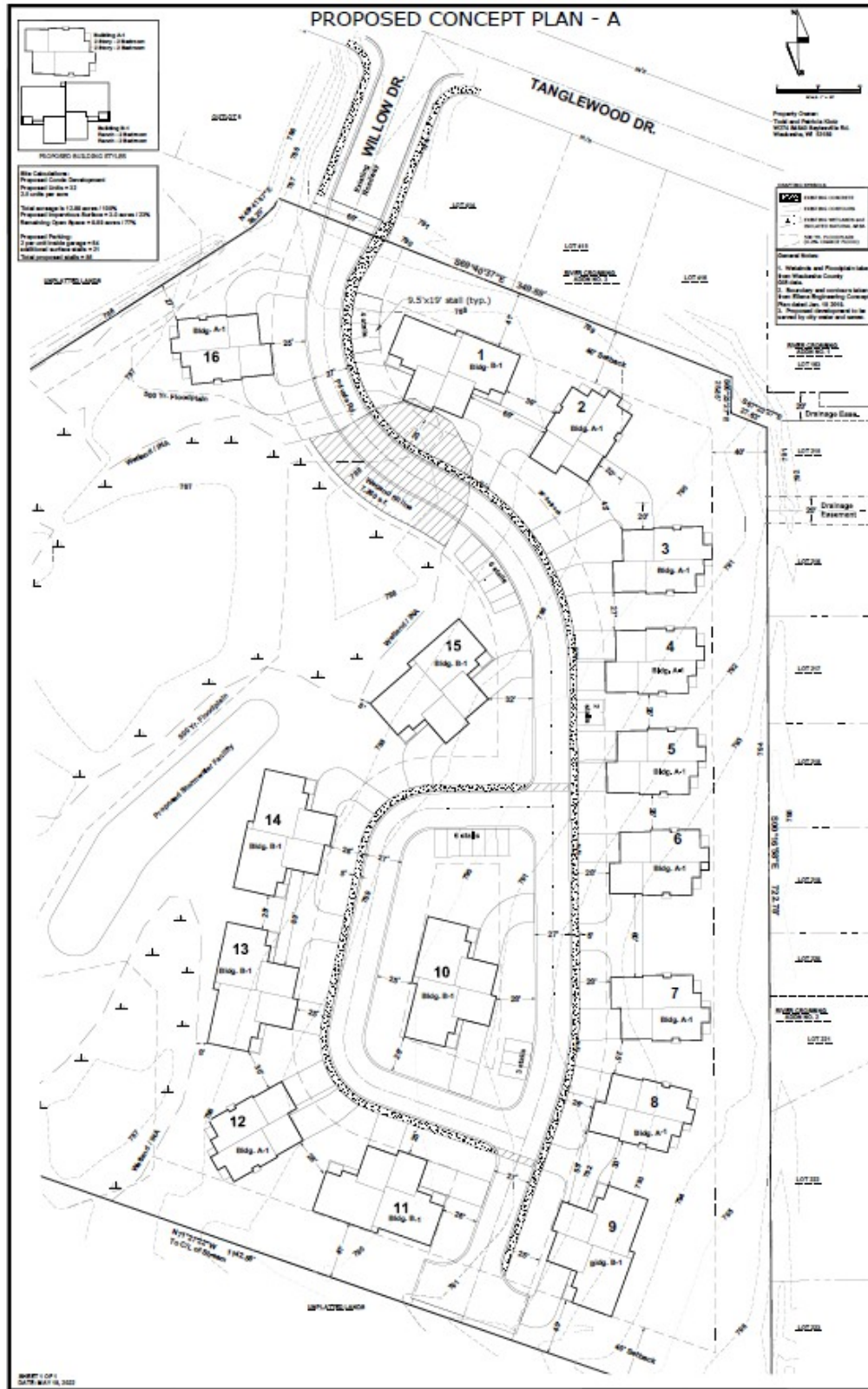
With the modifications provided above, all movements at the study area intersections are expected to operate safely and efficiently through the opening year with full buildout of the proposed development.








LEGEND

- Study Area Intersection
- Proposed Site Location





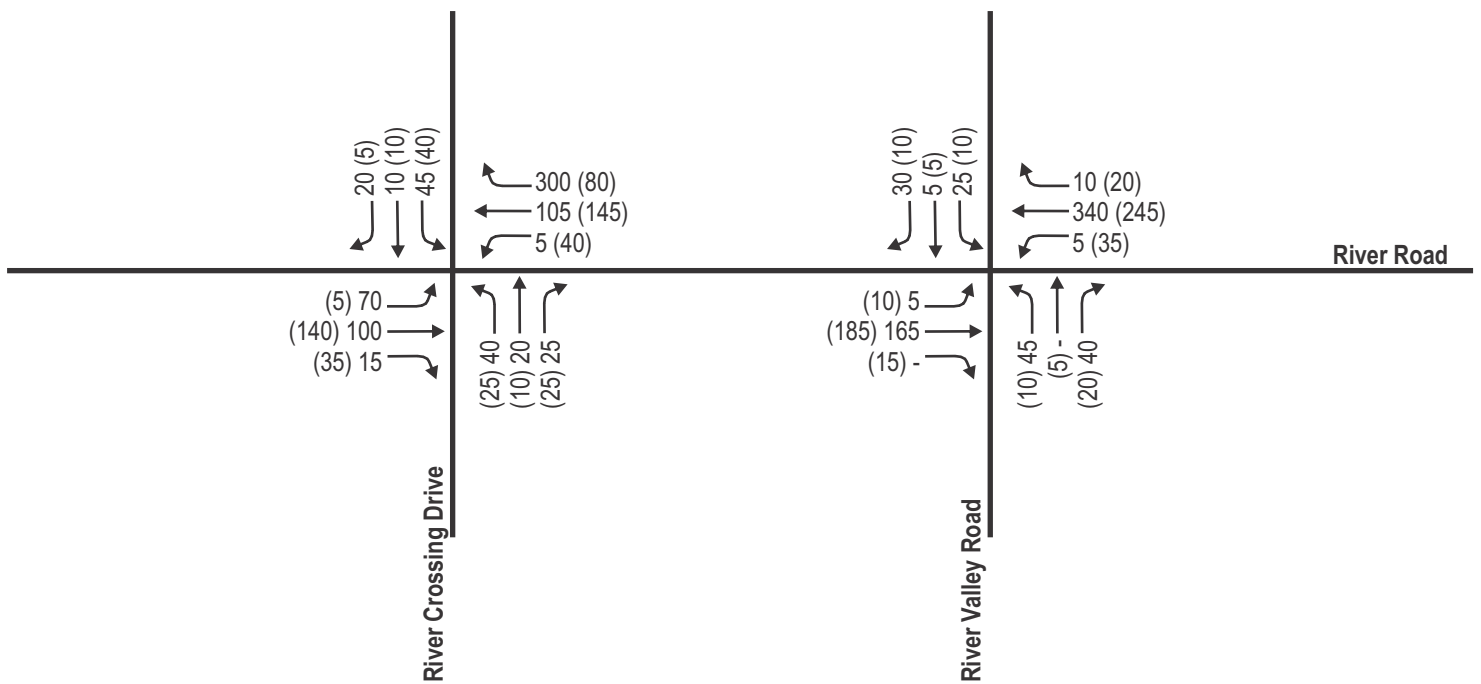
LEGEND

-  Stop Control
-  Existing Lane Configuration
-  Existing Storage Length (in Feet)
-  Distance Between Roadways (in Feet)
-  Divided Roadway Median



LEGEND

- XX AM Peak Hour Volumes (6:45-7:45 AM)
- (XX) PM Peak Hour Volumes (5:00-6:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



NOT TO SCALE

**Exhibit 5A
On-Site Trip Generation Table**

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise)	220	32 Units	280 FCE	10 (24%)	25 (76%)	35 FCE	20 (63%)	15 (37%)	35 FCE
Total New Trips			280	10	25	35	20	15	35

TRIP DISTRIBUTION

West on Rivers Road	49%	140	5	10	10	5
East on Rivers Road	51%	140	5	15	10	10
	100%	280	10	25	20	15

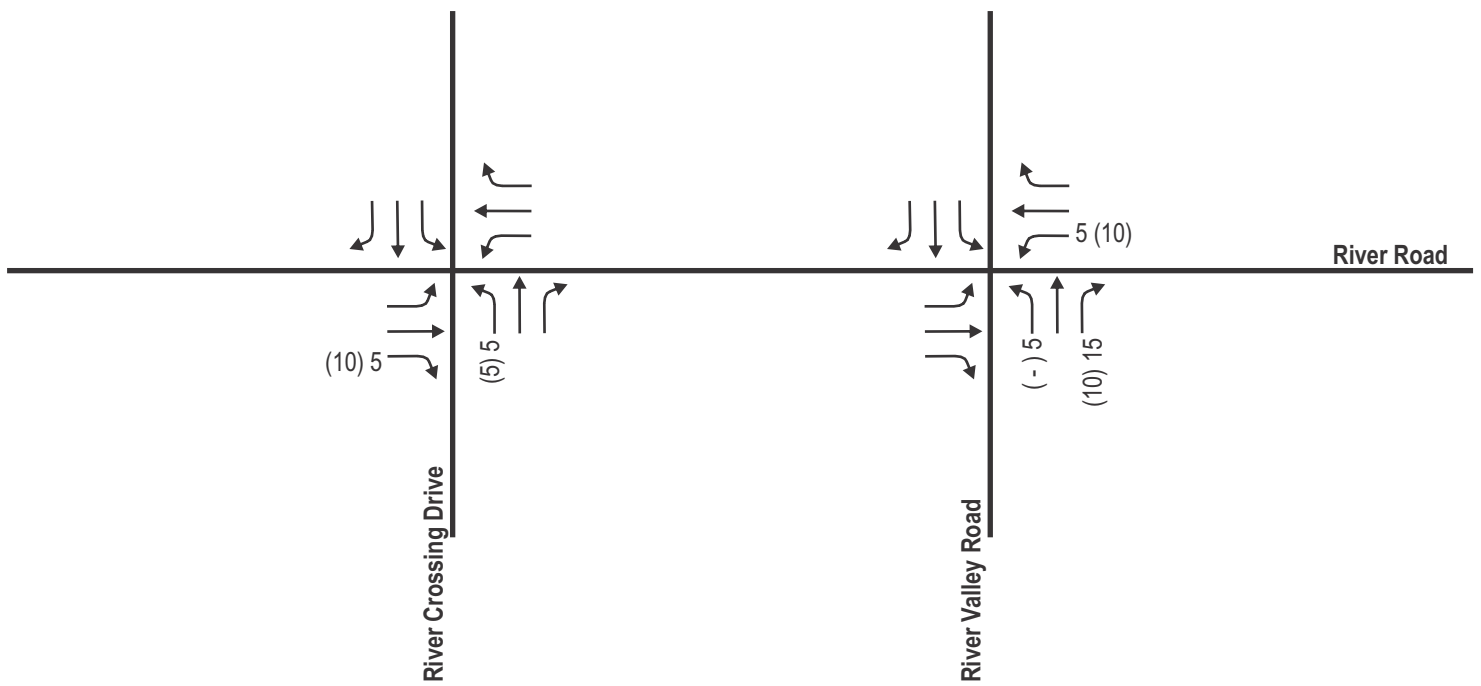
**Exhibit 5B
Trip Generation Comparison Table**

Land Use	ITE Code	Proposed Size	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Single-Family Detached Housing (Single Family Housing)	210	16 Units	4 (26%)	10 (74%)	14 FCE	11 (63%)	7 (37%)	18 FCE
Multifamily Housing (Low-Rise)*	TADI	32 Units	2 (13%)	14 (88%)	16 TADI	5 (63%)	3 (38%)	8 TADI
Difference - Increase (Decrease)			(2)	4	2	(6)	(4)	(10)

* Calculated based on actual count taken at existing similar site (prorated based on number of units)
Existing site is "Overlook Trail" on Arcadia Avenue in Waukesha consisting of 40 Townhouse style apartments of similar style and price range

LEGEND

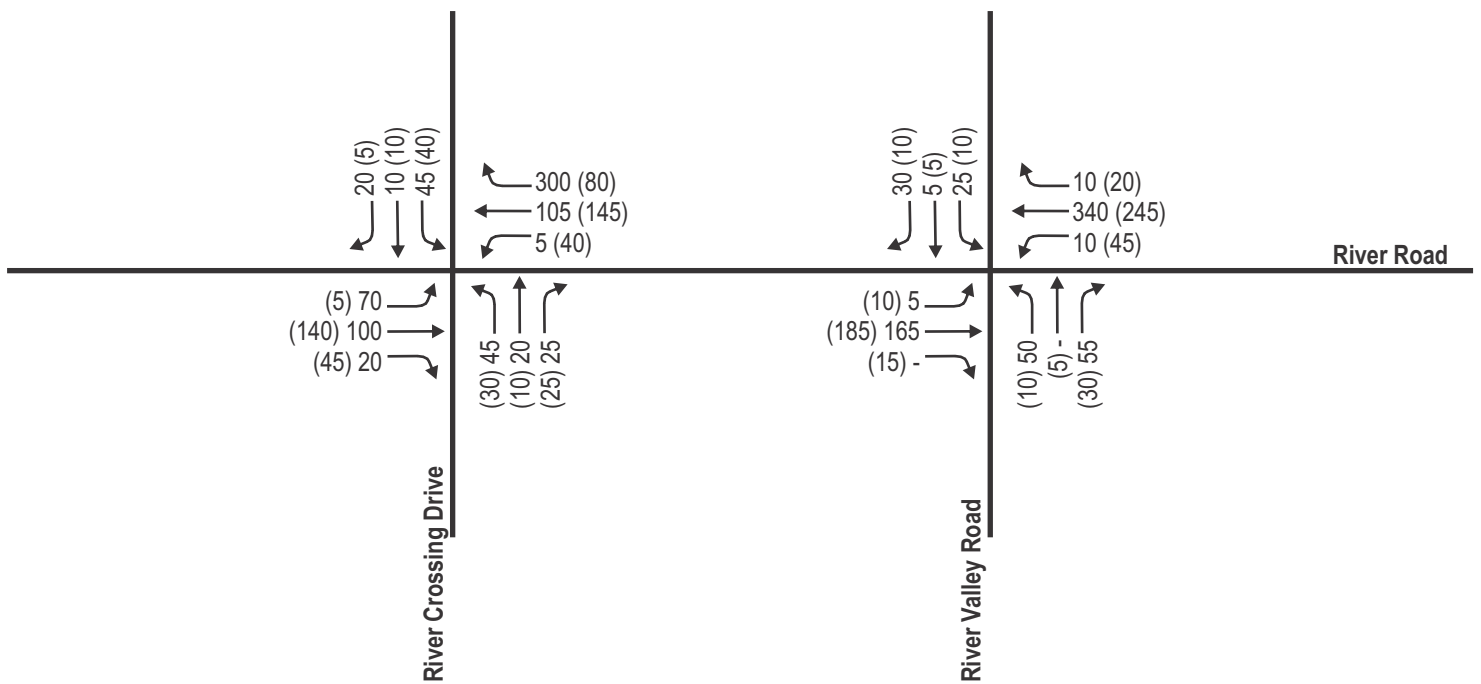
- XX AM Peak Hour Volumes (6:45-7:45 AM)
- (XX) PM Peak Hour Volumes (5:00-6:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



NOT TO SCALE

LEGEND

- XX AM Peak Hour Volumes (6:45-7:45 AM)
- (XX) PM Peak Hour Volumes (5:00-6:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



NOT TO SCALE

LEGEND

- STOP Stop Control
- Existing Lane Configuration
- XX' Existing Storage Length (in Feet)
- ▬ Divided Roadway Median



Appendix A

Traffic

Existing Turning Movement Counts
Counts at Existing Site for Trip Generation Calculations
Existing Gap Calculations and Counts

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 13	
Start Date:	Wednesday, September 7, 2022	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: **School DW and River Road**

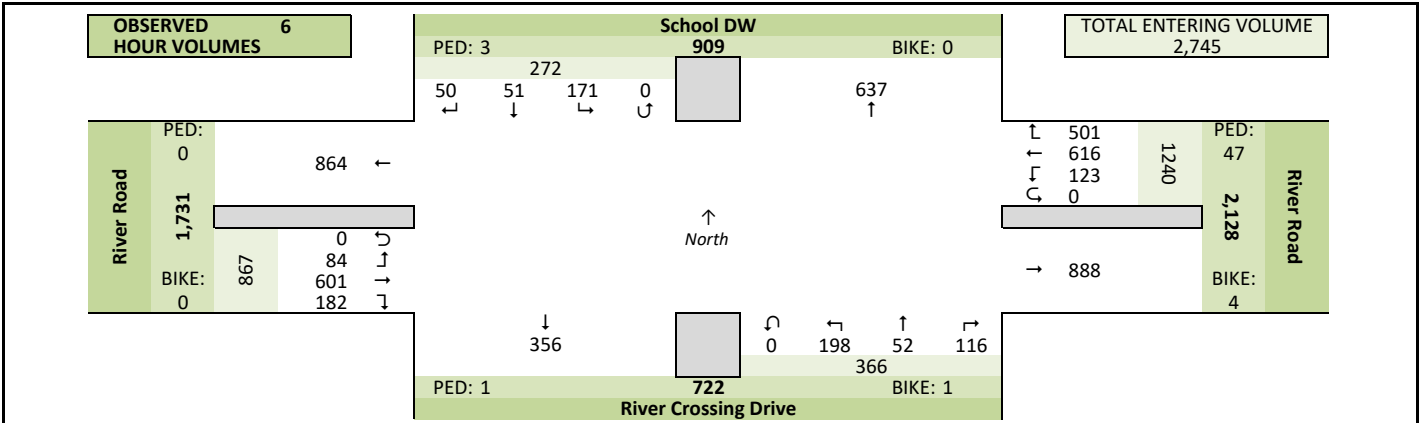
Site Information

Municipality	City of Waukesha		
County	Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	School DW		
East Leg	River Road		
South Leg	River Crossing Drive		
West Leg	River Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None None		

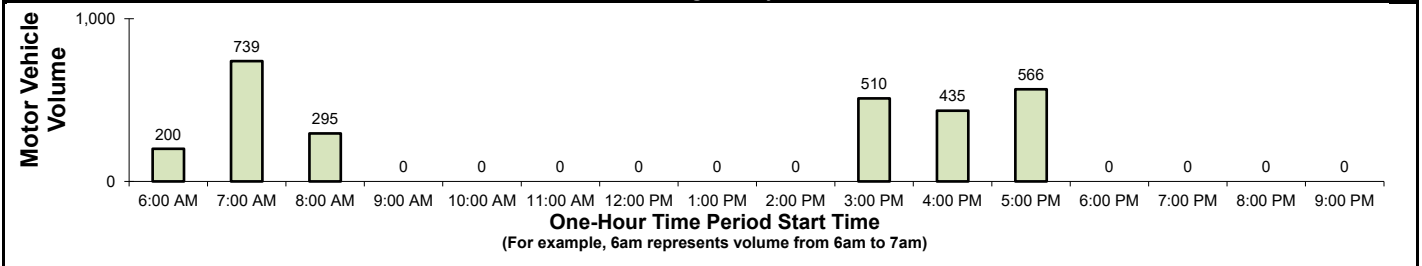
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Wednesday, September 7, 2022	Weather	
AM Peak Period	Thursday, September 8, 2022	Clear & Dry	
Midday Peak Period	Wednesday, September 7, 2022	Clear & Dry	
PM Peak Period	Wednesday, September 7, 2022	Clear & Dry	
Calculated Peak Hours			
	AM 6:45-7:45am	MD	PM 5:00-6:00pm
Peak Hours Selected for Analysis			
	AM 6:45-7:45am	MD	PM 5:00-6:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.878	Count Expansion Factor	2.284
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period	None	
	PM Peak Period	Wendy Picard	
Comments	2019 DOT Seasonal Factors		

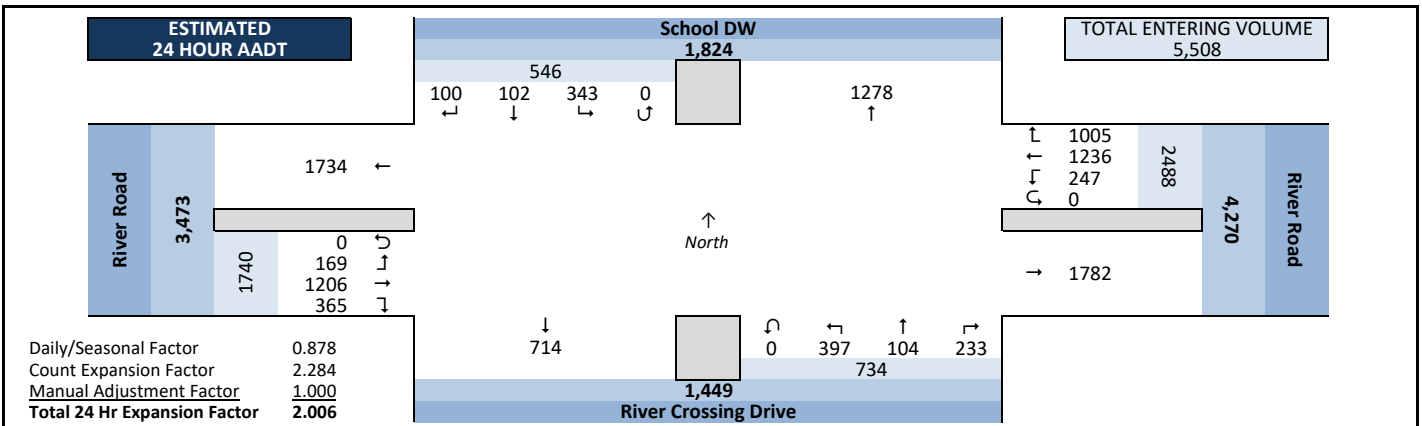
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



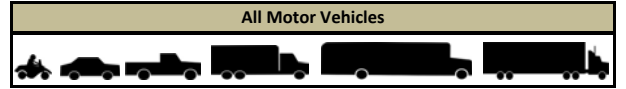
Estimated 24 Hour AADT



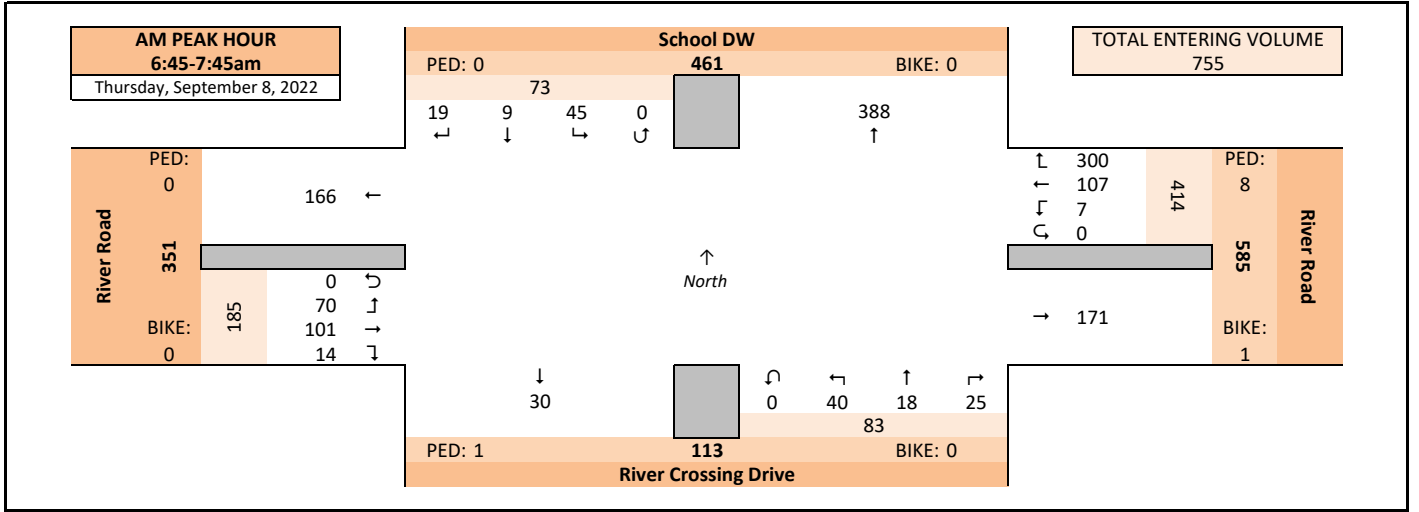
Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

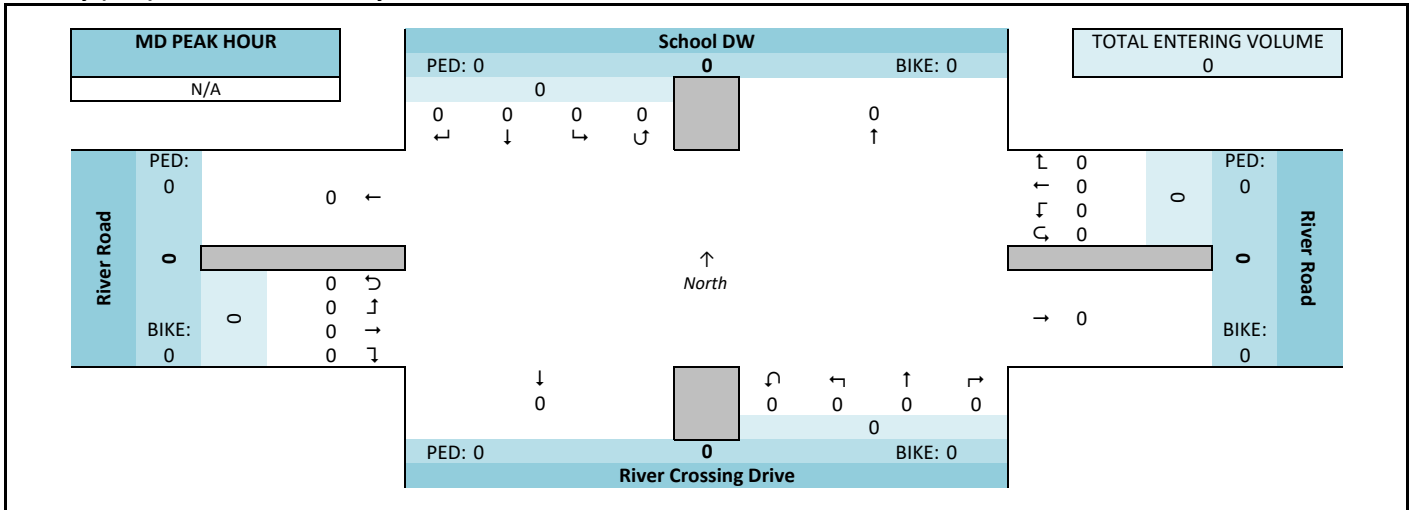
School DW and River Road



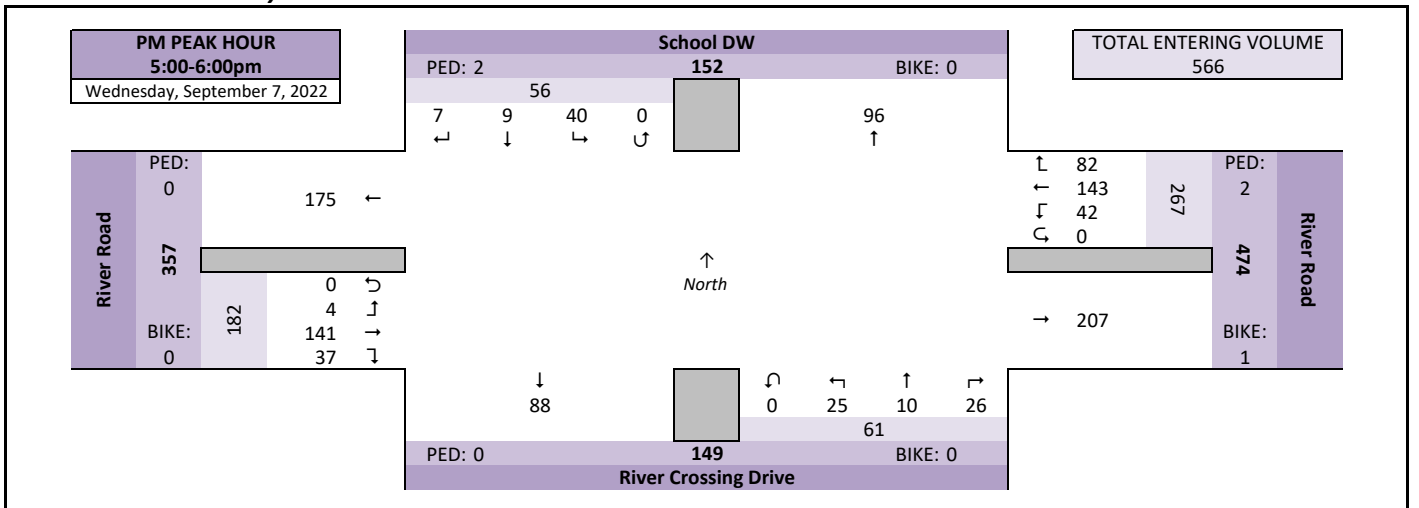
AM Peak Hour Summary



Middy (MD) Peak Hour Summary



PM Peak Hour Summary

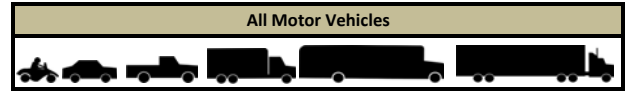


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Wednesday, September 7, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Summary

School DW and River Road



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 8, 2022		From North					From East					From South					From West					Totals
AM Peak Hour	Start Time	School DW					River Road					River Crossing Drive					River 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	
	6:45 AM	0	0	0	0	0	12	22	2	0	36	2	2	12	0	16	1	23	5	0	29	81
	7:00 AM	2	3	12	0	17	50	20	2	0	72	5	11	8	0	24	4	24	12	0	40	153
	7:15 AM	12	2	18	0	32	214	31	1	0	246	10	4	6	0	20	4	28	45	0	77	375
	7:30 AM	5	4	15	0	24	24	34	2	0	60	8	1	14	0	23	5	26	8	0	39	146
	Peak Hour Volume	19	9	45	0	73	300	107	7	0	414	25	18	40	0	83	14	101	70	0	185	755
	Rounded Hourly Volume	20	10	45	0	75	300	105	5	0	410	25	20	40	0	85	15	100	70	0	185	755
	% Single Unit Trucks	5.3	11.1	4.4	0.0	5.5	1.7	1.9	0.0	0.0	1.7	0.0	0.0	5.0	0.0	2.4	7.1	2.0	1.4	0.0	2.2	2.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	5.3	11.1	4.4	0.0	5.5	1.7	1.9	0.0	0.0	1.7	0.0	0.0	5.0	0.0	2.4	7.1	2.0	1.4	0.0	2.2	2.3
	Peak Hour Factor (PHF)	0.40	0.56	0.62	0.00	0.57	0.35	0.79	0.87	0.00	0.42	0.62	0.41	0.71	0.00	0.86	0.70	0.90	0.39	0.00	0.60	0.50

N/A		From North					From East					From South					From West					Totals
Midday (MD) Peak Hour	Start Time	School DW					River Road					River Crossing Drive					River 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	
	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

Wednesday, September 7, 2022		From North					From East					From South					From West					Totals
PM Peak Hour	Start Time	School DW					River Road					River Crossing Drive					River 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	
	5:00 PM	1	1	10	0	12	10	49	10	0	69	8	3	6	0	17	14	43	0	0	57	155
	5:15 PM	2	3	10	0	15	29	31	14	0	74	7	1	10	0	18	6	48	1	0	55	162
	5:30 PM	1	3	18	0	22	30	30	10	0	70	7	4	3	0	14	6	26	3	0	35	141
	5:45 PM	3	2	2	0	7	13	33	8	0	54	4	2	6	0	12	11	24	0	0	35	108
	Peak Hour Volume	7	9	40	0	56	82	143	42	0	267	26	10	25	0	61	37	141	4	0	182	566
	Rounded Hourly Volume	5	10	40	0	55	80	145	40	0	265	25	10	25	0	60	35	140	5	0	180	560
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.4	0.0	0.0	4.0	0.0	1.6	0.0	3.5	0.0	0.0	2.7	1.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.4	0.0	0.0	4.0	0.0	1.6	0.0	3.5	0.0	0.0	2.7	1.2
	Peak Hour Factor (PHF)	0.58	0.75	0.56	0.00	0.64	0.68	0.73	0.75	0.00	0.90	0.81	0.62	0.62	0.00	0.85	0.66	0.73	0.33	0.00	0.80	0.87

Peak Hour Pedestrian and Bicyclist Volumes

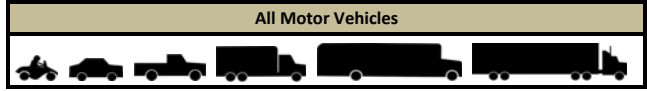
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		School DW			River Road			River Crossing Drive			River Road			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	6:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
	7:00 AM	0	0	0	5	0	5	0	0	0	0	0	0	5
	7:15 AM	0	0	0	3	1	4	0	0	0	0	0	0	4
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	8	1	9	1	0	1	0	0	0	10
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	5:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
	5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
	5:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
	Total	2	0	2	2	1	3	0	0	0	0	0	0	5

Intersection Traffic Volume Report

Count Basics		Page 4 of 13	
Start Date:	Wednesday, September 7, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

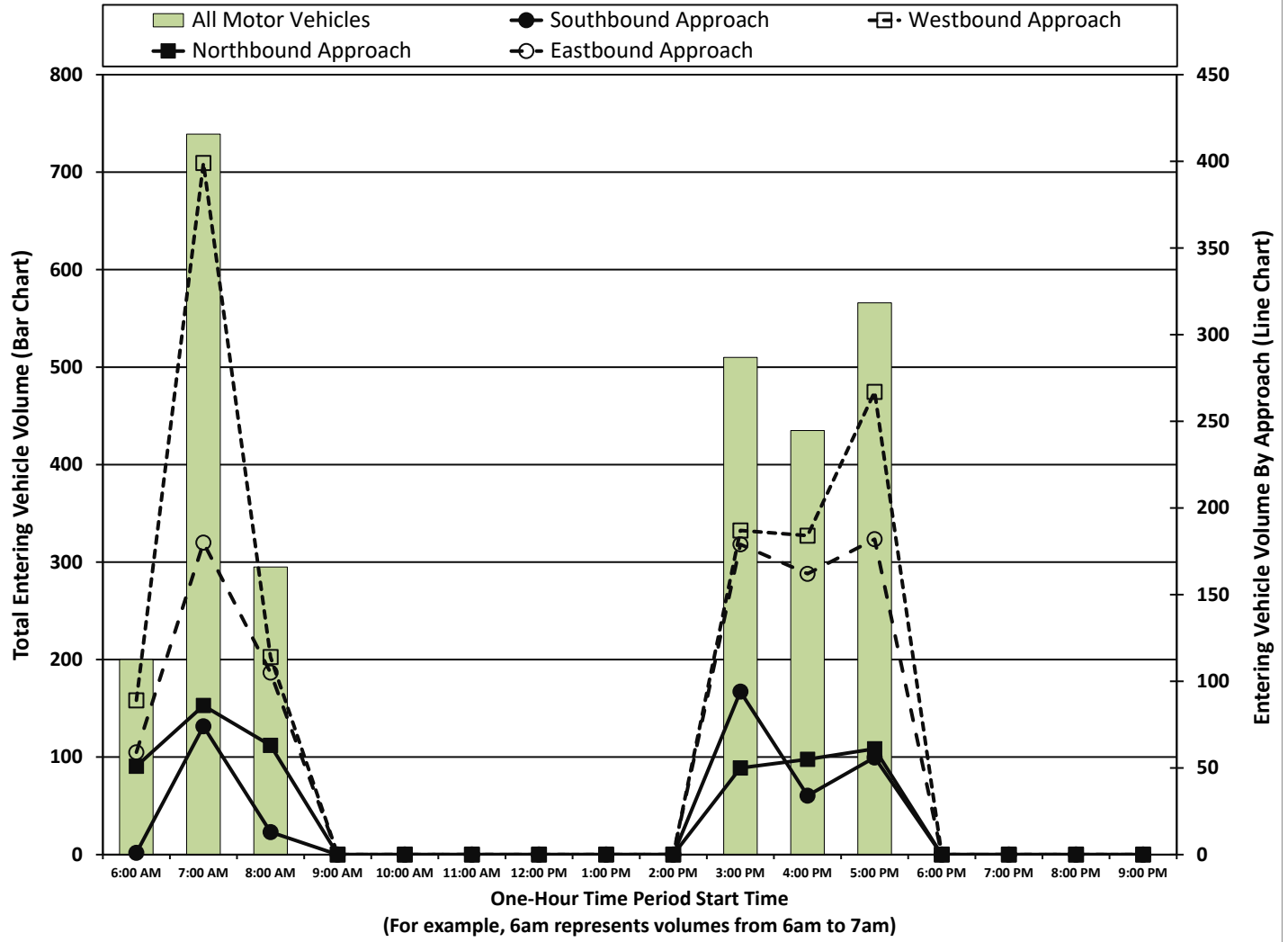
School DW and River Road



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
	School DW					River Road					River Crossing Drive					River Road						E/W	N/S
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	1	0	1	25	61	3	0	89	10	2	39	0	51	2	52	5	0	59	200	148	52
7:00 AM	20	9	45	0	74	288	105	6	0	399	34	16	36	0	86	16	99	65	0	180	739	579	160
8:00 AM	2	6	5	0	13	26	81	7	0	114	12	5	46	0	63	21	81	3	0	105	295	219	76
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
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
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	16	18	60	0	94	55	107	25	0	187	17	11	22	0	50	60	115	4	0	179	510	366	144
4:00 PM	5	9	20	0	34	25	119	40	0	184	17	8	30	0	55	46	113	3	0	162	435	346	89
5:00 PM	7	9	40	0	56	82	143	42	0	267	26	10	25	0	61	37	141	4	0	182	566	449	117
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	50	51	171	0	272	501	616	123	0	1240	116	52	198	0	366	182	601	84	0	867	2745	2107	638

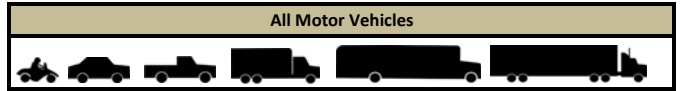
Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

School DW and River Road



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF
	School DW					River Road					River Crossing Drive					River 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			
6:00 AM	0	0	0	0	0	2	8	0	0	10	1	0	6	0	7	0	7	0	0	7	24	200	0.62
6:15 AM	0	0	1	0	1	4	13	0	0	17	1	0	11	0	12	1	12	0	0	13	43	329	0.54
6:30 AM	0	0	0	0	0	7	18	1	0	26	6	0	10	0	16	0	10	0	0	10	52	661	0.44
6:45 AM	0	0	0	0	0	12	22	2	0	36	2	2	12	0	16	1	23	5	0	29	81	755	0.50
7:00 AM	2	3	12	0	17	50	20	2	0	72	5	11	8	0	24	4	24	12	0	40	153	739	0.49
7:15 AM	12	2	18	0	32	214	31	1	0	246	10	4	6	0	20	4	28	45	0	77	375	655	0.44
7:30 AM	5	4	15	0	24	24	34	2	0	60	8	1	14	0	23	5	26	8	0	39	146	370	0.63
7:45 AM	1	0	0	0	1	0	20	1	0	21	11	0	8	0	19	3	21	0	0	24	65	321	0.83
8:00 AM	0	0	2	0	2	3	16	3	0	22	6	0	18	0	24	3	18	0	0	21	69	295	0.76
8:15 AM	0	0	1	0	1	12	30	1	0	43	2	2	16	0	20	3	22	1	0	26	90		
8:30 AM	2	6	2	0	10	11	22	2	0	35	2	3	9	0	14	14	22	2	0	38	97		
8:45 AM	0	0	0	0	0	0	13	1	0	14	2	0	3	0	5	1	19	0	0	20	39		
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		
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		
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	4	6	19	0	29	32	21	7	0	60	3	3	3	0	9	12	22	2	0	36	134	510	0.75
3:15 PM	9	10	32	0	51	13	37	8	0	58	4	6	5	0	15	16	30	1	0	47	171	480	0.70
3:30 PM	3	1	4	0	8	4	23	7	0	34	5	2	8	0	15	12	18	1	0	31	88	428	0.90
3:45 PM	0	1	5	0	6	6	26	3	0	35	5	0	6	0	11	20	45	0	0	65	117	447	0.94
4:00 PM	1	1	6	0	8	6	28	7	0	41	3	1	9	0	13	10	32	0	0	42	104	435	0.91
4:15 PM	1	3	9	0	13	4	43	15	0	62	8	1	4	0	13	12	18	1	0	31	119	486	0.78
4:30 PM	2	4	2	0	8	3	24	9	0	36	2	4	9	0	15	16	30	2	0	48	107	529	0.82
4:45 PM	1	1	3	0	5	12	24	9	0	45	4	2	8	0	14	8	33	0	0	41	105	563	0.87
5:00 PM	1	1	10	0	12	10	49	10	0	69	8	3	6	0	17	14	43	0	0	57	155	566	0.87
5:15 PM	2	3	10	0	15	29	31	14	0	74	7	1	10	0	18	6	48	1	0	55	162		
5:30 PM	1	3	18	0	22	30	30	10	0	70	7	4	3	0	14	6	26	3	0	35	141		
5:45 PM	3	2	2	0	7	13	33	8	0	54	4	2	6	0	12	11	24	0	0	35	108		
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	50	51	171	0	272	501	616	123	0	1240	116	52	198	0	366	182	601	84	0	867	2745		

Peak Hour All Vehicle Volume Summary

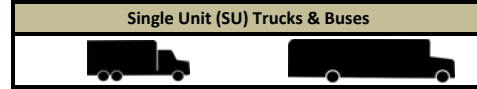
Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF	
	School DW					River Road					River Crossing Drive					River Road							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM 6:45 AM	19	9	45	0	73	300	107	7	0	414	25	18	40	0	83	14	101	70	0	185	755	0.50	
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 5:00 PM	7	9	40	0	56	82	143	42	0	267	26	10	25	0	61	37	141	4	0	182	566	0.87	

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Wednesday, September 7, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

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

School DW and River Road



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

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	School DW					River Road					River Crossing Drive					River 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			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7
6:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	14
6:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	17
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	17
7:15 AM	1	0	1	0	2	4	0	0	0	4	0	0	2	0	2	0	1	0	0	1	9	19	
7:30 AM	0	1	1	0	2	1	1	1	0	2	0	0	0	0	0	0	0	1	0	1	5	17	
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	18	
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	21	
8:15 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	7		
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0	0	3	6			
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	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		
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		
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		
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	1	1	1	2	0	0	3	4	30		
3:15 PM	3	1	4	0	8	6	0	0	0	6	0	0	1	0	1	0	0	0	15	31			
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2	18		
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	2	4	0	6	9	22		
4:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	1	5	16		
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	2	13			
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	3	0	4	6	13		
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3	8		
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2	7		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 PM	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			
6:45 PM	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			
7:15 PM	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			
7:45 PM	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			
8:15 PM	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			
8:45 PM	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			
9:15 PM	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			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	5	2	6	0	13	5	31	1	0	37	1	0	8	0	9	5	32	1	0	38	97		

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

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	School DW					River Road					River Crossing Drive					River 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 6:45 AM	1	1	2	0	4	5	2	0	0	7	0	0	2	0	2	1	2	1	0	4	17
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 5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	7

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Wednesday, September 7, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

School DW and River Road



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum		
	School DW					River Road					River Crossing Drive					River 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				
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	7	
6:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
6:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	3	1	15	
6:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	17	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	17	
7:15 AM	1	0	1	0	2	4	0	0	0	4	0	0	2	0	2	0	1	0	0	1	9	1	19	
7:30 AM	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	5	1	17	
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	18	
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	2	21	
8:15 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	7	0	7	
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	0	6	
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	0	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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	4	0	30	
3:15 PM	3	1	4	0	8	0	6	0	0	6	0	0	1	0	1	0	0	0	0	15	0	15	31	
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2	0	18	18	
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	2	4	0	6	9	0	22	22	
4:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	1	5	0	16	16	
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	2	13	0	13	13	
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	3	0	4	6	0	13	13	
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3	0	8	8	
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2	0	7	7	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2	0	7	7	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	7	7	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	7	7	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
Totals	5	2	6	0	13	5	31	1	0	37	1	0	8	0	9	5	33	1	0	39	98			

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	School DW					River Road					River Crossing Drive					River 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 6:45 AM	1	1	2	0	4	5	2	0	0	7	0	0	2	0	2	1	2	1	0	4	17
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 5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	7

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

School DW and River Road



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	School DW			River Road			River Crossing Drive			River Road				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
6:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	10
7:00 AM	0	0	0	5	0	5	0	0	0	0	0	0	5	9
7:15 AM	0	0	0	3	1	4	0	0	0	0	0	0	4	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	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	
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	
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	25	1	26	0	1	1	0	0	0	27	37
3:15 PM	1	0	1	9	0	9	0	0	0	0	0	0	10	11
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	6
5:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	5
5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	
5:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	
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	3	0	3	47	4	51	1	1	2	0	0	0	56	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

School DW and River Road



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	School DW			River Road			River Crossing Drive			River Road				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	9
7:00 AM	0	0	5	0	0	5	0	0	0	0	0	0	5	8
7:15 AM	0	0	3	0	0	3	0	0	0	0	0	0	3	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	1	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	25
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	35
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	35
3:00 PM	0	0	0	25	0	25	0	0	0	0	0	0	25	35
3:15 PM	1	0	1	9	0	9	0	0	0	0	0	0	10	10
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	6
5:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	4
5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	2
5:30 PM	1	0	1	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	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	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
7:00 PM	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
7:30 PM	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
8:00 PM	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
8:30 PM	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
9:00 PM	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
9:30 PM	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
Totals	3	0	3	47	0	47	1	0	1	0	0	0	51	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

School DW and River Road



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	School DW					River Road					River Crossing Drive					River 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		
6:00 AM					0					0					0					0	0	
6:15 AM					0					0					0					0	0	
6:30 AM					0					0					0					0	0	
6:45 AM					0					0					0					0	0	
7:00 AM					0					0					0					0	0	
7:15 AM					0					0					0					0	0	
7:30 AM					0					0					0					0	0	
7:45 AM					0					0					0					0	0	
8:00 AM					0					0					0					0	0	
8:15 AM					0					0					0					0	0	
8:30 AM					0					0					0					0	0	
8:45 AM					0					0					0					0	0	
9:00 AM					0					0					0					0	0	
9:15 AM					0					0					0					0	0	
9:30 AM					0					0					0					0	0	
9:45 AM					0					0					0					0	0	
10:00 AM					0					0					0					0	0	
10:15 AM					0					0					0					0	0	
10:30 AM					0					0					0					0	0	
10:45 AM					0					0					0					0	0	
11:00 AM					0					0					0					0	0	
11:15 AM					0					0					0					0	0	
11:30 AM					0					0					0					0	0	
11:45 AM					0					0					0					0	0	
12:00 PM					0					0					0					0	0	
12:15 PM					0					0					0					0	0	
12:30 PM					0					0					0					0	0	
12:45 PM					0					0					0					0	0	
1:00 PM					0					0					0					0	0	
1:15 PM					0					0					0					0	0	
1:30 PM					0					0					0					0	0	
1:45 PM					0					0					0					0	0	
2:00 PM					0					0					0					0	0	
2:15 PM					0					0					0					0	0	
2:30 PM					0					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	School DW					River Road					River Crossing Drive					River 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 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 13	
Start Date:	Wednesday, September 7, 2022	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: **River Valley Road and River Road**

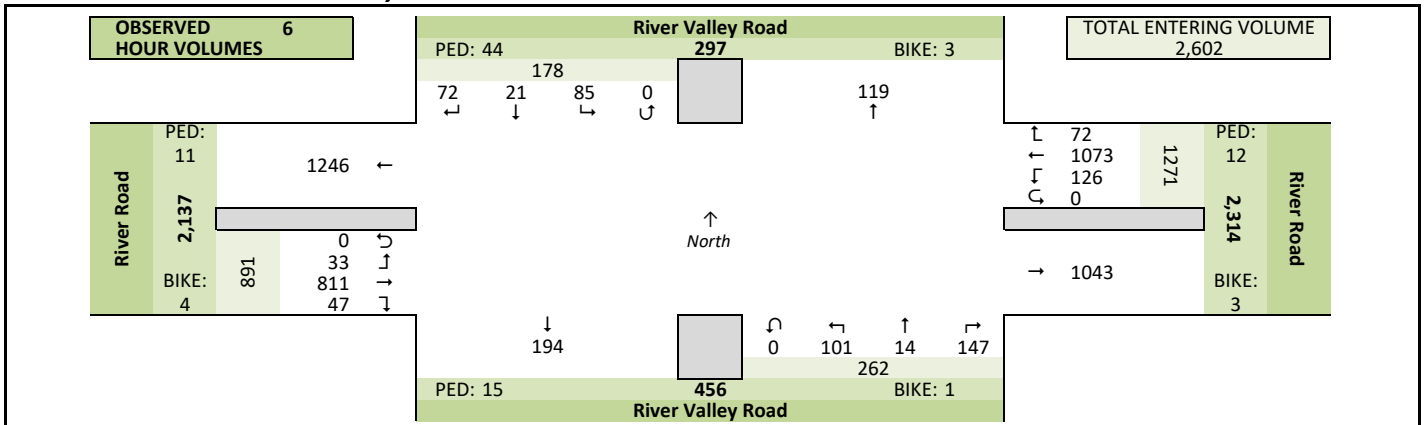
Site Information

Municipality	City of Waukesha		
County	Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	River Valley Road		
East Leg	River Road		
South Leg	River Valley Road		
West Leg	River Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None	None	

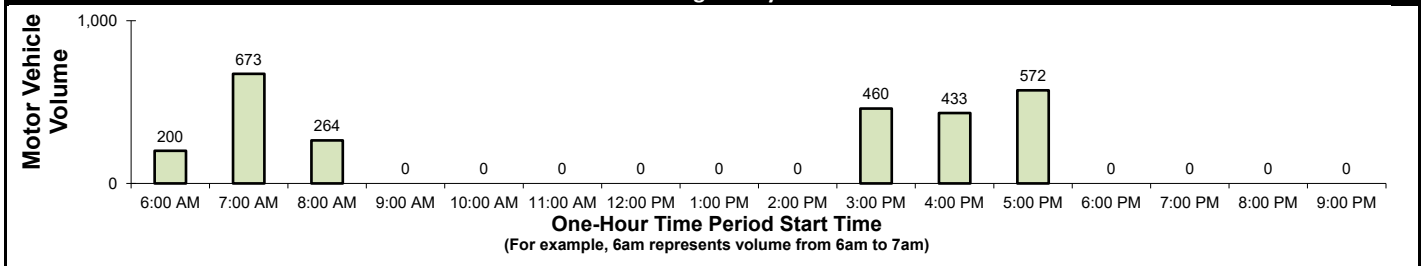
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Wednesday, September 7, 2022	Weather	
AM Peak Period	Thursday, September 8, 2022	Clear & Dry	
Midday Peak Period	Wednesday, September 7, 2022	Clear & Dry	
PM Peak Period	Wednesday, September 7, 2022	Clear & Dry	
Calculated Peak Hours			
	AM 7:00-8:00am	MD	PM 5:00-6:00pm
Peak Hours Selected for Analysis			
	AM 6:45-7:45am	MD	PM 5:00-6:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.878	Count Expansion Factor	2.284
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Dani Ruffalo	
	Midday Peak Period	None	
	PM Peak Period	Dani Ruffalo	
Comments	2019 DOT Seasonal Factors		

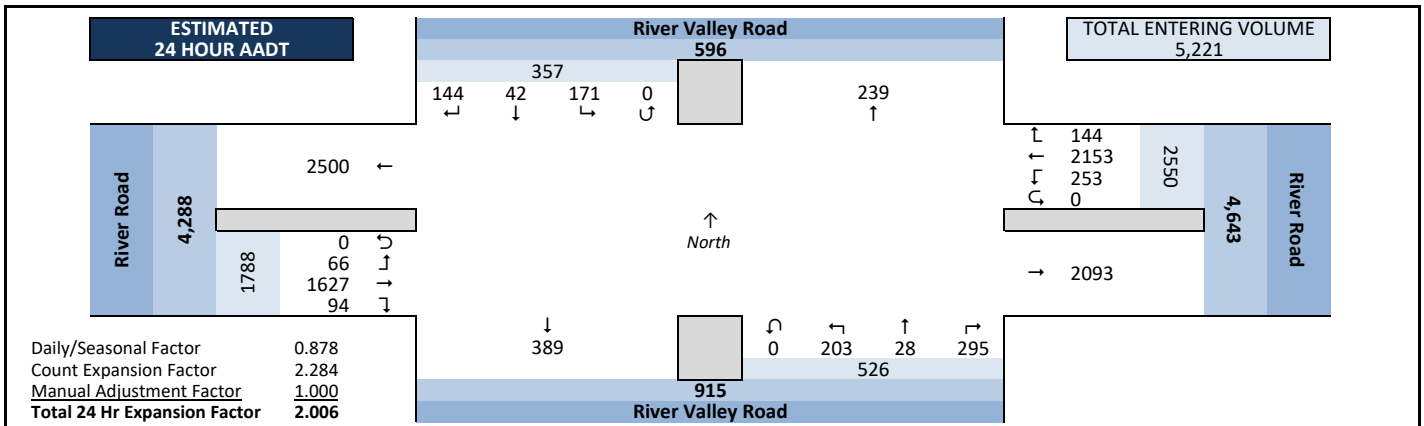
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



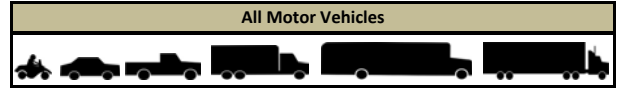
Estimated 24 Hour AADT



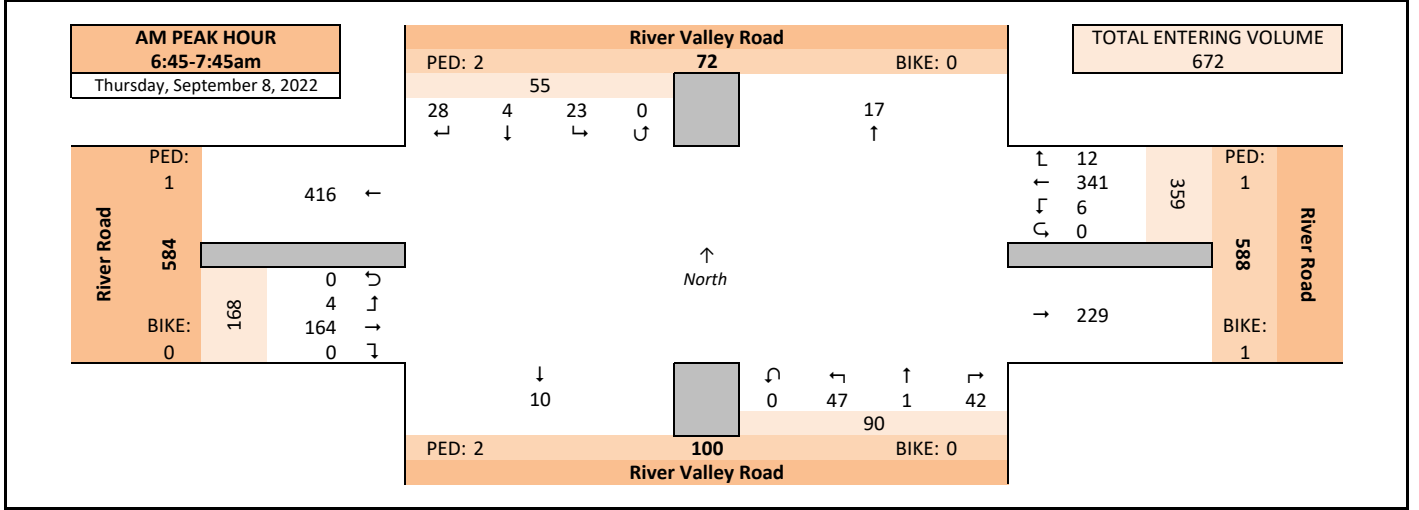
Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

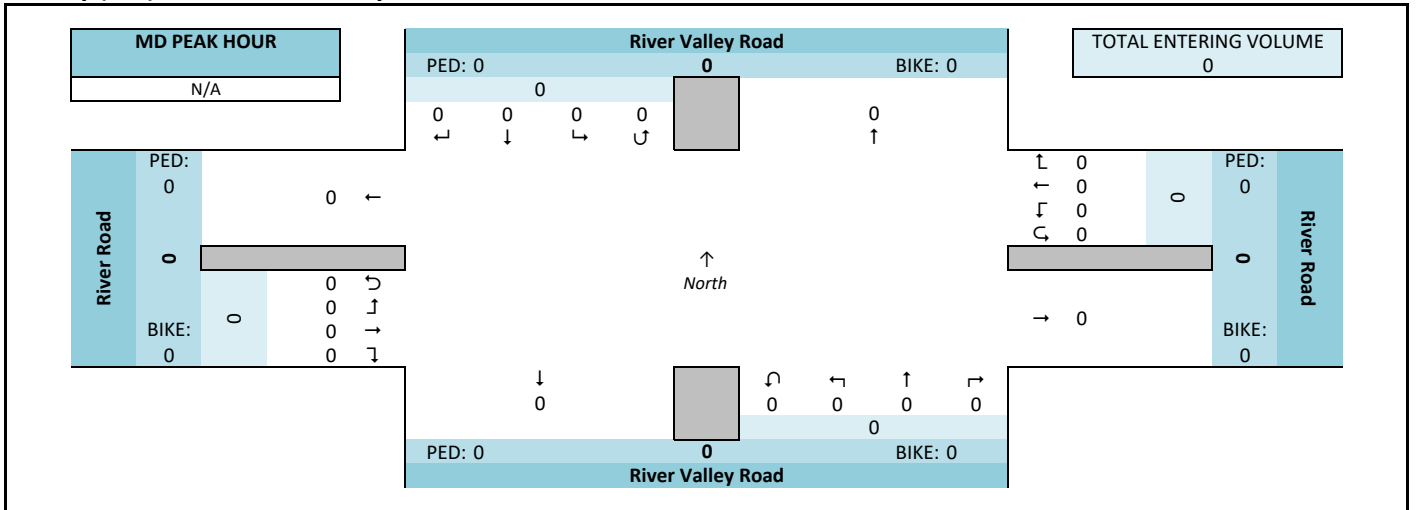
River Valley Road and River Road



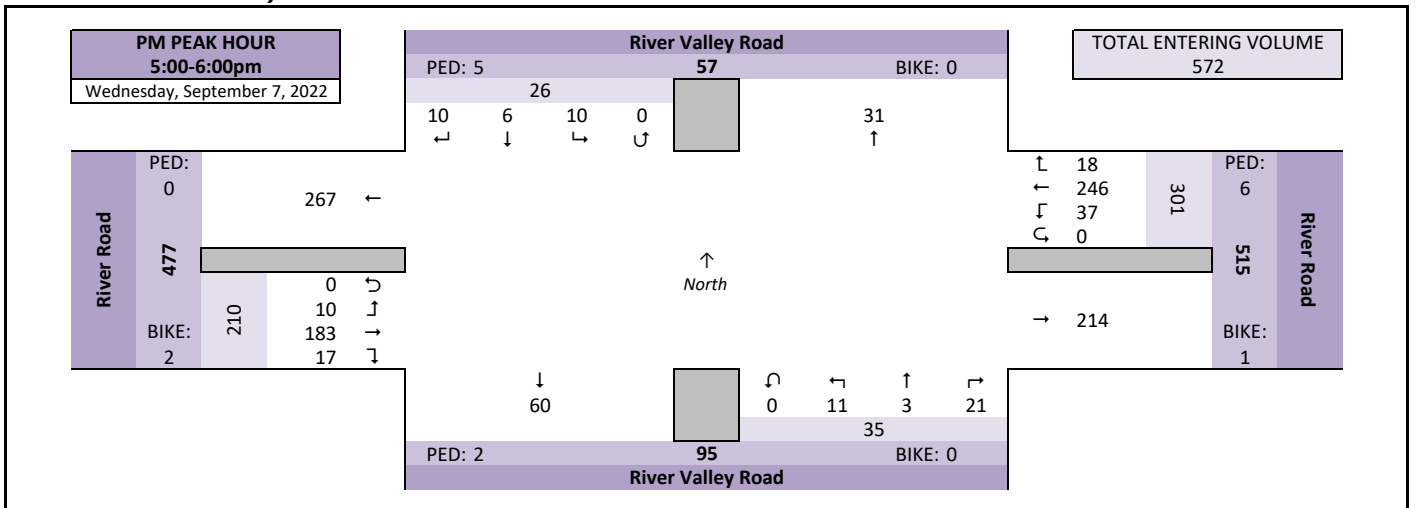
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

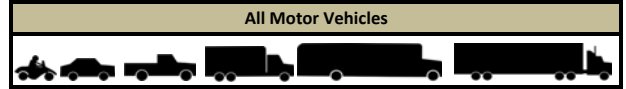


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Wednesday, September 7, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Summary

River Valley Road and River Road



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 8, 2022		↓ From North					← From East					↑ From South					→ From West					Totals				
		River Valley Road					River Road					River Valley Road					River Road									
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total
	6:45 AM	1	0	7	0	8	3	34	1	0	38	4	0	2	0	6	0	23	0	0	23	75				
	7:00 AM	3	1	7	0	11	1	65	3	0	69	20	0	4	0	24	0	43	0	0	43	147				
	7:15 AM	21	0	6	0	27	4	199	0	0	203	14	0	30	0	44	0	49	3	0	52	326				
	7:30 AM	3	3	3	0	9	4	43	2	0	49	4	1	11	0	16	0	49	1	0	50	124				
	Peak Hour Volume	28	4	23	0	55	12	341	6	0	359	42	1	47	0	90	0	164	4	0	168	672				
	Rounded Hourly Volume	30	5	25	0	60	10	340	5	0	355	40	0	45	0	85	0	165	5	0	170	670				
	% Single Unit Trucks	0.0	0.0	4.3	0.0	1.8	8.3	2.1	16.7	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4	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)	0.0	0.0	4.3	0.0	1.8	8.3	2.1	16.7	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4	2.1				
Peak Hour Factor (PHF)	0.33	0.33	0.82	0.00	0.51	0.75	0.43	0.50	0.00	0.44	0.52	0.25	0.39	0.00	0.51	0.00	0.84	0.33	0.00	0.81	0.52					

N/A		↓ From North					← From East					↑ From South					→ From West					Totals				
		River Valley Road					River Road					River Valley Road					River Road									
Midday (MD) Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total
	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
	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
	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
	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
	Peak Hour Volume	0	0	0	0	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	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	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	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	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	0.00	0.00	0.00	0.00	

Wednesday, September 7, 2022		↓ From North					← From East					↑ From South					→ From West					Totals				
		River Valley Road					River Road					River Valley Road					River Road									
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total
	5:00 PM	2	3	4	0	9	6	66	10	0	82	6	1	2	0	9	5	53	2	0	60	160				
	5:15 PM	1	1	2	0	4	2	73	15	0	90	5	1	1	0	7	7	54	3	0	64	165				
	5:30 PM	2	0	2	0	4	4	60	7	0	71	4	0	5	0	9	3	46	5	0	54	138				
	5:45 PM	5	2	2	0	9	6	47	5	0	58	6	1	3	0	10	2	30	0	0	32	109				
	Peak Hour Volume	10	6	10	0	26	18	246	37	0	301	21	3	11	0	35	17	183	10	0	210	572				
	Rounded Hourly Volume	10	5	10	0	25	20	245	35	0	300	20	5	10	0	35	15	185	10	0	210	570				
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0	33.3	0.0	0.0	2.9	0.0	2.2	0.0	0.0	1.9	1.0				
	% 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	0.4	0.0	0.0	0.3	0.0	33.3	0.0	0.0	2.9	0.0	2.2	0.0	0.0	1.9	1.0				
Peak Hour Factor (PHF)	0.50	0.50	0.62	0.00	0.72	0.75	0.84	0.62	0.00	0.84	0.87	0.75	0.55	0.00	0.87	0.61	0.85	0.50	0.00	0.82	0.87					

Peak Hour Pedestrian and Bicyclist Volumes

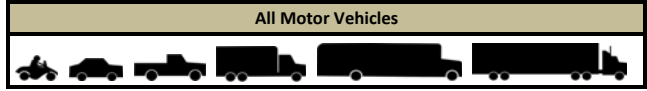
Pedestrians and Bicyclists	Crossing ←→			Crossing ↕			Crossing ↕			Crossing ↕			Total Ped & Bike Volume
	North Approach			East Approach			South Approach			West Approach			
	River Valley Road			River Road			River Valley Road			River Road			
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	6:45 AM	0	0	0	1	0	1	1	0	1	0	1	2
7:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	2
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
7:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
Total	2	0	2	1	1	2	2	0	2	1	0	1	7
MD	12:00 PM	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	5:00 PM	0	0	0	0	1	1	2	0	2	0	1	4
5:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
5:30 PM	1	0	1	1	0	1	0	0	0	0	0	0	2
5:45 PM	2	0	2	5	0	5	0	0	0	0	1	1	8
Total	5	0	5	6	1	7	2	0	2	0	2	2	16

Intersection Traffic Volume Report

Count Basics		Page 4 of 13	
Start Date:	Wednesday, September 7, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

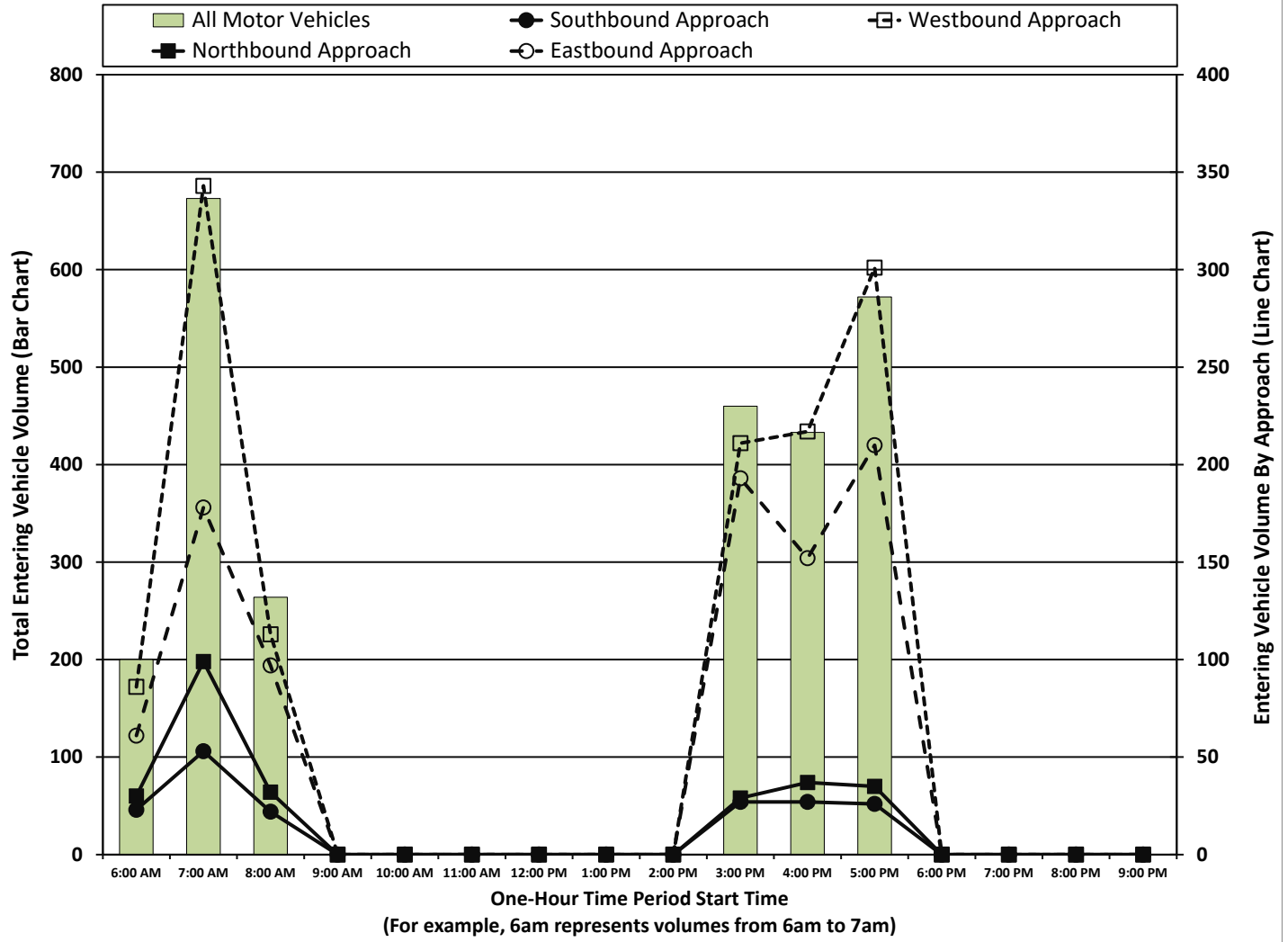
River Valley Road and River Road



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
	River Valley Road					River Road					River Valley Road					River 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			
6:00 AM	5	1	17	0	23	4	78	4	0	86	23	0	7	0	30	2	59	0	0	61	200	147	53
7:00 AM	28	4	21	0	53	10	326	7	0	343	49	3	47	0	99	0	172	6	0	178	673	521	152
8:00 AM	7	1	14	0	22	9	97	7	0	113	21	1	10	0	32	7	85	5	0	97	264	210	54
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
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
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	12	2	13	0	27	14	162	35	0	211	13	2	14	0	29	8	177	8	0	193	460	404	56
4:00 PM	10	7	10	0	27	17	164	36	0	217	20	5	12	0	37	13	135	4	0	152	433	369	64
5:00 PM	10	6	10	0	26	18	246	37	0	301	21	3	11	0	35	17	183	10	0	210	572	511	61
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	72	21	85	0	178	72	1073	126	0	1271	147	14	101	0	262	47	811	33	0	891	2602	2162	440

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

River Valley Road and River Road



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	River Valley Road			River Road			River Valley Road			River Road				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	9
6:15 AM	1	0	1	0	0	0	1	0	1	2	0	2	4	10
6:30 AM	0	0	0	2	0	2	0	0	0	0	0	0	2	7
6:45 AM	0	0	0	1	0	1	1	0	1	0	0	0	2	7
7:00 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	8
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	7
7:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	2	7
7:45 AM	0	0	0	0	0	0	2	0	2	1	0	1	3	6
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	9
8:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	
8:45 AM	0	0	0	1	0	1	2	0	2	1	2	3	6	
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	
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	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	25
3:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	29
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	29
3:45 PM	18	0	18	0	1	1	2	1	3	2	0	2	24	31
4:00 PM	0	0	0	0	0	0	2	0	2	2	0	2	4	26
4:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	26
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	27
4:45 PM	16	0	16	2	0	2	1	0	1	0	0	0	19	27
5:00 PM	0	0	0	0	1	1	2	0	2	0	1	1	4	16
5:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	
5:30 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	
5:45 PM	2	0	2	5	0	5	0	0	0	0	1	1	8	
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	44	3	47	12	3	15	15	1	16	11	4	15	93	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

River Valley Road and River Road



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	River Valley Road			River Road			River Valley Road			River Road				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	9
6:15 AM	1	0	1	0	0	0	1	0	1	2	0	2	4	10
6:30 AM	0	0	0	2	0	2	0	0	0	0	0	0	2	6
6:45 AM	0	0	0	1	0	1	1	0	1	0	0	0	2	6
7:00 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	7
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	2	5
7:45 AM	0	0	0	0	0	0	2	0	2	1	0	1	3	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:30 AM	0	0	0	0	1	1	0	1	1	0	0	0	1	5
8:45 AM	0	0	0	1	0	1	2	0	2	1	0	1	4	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	23
3:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	27
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	26
3:45 PM	18	0	18	0	0	0	2	0	2	2	0	2	22	28
4:00 PM	0	0	0	0	0	0	2	0	2	2	0	2	4	25
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	23
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	25
4:45 PM	16	0	16	2	0	2	1	0	1	0	0	0	19	25
5:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	13
5:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	11
5:30 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	9
5:45 PM	2	0	2	5	0	5	0	0	0	0	0	0	7	7
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	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
7:00 PM	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
7:30 PM	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
8:00 PM	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
8:30 PM	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
9:00 PM	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
9:30 PM	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
Totals	44	0	44	12	0	12	15	0	15	11	0	11	82	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

River Valley Road and River Road



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	River Valley Road					River Road					River Valley Road					River 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		
6:00 AM					0					0					0					0	0	
6:15 AM					0					0					0					0	0	
6:30 AM					0					0					0					0	0	
6:45 AM					0					0					0					0	0	
7:00 AM					0					0					0					0	0	
7:15 AM					0					0					0					0	0	
7:30 AM					0					0					0					0	0	
7:45 AM					0					0					0					0	0	
8:00 AM					0					0					0					0	0	
8:15 AM					0					0					0					0	0	
8:30 AM					0					0					0					0	0	
8:45 AM					0					0					0					0	0	
9:00 AM					0					0					0					0	0	
9:15 AM					0					0					0					0	0	
9:30 AM					0					0					0					0	0	
9:45 AM					0					0					0					0	0	
10:00 AM					0					0					0					0	0	
10:15 AM					0					0					0					0	0	
10:30 AM					0					0					0					0	0	
10:45 AM					0					0					0					0	0	
11:00 AM					0					0					0					0	0	
11:15 AM					0					0					0					0	0	
11:30 AM					0					0					0					0	0	
11:45 AM					0					0					0					0	0	
12:00 PM					0					0					0					0	0	
12:15 PM					0					0					0					0	0	
12:30 PM					0					0					0					0	0	
12:45 PM					0					0					0					0	0	
1:00 PM					0					0					0					0	0	
1:15 PM					0					0					0					0	0	
1:30 PM					0					0					0					0	0	
1:45 PM					0					0					0					0	0	
2:00 PM					0					0					0					0	0	
2:15 PM					0					0					0					0	0	
2:30 PM					0					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	River Valley Road					River Road					River Valley Road					River 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 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 13	
Start Date:	Tuesday, September 20, 2022	Weekday	Schools in Session		
Total Number of Hours Counted:	3.75	Non-Holiday	No Special Events		

Base Information, Observed (3.75) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **Overlook Town Trail and STH 59 Arcadian Avenue**

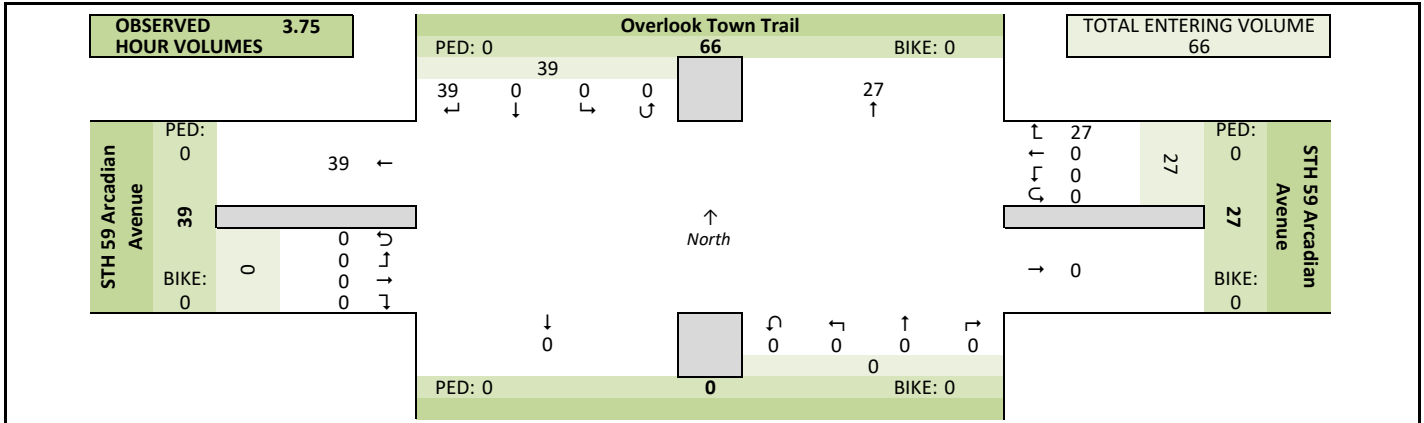
Site Information

Municipality	City of Waukesha		
County	Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Overlook Town Trail		
East Leg	STH 59 Arcadian Avenue		
South Leg			
West Leg	STH 59 Arcadian Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None None		

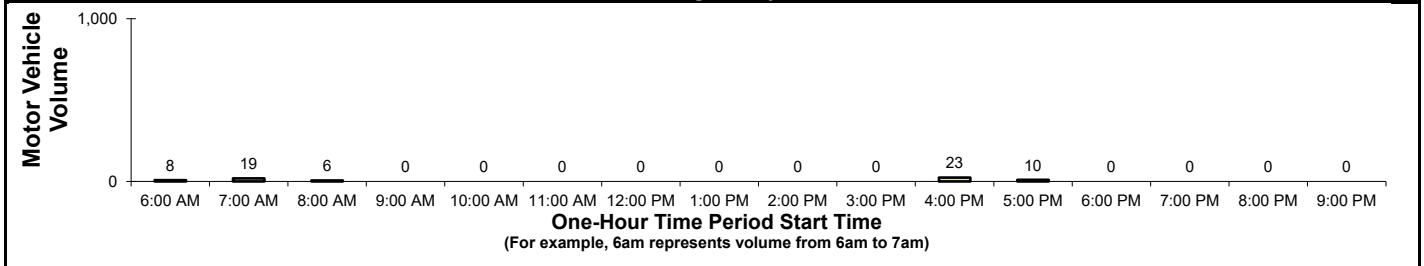
Count Information

Hrs Counted:	6:30 AM-8:30 AM, 4:00 PM-5:30 PM, and 5:45 PM-6:00 PM		
1st Day of Count	Tuesday, September 20, 2022		Weather
AM Peak Period	Tuesday, September 20, 2022		Clear & Dry
Midday Peak Period	Tuesday, September 20, 2022		Clear & Dry
PM Peak Period	Tuesday, September 20, 2022		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			4:15-5:15pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			5:00-6:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.892	Count Expansion Factor	#N/A
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Jane Fait	
	Midday Peak Period	None	
	PM Peak Period	Ron Andryk	
Comments	2019 DOT Seasonal Factors		

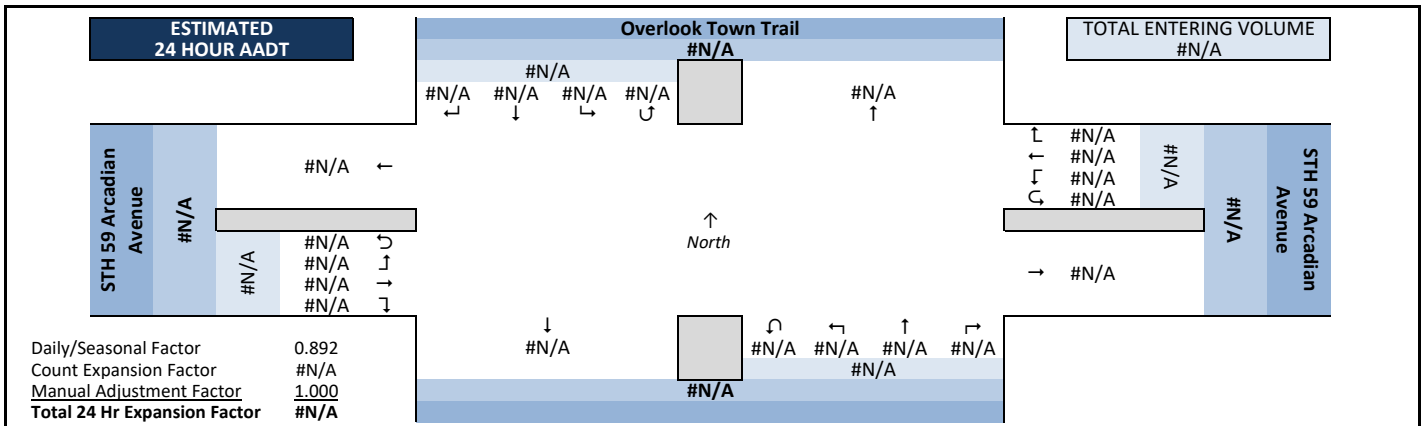
Observed 3.75 Hour Volume Summary



Total Entering Hourly Volume



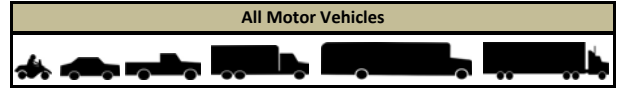
Estimated 24 Hour AADT



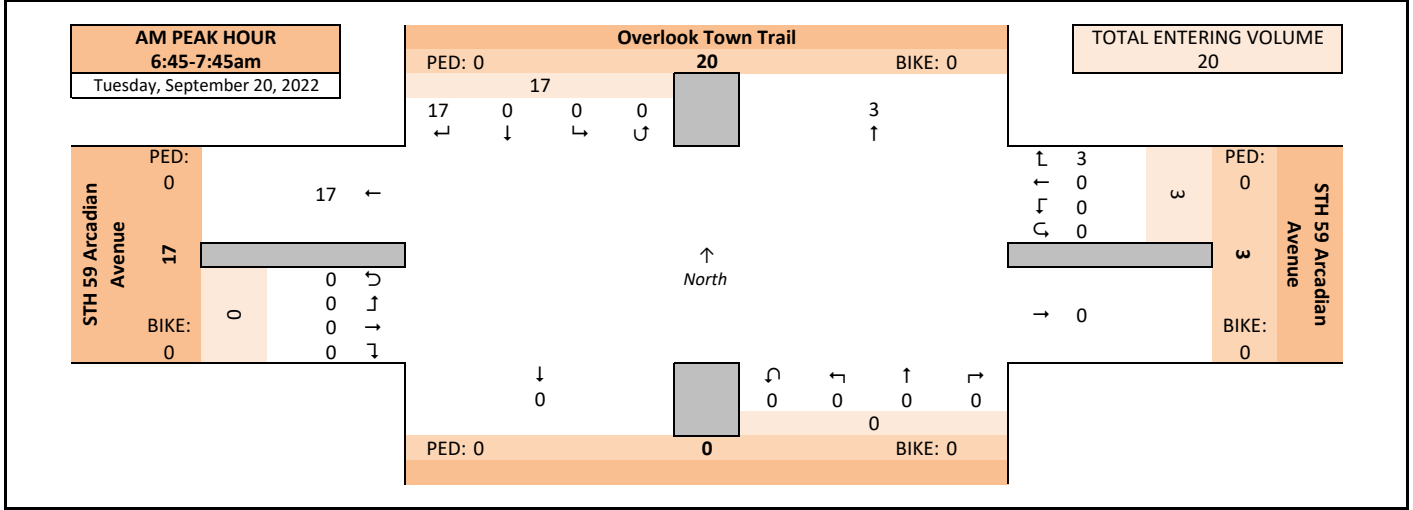
Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

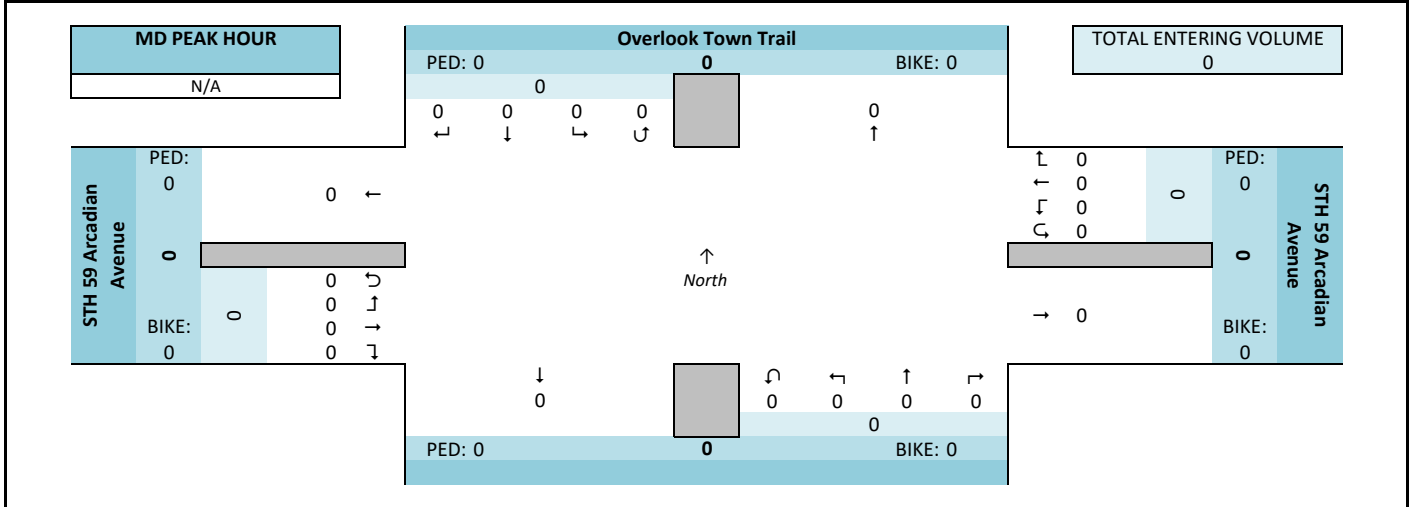
Overlook Town Trail and STH 59 Arcadian Avenue



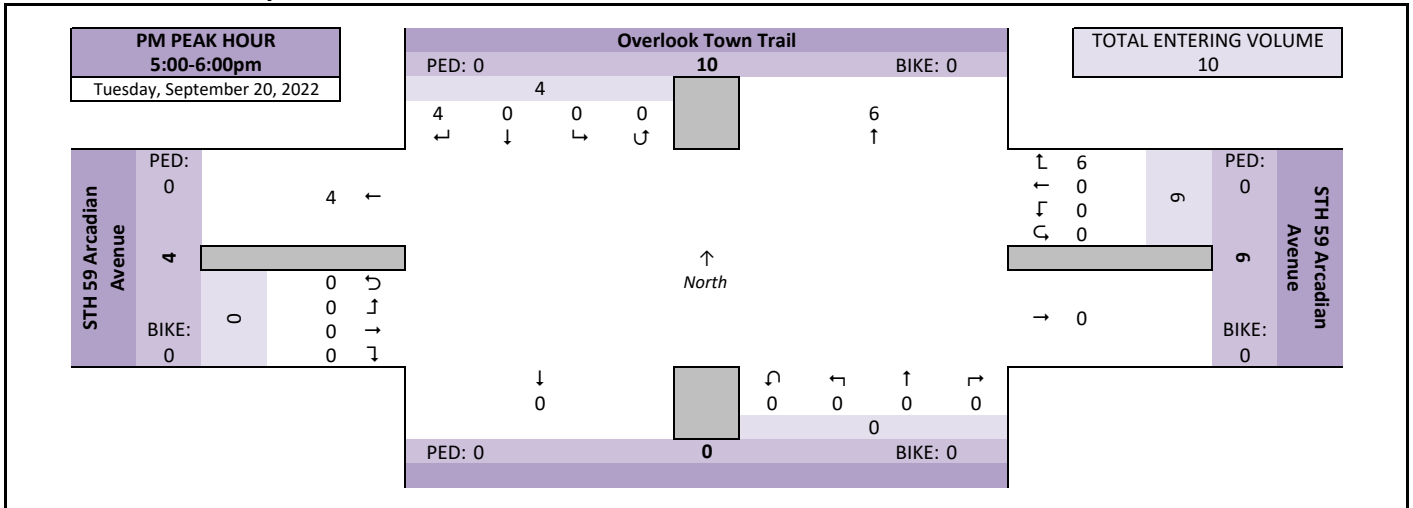
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

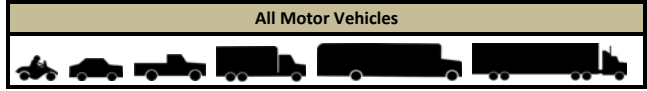


Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Tuesday, September 20, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	3.75	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

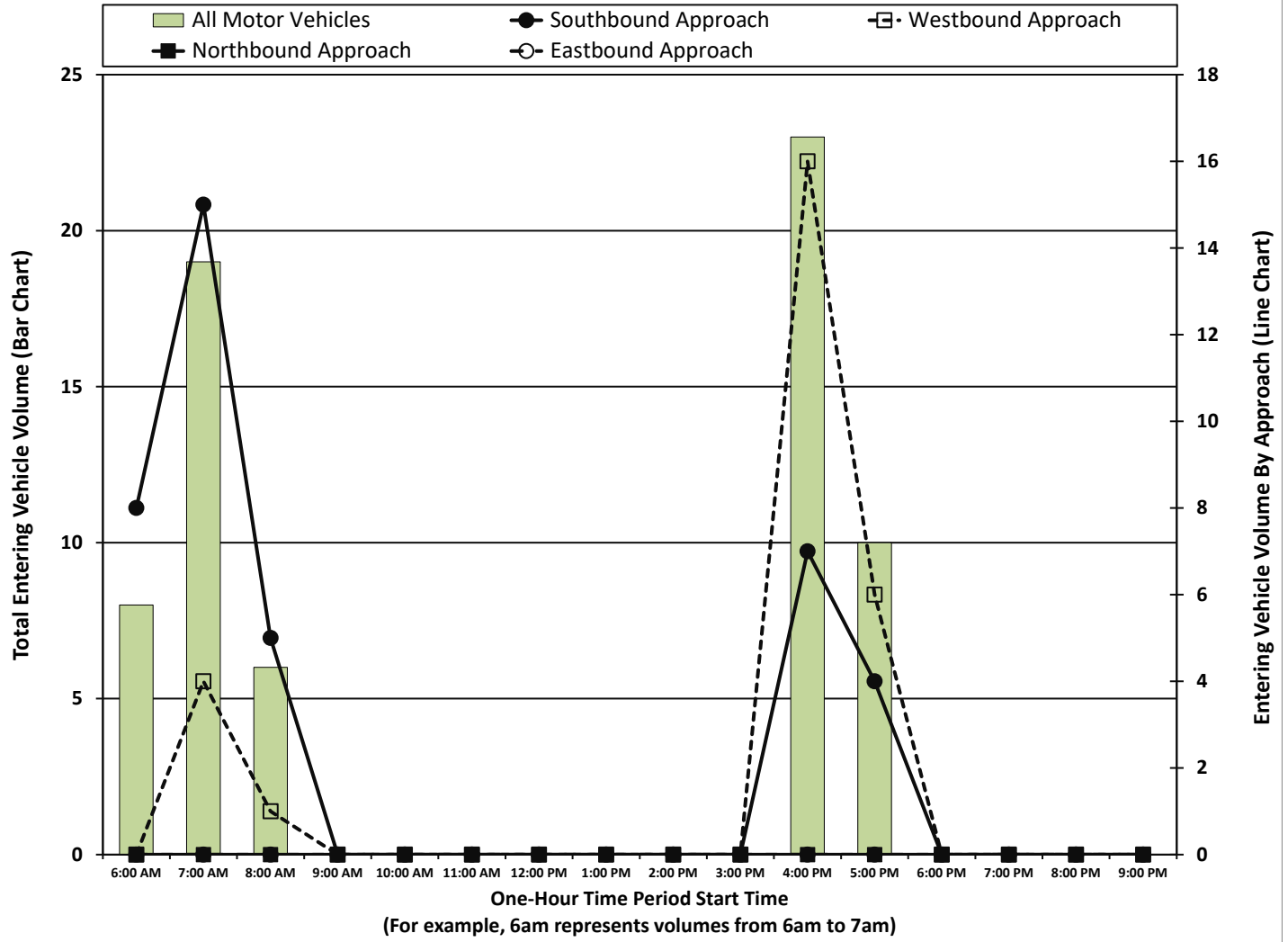
Overlook Town Trail and STH 59 Arcadian Avenue



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals					
	Overlook Town Trail					STH 59 Arcadian Avenue					STH 59 Arcadian Avenue					STH 59 Arcadian Avenue						E/W	N/S				
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total							
6:00 AM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8
7:00 AM	15	0	0	0	15	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	4	15
8:00 AM	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	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
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
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
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
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
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
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	7	0	0	0	7	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	16	7
5:00 PM	4	0	0	0	4	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	6	4
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
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
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
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
Totals	39	0	0	0	39	27	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	27	39

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Overlook Town Trail and STH 59 Arcadian Avenue



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Overlook Town Trail			STH 59 Arcadian Avenue			STH 59 Arcadian Avenue			Totals				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		Pedestrian	Bicyclist		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Overlook Town Trail and STH 59 Arcadian Avenue



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Overlook Town Trail					STH 59 Arcadian Avenue					STH 59 Arcadian Avenue											
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM					0					0					0					0	0	
6:15 AM					0					0					0					0	0	
6:30 AM					0					0					0					0	0	
6:45 AM					0					0					0					0	0	
7:00 AM					0					0					0					0	0	
7:15 AM					0					0					0					0	0	
7:30 AM					0					0					0					0	0	
7:45 AM					0					0					0					0	0	
8:00 AM					0					0					0					0	0	
8:15 AM					0					0					0					0	0	
8:30 AM					0					0					0					0	0	
8:45 AM					0					0					0					0	0	
9:00 AM					0					0					0					0	0	
9:15 AM					0					0					0					0	0	
9:30 AM					0					0					0					0	0	
9:45 AM					0					0					0					0	0	
10:00 AM					0					0					0					0	0	
10:15 AM					0					0					0					0	0	
10:30 AM					0					0					0					0	0	
10:45 AM					0					0					0					0	0	
11:00 AM					0					0					0					0	0	
11:15 AM					0					0					0					0	0	
11:30 AM					0					0					0					0	0	
11:45 AM					0					0					0					0	0	
12:00 PM					0					0					0					0	0	
12:15 PM					0					0					0					0	0	
12:30 PM					0					0					0					0	0	
12:45 PM					0					0					0					0	0	
1:00 PM					0					0					0					0	0	
1:15 PM					0					0					0					0	0	
1:30 PM					0					0					0					0	0	
1:45 PM					0					0					0					0	0	
2:00 PM					0					0					0					0	0	
2:15 PM					0					0					0					0	0	
2:30 PM					0					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Overlook Town Trail					STH 59 Arcadian Avenue					STH 59 Arcadian Avenue										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Gap Analysis Calculations
River Road

Inputs	
Lanes on Major St. (both dir.)	2 lanes
%HV on Minor Street (AM)	2.0%
%HV on Minor Street (PM)	2.0%
Grade	0.0%
Gap Acceptance	1 stage
Legs at Intersection	4 leg

Calculations	AM				PM					
	T _{c,x}	T _{f,x}	1 Veh	2 Veh	3 Veh	T _{c,x}	T _{f,x}	1 Veh	2 Veh	3 Veh
Left turn from major	4.1	2.2	4.1	10.5	16.8	4.1	2.2	4.1	10.5	16.8
Right Turn from Minor	6.2	3.3	6.2	15.8	25.3	6.2	3.3	6.2	15.8	25.3
Through Traffic on Minor	6.5	4.0	6.5	17.1	27.6	6.5	4.0	6.5	17.1	27.6
Left Turn from Minor	7.1	3.5	7.1	17.8	28.4	7.1	3.5	7.1	17.8	28.4

Gap Values

- 1 Vehicle
- 2 Vehicles
- 3 Vehicles

Equations

$$T_{c,x} = T_{c,base} + T_{c,HV}P_{HV} + T_{c,G} - T_{c,t} - T_{3,it}$$

$$T_{f,x} = T_{f,base} + T_{f,HV}P_{HV}$$

Definitions

- T_{c,x} Critical gap for movement
- T_{c,base} base critical gap (Exhibit 17-5)
- T_{c,HV} HV adjustment factor (1.0 2-ln, 2.0 4-ln) for major street
- P_{HV} proportion of heavy vehicles for minor street
- T_{c,G} grade adjustment factor (0.1 mvmts 9 & 12, 0.2 mvmts 7, 8, 10, & 11)
- G percent grade divided by 100
- T_{c,t} 2-stage gap acceptance adjustment factor (1.0 for 1st or 2nd stage, 0.0 for only 1 stage)
- T_{3,it} intersection geometry adjustment factor (0.7 minor street left turn at 3-leg intersection, 0.0 otherwise)

- T_{f,x} minor movement follow-up time
- T_{f,base} base follow-up time from exhibit 17-5
- T_{f,HV} heavy vehicle adjustment factor (0.9 for 2-ln major, 1.0 for 4-ln major)
- P_{HV} proportion of heavy vehicles for minor street

Look Up Tables

Major Street	T _{c,HV}	T _{f,HV}
2 lanes	1.0	0.9
4 lanes	2.0	1.0

Grade Adjust.	T _{c,G}
Minor RT	0.1
Minor LT/TH	0.2

Gap Acceptance	T _{c,t}
1 stage	0.0
2 stage	1.0

Geometry	T _{3,it}
3-leg	0.7
4-leg	0.0

HCM Exhibit 17-5	Base Critical Gap	T _{c,base} (s)	Base follow-up
Vehicle Movement	2-Ln Major	4-Ln Major	T _{f,base} (s)
LT from Major	4.1	4.1	2.2
RT from Minor	6.2	6.9	3.3
TH on Minor	6.5	6.5	4.0
LT from Minor	7.1	7.5	3.5

Calculated Values

T _{c,HV}	T _{f,HV}
1.0	0.9

T _{c,t}
0.0

T _{3,it}
0.0

T _{c,base}	T _{f,base}	T _{c,G}
4.1	2.2	0.0
6.2	3.3	0.1
6.5	4.0	0.2
7.1	3.5	0.2

File Name: Marek Residential - River Road at Rivers Crossing Drive

Start Date: 9/13/2022

Start Time: 6:45:00 AM

Site Code: 2947

Comment 1: Waukesha

Comment 2: AM Peak

Comment 3: TU2649

Comment 4: AS

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
6:45:00 AM	0	14	11	8	10	6	3	4	3	2	3	1	1	1	1	1
7:00:00 AM	0	10	6	4	3	0	0	1	0	1	1	0	0	0	0	0
7:15:00 AM	0	10	6	7	4	5	2	3	3	1	4	1	1	2	0	5
7:30:00 AM	0	3	7	4	2	2	3	1	2	0	1	0	2	2	1	7
Peak (7:15-8:15)	0	37	30	23	19	13	8	9	8	4	9	2	4	5	2	13

Left turn [] Single Gap [] Three Gap []

7.1 sec

17.8 sec

28.4 sec

30	13	29	13	8	9	7	5	9	2	4	5	0	15
Single	66												
Double	25												
Triple	15												

Gaps Available [] 161

File Name: Marek Residential - River Road at Rivers Crossing Drive

Start Date: 9/13/2022

Start Time: 5:00:00 PM

Site Code: 2947

Comment 1: Waukesha

Comment 2: PM Peak

Comment 3: TU2649

Comment 4: AS

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	
5:00:00 PM	0	6	2	3	3	2	2	1	1	1	0	1	0	2	1	0	9
5:15:00 PM	0	4	3	1	1	1	0	1	2	2	3	1	0	1	1	1	13
5:30:00 PM	0	4	2	2	0	0	0	0	1	1	2	0	1	1	1	1	12
5:45:00 PM	0	2	2	1	4	1	0	0	1	1	2	0	0	0	0	0	12
Peak (7:15-8:15)	0	16	9	7	8	4	2	2	5	3	8	1	3	3	2	2	46
Left turn		Single Gap		7.1 sec		Three Gap		17.8 sec		28.4 sec							
		9	4	4	11	4	2	2	5	3	8	1	3	3	0	0	48

Single 24
Double 18
Triple 48

Gaps Available 204

Appendix B

Peak Hour Analysis Outputs

Existing Traffic

Full Build Traffic

Lanes, Volumes, Timings
 100: Rivers Crossing Drive & River Road

AM Peak
 09/15/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↖	↗		↕			↕	
Traffic Volume (vph)	70	100	15	5	105	300	40	20	25	45	10	20
Future Volume (vph)	70	100	15	5	105	300	40	20	25	45	10	20
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		100	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt			0.850			0.850		0.960			0.964	
Flt Protected		0.980			0.998			0.977			0.971	
Satd. Flow (prot)	0	1825	1583	0	1859	1583	0	1747	0	0	1678	0
Flt Permitted		0.980			0.998			0.977			0.971	
Satd. Flow (perm)	0	1825	1583	0	1859	1583	0	1747	0	0	1678	0
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		577			569			638			422	
Travel Time (s)		8.7			8.6			17.4			11.5	
Confl. Peds. (#/hr)	1		1	1		1	1		8	8		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	140	200	30	10	210	600	80	40	50	90	20	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	340	30	0	220	600	0	170	0	0	150	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)		0			0			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		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.9%
	ICU Level of Service A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	15.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	70	100	15	5	105	300	40	20	25	45	10	20
Future Vol, veh/h	70	100	15	5	105	300	40	20	25	45	10	20
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	8	8	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	6	6	6
Mvmt Flow	140	200	30	10	210	600	80	40	50	90	20	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	811	0	0	231	0	0	1042	1312	209	779	742	212
Stage 1	-	-	-	-	-	-	481	481	-	231	231	-
Stage 2	-	-	-	-	-	-	561	831	-	548	511	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.16	5.56	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.554	4.054	3.354
Pot Cap-1 Maneuver	815	-	-	1337	-	-	208	159	831	308	339	818
Stage 1	-	-	-	-	-	-	566	554	-	763	706	-
Stage 2	-	-	-	-	-	-	512	384	-	514	530	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	814	-	-	1336	-	-	156	125	824	183	267	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	125	-	183	267	-
Stage 1	-	-	-	-	-	-	453	444	-	611	695	-
Stage 2	-	-	-	-	-	-	465	378	-	350	425	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.9			0.1			90.8			40.8		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	190	814	-	-	1336	-	-	244
HCM Lane V/C Ratio	0.895	0.172	-	-	0.007	-	-	0.615
HCM Control Delay (s)	90.8	10.3	0	-	7.7	0	-	40.8
HCM Lane LOS	F	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	6.8	0.6	-	-	0	-	-	3.7

Lanes, Volumes, Timings
200: River Valley Road & River Road

AM Peak
09/15/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Volume (vph)	5	165	1	5	340	10	45	1	40	25	5	30
Future Volume (vph)	5	165	1	5	340	10	45	1	40	25	5	30
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		100	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt			0.850			0.850		0.937			0.932	
Flt Protected		0.998			0.999			0.974			0.980	
Satd. Flow (prot)	0	1859	1583	0	1843	1568	0	1717	0	0	1701	0
Flt Permitted		0.998			0.999			0.974			0.980	
Satd. Flow (perm)	0	1859	1583	0	1843	1568	0	1717	0	0	1701	0
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		569			855			455			419	
Travel Time (s)		8.6			13.0			12.4			11.4	
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	10	317	2	10	654	19	87	2	77	48	10	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	327	2	0	664	19	0	166	0	0	116	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)		0			0			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		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	5	165	1	5	340	10	45	1	40	25	5	30
Future Vol, veh/h	5	165	1	5	340	10	45	1	40	25	5	30
Conflicting Peds, #/hr	2	0	2	2	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	52	52	52	52	52	52	52	52	52	52	52
Heavy Vehicles, %	2	2	2	3	3	3	1	1	1	2	2	2
Mvmt Flow	10	317	2	10	654	19	87	2	77	48	10	58

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	675	0	0	321	0	0	1058	1034	320	1055	1017	657
Stage 1	-	-	-	-	-	-	339	339	-	676	676	-
Stage 2	-	-	-	-	-	-	719	695	-	379	341	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.11	6.51	6.21	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.509	4.009	3.309	3.518	4.018	3.318
Pot Cap-1 Maneuver	916	-	-	1233	-	-	203	233	723	204	238	465
Stage 1	-	-	-	-	-	-	678	642	-	443	453	-
Stage 2	-	-	-	-	-	-	421	445	-	643	639	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	914	-	-	1231	-	-	168	226	721	177	231	464
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	226	-	177	231	-
Stage 1	-	-	-	-	-	-	668	632	-	436	446	-
Stage 2	-	-	-	-	-	-	356	438	-	565	629	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			39.6			28.8		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	262	914	-	-	1231	-	-	264
HCM Lane V/C Ratio	0.631	0.011	-	-	0.008	-	-	0.437
HCM Control Delay (s)	39.6	9	0	-	7.9	0	-	28.8
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	3.9	0	-	-	0	-	-	2.1

Lanes, Volumes, Timings
 100: Rivers Crossing Drive & River Road

PM Peak
 09/15/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↖	↗		↕			↕	
Traffic Volume (vph)	5	140	35	40	145	80	25	10	25	40	10	5
Future Volume (vph)	5	140	35	40	145	80	25	10	25	40	10	5
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		100	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt			0.850			0.850		0.943			0.987	
Flt Protected		0.998			0.989			0.979			0.965	
Satd. Flow (prot)	0	1841	1568	0	1860	1599	0	1720	0	0	1792	0
Flt Permitted		0.998			0.989			0.979			0.965	
Satd. Flow (perm)	0	1841	1568	0	1860	1599	0	1720	0	0	1792	0
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		577			569			638			422	
Travel Time (s)		8.7			8.6			17.4			11.5	
Confl. Peds. (#/hr)	2		1	1		2	1		2	2		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	6	161	40	46	167	92	29	11	29	46	11	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	40	0	213	92	0	69	0	0	63	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)		0			0			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		Free			Free			Stop			Stop	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 33.3% ICU Level of Service A
 Analysis Period (min) 15

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	5	140	35	40	145	80	25	10	25	40	10	5
Future Vol, veh/h	5	140	35	40	145	80	25	10	25	40	10	5
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	1	1	1	2	2	2	1	1	1
Mvmt Flow	6	161	40	46	167	92	29	11	29	46	11	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	202	0	0	489	527	164	476	475	170
Stage 1	-	-	-	-	-	-	174	174	-	261	261	-
Stage 2	-	-	-	-	-	-	315	353	-	215	214	-
Critical Hdwy	4.13	-	-	4.11	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.227	-	-	2.209	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1298	-	-	1376	-	-	489	456	881	501	490	876
Stage 1	-	-	-	-	-	-	828	755	-	746	694	-
Stage 2	-	-	-	-	-	-	696	631	-	790	727	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1296	-	-	1375	-	-	460	434	878	457	466	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	460	434	-	457	466	-
Stage 1	-	-	-	-	-	-	823	750	-	741	665	-
Stage 2	-	-	-	-	-	-	652	604	-	747	723	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			1.2			12.2			13.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	567	1296	-	-	1375	-	-	479
HCM Lane V/C Ratio	0.122	0.004	-	-	0.033	-	-	0.132
HCM Control Delay (s)	12.2	7.8	0	-	7.7	0	-	13.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.5

Lanes, Volumes, Timings
200: River Valley Road & River Road

PM Peak
09/15/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↖	↗		↕			↕	
Traffic Volume (vph)	10	185	15	35	245	20	10	5	20	10	5	10
Future Volume (vph)	10	185	15	35	245	20	10	5	20	10	5	10
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		100	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt			0.850			0.850		0.922			0.947	
Flt Protected		0.998			0.994			0.986			0.981	
Satd. Flow (prot)	0	1859	1583	0	1870	1599	0	1677	0	0	1748	0
Flt Permitted		0.998			0.994			0.986			0.981	
Satd. Flow (perm)	0	1859	1583	0	1870	1599	0	1677	0	0	1748	0
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		569			855			455			419	
Travel Time (s)		8.6			13.0			12.4			11.4	
Confl. Peds. (#/hr)	5		2	2		5	1		6	6		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	11	213	17	40	282	23	11	6	23	11	6	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	17	0	322	23	0	40	0	0	28	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)		0			0			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		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕		↕			↕	
Traffic Vol, veh/h	10	185	15	35	245	20	10	5	20	10	5	10
Future Vol, veh/h	10	185	15	35	245	20	10	5	20	10	5	10
Conflicting Peds, #/hr	5	0	2	2	0	5	1	0	6	6	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	1	1	1	3	3	3	1	1	1
Mvmt Flow	11	213	17	40	282	23	11	6	23	11	6	11




















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	310	0	0	232	0	0	620	627	221	631	621	288
Stage 1	-	-	-	-	-	-	237	237	-	367	367	-
Stage 2	-	-	-	-	-	-	383	390	-	264	254	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.13	6.53	6.23	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.527	4.027	3.327	3.509	4.009	3.309
Pot Cap-1 Maneuver	1250	-	-	1342	-	-	399	399	816	395	405	753
Stage 1	-	-	-	-	-	-	764	707	-	655	624	-
Stage 2	-	-	-	-	-	-	638	606	-	743	699	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1244	-	-	1339	-	-	374	378	810	362	384	749
Mov Cap-2 Maneuver	-	-	-	-	-	-	374	378	-	362	384	-
Stage 1	-	-	-	-	-	-	755	699	-	645	598	-
Stage 2	-	-	-	-	-	-	599	581	-	705	691	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.9			12.2			13.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	541	1244	-	-	1339	-	-	463
HCM Lane V/C Ratio	0.074	0.009	-	-	0.03	-	-	0.062
HCM Control Delay (s)	12.2	7.9	0	-	7.8	0	-	13.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

Lanes, Volumes, Timings
100: Rivers Crossing Drive & River Road

AM Peak
09/15/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	100	20	5	105	300	45	20	25	45	10	20
Future Volume (vph)	70	100	20	5	105	300	45	20	25	45	10	20
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		100	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt			0.850			0.850		0.962			0.964	
Flt Protected		0.980			0.998			0.976			0.971	
Satd. Flow (prot)	0	1825	1583	0	1859	1583	0	1749	0	0	1678	0
Flt Permitted		0.980			0.998			0.976			0.971	
Satd. Flow (perm)	0	1825	1583	0	1859	1583	0	1749	0	0	1678	0
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		577			569			638			422	
Travel Time (s)		8.7			8.6			17.4			11.5	
Confl. Peds. (#/hr)	1		1	1		1	1		8	8		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	140	200	40	10	210	600	90	40	50	90	20	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	340	40	0	220	600	0	180	0	0	150	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)		0			0			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		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	17.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕		↕			↕	
Traffic Vol, veh/h	70	100	20	5	105	300	45	20	25	45	10	20
Future Vol, veh/h	70	100	20	5	105	300	45	20	25	45	10	20
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	8	8	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	6	6	6
Mvmt Flow	140	200	40	10	210	600	90	40	50	90	20	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	811	0	0	241	0	0	1042	1312	209	784	752	212
Stage 1	-	-	-	-	-	-	481	481	-	231	231	-
Stage 2	-	-	-	-	-	-	561	831	-	553	521	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.16	5.56	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.554	4.054	3.354
Pot Cap-1 Maneuver	815	-	-	1326	-	-	208	159	831	306	334	818
Stage 1	-	-	-	-	-	-	566	554	-	763	706	-
Stage 2	-	-	-	-	-	-	512	384	-	510	525	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	814	-	-	1325	-	-	156	125	824	181	263	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	125	-	181	263	-
Stage 1	-	-	-	-	-	-	453	443	-	610	694	-
Stage 2	-	-	-	-	-	-	465	377	-	346	420	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	0.1	105.9	41.8
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	188	814	-	-	1325	-	-	241
HCM Lane V/C Ratio	0.957	0.172	-	-	0.008	-	-	0.622
HCM Control Delay (s)	105.9	10.3	0	-	7.7	0	-	41.8
HCM Lane LOS	F	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	7.7	0.6	-	-	0	-	-	3.7

Lanes, Volumes, Timings
200: River Valley Road & River Road

AM Peak
09/15/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Volume (vph)	5	165	1	10	340	10	50	1	55	25	5	30
Future Volume (vph)	5	165	1	10	340	10	50	1	55	25	5	30
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		100	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt			0.850			0.850		0.930			0.932	
Flt Protected		0.998			0.999			0.977			0.980	
Satd. Flow (prot)	0	1859	1583	0	1843	1568	0	1709	0	0	1701	0
Flt Permitted		0.998			0.999			0.977			0.980	
Satd. Flow (perm)	0	1859	1583	0	1843	1568	0	1709	0	0	1701	0
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		569			855			455			419	
Travel Time (s)		8.6			13.0			12.4			11.4	
Confl. Peds. (#/hr)	2		2	2		2	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	10	317	2	19	654	19	96	2	106	48	10	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	327	2	0	673	19	0	204	0	0	116	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)		0			0			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		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	10.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕		↕			↕	↕
Traffic Vol, veh/h	5	165	1	10	340	10	50	1	55	25	5	30
Future Vol, veh/h	5	165	1	10	340	10	50	1	55	25	5	30
Conflicting Peds, #/hr	2	0	2	2	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	52	52	52	52	52	52	52	52	52	52	52
Heavy Vehicles, %	2	2	2	3	3	3	1	1	1	2	2	2
Mvmt Flow	10	317	2	19	654	19	96	2	106	48	10	58




















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	675	0	0	321	0	0	1076	1052	320	1087	1035	657
Stage 1	-	-	-	-	-	-	339	339	-	694	694	-
Stage 2	-	-	-	-	-	-	737	713	-	393	341	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.11	6.51	6.21	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.509	4.009	3.309	3.518	4.018	3.318
Pot Cap-1 Maneuver	916	-	-	1233	-	-	198	227	723	194	232	465
Stage 1	-	-	-	-	-	-	678	642	-	433	444	-
Stage 2	-	-	-	-	-	-	412	437	-	632	639	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	914	-	-	1231	-	-	162	217	721	159	222	464
Mov Cap-2 Maneuver	-	-	-	-	-	-	162	217	-	159	222	-
Stage 1	-	-	-	-	-	-	668	632	-	427	432	-
Stage 2	-	-	-	-	-	-	344	425	-	530	629	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			49.3			32.1		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	272	914	-	-	1231	-	-	245
HCM Lane V/C Ratio	0.749	0.011	-	-	0.016	-	-	0.471
HCM Control Delay (s)	49.3	9	0	-	8	0	-	32.1
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	5.5	0	-	-	0	-	-	2.3

Lanes, Volumes, Timings
100: Rivers Crossing Drive & River Road

PM Peak
09/15/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	140	45	40	145	80	30	10	25	40	10	5
Future Volume (vph)	5	140	45	40	145	80	30	10	25	40	10	5
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		100	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt			0.850			0.850		0.947			0.987	
Flt Protected		0.998			0.989			0.978			0.965	
Satd. Flow (prot)	0	1841	1568	0	1860	1599	0	1725	0	0	1792	0
Flt Permitted		0.998			0.989			0.978			0.965	
Satd. Flow (perm)	0	1841	1568	0	1860	1599	0	1725	0	0	1792	0
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		577			569			638			422	
Travel Time (s)		8.7			8.6			17.4			11.5	
Confl. Peds. (#/hr)	2		1	1		2	1		2	2		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	6	161	52	46	167	92	34	11	29	46	11	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	52	0	213	92	0	74	0	0	63	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)		0			0			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		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕		↕			↕	
Traffic Vol, veh/h	5	140	45	40	145	80	30	10	25	40	10	5
Future Vol, veh/h	5	140	45	40	145	80	30	10	25	40	10	5
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	1	1	1	2	2	2	1	1	1
Mvmt Flow	6	161	52	46	167	92	34	11	29	46	11	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	214	0	0	489	527	164	482	487	170
Stage 1	-	-	-	-	-	-	174	174	-	261	261	-
Stage 2	-	-	-	-	-	-	315	353	-	221	226	-
Critical Hdwy	4.13	-	-	4.11	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.227	-	-	2.209	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1298	-	-	1362	-	-	489	456	881	496	482	876
Stage 1	-	-	-	-	-	-	828	755	-	746	694	-
Stage 2	-	-	-	-	-	-	696	631	-	784	719	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1296	-	-	1361	-	-	459	434	878	452	459	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	459	434	-	452	459	-
Stage 1	-	-	-	-	-	-	823	750	-	741	665	-
Stage 2	-	-	-	-	-	-	652	604	-	742	715	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			1.2			12.5			13.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	556	1296	-	-	1361	-	-	474
HCM Lane V/C Ratio	0.134	0.004	-	-	0.034	-	-	0.133
HCM Control Delay (s)	12.5	7.8	0	-	7.7	0	-	13.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.5

Lanes, Volumes, Timings
200: River Valley Road & River Road

PM Peak
09/15/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↖	↗		↕			↕	
Traffic Volume (vph)	10	185	15	45	245	20	10	5	30	10	5	10
Future Volume (vph)	10	185	15	45	245	20	10	5	30	10	5	10
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		100	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
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
Ped Bike Factor												
Frt			0.850			0.850		0.910			0.947	
Flt Protected		0.998			0.992			0.989			0.981	
Satd. Flow (prot)	0	1859	1583	0	1866	1599	0	1660	0	0	1748	0
Flt Permitted		0.998			0.992			0.989			0.981	
Satd. Flow (perm)	0	1859	1583	0	1866	1599	0	1660	0	0	1748	0
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		569			855			455			419	
Travel Time (s)		8.6			13.0			12.4			11.4	
Confl. Peds. (#/hr)	5		2	2		5	1		6	6		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	11	213	17	52	282	23	11	6	34	11	6	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	17	0	334	23	0	51	0	0	28	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)		0			0			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		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.1%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	10	185	15	45	245	20	10	5	30	10	5	10
Future Vol, veh/h	10	185	15	45	245	20	10	5	30	10	5	10
Conflicting Peds, #/hr	5	0	2	2	0	5	1	0	6	6	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	1	1	1	3	3	3	1	1	1
Mvmt Flow	11	213	17	52	282	23	11	6	34	11	6	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	310	0	0	232	0	0	644	651	221	661	645	288
Stage 1	-	-	-	-	-	-	237	237	-	391	391	-
Stage 2	-	-	-	-	-	-	407	414	-	270	254	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.13	6.53	6.23	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.527	4.027	3.327	3.509	4.009	3.309
Pot Cap-1 Maneuver	1250	-	-	1342	-	-	384	386	816	377	392	753
Stage 1	-	-	-	-	-	-	764	707	-	635	609	-
Stage 2	-	-	-	-	-	-	619	591	-	738	699	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1244	-	-	1339	-	-	356	362	810	338	367	749
Mov Cap-2 Maneuver	-	-	-	-	-	-	356	362	-	338	367	-
Stage 1	-	-	-	-	-	-	755	699	-	625	577	-
Stage 2	-	-	-	-	-	-	575	560	-	690	691	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.1			11.9			13.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	570	1244	-	-	1339	-	-	442
HCM Lane V/C Ratio	0.091	0.009	-	-	0.039	-	-	0.065
HCM Control Delay (s)	11.9	7.9	0	-	7.8	0	-	13.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.2