Date: April 19, 2019

Technical Memorandum

To: Bruce G. Barnes, P.E., PTOE
Jason T. Mayer, PLS
Waukesha County

From: Christian R. Sternke, P.E.
John Bieberitz, P.E., PTOE

cc List: Michael T. Franz, AIA
Kahler Slater

Subject: Froedtert Medical Outpatient Clinic
Waukesha County, Wisconsin

PART A – INTRODUCTION

A Froedtert Medical Outpatient Clinic is proposed to be located west of Genesee Road and south of Sunset Drive in Waukesha County, Wisconsin.

This technical memorandum summarizes the trip generation and traffic operations anticipated with the completion of the Froedtert clinic.

PART B – STUDY AREA

An aerial of the study area with the site location is included in Exhibit 1. A conceptual site plan for the proposed development is shown in Exhibit 2.

Based on discussions with Waukesha County, the study area includes the Genesee Road intersections with Sunset Drive and the Waukesha State Bank Driveway/Frontage Road Access. Exhibit 3 shows the existing transportation detail of the study area intersections.

Genesee Road, also designated as County Trunk Highway (CTH) X, is a four-lane north/south divided highway on the south side of Sunset Drive, opposite St. Paul Avenue. The posted speed limit along Genesee Road is 45 miles per hour (mph). The Wisconsin Department of Transportation (WisDOT) preliminary Year 2018 average annual daily traffic (AADT) volumes on Genesee Road were approximately 17,300 vehicles per day (vpd).

St. Paul Avenue, also designated as CTH X, is a four-lane north/south divided highway on the north side of Sunset Drive, opposite Genesee Road. The posted speed limit along St. Paul Avenue is 35-mph. The WisDOT preliminary Year 2018 AADT volumes on St. Paul Avenue were approximately 21,200-vpd. A multi-use path is present along the west side of St. Paul Avenue north of Sunset Drive.

Sunset Drive, also designated as CTH D, is a four-lane east/west divided highway that transitions to a two-lane undivided highway west of Genesee Road/St. Paul Avenue. The posted speed limit along Sunset Drive is 35-mph. The WisDOT preliminary Year 2018 AADT volumes on Sunset Drive were approximately 14,100-vpd west of Genesee Road/St. Paul Avenue and 11,300-vpd east of Genesee Road/St. Paul Avenue. A pedestrian sidewalk is present along the south side of Sunset Drive east of Genesee Road/St. Paul Avenue.

As shown on the conceptual site plan in Exhibit 2, the Froedtert Clinic is proposed to have one access point to the existing roadway network. The driveway is proposed to connect to the existing frontage road and be accessed at the existing frontage road access point on the west side of Genesee Road across from the Waukesha State Bank driveway.

PART C – TRAFFIC VOLUMES

C1. Year 2019 Existing Traffic Volumes

TADI performed weekday turning movement traffic counts at the existing study area intersections in February of 2019. The weekday morning and evening peak hours were identified as 7:00 to 8:00am and 4:30 to 5:30pm, respectively. Exhibit 4A shows the unbalanced Year 2019 existing peak hour traffic volumes. Exhibit 4B shows the Year 2019 existing peak hour traffic volumes balanced along Genesee Road between intersections. The turning movement counts are included in Appendix A of this memorandum.

C2. Trip Generation

The traffic volumes expected to be generated by the proposed Froedtert Clinic are based on the development size of 5,850 square feet and trip rates as published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, Tenth Edition, 2017*. The proposed Froedtert Clinic trip generation table is shown in Exhibit 5.

As shown, the proposed Froedtert Clinic is expected to generate approximately 220 new trips (110 in/110 out) during a typical weekday (24-hour period), 20 new trips (15 in/5 out) during a typical weekday morning peak hour, and 20 new trips (5 in/15 out) during a typical weekday evening peak hour.

C3. Trip Distribution

The trip distribution for the proposed Froedtert Clinic was determined based on the existing traffic patterns and the type of proposed land use. The expected trip distribution for the proposed development is summarized as follows:

- 20% traffic to/from the east on Sunset Drive
- 20% traffic to/from the west on Sunset Drive
- 35% traffic to/from the north on St. Paul Avenue
- 25% traffic to/from the south on Genesee Road

C4. Trip Assignment

The proposed Froedtert Clinic new trips were assigned to the study area using the trip distribution previously outlined and are shown in Exhibit 6.

C5. Year 2019 Build Traffic Volumes

The Year 2019 build traffic volumes, shown in Exhibit 7, were determined by summing the Year 2019 existing traffic volumes (Exhibit 4B) and the proposed Froedtert Clinic new trips (Exhibit 6).

PART D – INTERSECTION CAPACITY ANALYSIS

D1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual, 6th Edition* (HCM). Intersection operation is defined by "Level of Service". Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this study, and as is standard for use in urban areas in southeast Wisconsin, LOS D or better was used to define desirable peak hour operating conditions. Descriptions of the various levels of service are as follows:

LOS A is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized and unsignalized intersections, average delays are less than 10 seconds.

LOS B represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At unsignalized intersections, average delays are 10 to 15 seconds.

LOS C still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At unsignalized intersections, average delays are 15 to 25 seconds.

LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At signalized intersections, average vehicle delays are 35 to 55 seconds. At unsignalized intersections, average delays are 25 to 35 seconds.

LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.

LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average delays exceed 50 seconds.

The analysis was performed using the HCM 6th Edition module in the Synchro 10 software (version 10.1.2.20). The LOS and 95th percentile queue were reported from the HCM 6th Edition module.

D2. Intersection Operations

The Year 2019 existing and Year 2019 build (with proposed Froedtert Clinic) traffic volumes were analyzed using the existing transportation detail shown in Exhibit 3 and the existing traffic signal timings, which were obtained from the City of Waukesha. The traffic signal timings are included in Appendix B of this memorandum.

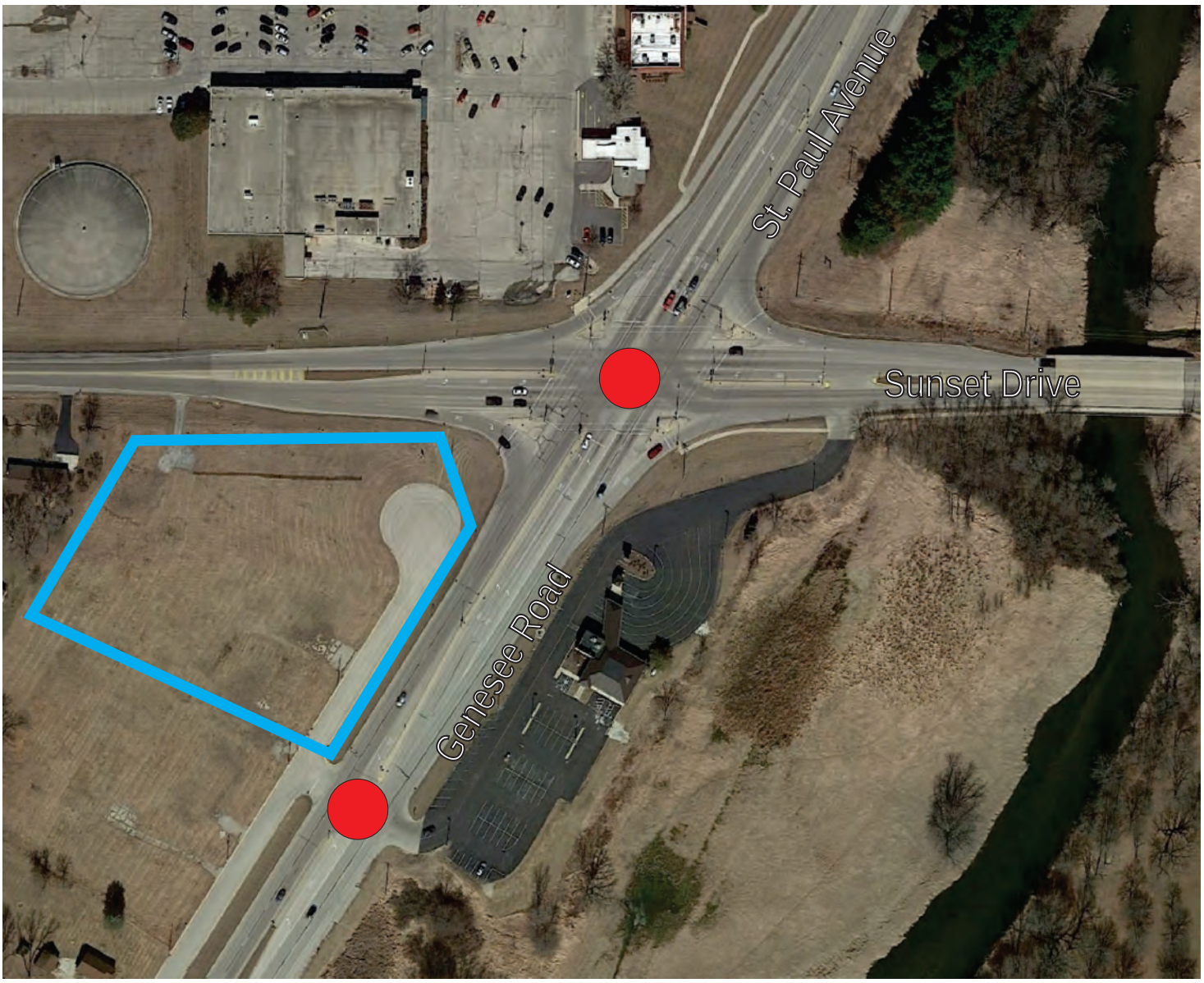
As shown in Exhibit 8, all movements at the study area intersections are expected to operate at LOS D or better conditions with the full build of the proposed Froedtert Clinic with no geometric modifications and no modifications to the signal phasing or timing plans. Also, all queues are expected to be adequately stored within the existing turn lanes.

All analysis outputs are included in Appendices C & D.

PART E – CONCLUSION

All movements are expected to operate safely and efficiently upon full build and operation of the Froedtert Clinic with no modifications to the existing roadway network.

Should any questions or comments arise, please feel free to contact Christian R. Sternke, P.E., at 262-336-1892 or csternke@tadi-us.com, or John Bieberitz, P.E. PTOE, at 262-377-1845 or jbieberitz@tadi-us.com.



Source: GoogleEarth, accessed 2-5-2019

LEGEND

- Study Area Intersection
- Site Location

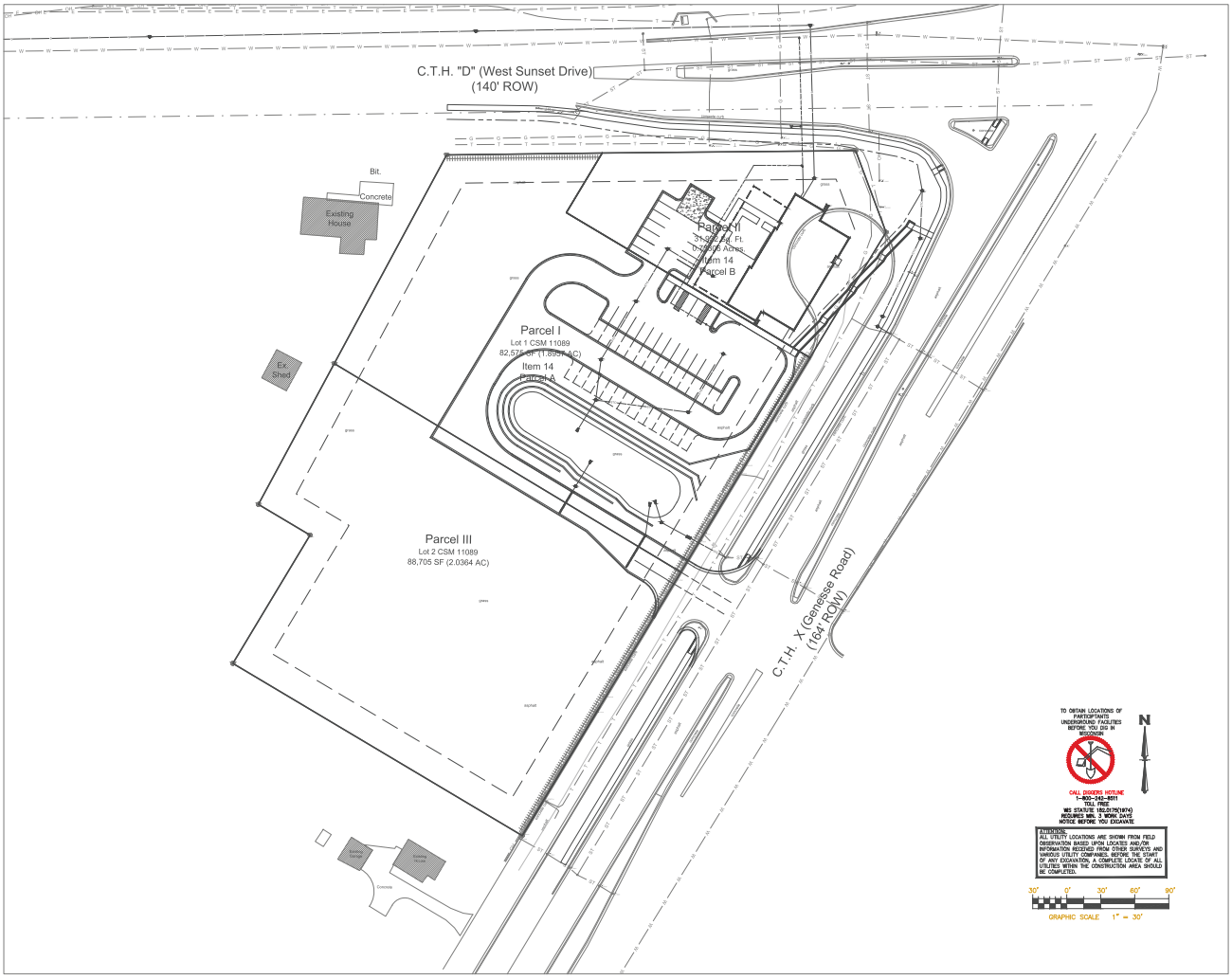
TRAFFIC ANALYSIS & DESIGN, INC.
2312: 4-19-2019

EXHIBIT 1
STUDY AREA AERIAL

WAUKESHA COUNTY, WISCONSIN

N

NOT TO SCALE



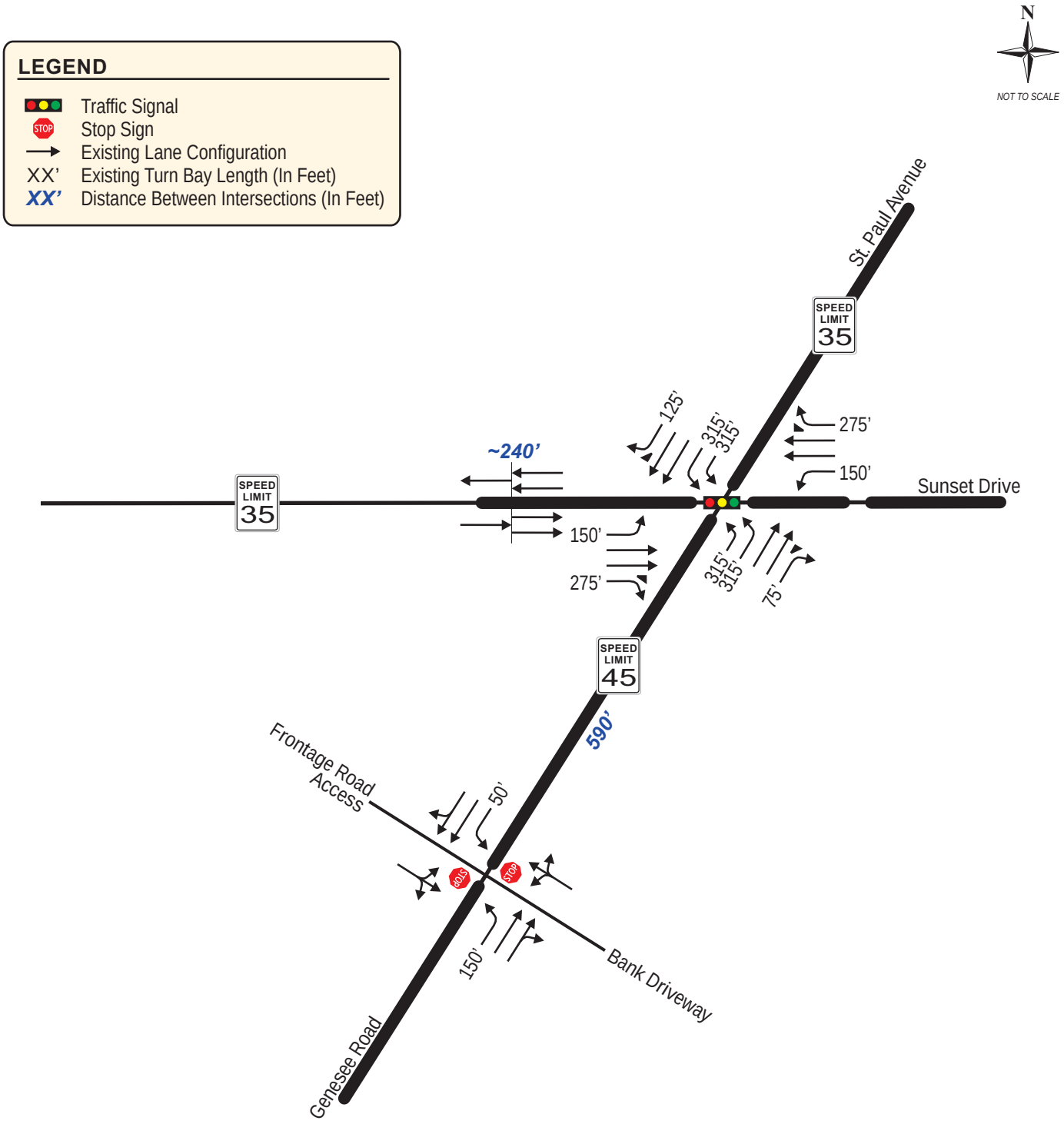
INITIAL EROSION CONTROL PLAN

C100

TRAFFIC ANALYSIS & DESIGN, INC.
2312: 4-19-2019

EXHIBIT 2
CONCEPTUAL SITE PLAN

WAUKESHA COUNTY, WISCONSIN



TRAFFIC ANALYSIS & DESIGN, INC.
2312: 4-19-2019

EXHIBIT 3
EXISTING TRANSPORTATION DETAIL

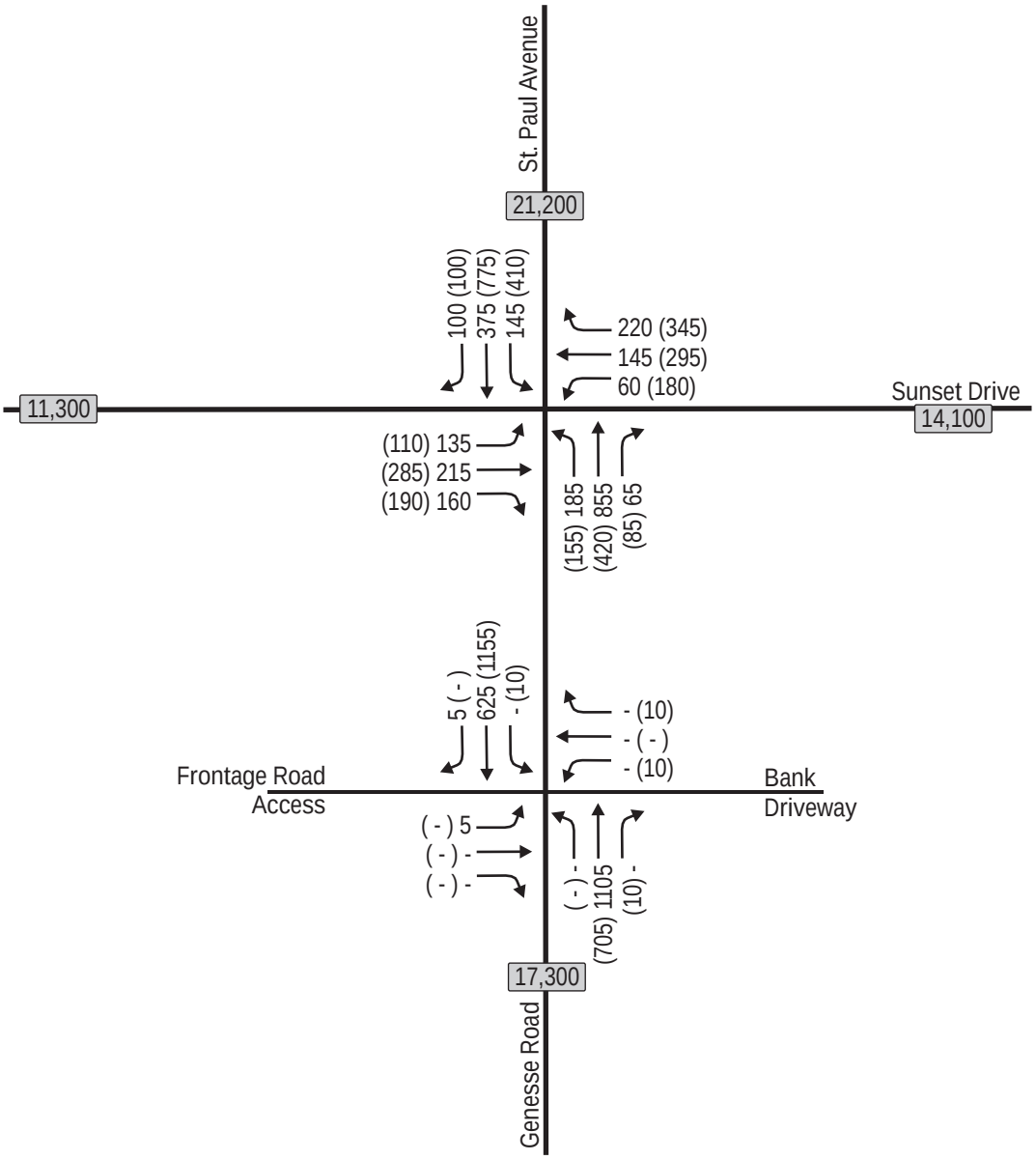
WAUKESHA COUNTY, WISCONSIN

LEGEND

XX	AM Peak Hour Volumes (7:00-8:00 AM)
(XX)	PM Peak Hour Volumes (4:30-5:30 PM)
–	Negligible Traffic Volumes (Fewer than 2 vph)
X,XXX	2018 Annual Average Daily Traffic (AADT)

N

NOT TO SCALE



TRAFFIC ANALYSIS & DESIGN, INC.
2312: 4-19-2019

EXHIBIT 4A
YEAR 2019 EXISTING TRAFFIC VOLUMES
UNBALANCED

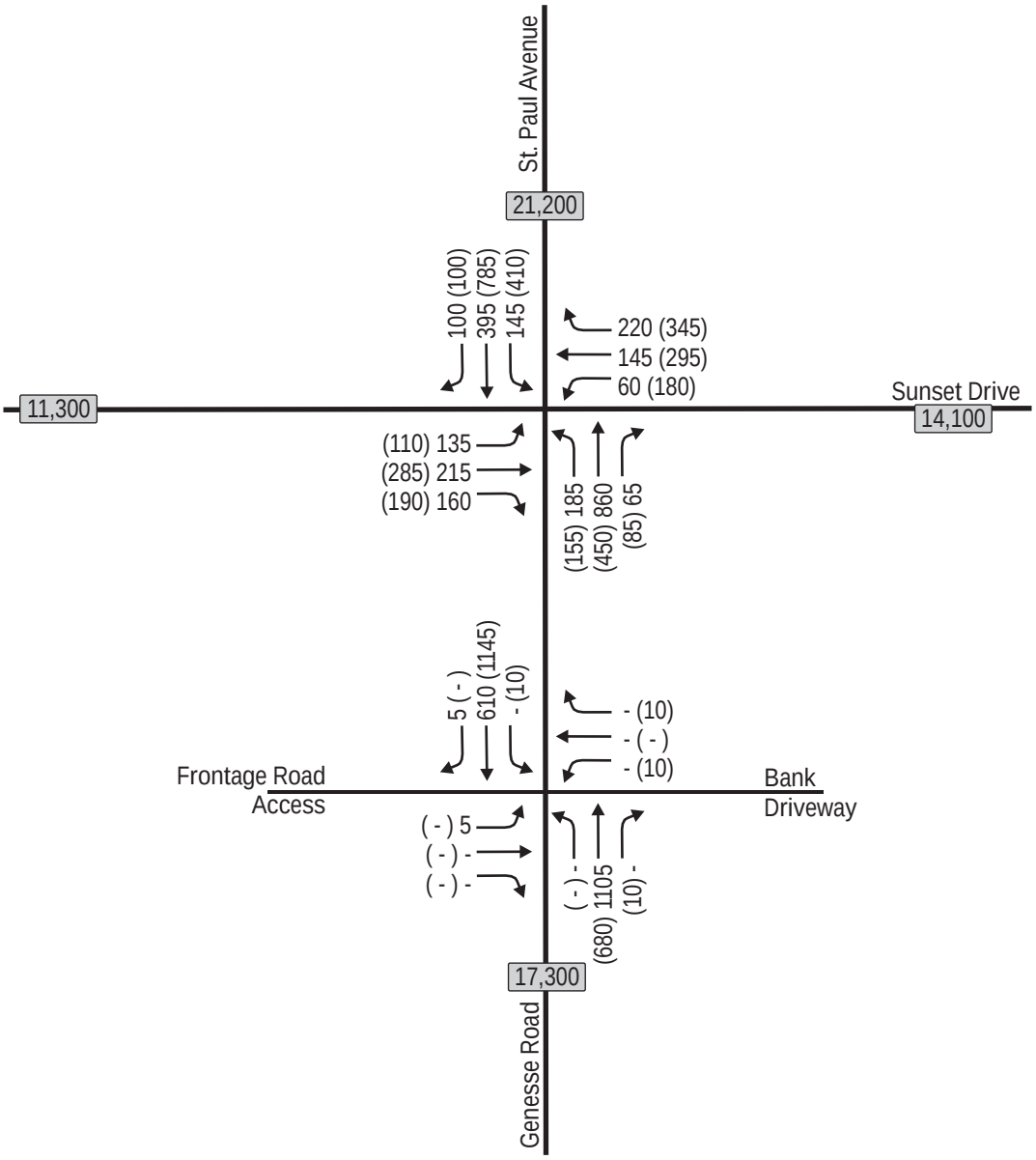
WAUKESHA COUNTY, WISCONSIN

LEGEND

XX	AM Peak Hour Volumes (7:00-8:00 AM)
(XX)	PM Peak Hour Volumes (4:30-5:30 PM)
–	Negligible Traffic Volumes (Fewer than 2 vph)
X,XXX	2018 Annual Average Daily Traffic (AADT)

N

NOT TO SCALE



TRAFFIC ANALYSIS & DESIGN, INC.
2312: 4-19-2019

EXHIBIT 4B
YEAR 2019 EXISTING TRAFFIC VOLUMES
BALANCED

WAUKESHA COUNTY, WISCONSIN

Exhibit 5
Froedtert Clinic On-Site Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Clinic	630	5,850 SF	220 (38.16)	15 (78%)	5 (22%)	20 (3.69)	5 (29%)	15 (71%)	20 (3.28)
Total New Trips			**220**	**15**	**5**	**20**	**5**	**15**	**20**

Trip rates from ITE *Trip Generation Manual, 10th Edition*

TRIP DISTRIBUTION

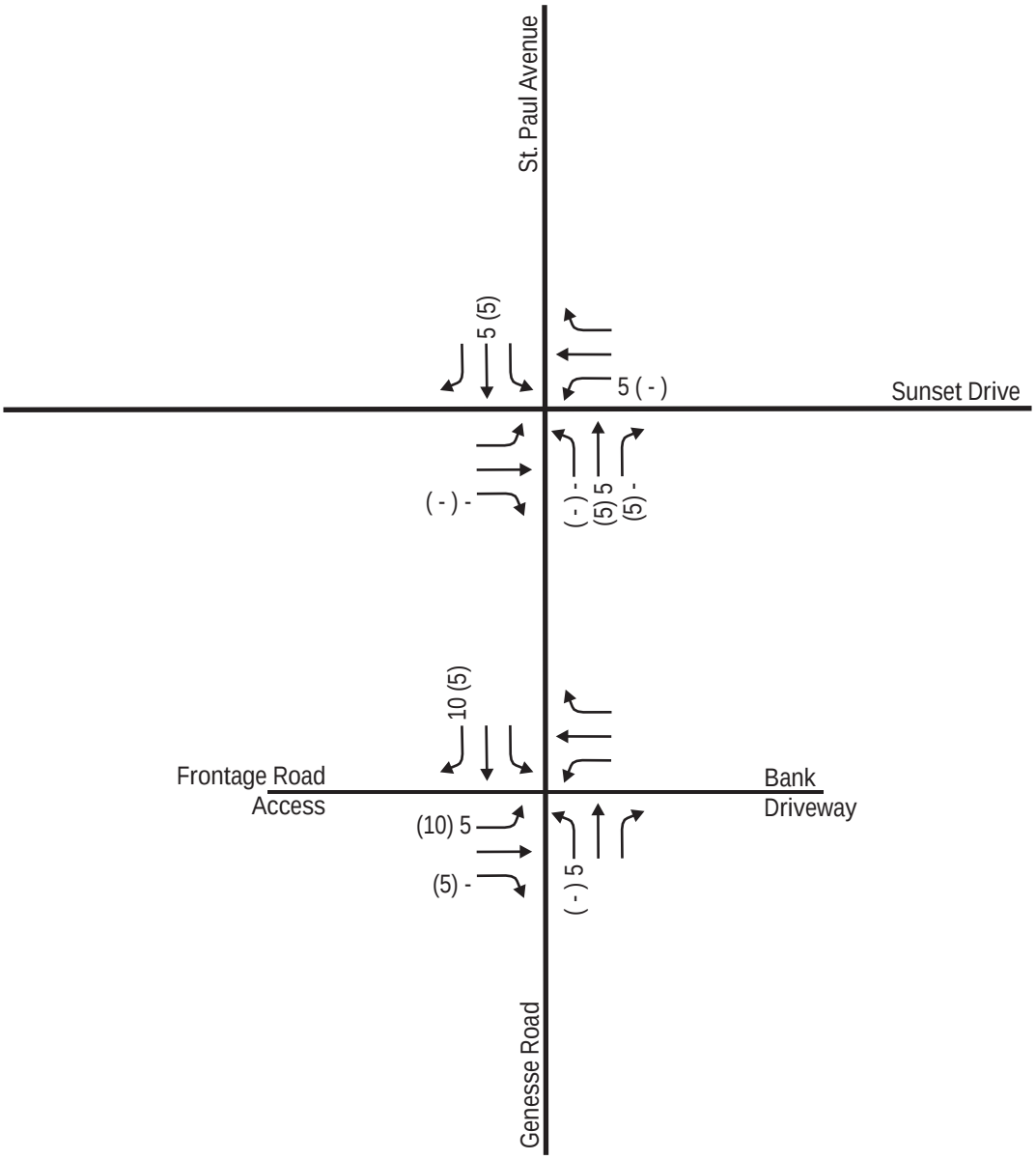
East on Sunset Drive	20%	40	5	0		0	5
West on Sunset Drive	20%	40	0	0		0	0
North on St. Paul Avenue	35%	80	5	5		5	5
South on Genesee Road	25%	60	5	0		0	5
	100%	***220***	***15***	***5***		***5***	***15***

LEGEND

XX	AM Peak Hour Volumes (7:00-8:00 AM)
(XX)	PM Peak Hour Volumes (4:30-5:30 PM)
–	Negligible Traffic Volumes (Fewer than 2 vph)

N

NOT TO SCALE



TRAFFIC ANALYSIS & DESIGN, INC.

2312: 4-19-2019

EXHIBIT 6
FROEDTERT CLINIC NEW TRIPS

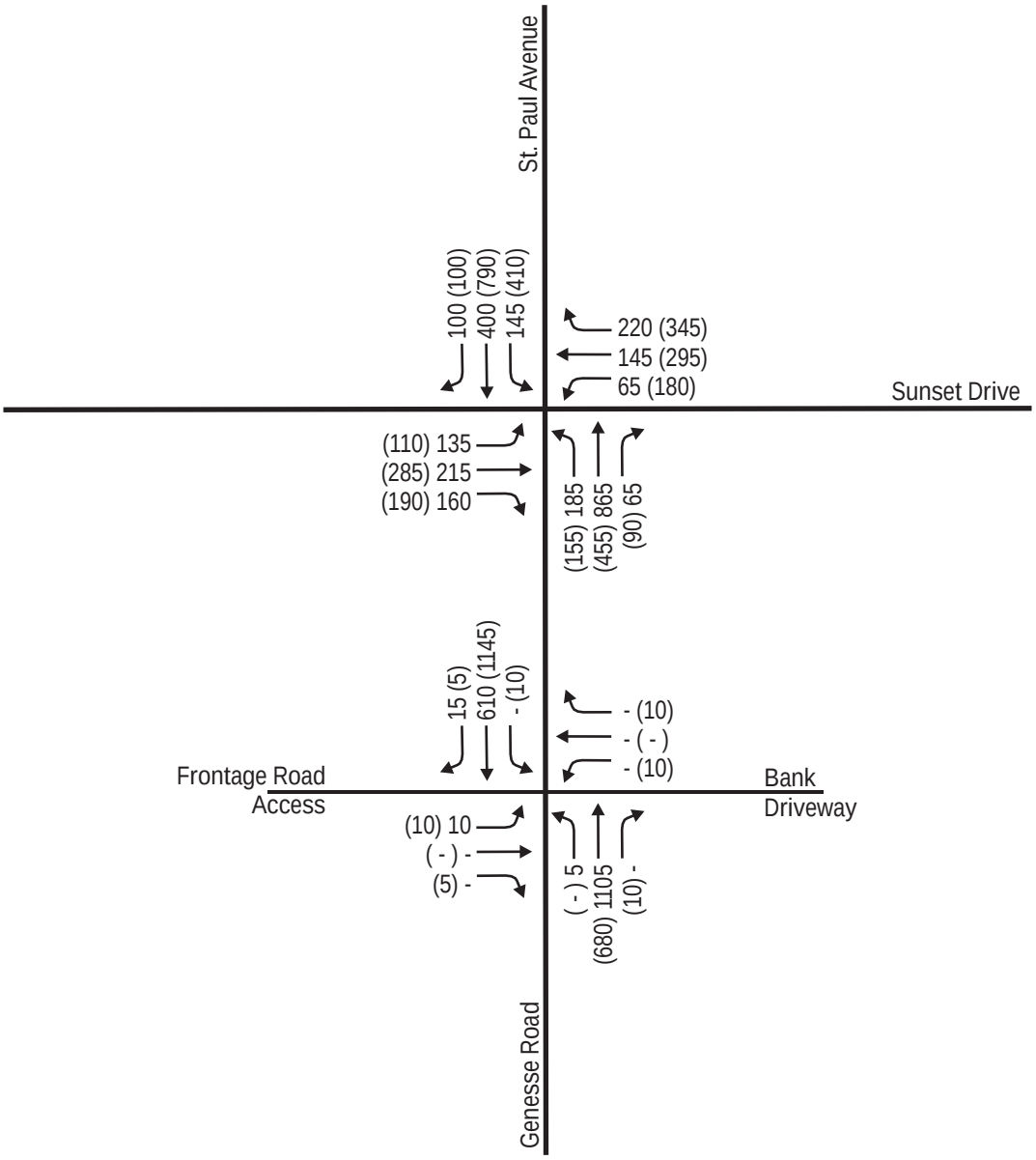
WAUKESHA COUNTY, WISCONSIN

LEGEND

XX	AM Peak Hour Volumes (7:00-8:00 AM)
(XX)	PM Peak Hour Volumes (4:30-5:30 PM)
–	Negligible Traffic Volumes (Fewer than 2 vph)

N

NOT TO SCALE



TRAFFIC ANALYSIS & DESIGN, INC.

2312: 4-19-2019

EXHIBIT 7
YEAR 2019 BUILD TRAFFIC VOLUMES

WAUKESHA COUNTY, WISCONSIN

Year 2019 Existing Traffic Operations & Queues

Without Modifications

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Node 100: Genesee Road/St. Paul Avenue & Sunset Drive *(Traffic Signal)*	AM	LOS	C	C	C	C	C	C	D	C	B	C	B	B
		Queue	95	90	95	50	65	95	80	305	40	65	125	50
	PM	LOS	C	C	C	C	C	C	D	C	B	D	C	B
		Queue	75	110	110	120	115	125	70	165	55	160	275	55
Node 110: Genesee Road & Frontage Road Access/Bank Driveway *(Two-Way Stop)*	AM	LOS	C			C			A	*	*	B	*	*
		Queue	5			0			0	*	*	0	*	*
	PM	LOS	C			C			B	*	*	A	*	*
		Queue	0			5			0	*	*	0	*	*

(--) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.

Queue is maximum of the 50th & 95th percentile queue, measured in feet.

Year 2019 Build Traffic Operations & Queues

Without Modifications

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Node 100: Genesee Road/St. Paul Avenue & Sunset Drive *(Traffic Signal)*	AM	LOS	C	C	C	C	C	C	D	C	B	C	B	B
		Queue	95	90	95	50	65	95	80	310	40	65	125	50
	PM	LOS	C	C	C	C	C	C	D	C	B	D	C	B
		Queue	75	110	110	120	115	125	70	170	55	160	280	55
Node 110: Genesee Road & Frontage Road Access/Bank Driveway *(Two-Way Stop)*	AM	LOS	C			C			A	*	*	B	*	*
		Queue	5			0			0	*	*	0	*	*
	PM	LOS	C			C			B	*	*	A	*	*
		Queue	10			5			0	*	*	0	*	*

(--) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.

Queue is maximum of the 50th & 95th percentile queue, measured in feet.

APPENDIX A

Existing Traffic Counts

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1	Page 1 of 13
Start Date: Monday, February 04, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5	Non-Holiday	No Special Events

Base Information, Observed (5) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Genesee Rd - CTH D and Sunset Dr - CTH X

TADi TRAFFIC ANALYSIS & DESIGN, INC.

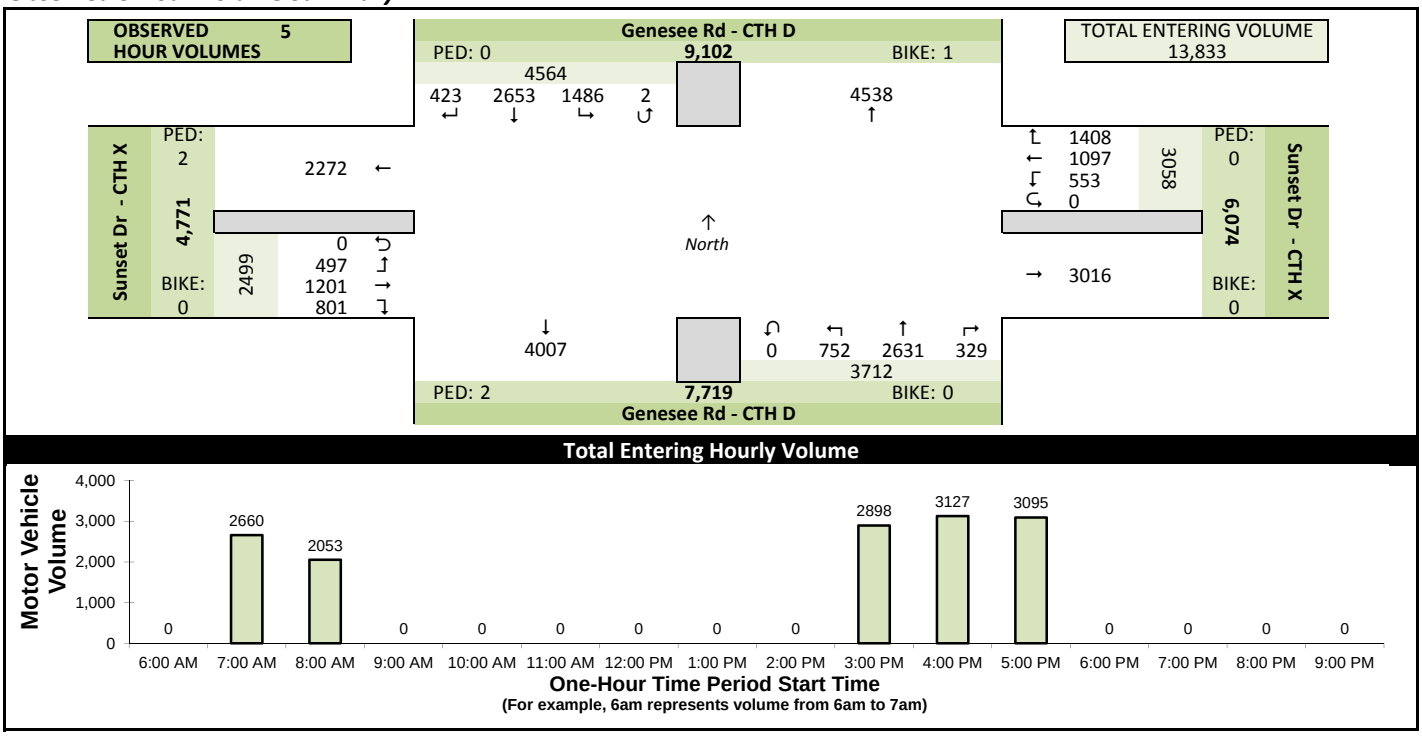
Site Information

Municipality	Waukesha		
County	Waukesha	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Genesee Rd - CTH D		
East Leg	Sunset Dr - CTH X		
South Leg	Genesee Rd - CTH D		
West Leg	Sunset Dr - CTH X		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

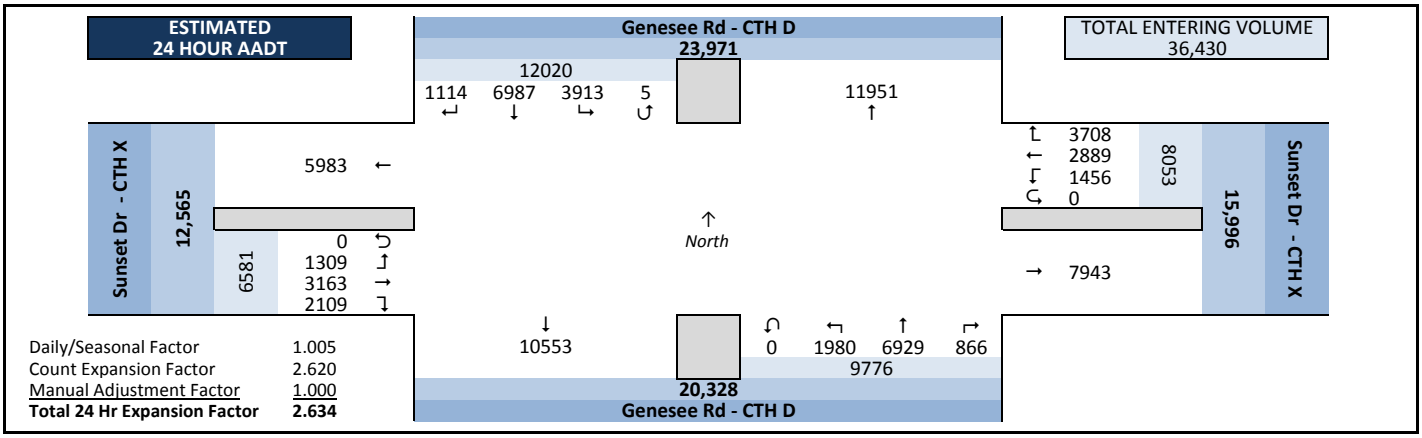
Count Information

Hrs Counted:	7:00 AM-9:00 AM and 3:00 PM-6:00 PM				
1st Day of Count	Monday, February 04, 2019			Weather	
AM Peak Period	Wednesday, February 13, 2019			Clear & Dry	
Midday Peak Period					
PM Peak Period	Monday, February 04, 2019			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.005	Count Expansion Factor	2.620		
Company Name	TADi			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein, Wendy Picard			
	Midday Peak Period				
	PM Peak Period	Amy Scheuerlein, Wendy Picard			
Comments	2017 DOT Seasonal Factors				

Observed 5 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	1.005
Count Expansion Factor	2.620
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**2.634**

Intersection Traffic Volume Report

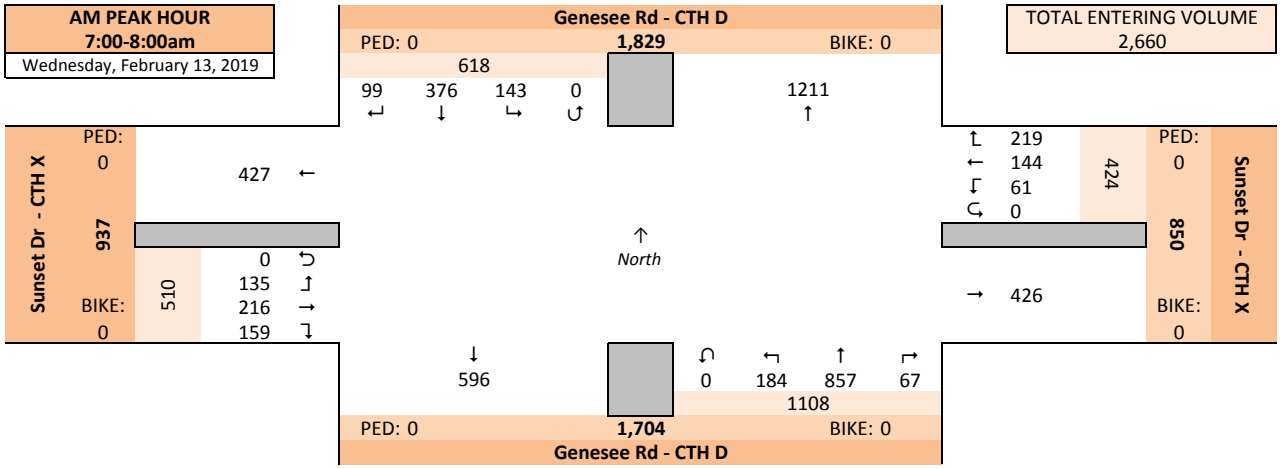
Count Basics			Page 2 of 13
Start Date:	Monday, February 04, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

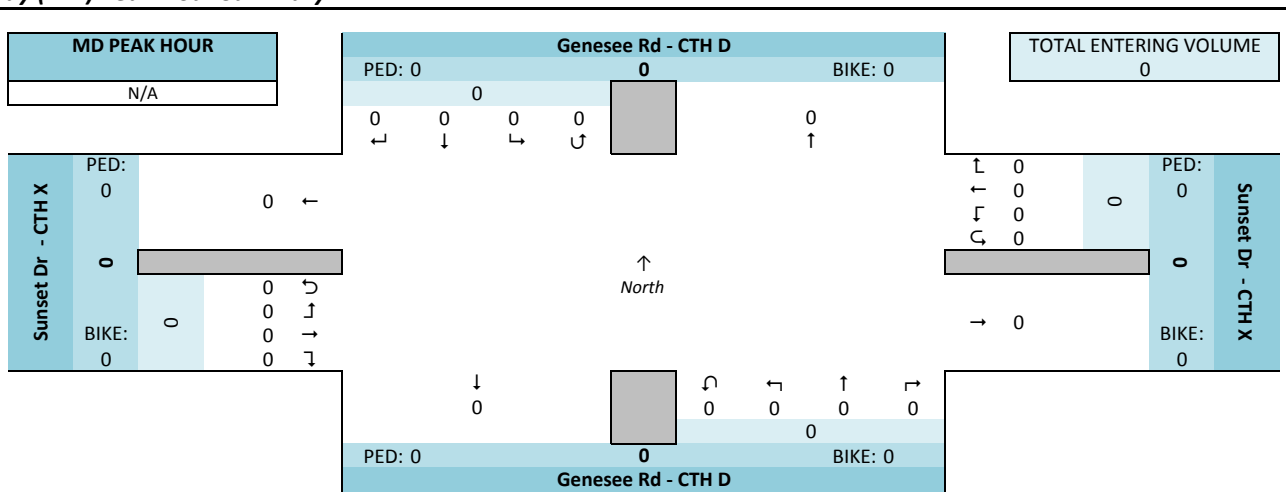
All Motor Vehicles

Genesee Rd - CTH D and Sunset Dr - CTH X

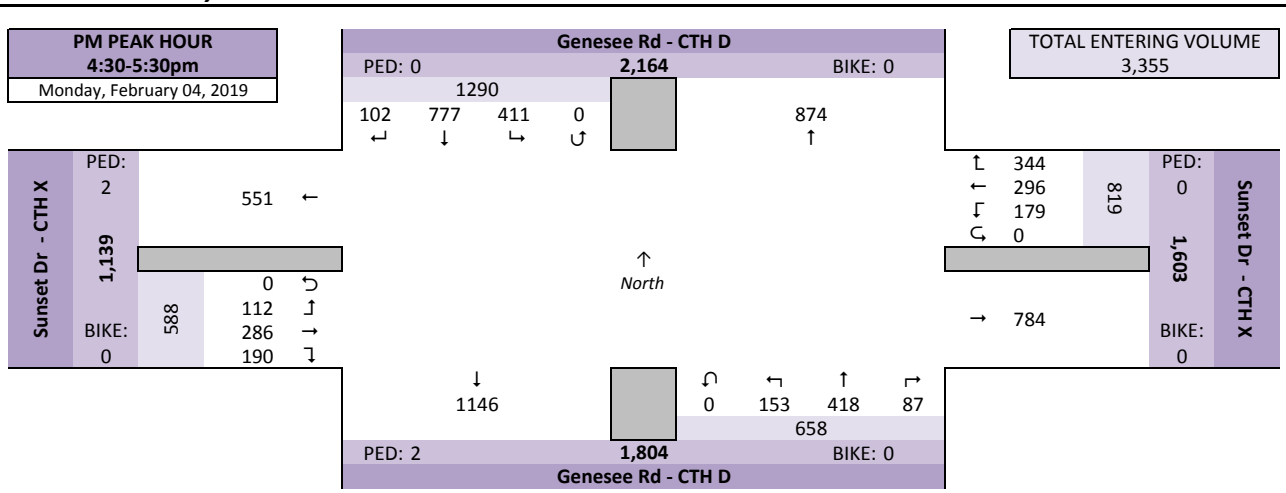
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 13*
Start Date: Monday, February 04, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5	Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

Genesee Rd - CTH D and Sunset Dr - CTH X

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, February 13, 2019		From North					From East					From South					From West					
	AM Peak Hour	Genesee Rd - CTH D					Sunset Dr - CTH X					Genesee Rd - CTH D					Sunset Dr - CTH X					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	29	66	26	0	121	55	38	18	0	111	16	189	25	0	230	42	52	37	0	131	593
	7:15 AM	30	93	28	0	151	46	29	16	0	91	16	206	60	0	282	43	60	45	0	148	672
	7:30 AM	18	90	45	0	153	63	41	14	0	118	18	248	49	0	315	34	62	33	0	129	715
	7:45 AM	22	127	44	0	193	55	36	13	0	104	17	214	50	0	281	40	42	20	0	102	680
	Peak Hour Volume	99	376	143	0	618	219	144	61	0	424	67	857	184	0	1108	159	216	135	0	510	2660
	Rounded Hourly Volume	100	375	145	0	620	220	145	60	0	425	65	855	185	0	1105	160	215	135	0	510	2660
	% Single Unit Trucks	8.1	4.0	2.8	0.0	4.4	5.0	4.9	4.9	0.0	5.0	6.0	2.0	4.3	0.0	2.6	5.0	2.3	14.1	0.0	6.3	4.1
	% Heavy Trucks	1.0	0.5	1.4	0.0	0.8	0.0	0.0	1.6	0.0	0.2	0.0	0.2	0.5	0.0	0.3	0.6	0.5	0.7	0.0	0.6	0.5
	% Trucks (Total)	9.1	4.5	4.2	0.0	5.2	5.0	4.9	6.6	0.0	5.2	6.0	2.2	4.9	0.0	2.9	5.7	2.8	14.8	0.0	6.9	4.5
	Peak Hour Factor (PHF)	0.82	0.74	0.79	0.00	0.80	0.87	0.88	0.85	0.00	0.90	0.93	0.86	0.77	0.00	0.88	0.92	0.87	0.75	0.00	0.86	0.93

N/A		From North					From East					From South					From West					
	MD Peak Hour	Genesee Rd - CTH D					Sunset Dr - CTH X					Genesee Rd - CTH D					Sunset Dr - CTH X					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, February 04, 2019		From North					From East					From South					From West					
	PM Peak Hour	Genesee Rd - CTH D					Sunset Dr - CTH X					Genesee Rd - CTH D					Sunset Dr - CTH X					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	25	188	80	0	293	82	88	50	0	220	16	99	25	0	140	44	70	16	0	130	783
	4:45 PM	28	197	109	0	334	83	61	30	0	174	37	111	35	0	183	41	69	26	0	136	827
	5:00 PM	28	185	102	0	315	81	82	53	0	216	13	101	48	0	162	54	74	33	0	161	854
	5:15 PM	21	207	120	0	348	98	65	46	0	209	21	107	45	0	173	51	73	37	0	161	891
	Peak Hour Volume	102	777	411	0	1290	344	296	179	0	819	87	418	153	0	658	190	286	112	0	588	3355
	Rounded Hourly Volume	100	775	410	0	1285	345	295	180	0	820	85	420	155	0	660	190	285	110	0	585	3350
	% Single Unit Trucks	4.9	0.5	0.0	0.0	0.7	1.7	1.0	1.1	0.0	1.3	2.3	1.0	1.3	0.0	1.2	5.3	1.7	1.8	0.0	2.9	1.3
	% Heavy Trucks	1.0	0.1	0.2	0.0	0.2	0.3	0.0	0.6	0.0	0.2	0.0	0.2	0.7	0.0	0.3	0.0	0.3	0.0	0.0	0.2	0.2
	% Trucks (Total)	5.9	0.6	0.2	0.0	0.9	2.0	1.0	1.7	0.0	1.6	2.3	1.2	2.0	0.0	1.5	5.3	2.1	1.8	0.0	3.1	1.6
	Peak Hour Factor (PHF)	0.91	0.94	0.86	0.00	0.93	0.88	0.84	0.84	0.00	0.93	0.59	0.94	0.80	0.00	0.90	0.88	0.97	0.76	0.00	0.91	0.94

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		Genesee Rd - CTH D			Sunset Dr - CTH X			Genesee Rd - CTH D			Sunset Dr - CTH X			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	1	0	1	1	0	1	2
	4:45 PM	0	0	0	0	0	0	1	0	1	1	0	1	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	2	0	2	2	0	2	4

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Monday, February 04, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

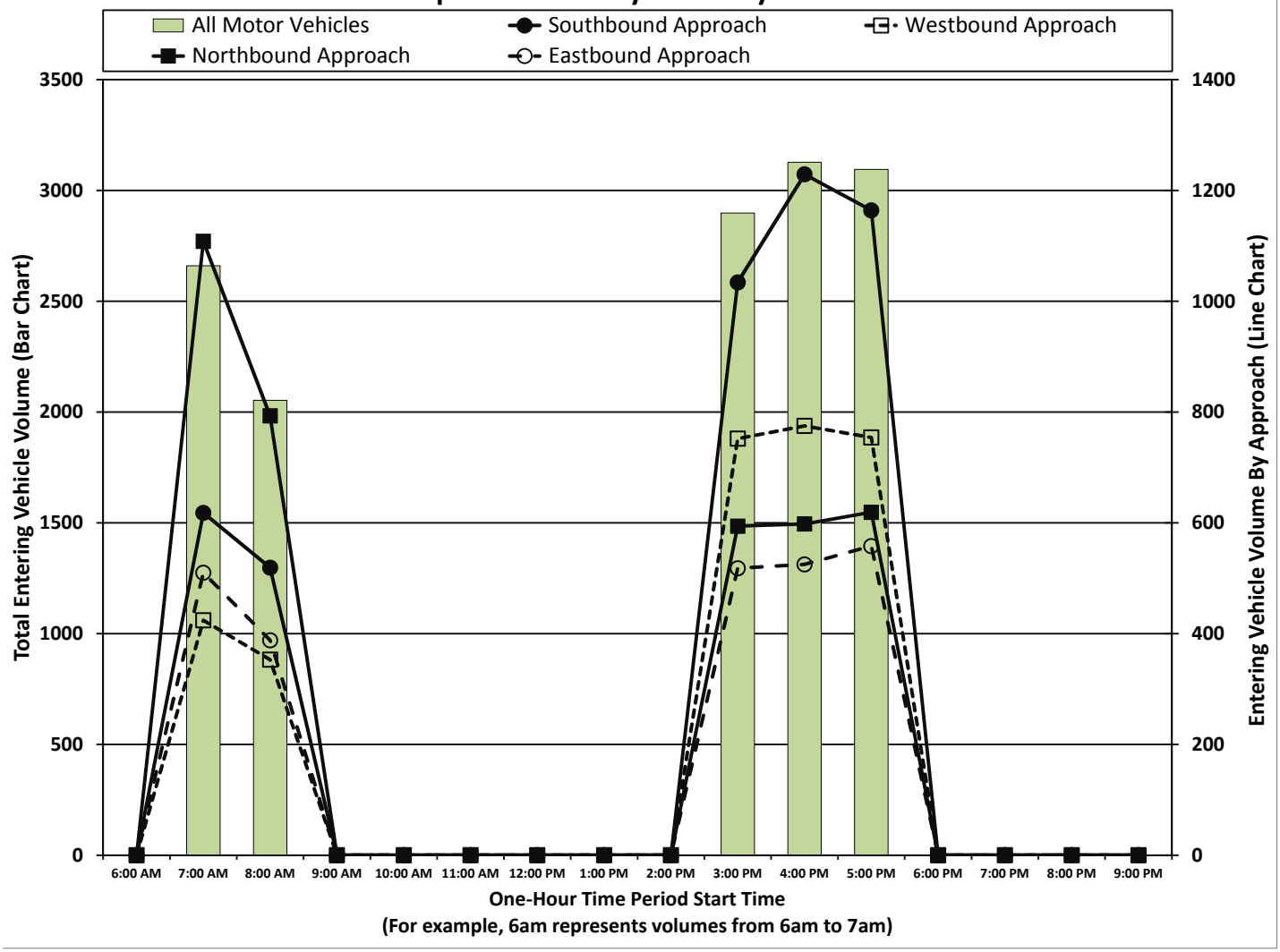
All Motor Vehicles

Genesee Rd - CTH D and Sunset Dr - CTH X

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Genesee Rd - CTH D					From East (←) Sunset Dr - CTH X					From South (↑) Genesee Rd - CTH D					From West (→) Sunset Dr - CTH X					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:00 AM	99	376	143	0	618	219	144	61	0	424	67	857	184	0	1108	159	216	135	0	510	2660	934	1726
AM	8:00 AM	65	277	177	0	519	200	126	27	0	353	51	603	139	0	793	115	187	86	0	388	2053	741	1312
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	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
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	74	588	370	2	1034	342	274	136	0	752	58	393	143	0	594	160	265	93	0	518	2898	1270	1628
PM	4:00 PM	105	743	381	0	1229	336	279	160	0	775	86	380	132	0	598	176	266	83	0	525	3127	1300	1827
PM	5:00 PM	80	669	415	0	1164	311	274	169	0	754	67	398	154	0	619	191	267	100	0	558	3095	1312	1783
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		423	2653	1486	2	4564	1408	1097	553	0	3058	329	2631	752	0	3712	801	1201	497	0	2499	13833	5557	8276

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Monday, February 04, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Genesee Rd - CTH D and Sunset Dr - CTH X

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓) Genesee Rd - CTH D					From East (←) Sunset Dr - CTH X					From South (↑) Genesee Rd - CTH D					From West (→) Sunset Dr - CTH X					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	29	66	26	0	121	55	38	18	0	111	16	189	25	0	230	42	52	37	0	131	593	2660	0.93
	7:15 AM	30	93	28	0	151	46	29	16	0	91	16	206	60	0	282	43	60	45	0	148	672	2625	0.92
	7:30 AM	18	90	45	0	153	63	41	14	0	118	18	248	49	0	315	34	62	33	0	129	715	2452	0.86
	7:45 AM	22	127	44	0	193	55	36	13	0	104	17	214	50	0	281	40	42	20	0	102	680	2242	0.82
	8:00 AM	14	77	31	0	122	50	30	11	0	91	13	188	39	0	240	38	39	28	0	105	558	2053	0.92
	8:15 AM	16	71	42	0	129	55	35	6	0	96	12	136	50	0	198	16	36	24	0	76	499		
	8:30 AM	15	69	54	0	138	34	30	7	0	71	15	142	24	0	181	33	65	17	0	115	505		
	8:45 AM	20	60	50	0	130	61	31	3	0	95	11	137	26	0	174	28	47	17	0	92	491		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	20	115	70	1	206	86	81	30	0	197	10	96	35	0	141	54	67	35	0	156	700	2898	0.95
	3:15 PM	12	121	80	0	213	93	62	35	0	190	21	114	39	0	174	41	56	23	0	120	697	2949	0.97
	3:30 PM	23	182	106	0	311	87	69	35	0	191	11	96	31	0	138	35	45	21	0	101	741	3018	0.98
	3:45 PM	19	170	114	1	304	76	62	36	0	174	16	87	38	0	141	30	97	14	0	141	760	3060	0.98
	4:00 PM	22	173	94	0	289	87	77	32	0	196	16	85	37	0	138	48	59	21	0	128	751	3127	0.95
	4:15 PM	30	185	98	0	313	84	53	48	0	185	17	85	35	0	137	43	68	20	0	131	766	3230	0.95
	4:30 PM	25	188	80	0	293	82	88	50	0	220	16	99	25	0	140	44	70	16	0	130	783	3355	0.94
	4:45 PM	28	197	109	0	334	83	61	30	0	174	37	111	35	0	183	41	69	26	0	136	827	3259	0.91
	5:00 PM	28	185	102	0	315	81	82	53	0	216	13	101	48	0	162	54	74	33	0	161	854	3095	0.87
	5:15 PM	21	207	120	0	348	98	65	46	0	209	21	107	45	0	173	51	73	37	0	161	891		
	5:30 PM	20	141	86	0	247	66	65	34	0	165	21	95	34	0	150	48	63	14	0	125	687		
	5:45 PM	11	136	107	0	254	66	62	36	0	164	12	95	27	0	134	38	57	16	0	111	663		
	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		423	2653	1486	2	4564	1408	1097	553	0	3058	329	2631	752	0	3712	801	1201	497	0	2499	13833		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) Genesee Rd - CTH D					From East (←) Sunset Dr - CTH X					From South (↑) Genesee Rd - CTH D					From West (→) Sunset Dr - CTH X					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:00 AM	99	376	143	0	618	219	144	61	0	424	67	857	184	0	1108	159	216	135	0	510	2660	0.93
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	102	777	411	0	1290	344	296	179	0	819	87	418	153	0	658	190	286	112	0	588	3355	0.94

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Monday, February 04, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Genesee Rd - CTH D and Sunset Dr - CTH X

15-Minute Automobile Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		Genesee Rd - CTH D					Sunset Dr - CTH X					Genesee Rd - CTH D					Sunset Dr - CTH X					Totals	Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	27	61	24	0	112	54	36	17	0	107	14	182	24	0	220	37	49	35	0	121	560	2539
	7:15 AM	28	90	28	0	146	42	28	15	0	85	15	199	57	0	271	41	59	41	0	141	643	2495
	7:30 AM	15	85	44	0	144	60	40	14	0	114	18	245	46	0	309	33	60	23	0	116	683	2327
	7:45 AM	20	123	41	0	184	52	33	11	0	96	16	212	48	0	276	39	42	16	0	97	653	2128
	8:00 AM	13	69	29	0	111	45	27	11	0	83	11	173	36	0	220	37	38	27	0	102	516	1945
	8:15 AM	15	69	38	0	122	49	34	5	0	88	12	135	48	0	195	12	36	22	0	70	475	
	8:30 AM	14	68	52	0	134	34	27	6	0	67	14	137	24	0	175	29	62	17	0	108	484	
	8:45 AM	16	57	50	0	123	61	31	2	0	94	10	134	24	0	168	25	43	17	0	85	470	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	19	112	70	1	202	81	78	30	0	189	9	90	31	0	130	54	64	31	0	149	670	2775
	3:15 PM	11	111	79	0	201	93	61	35	0	189	20	108	35	0	163	35	54	21	0	110	663	2838
	3:30 PM	21	177	105	0	303	84	68	35	0	187	10	91	29	0	130	30	43	20	0	93	713	2909
	3:45 PM	16	163	109	1	289	75	58	35	0	168	15	85	36	0	136	28	94	14	0	136	729	2958
	4:00 PM	21	170	94	0	285	87	76	32	0	195	15	84	35	0	134	42	57	20	0	119	733	3042
	4:15 PM	28	182	96	0	306	83	50	47	0	180	15	82	30	0	127	40	65	16	0	121	734	3154
	4:30 PM	23	186	80	0	289	79	85	48	0	212	16	98	24	0	138	39	69	15	0	123	762	3302
	4:45 PM	25	195	109	0	329	81	61	30	0	172	36	110	34	0	180	40	67	25	0	132	813	3218
	5:00 PM	27	184	102	0	313	80	82	52	0	214	13	100	48	0	161	51	73	33	0	157	845	3060
	5:15 PM	21	207	119	0	347	97	65	46	0	208	20	105	44	0	169	50	71	37	0	158	882	
	5:30 PM	20	138	85	0	243	66	65	34	0	165	20	94	32	0	146	48	62	14	0	124	678	
	5:45 PM	9	136	107	0	252	65	62	36	0	163	12	94	27	0	133	37	55	15	0	107	655	
	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		389	2583	1461	2	4435	1368	1067	541	0	2976	311	2558	712	0	3581	747	1163	459	0	2369	13361	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		Genesee Rd - CTH D					Sunset Dr - CTH X					Genesee Rd - CTH D					Sunset Dr - CTH X					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	90	359	137	0	586	208	137	57	0	402	63	838	175	0	1076	150	210	115	0	475	2539
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	96	772	410	0	1278	337	293	176	0	806	85	413	150	0	648	180	280	110	0	570	3302

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Monday, February 04, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

Genesee Rd - CTH D and Sunset Dr - CTH X

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

15-Minute Time Period		From North (↓) Genesee Rd - CTH D					From East (←) Sunset Dr - CTH X					From South (↑) Genesee Rd - CTH D					From West (→) Sunset Dr - CTH X					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	1	4	1	0	6	1	2	1	0	4	2	5	1	0	8	4	2	2	0	8	26	109
	7:15 AM	2	3	0	0	5	4	1	1	0	6	1	7	2	0	10	2	1	4	0	7	28	120
	7:30 AM	3	5	0	0	8	3	1	0	0	4	0	3	3	0	6	1	2	9	0	12	30	115
	7:45 AM	2	3	3	0	8	3	3	1	0	7	1	2	2	0	5	1	0	4	0	5	25	103
	8:00 AM	1	7	2	0	10	5	3	0	0	8	1	13	3	0	17	1	0	1	0	2	37	94
	8:15 AM	0	2	4	0	6	6	1	1	0	8	0	1	2	0	3	4	0	2	0	6	23	
	8:30 AM	1	1	2	0	4	0	3	0	0	3	0	4	0	0	4	4	3	0	0	7	18	
	8:45 AM	4	2	0	0	6	0	0	0	0	0	0	3	1	0	4	2	4	0	0	6	16	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	1	2	0	0	3	3	2	0	0	5	1	6	3	0	10	0	3	4	0	7	25	103
	3:15 PM	1	9	0	0	10	0	0	0	0	0	1	6	3	0	10	6	2	2	0	10	30	92
	3:30 PM	2	4	0	0	6	3	1	0	0	4	1	4	1	0	6	3	1	1	0	5	21	89
	3:45 PM	3	5	5	0	13	1	4	1	0	6	0	2	2	0	4	1	3	0	0	4	27	87
	4:00 PM	1	3	0	0	4	0	1	0	0	1	0	1	2	0	3	4	1	1	0	6	14	72
	4:15 PM	2	3	1	0	6	0	3	0	0	3	2	2	5	0	9	3	2	4	0	9	27	64
	4:30 PM	1	2	0	0	3	2	3	2	0	7	0	1	1	0	2	5	1	1	0	7	19	45
	4:45 PM	3	2	0	0	5	2	0	0	0	2	1	0	0	0	1	1	2	1	0	4	12	34
	5:00 PM	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	3	0	0	0	3	6	28
	5:15 PM	0	0	0	0	0	1	0	0	0	1	1	2	1	0	4	1	2	0	0	3	8	
	5:30 PM	0	3	0	0	3	0	0	0	0	0	1	1	2	0	4	0	1	0	0	1	8	
	5:45 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	1	2	0	0	3	6	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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		31	60	18	0	109	36	28	7	0	71	13	64	34	0	111	47	32	36	0	115	406	

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

Hourly Time Period		From North (↓) Genesee Rd - CTH D					From East (←) Sunset Dr - CTH X					From South (↑) Genesee Rd - CTH D					From West (→) Sunset Dr - CTH X					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	8	15	4	0	27	11	7	3	0	21	4	17	8	0	29	8	5	19	0	32	109
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	5	4	0	0	9	6	3	2	0	11	2	4	2	0	8	10	5	2	0	17	45

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Monday, February 04, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

Genesee Rd - CTH D and Sunset Dr - CTH X

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓) Genesee Rd - CTH D					From East (←) Sunset Dr - CTH X					From South (↑) Genesee Rd - CTH D					From West (→) Sunset Dr - CTH X					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	1	1	1	0	3	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	7	12
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	10
	7:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	10
	7:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	11
	8:00 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	5	14
	8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3	
	8:45 AM	0	1	0	0	1	0	0	1	0	1	1	0	1	0	2	1	0	0	0	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	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	1	0	0	1	2	1	0	0	3	0	0	1	0	1	0	0	0	0	0	5	20
	3:15 PM	0	1	1	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4	19
	3:30 PM	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2	2	1	0	0	3	7	20
	3:45 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	4	15
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	1	0	0	3	4	13
	4:15 PM	0	0	1	0	1	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	5	12
	4:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	8
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	7
	5:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3	7
	5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		3	10	7	0	20	4	2	5	0	11	5	9	6	0	20	7	6	2	0	15	66	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓) Genesee Rd - CTH D					From East (←) Sunset Dr - CTH X					From South (↑) Genesee Rd - CTH D					From West (→) Sunset Dr - CTH X					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	1	2	1	0	4	0	0	1	0	1	1	2	0	0	3	0	1	1	0	2	10
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	2	1	0	4	2	0	1	0	3	2	1	0	0	3	3	2	0	0	5	15

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Monday, February 04, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Genesee Rd - CTH D and Sunset Dr - CTH X

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) Genesee Rd - CTH D					From East (←) Sunset Dr - CTH X					From South (↑) Genesee Rd - CTH D					From West (→) Sunset Dr - CTH X					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	2	5	2	0	9	1	2	1	0	4	2	7	1	0	10	5	3	2	0	10	33	121
	7:15 AM	2	3	0	0	5	4	1	1	0	6	1	7	3	0	11	2	1	4	0	7	29	130
	7:30 AM	3	5	1	0	9	3	1	0	0	4	0	3	3	0	6	1	2	10	0	13	32	125
	7:45 AM	2	4	3	0	9	3	3	2	0	8	1	2	2	0	5	1	0	4	0	5	27	114
	8:00 AM	1	8	2	0	11	5	3	0	0	8	2	15	3	0	20	1	1	1	0	3	42	108
	8:15 AM	1	2	4	0	7	6	1	1	0	8	0	1	2	0	3	4	0	2	0	6	24	
	8:30 AM	1	1	2	0	4	0	3	1	0	4	1	5	0	0	6	4	3	0	0	7	21	
	8:45 AM	4	3	0	0	7	0	0	1	0	1	1	3	2	0	6	3	4	0	0	7	21	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	1	3	0	0	4	5	3	0	0	8	1	6	4	0	11	0	3	4	0	7	30	123
	3:15 PM	1	10	1	0	12	0	1	0	0	1	1	6	4	0	11	6	2	2	0	10	34	111
	3:30 PM	2	5	1	0	8	3	1	0	0	4	1	5	2	0	8	5	2	1	0	8	28	109
	3:45 PM	3	7	5	0	15	1	4	1	0	6	1	2	2	0	5	2	3	0	0	5	31	102
	4:00 PM	1	3	0	0	4	0	1	0	0	1	1	1	2	0	4	6	2	1	0	9	18	85
	4:15 PM	2	3	2	0	7	1	3	1	0	5	2	3	5	0	10	3	3	4	0	10	32	76
	4:30 PM	2	2	0	0	4	3	3	2	0	8	0	1	1	0	2	5	1	1	0	7	21	53
	4:45 PM	3	2	0	0	5	2	0	0	0	2	1	1	1	0	3	1	2	1	0	4	14	41
	5:00 PM	1	1	0	0	2	1	0	1	0	2	0	1	0	0	1	3	1	0	0	4	9	35
	5:15 PM	0	0	1	0	1	1	0	0	0	1	1	2	1	0	4	1	2	0	0	3	9	
	5:30 PM	0	3	1	0	4	0	0	0	0	0	1	1	2	0	4	0	1	0	0	1	9	
	5:45 PM	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1	1	2	1	0	4	8	
	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		34	70	25	0	129	40	30	12	0	82	18	73	40	0	131	54	38	38	0	130	472	

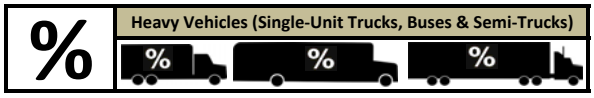
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (↓) Genesee Rd - CTH D					From East (←) Sunset Dr - CTH X					From South (↑) Genesee Rd - CTH D					From West (→) Sunset Dr - CTH X					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	9	17	6	0	32	11	7	4	0	22	4	19	9	0	32	9	6	20	0	35	121
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	6	5	1	0	12	7	3	3	0	13	2	5	3	0	10	10	6	2	0	18	53

Intersection Traffic Volume Report

Count Basics		*Page 10 of 13*
Start Date: Monday, February 04, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Genesee Rd - CTH D and Sunset Dr - CTH X

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period Start Time	From North (↓) Genesee Rd - CTH D					From East (←) Sunset Dr - CTH X					From South (↑) Genesee Rd - CTH D					From West (→) Sunset Dr - CTH X					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	6.9	7.6	7.7	0.0	7.4	1.8	5.3	5.6	0.0	3.6	12.5	3.7	4.0	0.0	4.3	11.9	5.8	5.4	0.0	7.6	5.6	4.5
	7:15 AM	6.7	3.2	0.0	0.0	3.3	8.7	3.4	6.2	0.0	6.6	6.2	3.4	5.0	0.0	3.9	4.7	1.7	8.9	0.0	4.7	4.3	5.0
	7:30 AM	16.7	5.6	2.2	0.0	5.9	4.8	2.4	0.0	0.0	3.4	0.0	1.2	6.1	0.0	1.9	2.9	3.2	30.3	0.0	10.1	4.5	5.1
	7:45 AM	9.1	3.1	6.8	0.0	4.7	5.5	8.3	15.4	0.0	7.7	5.9	0.9	4.0	0.0	1.8	2.5	0.0	20.0	0.0	4.9	4.0	5.1
	8:00 AM	7.1	10.4	6.5	0.0	9.0	10.0	10.0	0.0	0.0	8.8	15.4	8.0	7.7	0.0	8.3	2.6	2.6	3.6	0.0	2.9	7.5	5.3
	8:15 AM	6.2	2.8	9.5	0.0	5.4	10.9	2.9	16.7	0.0	8.3	0.0	0.7	4.0	0.0	1.5	25.0	0.0	8.3	0.0	7.9	4.8	
	8:30 AM	6.7	1.4	3.7	0.0	2.9	0.0	10.0	14.3	0.0	5.6	6.7	3.5	0.0	0.0	3.3	12.1	4.6	0.0	0.0	6.1	4.2	
	8:45 AM	20.0	5.0	0.0	0.0	5.4	0.0	0.0	33.3	0.0	1.1	9.1	2.2	7.7	0.0	3.4	10.7	8.5	0.0	0.0	7.6	4.3	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	5.0	2.6	0.0	0.0	1.9	5.8	3.7	0.0	0.0	4.1	10.0	6.2	11.4	0.0	7.8	0.0	4.5	11.4	0.0	4.5	4.3	4.2
	3:15 PM	8.3	8.3	1.2	0.0	5.6	0.0	1.6	0.0	0.0	0.5	4.8	5.3	10.3	0.0	6.3	14.6	3.6	8.7	0.0	8.3	4.9	3.8
	3:30 PM	8.7	2.7	0.9	0.0	2.6	3.4	1.4	0.0	0.0	2.1	9.1	5.2	6.5	0.0	5.8	14.3	4.4	4.8	0.0	7.9	3.8	3.6
	3:45 PM	15.8	4.1	4.4	0.0	4.9	1.3	6.5	2.8	0.0	3.4	6.2	2.3	5.3	0.0	3.5	6.7	3.1	0.0	0.0	3.5	4.1	3.3
	4:00 PM	4.5	1.7	0.0	0.0	1.4	0.0	1.3	0.0	0.0	0.5	6.2	1.2	5.4	0.0	2.9	12.5	3.4	4.8	0.0	7.0	2.4	2.7
	4:15 PM	6.7	1.6	2.0	0.0	2.2	1.2	5.7	2.1	0.0	2.7	11.8	3.5	14.3	0.0	7.3	7.0	4.4	20.0	0.0	7.6	4.2	2.4
	4:30 PM	8.0	1.1	0.0	0.0	1.4	3.7	3.4	4.0	0.0	3.6	0.0	1.0	4.0	0.0	1.4	11.4	1.4	6.2	0.0	5.4	2.7	1.6
	4:45 PM	10.7	1.0	0.0	0.0	1.5	2.4	0.0	0.0	0.0	1.1	2.7	0.9	2.9	0.0	1.6	2.4	2.9	3.8	0.0	2.9	1.7	1.3
	5:00 PM	3.6	0.5	0.0	0.0	0.6	1.2	0.0	1.9	0.0	0.9	0.0	1.0	0.0	0.0	0.6	5.6	1.4	0.0	0.0	2.5	1.1	1.1
	5:15 PM	0.0	0.0	0.8	0.0	0.3	1.0	0.0	0.0	0.0	0.5	4.8	1.9	2.2	0.0	2.3	2.0	2.7	0.0	0.0	1.9	1.0	
	5:30 PM	0.0	2.1	1.2	0.0	1.6	0.0	0.0	0.0	0.0	0.0	4.8	1.1	5.9	0.0	2.7	0.0	1.6	0.0	0.0	0.8	1.3	
	5:45 PM	18.2	0.0	0.0	0.0	0.8	1.5	0.0	0.0	0.0	0.6	0.0	1.1	0.0	0.0	0.7	2.6	3.5	6.2	0.0	3.6	1.2	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		8.0	2.6	1.7	0.0	2.8	2.8	2.7	2.2	0.0	2.7	5.5	2.8	5.3	0.0	3.5	6.7	3.2	7.6	0.0	5.2	3.4	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period Start Time	From North (↓) Genesee Rd - CTH D					From East (←) Sunset Dr - CTH X					From South (↑) Genesee Rd - CTH D					From West (→) Sunset Dr - CTH X					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	9.1	4.5	4.2	0.0	5.2	5.0	4.9	6.6	0.0	5.2	6.0	2.2	4.9	0.0	2.9	5.7	2.8	14.8	0.0	6.9	4.5
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	5.9	0.6	0.2	0.0	0.9	2.0	1.0	1.7	0.0	1.6	2.3	1.2	2.0	0.0	1.5	5.3	2.1	1.8	0.0	3.1	1.6

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Monday, February 04, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Genesee Rd - CTH D and Sunset Dr - CTH X

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		Genesee Rd - CTH D			Sunset Dr - CTH X			Genesee Rd - CTH D			Sunset Dr - CTH X			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	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	1	0	1	1	0	1	2	4
	4:45 PM	0	0	0	0	0	0	1	0	1	1	0	1	2	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**2**	**2**	**0**	**2**	**5**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 13
Start Date:	Tuesday, February 05, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

Base Information, Observed (5) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Genesee Rd - CTH D and Waukesha State Bank Drwy

TADi TRAFFIC ANALYSIS & DESIGN, INC.

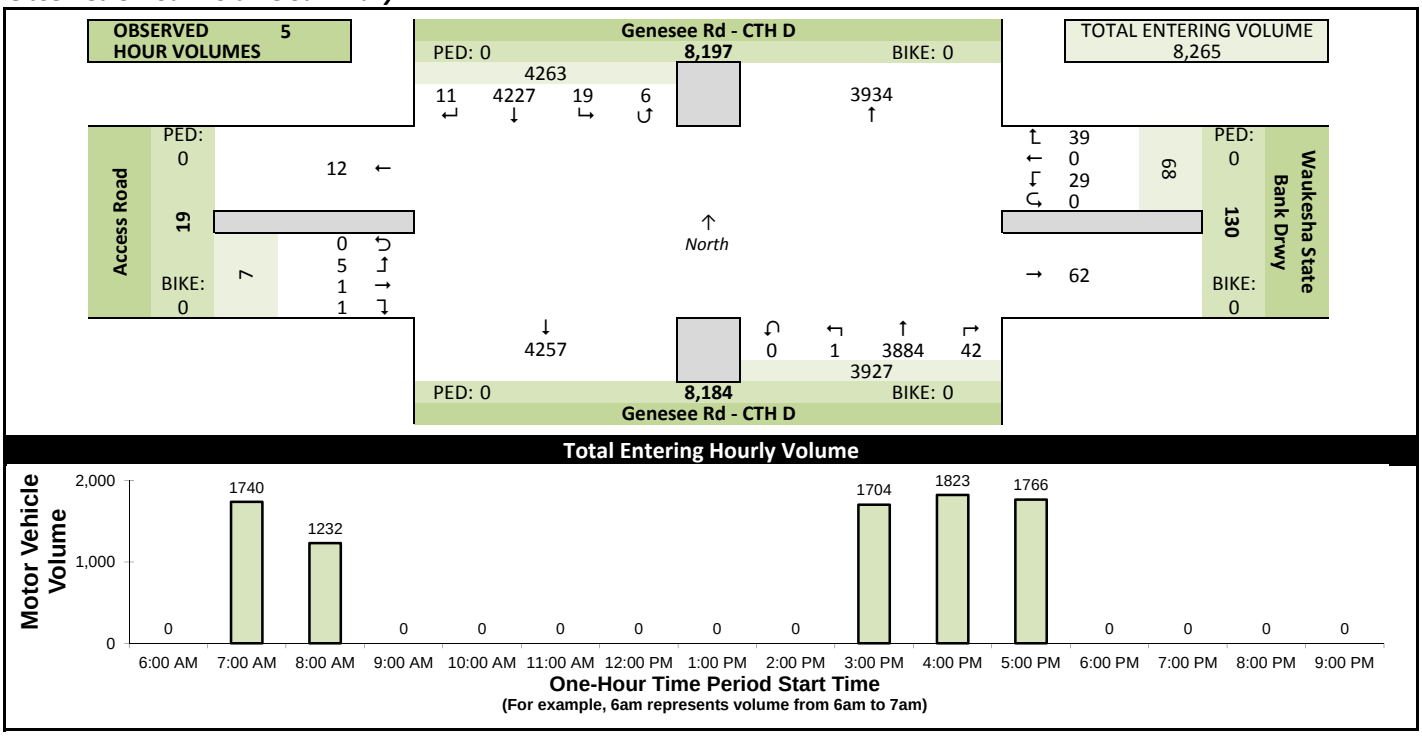
Site Information

Municipality	Waukesha		
County	Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Genesee Rd - CTH D		
East Leg	Waukesha State Bank Drwy		
South Leg	Genesee Rd - CTH D		
West Leg	Access Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

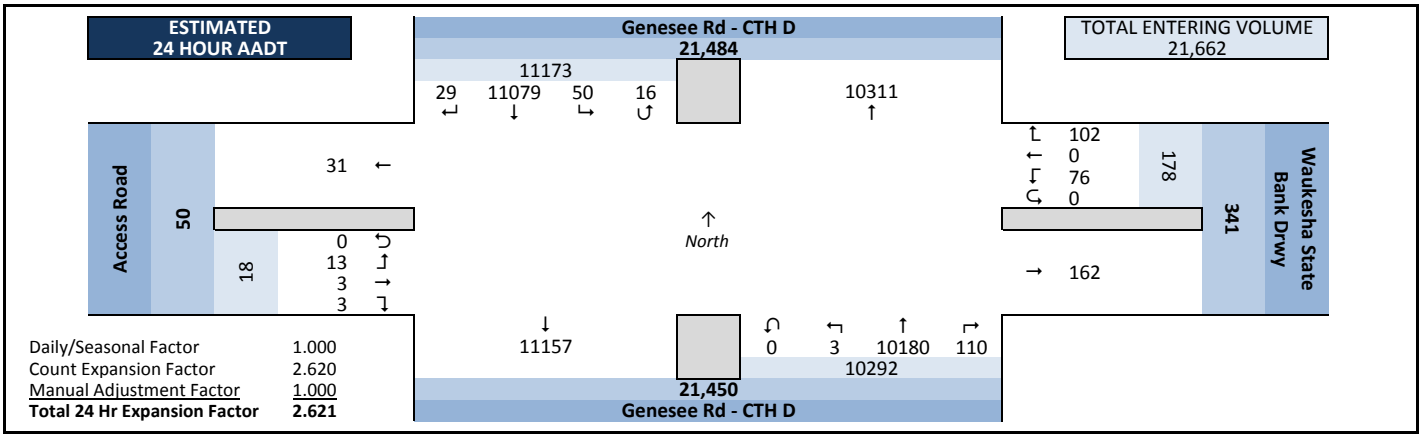
Count Information

Hrs Counted:	7:00 AM-9:00 AM and 3:00 PM-6:00 PM				
1st Day of Count	Tuesday, February 05, 2019			Weather	
AM Peak Period	Tuesday, February 05, 2019			Clear & Dry	
Midday Peak Period					
PM Peak Period	Tuesday, February 05, 2019			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.000	Count Expansion Factor	2.620		
Company Name	TADi			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period				
	PM Peak Period	Ron Andryk			
Comments	2017 DOT Seasonal Factors				

Observed 5 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

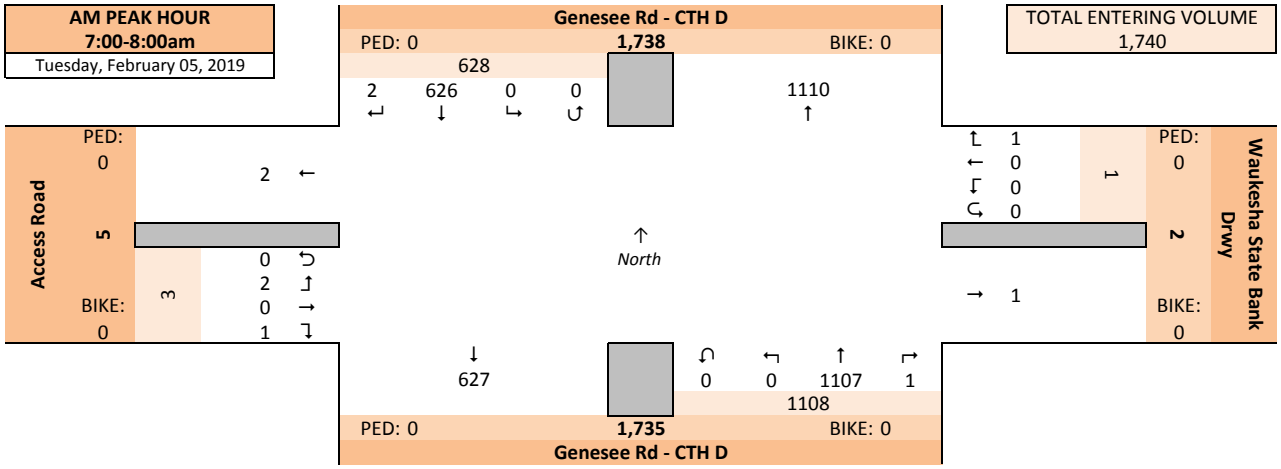
Count Basics			Page 2 of 13
Start Date:	Tuesday, February 05, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

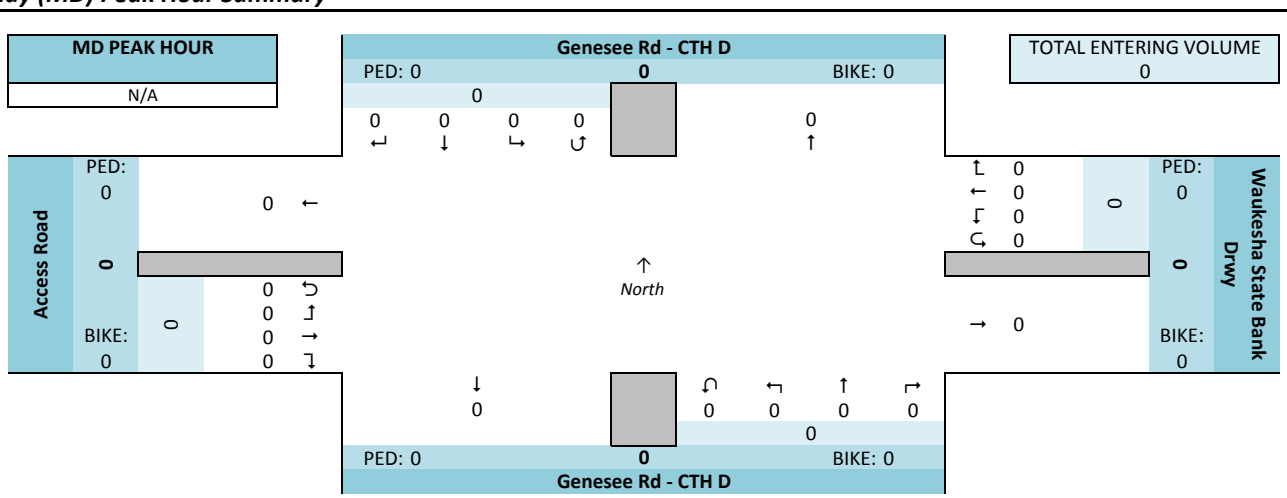
Genesee Rd - CTH D and Waukesha State Bank Drwy

All Motor Vehicles

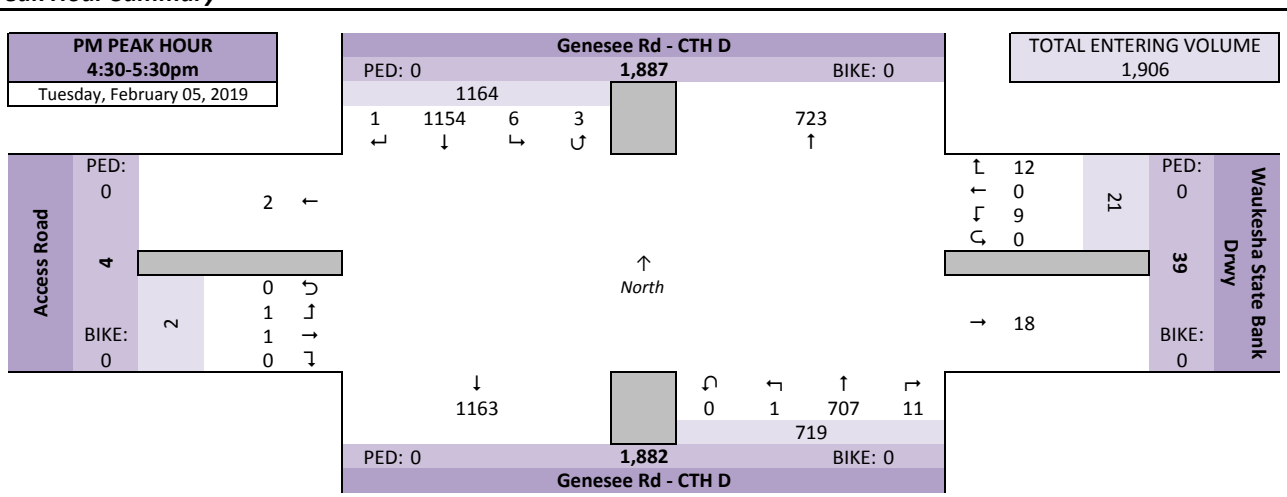
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Tuesday, February 05, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

Peak Hour Volume Summary

Genesee Rd - CTH D and Waukesha State Bank Drwy

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, February 05, 2019		From North (↓)					From East (←)					From South (↑)					From West (→)					
	AM Peak Hour	Genesee Rd - CTH D					Waukesha State Bank Drwy					Genesee Rd - CTH D					Access Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	1	130	0	0	131	0	0	0	0	0	0	222	0	0	222	0	0	0	0	0	353
	7:15 AM	0	176	0	0	176	0	0	0	0	0	0	283	0	0	283	0	0	1	0	1	460
	7:30 AM	1	150	0	0	151	1	0	0	0	1	1	293	0	0	294	1	0	1	0	2	448
	7:45 AM	0	170	0	0	170	0	0	0	0	0	0	309	0	0	309	0	0	0	0	0	479
	Peak Hour Volume	2	626	0	0	628	1	0	0	0	1	1	1107	0	0	1108	1	0	2	0	3	1740
	Rounded Hourly Volume	0	625	0	0	625	0	0	0	0	0	0	1105	0	0	1105	0	0	0	0	0	1730
	% Single Unit Trucks	0.0	5.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	3.7
	% Heavy Trucks	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.6
	% Trucks (Total)	0.0	6.1	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4.3
	Peak Hour Factor (PHF)	0.50	0.89	0.00	0.00	0.89	0.25	0.00	0.00	0.00	0.25	0.25	0.90	0.00	0.00	0.90	0.25	0.00	0.50	0.00	0.37	0.91

N/A		From North (↓)					From East (←)					From South (↑)					From West (→)					
	MD Peak Hour	Genesee Rd - CTH D					Waukesha State Bank Drwy					Genesee Rd - CTH D					Access Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Tuesday, February 05, 2019		From North (↓)					From East (←)					From South (↑)					From West (→)					
	PM Peak Hour	Genesee Rd - CTH D					Waukesha State Bank Drwy					Genesee Rd - CTH D					Access Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	270	1	1	272	2	0	3	0	5	3	175	0	0	178	0	0	0	0	0	455
	4:45 PM	1	297	3	1	302	2	0	2	0	4	4	186	0	0	190	0	1	0	0	1	497
	5:00 PM	0	313	0	1	314	3	0	3	0	6	1	159	1	0	161	0	0	1	0	1	482
	5:15 PM	0	274	2	0	276	5	0	1	0	6	3	187	0	0	190	0	0	0	0	0	472
	Peak Hour Volume	1	1154	6	3	1164	12	0	9	0	21	11	707	1	0	719	0	1	1	0	2	1906
	Rounded Hourly Volume	0	1155	5	5	1165	10	0	10	0	20	10	705	0	0	715	0	0	0	0	0	1900
	% Single Unit Trucks	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	1.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	2.5	100.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	1.7
	Peak Hour Factor (PHF)	0.25	0.92	0.50	0.75	0.93	0.60	0.00	0.75	0.00	0.87	0.69	0.95	0.25	0.00	0.95	0.00	0.25	0.25	0.00	0.50	0.96

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
		Genesee Rd - CTH D			Waukesha State Bank Drwy			Genesee Rd - CTH D			Access Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Tuesday, February 05, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

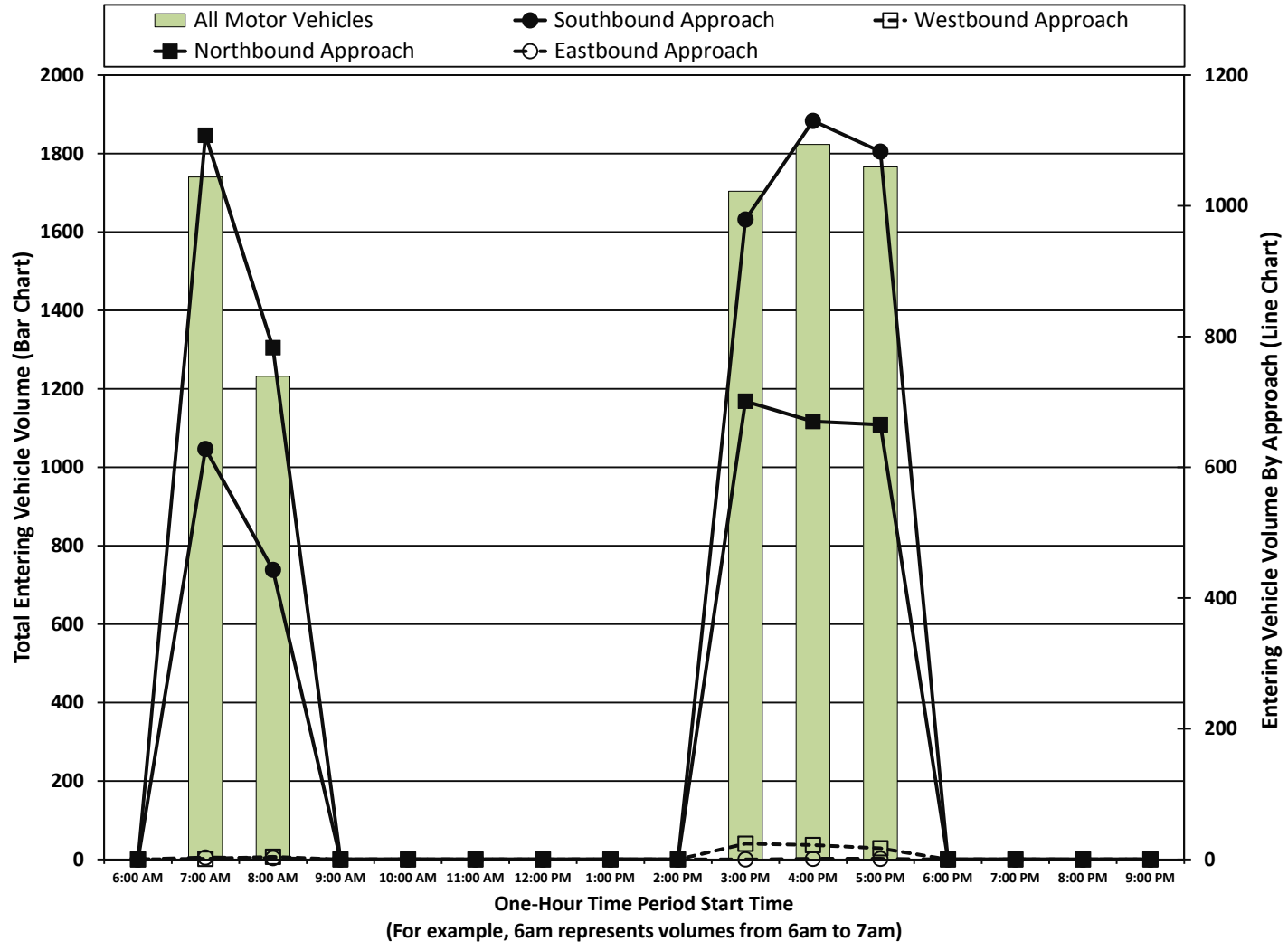
All Motor Vehicles

Genesee Rd - CTH D and Waukesha State Bank Drwy

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Genesee Rd - CTH D					From East (←) Waukesha State Bank Drwy					From South (↑) Genesee Rd - CTH D					From West (→) Access Road					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:00 AM	2	626	0	0	628	1	0	0	0	1	1	1107	0	0	1108	1	0	2	0	3	1740	4	1736
AM	8:00 AM	3	435	3	2	443	2	0	2	0	4	9	774	0	0	783	0	0	2	0	2	1232	6	1226
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	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
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	974	5	0	979	15	0	9	0	24	13	688	0	0	701	0	0	0	0	0	1704	24	1680
PM	4:00 PM	3	1117	7	3	1130	10	0	12	0	22	14	656	0	0	670	0	1	0	0	1	1823	23	1800
PM	5:00 PM	3	1075	4	1	1083	11	0	6	0	17	5	659	1	0	665	0	0	1	0	1	1766	18	1748
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		11	4227	19	6	4263	39	0	29	0	68	42	3884	1	0	3927	1	1	5	0	7	8265	75	8190

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics			*Page 5 of 13*
Start Date:	Tuesday, February 05, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Genesee Rd - CTH D and Waukesha State Bank Drwy

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Genesee Rd - CTH D					From East (←) Waukesha State Bank Drwy					From South (↑) Genesee Rd - CTH D					From West (→) Access Road					15-Min	Hourly	
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	1	130	0	0	131	0	0	0	0	0	0	222	0	0	222	0	0	0	0	0	353	1740	0.91
	7:15 AM	0	176	0	0	176	0	0	0	0	0	0	283	0	0	283	0	0	1	0	1	460	1727	0.90
	7:30 AM	1	150	0	0	151	1	0	0	0	1	1	293	0	0	294	1	0	1	0	2	448	1597	0.83
	7:45 AM	0	170	0	0	170	0	0	0	0	0	0	309	0	0	309	0	0	0	0	0	479	1453	0.76
	8:00 AM	1	110	0	0	111	0	0	0	0	0	1	226	0	0	227	0	0	2	0	2	340	1232	0.91
	8:15 AM	1	104	1	0	106	0	0	0	0	0	3	221	0	0	224	0	0	0	0	0	330		
	8:30 AM	0	118	1	2	121	1	0	2	0	3	3	177	0	0	180	0	0	0	0	0	304		
	8:45 AM	1	103	1	0	105	1	0	0	0	1	2	150	0	0	152	0	0	0	0	0	258		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	208	1	0	209	6	0	3	0	9	5	144	0	0	149	0	0	0	0	0	367	1704	0.93
	3:15 PM	0	224	0	0	224	2	0	1	0	3	1	220	0	0	221	0	0	0	0	0	448	1771	0.97
	3:30 PM	0	266	3	0	269	6	0	2	0	8	2	153	0	0	155	0	0	0	0	0	432	1760	0.96
	3:45 PM	0	276	1	0	277	1	0	3	0	4	5	171	0	0	176	0	0	0	0	0	457	1783	0.98
	4:00 PM	1	288	1	0	290	3	0	2	0	5	3	136	0	0	139	0	0	0	0	0	434	1823	0.92
	4:15 PM	1	262	2	1	266	3	0	5	0	8	4	159	0	0	163	0	0	0	0	0	437	1871	0.94
	4:30 PM	0	270	1	1	272	2	0	3	0	5	3	175	0	0	178	0	0	0	0	0	455	1906	0.96
	4:45 PM	1	297	3	1	302	2	0	2	0	4	4	186	0	0	190	0	1	0	0	1	497	1888	0.95
	5:00 PM	0	313	0	1	314	3	0	3	0	6	1	159	1	0	161	0	0	1	0	1	482	1766	0.92
	5:15 PM	0	274	2	0	276	5	0	1	0	6	3	187	0	0	190	0	0	0	0	0	472		
	5:30 PM	2	248	1	0	251	1	0	1	0	2	1	183	0	0	184	0	0	0	0	0	437		
	5:45 PM	1	240	1	0	242	2	0	1	0	3	0	130	0	0	130	0	0	0	0	0	375		
	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		11	4227	19	6	4263	39	0	29	0	68	42	3884	1	0	3927	1	1	5	0	7	8265		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Genesee Rd - CTH D					From East (←) Waukesha State Bank Drwy					From South (↑) Genesee Rd - CTH D					From West (→) Access Road					Total Hourly	
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	2	626	0	0	628	1	0	0	0	1	1	1107	0	0	1108	1	0	2	0	3	1740	0.91
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	1	1154	6	3	1164	12	0	9	0	21	11	707	1	0	719	0	1	1	0	2	1906	0.96

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Tuesday, February 05, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Genesee Rd - CTH D and Waukesha State Bank Drwy

15-Minute Automobile Data

	15-Minute Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		Genesee Rd - CTH D					Waukesha State Bank Drwy					Genesee Rd - CTH D					Access Road						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	1	122	0	0	123	0	0	0	0	0	0	215	0	0	215	0	0	0	0	0	338	1666
	7:15 AM	0	164	0	0	164	0	0	0	0	0	0	273	0	0	273	0	0	1	0	1	438	1646
	7:30 AM	1	142	0	0	143	1	0	0	0	1	1	282	0	0	283	1	0	1	0	2	429	1519
	7:45 AM	0	160	0	0	160	0	0	0	0	0	0	301	0	0	301	0	0	0	0	0	461	1375
	8:00 AM	1	97	0	0	98	0	0	0	0	0	1	217	0	0	218	0	0	2	0	2	318	1161
	8:15 AM	1	95	1	0	97	0	0	0	0	0	3	211	0	0	214	0	0	0	0	0	311	
	8:30 AM	0	108	1	2	111	1	0	2	0	3	3	168	0	0	171	0	0	0	0	0	285	
	8:45 AM	1	100	1	0	102	1	0	0	0	1	2	142	0	0	144	0	0	0	0	0	247	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	203	1	0	204	6	0	3	0	9	5	138	0	0	143	0	0	0	0	0	356	1645
	3:15 PM	0	215	0	0	215	2	0	1	0	3	1	207	0	0	208	0	0	0	0	0	426	1715
	3:30 PM	0	255	3	0	258	6	0	2	0	8	2	148	0	0	150	0	0	0	0	0	416	1717
	3:45 PM	0	268	1	0	269	1	0	3	0	4	5	169	0	0	174	0	0	0	0	0	447	1741
	4:00 PM	1	282	1	0	284	3	0	2	0	5	3	134	0	0	137	0	0	0	0	0	426	1782
	4:15 PM	0	257	2	1	260	3	0	5	0	8	4	156	0	0	160	0	0	0	0	0	428	1833
	4:30 PM	0	261	1	1	263	2	0	3	0	5	3	169	0	0	172	0	0	0	0	0	440	1873
	4:45 PM	1	296	3	1	301	2	0	2	0	4	4	178	0	0	182	0	1	0	0	1	488	1863
	5:00 PM	0	312	0	1	313	3	0	3	0	6	1	156	0	0	157	0	0	1	0	1	477	1746
	5:15 PM	0	271	2	0	273	5	0	1	0	6	3	186	0	0	189	0	0	0	0	0	468	
	5:30 PM	2	246	1	0	249	1	0	1	0	2	1	178	0	0	179	0	0	0	0	0	430	
	5:45 PM	1	239	1	0	241	2	0	1	0	3	0	127	0	0	127	0	0	0	0	0	371	
	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		10	4093	19	6	4128	39	0	29	0	68	42	3755	0	0	3797	1	1	5	0	7	8000	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		Genesee Rd - CTH D					Waukesha State Bank Drwy					Genesee Rd - CTH D					Access Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	2	588	0	0	590	1	0	0	0	1	1	1071	0	0	1072	1	0	2	0	3	1666
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	1140	6	3	1150	12	0	9	0	21	11	689	0	0	700	0	1	1	0	2	1873

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Tuesday, February 05, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

Genesee Rd - CTH D and Waukesha State Bank Drwy

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

15-Minute Time Period Start Time		From North (↓) Genesee Rd - CTH D					From East (←) Waukesha State Bank Drwy					From South (↑) Genesee Rd - CTH D					From West (→) Access Road					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14	64
	7:15 AM	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21	69
	7:30 AM	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15	63
	7:45 AM	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14	59
	8:00 AM	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	19	53
	8:15 AM	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15	
	8:30 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11	
	8:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	52
	3:15 PM	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	19	47
	3:30 PM	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14	36
	3:45 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	37
	4:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	38
	4:15 PM	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	36
	4:30 PM	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15	32
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9	22
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	16
	5:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	110	0	0	111	0	0	0	0	0	0	112	0	0	112	0	0	0	0	0	223	

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

Hourly Time Period Start Time		From North (↓) Genesee Rd - CTH D					From East (←) Waukesha State Bank Drwy					From South (↑) Genesee Rd - CTH D					From West (→) Access Road					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	33	0	0	33	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	64
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	14	0	0	14	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	32

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Tuesday, February 05, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

Genesee Rd - CTH D and Waukesha State Bank Drwy

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓) Genesee Rd - CTH D					From East (←) Waukesha State Bank Drwy					From South (↑) Genesee Rd - CTH D					From West (→) Access Road					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	10
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	15
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	19
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	18
	8:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
	8:30 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	9
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	7
	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
	4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	24	0	0	24	0	0	0	0	0	0	17	1	0	18	0	0	0	0	0	42	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓) Genesee Rd - CTH D					From East (←) Waukesha State Bank Drwy					From South (↑) Genesee Rd - CTH D					From West (→) Access Road					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Tuesday, February 05, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Genesee Rd - CTH D and Waukesha State Bank Drwy

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) Genesee Rd - CTH D					From East (←) Waukesha State Bank Drwy					From South (↑) Genesee Rd - CTH D					From West (→) Access Road					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15	74
	7:15 AM	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	22	81
	7:30 AM	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	19	78
	7:45 AM	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18	78
	8:00 AM	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22	71
	8:15 AM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19	
	8:30 AM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	19	
	8:45 AM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	59
	3:15 PM	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	22	56
	3:30 PM	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	16	43
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10	42
	4:00 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	41
	4:15 PM	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9	38
	4:30 PM	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15	33
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9	25
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5	20
	5:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	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	
	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		1	134	0	0	135	0	0	0	0	0	0	129	1	0	130	0	0	0	0	0	265	

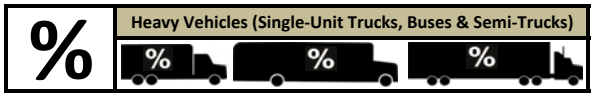
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (↓) Genesee Rd - CTH D					From East (←) Waukesha State Bank Drwy					From South (↑) Genesee Rd - CTH D					From West (→) Access Road					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	38	0	0	38	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	74
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	14	0	0	14	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	33

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Tuesday, February 05, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Genesee Rd - CTH D and Waukesha State Bank Drwy

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period Start Time	From North (↓) Genesee Rd - CTH D					From East (←) Waukesha State Bank Drwy					From South (↑) Genesee Rd - CTH D					From West (→) Access Road					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	6.2	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4.2	4.3
	7:15 AM	0.0	6.8	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	4.8	4.7
	7:30 AM	0.0	5.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	4.2	4.9
	7:45 AM	0.0	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	3.8	5.4
	8:00 AM	0.0	11.8	0.0	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	6.5	5.8
	8:15 AM	0.0	8.7	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	5.8	
	8:30 AM	0.0	8.5	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	6.2	
	8:45 AM	0.0	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	4.3	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	3.0	3.5
	3:15 PM	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	4.9	3.2
	3:30 PM	0.0	4.1	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3.7	2.4
	3:45 PM	0.0	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	2.2	2.4
	4:00 PM	0.0	2.1	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.8	2.2
	4:15 PM	100.0	1.9	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	2.1	2.0
	4:30 PM	0.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.3	1.7
	4:45 PM	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	1.8	1.3
	5:00 PM	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.9	100.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	1.0	1.1
	5:15 PM	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.8	
	5:30 PM	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	1.6	
	5:45 PM	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	1.1	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		9.1	3.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3.3	100.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3.2	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period Start Time	From North (↓) Genesee Rd - CTH D					From East (←) Waukesha State Bank Drwy					From South (↑) Genesee Rd - CTH D					From West (→) Access Road					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0.0	6.1	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4.3
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	2.5	100.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	1.7

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Tuesday, February 05, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Genesee Rd - CTH D and Waukesha State Bank Drwy

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Genesee Rd - CTH D			Waukesha State Bank Drwy			Genesee Rd - CTH D			Access Road				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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					
Elementry School Age Children	x					
Visually Impaired (white cane/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

APPENDIX B

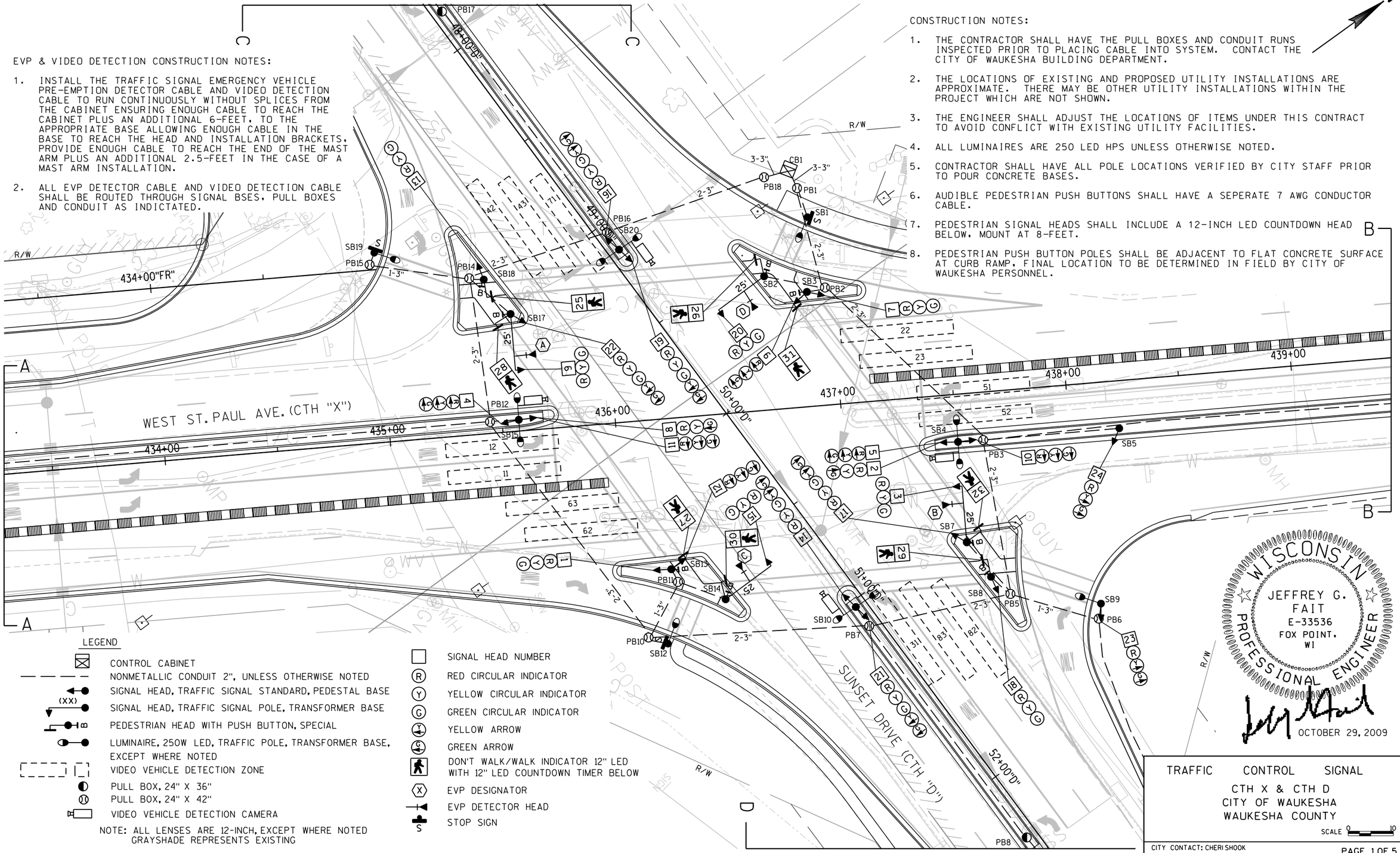
Existing Traffic Signal Timings

EVP & VIDEO DETECTION CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE AND VIDEO DETECTION CABLE TO RUN CONTINUOUSLY WITHOUT SPLICES FROM THE CABINET ENSURING ENOUGH CABLE TO REACH THE CABINET PLUS AN ADDITIONAL 6-FEET, TO THE APPROPRIATE BASE ALLOWING ENOUGH CABLE IN THE BASE TO REACH THE HEAD AND INSTALLATION BRACKETS, PROVIDE ENOUGH CABLE TO REACH THE END OF THE MAST ARM PLUS AN ADDITIONAL 2.5-FEET IN THE CASE OF A MAST ARM INSTALLATION.
2. ALL EVP DETECTOR CABLE AND VIDEO DETECTION CABLE SHALL BE ROUTED THROUGH SIGNAL BSES, PULL BOXES AND CONDUIT AS INDICTATED.

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED PRIOR TO PLACING CABLE INTO SYSTEM. CONTACT THE CITY OF WAUKESHA BUILDING DEPARTMENT.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. ALL LUMINAIRES ARE 250 LED HPS UNLESS OTHERWISE NOTED.
5. CONTRACTOR SHALL HAVE ALL POLE LOCATIONS VERIFIED BY CITY STAFF PRIOR TO POUR CONCRETE BASES.
6. AUDIBLE PEDESTRIAN PUSH BUTTONS SHALL HAVE A SEPERATE 7 AWG CONDUCTOR CABLE.
7. PEDESTRIAN SIGNAL HEADS SHALL INCLUDE A 12-INCH LED COUNTDOWN HEAD BELOW, MOUNT AT 8-FEET.
8. PEDESTRIAN PUSH BUTTON POLES SHALL BE ADJACENT TO FLAT CONCRETE SURFACE AT CURB RAMP, FINAL LOCATION TO BE DETERMINED IN FIELD BY CITY OF WAUKESHA PERSONNEL.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- B PEDESTRIAN HEAD WITH PUSH BUTTON, SPECIAL
- LUMINAIRE, 250W LED, TRAFFIC POLE, TRANSFORMER BASE, EXCEPT WHERE NOTED
- VIDEO VEHICLE DETECTION ZONE
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- VIDEO VEHICLE DETECTION CAMERA

NOTE: ALL LENSES ARE 12-INCH, EXCEPT WHERE NOTED
GRAYSHADE REPRESENTS EXISTING

- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK/WALK INDICATOR 12" LED WITH 12" LED COUNTDOWN TIMER BELOW
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- S STOP SIGN

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER

OCTOBER 29, 2009

TRAFFIC CONTROL SIGNAL
CTH X & CTH D
CITY OF WAUKESHA
WAUKESHA COUNTY
SCALE 0 10

CITY CONTACT: CHERI SHOOK
DESIGNED BY: TAD, INC.

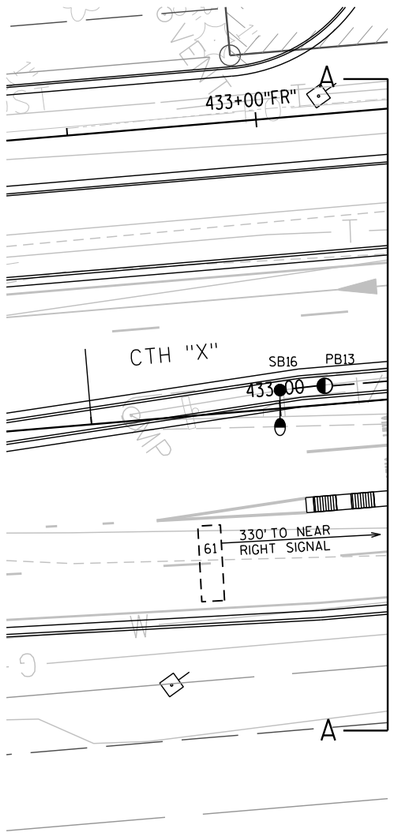
PAGE 1 OF 5

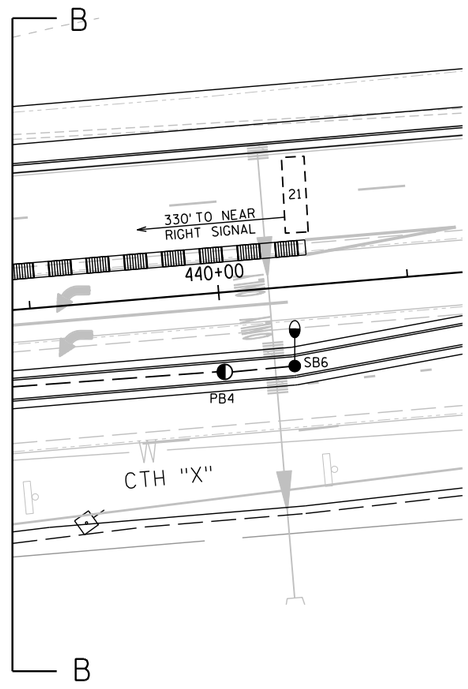
PROJECT NO: 2370-08-70	HWY: CTH X	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : proposed signals.dgn PLOT DATE : 10/29/2009 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ft / IN.

WISDOT/CADDS SHEET 42

2





TRAFFIC CONTROL SIGNAL

CTH X & CTH D
CITY OF WAUKESHA
WAUKESHA COUNTY

SCALE 0 10

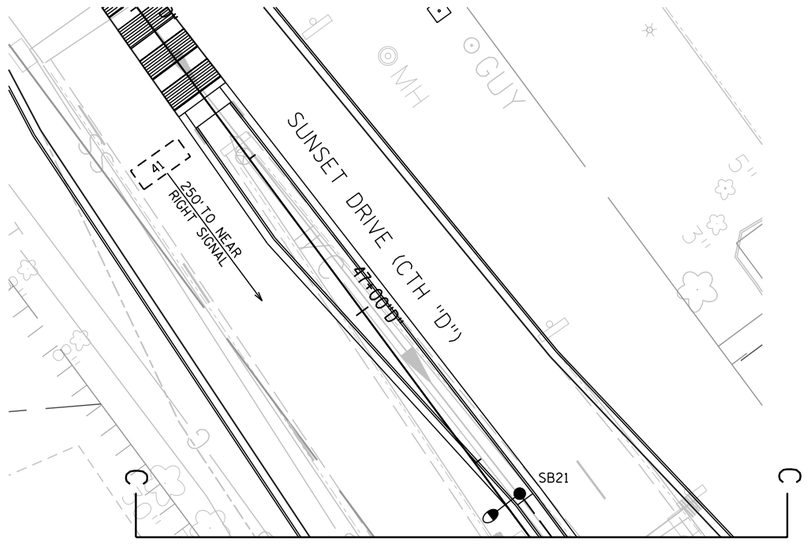
CITY CONTACT: CHERI SHOOK
DESIGNED BY: TAD, INC.

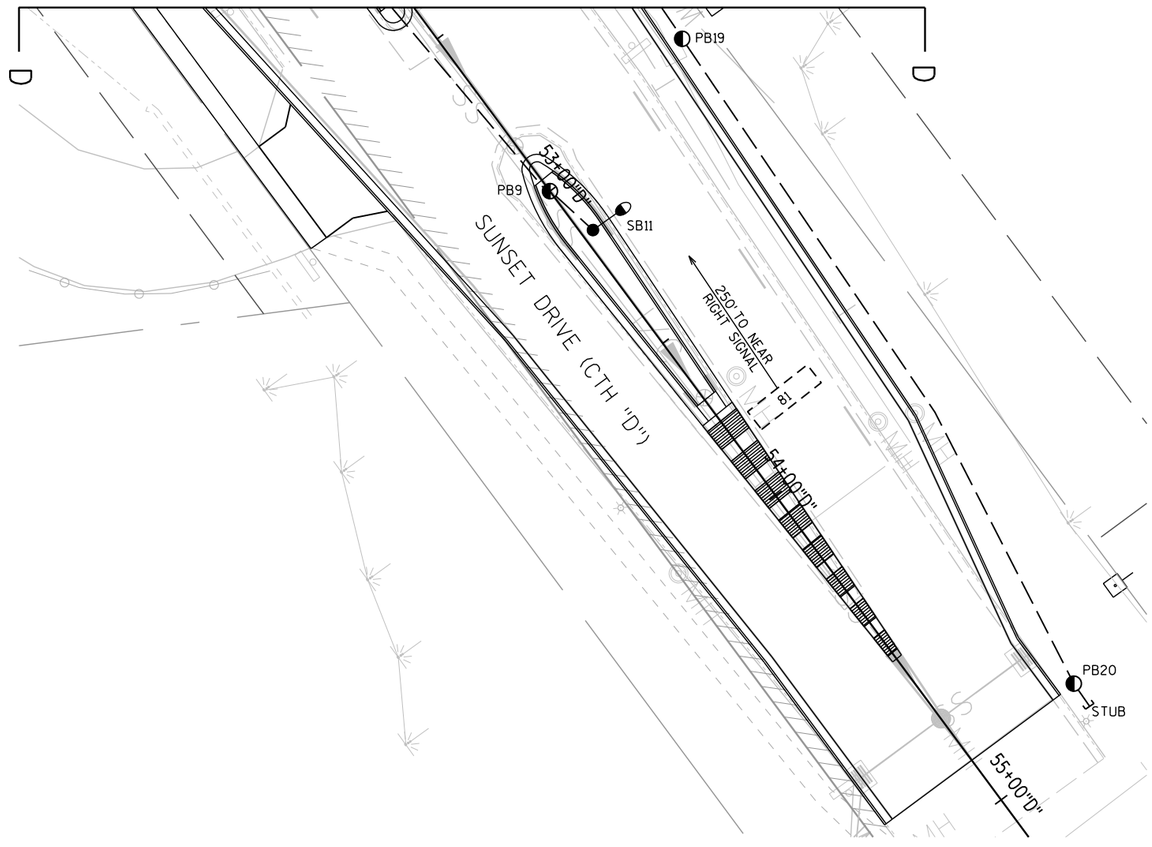
PROJECT NO: 2370-08-70	HWY: CTH X	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : proposed signals.dgn PLOT DATE : 10/29/2009 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ft / IN.

WISDOT/CADDS SHEET 42

2





TRAFFIC CONTROL SIGNAL

CTH X & CTH D
CITY OF WAUKESHA
WAUKESHA COUNTY

SCALE 0 10

CITY CONTACT: CHERI SHOOK
DESIGNED BY: TAD, INC.

PROJECT NO: 2370-08-70	HWY: CTH X	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : proposed signals.dgn PLOT DATE : 10/29/2009 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ft / IN.

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 ✳✳	Ø1 CLEAR TO	Ø2 R/W	Ø2 ✳✳	Ø2 CLEAR TO	Ø3 R/W	Ø3 ✳✳	Ø3 CLEAR TO	Ø4 R/W	Ø4 ✳✳	Ø4 CLEAR TO	FLASH
Ø1	4,5,6	G ←	Y ←	-	-	-	-	-	-	-	-	-	-	R ←
Ø2	7,8,9	R	R	R	G	Y	R	R	R	R	R	R	R	R
Ø3	19,21,22	-	-	-	-	-	-	G ←	Y ←	-	-	-	-	-
Ø4	13,14,15,16,17	R	R	R	R	R	R	R	R	R	G	Y	R	R
Ø5	10,11,12	-	-	-	-	-	-	-	-	-	-	-	-	R ←
Ø6	1,2,3	R	R	R	R	R	R	R	R	R	R	R	R	R
Ø7	14,16,17	-	-	-	-	-	-	-	-	-	-	-	-	-
Ø8	18,19,20,21,22	R	R	R	R	R	R	R	R	R	R	R	R	R
OLA	23,24	G ←	Y ←	-	R	R	R	R	R	R	R	R	R	
Ø2P	25,26	D	D	D	*	D	D	D	D	D	D	D	D	
Ø4P	27,28	D	D	D	D	D	D	D	D	D	*	D	D	
Ø6P	29,30	D	D	D	D	D	D	D	D	D	D	D	D	
Ø8P	31,32	D	D	D	D	D	D	D	D	D	D	D	D	

RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 ✳✳	Ø5 CLEAR TO	Ø6 R/W	Ø6 ✳✳	Ø6 CLEAR TO	Ø7 R/W	Ø7 ✳✳	Ø7 CLEAR TO	Ø8 R/W	Ø8 ✳✳	Ø8 CLEAR TO
				Ø8									Ø5
Ø1	4,5,6	-	-	-	-	-	-	-	-	-	-	-	-
Ø2	7,8,9	R	R	R	R	R	R	R	R	R	R	R	R
Ø3	19,21,22	-	-	-	-	-	-	-	-	-	-	-	-
Ø4	13,14,15,16,17	R	R	R	R	R	R	R	R	R	R	R	R
Ø5	10,11,12	G ←	Y ←	-	-	-	-	-	-	-	-	-	-
Ø6	1,2,3	R	R	R	G	Y	R	R	R	R	R	R	R
Ø7	14,16,17	-	-	-	-	-	-	G ←	Y ←	R	-	-	-
Ø8	18,19,20,21,22	R	R	R	R	R	R	R	R	R	G	Y	R
OLA	23,24	G ←	Y ←	- G ←	G ←	R	R	R	R	R	G ←	Y ←	- G ← G ←
Ø2P	25,26	D	D	D	D	D	D	D	D	D	D	D	D
Ø4P	27,28	D	D	D	D	D	D	D	D	D	D	D	D
Ø6P	29,30	D	D	D	*	D	D	D	D	D	D	D	D
Ø8P	31,32	D	D	D	D	D	D	D	D	D	*	D	D

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2,3,4,7,8
2	5 OR 6	1,3,4,7,8
3	7 OR 8	1,2,4,5,6
4	7 OR 8	1,2,3,5,6
5	1 OR 2	3,4,6,7,8
6	1 OR 2	3,4,5,7,8
7	3 OR 4	1,2,5,6,8
8	3 OR 4	1,2,5,6,7

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1					VIDEO
12	1	X			1	1					VIDEO
21	2			X	2	2			X		VIDEO
22	3	X			2	2					VIDEO
23	3	X			2	2					VIDEO
31	4	X			3	3					VIDEO
41	5			X	4	4			X		VIDEO
42	6	X			4	4					VIDEO
43	6	X			4	4					VIDEO
51	7	X			5	5					VIDEO
52	7	X			5	5					VIDEO
61	8			X	6	6			X		VIDEO
62	9	X			6	6					VIDEO
63	9	X			6	6					VIDEO
71	10	X			7	7					VIDEO
81	11			X	8	8			X		VIDEO
82	12	X			8	8					VIDEO
83	12	X			8	8					VIDEO

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN.	X
3		8		X
4		8		X
5		2		X
6	X	2	MIN.	X
7		4		X
8		4		X

OVERLAPS

O.L. "A" = PHASES 5 & 8
O.L. "B" =
O.L. "C" =
O.L. "D" =

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	X
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM #: SS- -	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
3M	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B	C	D
MOVEMENT	←	→	↓	↑
PHASE	2+5	6+1	4+7	8+3

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. AUDIBLE PEDESTRIAN CONTROL UNIT SHALL BE INSTALLED IN CABINET.
5. EVP CARD RACK AND DISRIMINATOR SHALL BE INSTALLED IN CABINET.
6. VIDEO DETECTION EQUIPMENT SHALL BE INSTALLED IN CABINET.

TRAFFIC CONTROL SIGNAL
CTH X & CTH D
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO.

DESIGNED BY: TAD, INC.

PROJECT NO: 2370-08-70 | HWY: CTH X | COUNTY: WAUKESHA | SEQUENCE OF OPERATIONS | SHEET E

FILE NAME : proposed signals.dgn PLOT DATE : 10/29/2009 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ft / IN.
WISDOT/CADDS SHEET 42

PROJECT ID:	2370-08-70
INTERSECTION:	CTH X & SUNSET DRIVE

SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN
	WHT-WHITE	BLU-BLUE	ORG-ORANGE

CB1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								PED BUTTON	OTHER
					RED	YELLOW	GREEN	*RED	*YELLOW	*GREEN	D/WALK	WALK		
SB2		12	20	8	RED	ORG	GRN							
			26	2							BLK	BLU		
SB3		12	6	1	RED	ORG	GRN							
			7	2	RED/BLK	ORG/BLK	GRN/BLK							
			31	8							BLK	BLU		
SB4		12	2	6	RED	ORG	GRN							
			5	1	RED/BLK	ORG/BLK	GRN/BLK							
			10	5	RED/WHT	BLU/BLK	GRN/WHT							
SB5		12	24	OLA	RED				ORG	GRN				
SB7		12	3	6	RED	ORG	GRN							
			17	4+7	RED/BLK	ORG/BLK	GRN/BLK		RED/WHT	GRN/WHT				
			32	8							BLK	BLU		
SB8		12	18	8	RED	ORG	GRN							
			29	6							BLK	BLU		
SB9		12	23	OLA	RED				ORG	GRN				
SB10		12	14	4+7	RED	ORG	GRN		BLK	BLU				
			21	8+3	RED/BLK	ORG/BLK	GRN/BLK		RED/WHT	GRN/WHT				
SB13		12	1	6	RED	ORG	GRN							
			12	5	RED/BLK	ORG/BLK	GRN/BLK							
			27	4							BLK	BLU		
SB14		12	15	4	RED	ORG	GRN							
			30	6							BLK	BLU		
SB15		12	4	1	RED	ORG	GRN							
			8	2	RED/BLK	ORG/BLK	GRN/BLK							
			11	5	RED/WHT	BLU/BLK	GRN/WHT							
SB17		12	9	2	RED	ORG	GRN							
			22	8+3	RED/BLK	ORG/BLK	GRN/BLK		RED/WHT	GRN/WHT				
			28	4							BLK	BLU		
SB18		12	13	4	RED	ORG	GRN							
			25	2							BLK	BLU		
SB20		12	16	4+7	RED	ORG	GRN		BLK	BLU				
			19	8+3	RED/BLK	ORG/BLK	GRN/BLK		RED/WHT	GRN/WHT				

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB13
SB13	SB14
SB14	SB15
SB15	SB17
SB17	SB18
SB18	SB20
SB20	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
SB3	PB2
SB4	PB3
SB6	PB4
SB8	PB5
SB8	PB6
SB10	PB7
SB11	PB8
SB11	PB9
SB13	PB10
SB13	PB11
SB15	PB12
SB16	PB13
SB18	PB14
SB18	PB15
SB20	PB16
SB21	PB17
CB1	PB18

LIGHTING 12-2UF AWG W/GROUND	
FROM	TO
CB1	SB1
SB1	SB4
SB4	SB6
CB1	SB9
SB9	SB10
SB10	SB11
CB1	SB20
SB20	SB21
SB21	SB19
CB1	SB15
SB15	SB16
SB16	SB12

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	SB17 (HEAD 'A')
CB1	SB7 (HEAD 'B')
CB1	SB14 (HEAD 'C')
CB1	SB2 (HEAD 'D')

VIDEO VEHICLE DETECTOR CABLE	
FROM	TO
CB1	SB4
CB1	SB10
CB1	SB15
CB1	SB20

PEDESTRIAN PUSH BUTTONS IMSA 20-1 14 AWG 7 CONDUCTOR			
FROM	TO	PHASE	PED BUTTON
CB1	SB2	2	RED
SB2	SB3	8	BLU
SB3	SB7	8	BLU
SB7	SB8	6	GRN
SB8	SB14	6	GRN
SB14	SB13	4	ORG
SB13	SB17	4	ORG
SB17	SB18	2	RED
SB18	CB1		

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

TRAFFIC CONTROL SIGNAL
CTH X & CTH D
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO.

DESIGNED BY: TAD, INC.

PROJECT NO: 2370-08-70	HWY: CTH X	COUNTY: WAUKESHA	CABLE ROUTING	SHEET	E

FILE NAME : proposed signals.dgn PLOT DATE : 10/29/2009 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 40.0000 ft / IN.
WISDOT/CADDS SHEET 42

Programmed EPAC Data

3/21/2013
3:17:42PM

Intersection Name: St. Paul/Sunset

Intersection Alias: spsu

Access Code: 9999 Channel: 4 Address: Revision: 3.34g

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
1	8	2.0	11	30	3.5	1.0
2	12	2.0	20	50	4.5	2.0
3	6	2.0	10	30	3.5	1.0
4	12	2.0	20	50	3.6	2.5
5	8	2.0	12	30	3.5	1.0
6	12	2.0	20	50	4.5	2.0
7	6	2.0	10	30	3.5	1.0
8	12	2.0	20	50	3.6	2.5

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
1	0	0	No	0	No
2	7	28	No	0	No
3	0	0	No	0	No
4	7	34	No	0	No
5	0	0	No	0	No
6	7	28	No	0	No
7	0	0	No	0	No
8	7	33	No	0	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Inactive	None	None	None	0
Green	None	Min	None	0
Inactive	None	None	None	0
Inactive	None	None	None	0
Inactive	None	Min	None	0
Green	None	Min	None	0
Inactive	None	None	None	0
Inactive	None	None	None	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
Yes	No	No	No	No
No	Yes	No	No	No
Yes	No	No	No	No
Yes	Yes	No	No	No
Yes	No	No	No	No
No	Yes	No	No	No
Yes	No	No	No	No
Yes	Yes	No	No	No

Special Sequence

Default Data

Vehical Detector Phase Assignment

	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :9	1	Veh	0	0.0	0
Vehical Detector Channel :10	3	Veh	0	0.0	0
Vehical Detector Channel :11	5	Veh	0	0.0	0
Vehical Detector Channel :12	7	Veh	0	0.0	0

Pedestrian Detector

	Assign Phase	Mode	Switched Phase	Extend	Delay
Pedestrian Detector Channel :1	2	Ped	0	0.0	0
Pedestrian Detector Channel :2	4	Ped	0	0.0	0
Pedestrian Detector Channel :3	6	Ped	0	0.0	0
Pedestrian Detector Channel :4	8	Ped	0	0.0	0

Special Detector Phase Assignment

	Assign Phase	Mode	Switched Phase	Extend	Delay

:

Default Data

Unit Data

General Control

Startup Time: 5sec Startup State: Flash Red Revert: 4.0sec
Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 6

Ring	Input Response	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash

Phase	Flash Entry Phase	Flash Exit Phase

Default Data - No Flash

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)	5															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
3	1	4
4	1	1
5	2	6
6	2	7
7	2	8
8	2	5

Concurrent Phases	Phase(s) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Message 40
1	Used	No
2	Used	No
9	Used	No
17	Used	No
19	Used	No

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
33 - Overlap A	9	10 - Phase 2 DPW	0 - None	10	12 - Phase 4 DPW
0 - None	11	14 - Phase 6 DPW	0 - None	12	16 - Phase 8 DPW
18 - Ped Phase 2	13	17 - Overlap A RYG	20 - Ped Phase 4	14	18 - Overlap B RYG
22 - Ped Phase 6	15	19 - Overlap C RYG	24 - Ped Phase 8	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 2=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 3=Short Way Plus

Offset Mode: 0=Beg Grn

Force Mode: 0=Plan

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	80
1/2	80
2/1	80
3/1	85
3/2	85
4/1	80

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	32	1=Coordinate	3	13	0=Actuated	4	20	0=Actuated
5	15	0=Actuated	6	32	1=Coordinate	7	13	0=Actuated	8	20	0=Actuated

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	32	1=Coordinate	3	13	0=Actuated	4	20	0=Actuated
5	15	0=Actuated	6	32	1=Coordinate	7	13	0=Actuated	8	20	0=Actuated

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	28	1=Coordinate	3	13	0=Actuated	4	24	0=Actuated
5	20	0=Actuated	6	23	1=Coordinate	7	13	0=Actuated	8	24	0=Actuated

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	33	1=Coordinate	3	13	0=Actuated	4	24	0=Actuated
5	21	0=Actuated	6	27	1=Coordinate	7	13	0=Actuated	8	24	0=Actuated

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	33	1=Coordinate	3	13	0=Actuated	4	24	0=Actuated
5	21	0=Actuated	6	27	1=Coordinate	7	13	0=Actuated	8	24	0=Actuated

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	28	1=Coordinate	3	13	0=Actuated	4	24	0=Actuated
5	20	0=Actuated	6	23	1=Coordinate	7	13	0=Actuated	8	24	0=Actuated

Traffic Plan Data

Plan: **2/1/1**	Offset Time: 75	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 79	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 79	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 75	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	1	10:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	1	17:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	6:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	8:0	1/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7	2	8:45	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
8	2	15:15	3/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
9	2	16:15	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
10	2	18:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash = Preempt 1, Preepmt 1 = Preempt 2, Preepmt 2 = Preempt 3, Preepmt 3 = Preempt 4, Preepmt 4 = Preempt 5, Preepmt 5 = Preempt 6

Ring 1 Min GRN/WLK = 5 Ring 2 Min GRN/WLK = 5 Ring 3 Min GRN/WLK = 5 Ring 4 Min GRN/WLK = 5

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select			Track				Dwell	Return		
								Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red
1	No	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0
2	No	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0
3	No	0	0	0	0	0	0	8	0	0	0	0	0	0	10	0	0	0
4	No	0	0	0	0	0	0	8	0	0	0	0	0	0	10	0	0	0
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	Yes	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	Yes	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls
1	No	Yes
2	Yes	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	Yes	Yes
7	No	Yes
8	No	Yes

Preempt 3

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	Yes	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	Yes	Yes

Preempt 4

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	Yes	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	Yes	Yes

Preempt 5

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 6

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Green	No
3	Red	Red	No
4	Red	Red	No
5	Red	Green	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Green	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Green	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Green	No
5	Red	Red	No
6	Red	Red	No
7	Red	Green	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Green	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Green	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

System/Detectors Data

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Critical Alarms

Cycle Failure: No
Local Free: No
Coord Failure: No
Conflict Flash: No
Remote Flash: No

Local Fash: No
Cycle Fault: No
Coord Fault: No
Premption: No
Voltage Monitor: No

Special Status 1: No
Special Status 2: No
Special Status 3: No
Special Status 4: No
Special Status 5: No
Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :

Speed Trap Low Treshold	Speed Trap High Treshold

Dial/Split/Offset

//

Default Data

Default Data

Volume Detector Data

Volume Detector Number	Report Interval Controller Detector Channel

Default Data

APPENDIX C

Year 2019 Existing Traffic Analysis Outputs

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	215	160	60	145	220	185	860	65	145	395	100
Future Volume (vph)	135	215	160	60	145	220	185	860	65	145	395	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		275	150		275	315		75	315		125
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3374	1509	1719	3438	1538	3400	3505	1568	3335	3438	1538
Flt Permitted	0.560			0.608			0.950			0.950		
Satd. Flow (perm)	994	3374	1509	1100	3438	1538	3400	3505	1568	3335	3438	1538
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			35	
Link Distance (ft)		421			990			591			912	
Travel Time (s)		8.2			19.3			9.0			17.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	145	231	107	65	156	147	199	925	43	156	425	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	231	107	65	156	147	199	925	43	156	425	67
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	8 5	1	6		5	2	
Permitted Phases	4		4	8					6			2
Detector Phase	7	4	4	3	8	8 5	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0		8.0	12.0	12.0	8.0	12.0	12.0
Minimum Split (s)	10.5	18.1	18.1	10.5	18.1		12.5	18.5	18.5	12.5	18.5	18.5
Total Split (s)	13.0	20.0	20.0	13.0	20.0		15.0	32.0	32.0	15.0	32.0	32.0
Total Split (%)	16.3%	25.0%	25.0%	16.3%	25.0%		18.8%	40.0%	40.0%	18.8%	40.0%	40.0%
Maximum Green (s)	8.5	13.9	13.9	8.5	13.9		10.5	25.5	25.5	10.5	25.5	25.5
Yellow Time (s)	3.5	3.6	3.6	3.5	3.6		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.1	6.1	4.5	6.1		4.5	6.5	6.5	4.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	Min	C-Max	C-Max
v/c Ratio	0.40	0.35	0.37	0.19	0.29	0.30	0.51	0.72	0.07	0.43	0.34	0.12
Control Delay	23.0	30.7	33.6	19.8	31.4	21.9	38.1	26.5	18.2	36.9	20.2	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	30.7	33.6	19.8	31.4	21.9	38.1	26.5	18.2	36.9	20.2	19.0
90th %ile Green (s)	8.5	13.9	13.9	8.5	13.9		10.5	25.5	25.5	10.5	25.5	25.5
90th %ile Term Code	Max	Max	Max	Max	Max		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	8.5	13.1	13.1	7.5	12.1		10.2	28.7	28.7	9.1	27.6	27.6

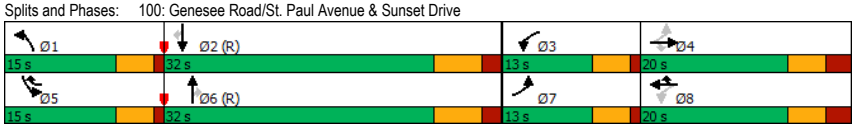
Lanes, Volumes, Timings
100: Genesee Road/St. Paul Avenue & Sunset Drive
AM Exist.syn
04/10/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Term Code	Max	Hold	Hold	Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	8.5	14.0	14.0	6.5	12.0		9.0	29.8	29.8	8.1	28.9	28.9
50th %ile Term Code	Max	Hold	Hold	Gap	Min		Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	8.1	14.1	14.1	6.0	12.0		8.0	30.3	30.3	8.0	30.3	30.3
30th %ile Term Code	Gap	Hold	Hold	Min	Min		Min	Coord	Coord	Min	Coord	Coord
10th %ile Green (s)	6.1	22.6	22.6	0.0	12.0		8.0	32.3	32.3	8.0	32.3	32.3
10th %ile Term Code	Gap	Hold	Hold	Skip	Min		Min	Coord	Coord	Min	Coord	Coord
Queue Length 50th (ft)	52	54	48	22	36	56	48	203	14	38	80	22
Queue Length 95th (ft)	93	88	96	48	63	95	80	#304	38	65	125	52
Internal Link Dist (ft)		341			910			511			832	
Turn Bay Length (ft)	150		275	150		275	315		75	315		125
Base Capacity (vph)	371	662	296	375	597	461	446	1284	574	437	1242	555
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.35	0.36	0.17	0.26	0.32	0.45	0.72	0.07	0.36	0.34	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 100: Genesee Road/St. Paul Avenue & Sunset Drive



TADI
Synchro 10 Report
C:\Egnyte\Shared\WI\2312 - Wauk Co Froedtert Clinic Sunset Memo\Analysis\1. Existing\AM Exist.syn

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	215	160	60	145	220	185	860	65	145	395	100
Future Volume (veh/h)	135	215	160	60	145	220	185	860	65	145	395	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	145	231	107	65	156	147	199	925	43	156	425	67
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	5	5	5
Cap, veh/h	360	628	280	317	520	387	339	1370	611	337	1352	603
Arrive On Green	0.09	0.18	0.18	0.06	0.15	0.15	0.10	0.39	0.39	0.10	0.39	0.39
Sat Flow, veh/h	1711	3413	1522	1739	3469	1547	3428	3526	1572	3374	3469	1547
Grp Volume(v), veh/h	145	231	107	65	156	147	199	925	43	156	425	67
Grp Sat Flow(s),veh/h/ln	1711	1706	1522	1739	1735	1547	1714	1763	1572	1687	1735	1547
Q Serve(g_s), s	5.6	4.7	4.9	2.5	3.2	6.3	4.4	17.4	1.4	3.5	6.8	2.2
Cycle Q Clear(g_c), s	5.6	4.7	4.9	2.5	3.2	6.3	4.4	17.4	1.4	3.5	6.8	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	628	280	317	520	387	339	1370	611	337	1352	603
V/C Ratio(X)	0.40	0.37	0.38	0.21	0.30	0.38	0.59	0.68	0.07	0.46	0.31	0.11
Avail Cap(c_a), veh/h	385	628	280	402	603	424	450	1370	611	443	1352	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	28.6	28.6	26.1	30.3	24.9	34.5	20.3	15.4	34.0	17.0	15.6
Incr Delay (d2), s/veh	0.3	0.1	0.3	0.1	0.1	0.2	0.6	2.7	0.2	0.4	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	3.4	3.1	1.8	2.3	4.0	3.2	11.1	0.9	2.5	4.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	28.7	29.0	26.3	30.4	25.1	35.1	23.0	15.6	34.3	17.6	15.9
LnGrp LOS	C	C	C	C	C	C	D	C	B	C	B	B
Approach Vol, veh/h		483			368			1167			648	
Approach Delay, s/veh		27.7			27.5			24.8			21.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	37.7	9.1	20.8	12.5	37.6	11.8	18.1
Change Period (Y+Rc), s	4.5	6.5	4.5	6.1	4.5	6.5	4.5	6.1
Max Green Setting (Gmax), s	10.5	25.5	8.5	13.9	10.5	25.5	8.5	13.9
Max Q Clear Time (g_c+I1), s	6.4	8.8	4.5	6.9	5.5	19.4	7.6	8.3
Green Ext Time (p_c), s	0.1	1.7	0.0	0.6	0.1	2.2	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	1	1	1	1	1	1105	1	1	610	5
Future Volume (vph)	5	1	1	1	1	1	1	1105	1	1	610	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.981			0.955						0.999	
Flt Protected		0.966			0.984		0.950			0.950		
Satd. Flow (prot)	0	1783	0	0	1768	0	1752	3505	0	1703	3402	0
Flt Permitted		0.966			0.984		0.950			0.950		
Satd. Flow (perm)	0	1783	0	0	1768	0	1752	3505	0	1703	3402	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		516			540			668			591	
Travel Time (s)		14.1			14.7			10.1			9.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	5	1	1	1	1	1	1	1214	1	1	670	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	3	0	1	1215	0	1	675	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	1	1	1	1	1	1105	1	1	610	5
Future Vol, veh/h	5	1	1	1	1	1	1	1105	1	1	610	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	6	6	6
Mvmt Flow	5	1	1	1	1	1	1	1214	1	1	670	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1285	1892	338	1555	1894	608	675	0	0	1215	0	0
Stage 1	675	675	-	1217	1217	-	-	-	-	-	-	-
Stage 2	610	1217	-	338	677	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.16	-	-	4.22	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.23	-	-	2.26	-	-
Pot Cap-1 Maneuver	123	70	661	77	70	441	905	-	-	548	-	-
Stage 1	412	454	-	193	254	-	-	-	-	-	-	-
Stage 2	451	254	-	653	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	122	70	661	76	70	441	905	-	-	548	-	-
Mov Cap-2 Maneuver	251	177	-	158	177	-	-	-	-	-	-	-
Stage 1	412	453	-	193	254	-	-	-	-	-	-	-
Stage 2	447	254	-	649	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.4	22.3	0	0
HCM LOS	C	C		

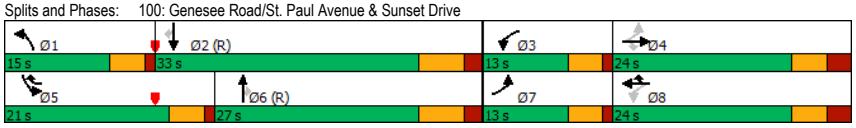
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	905	-	-	258	211	548	-	-
HCM Lane V/C Ratio	0.001	-	-	0.03	0.016	0.002	-	-
HCM Control Delay (s)	9	-	-	19.4	22.3	11.6	-	-
HCM Lane LOS	A	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	285	190	180	295	345	155	450	85	410	785	100
Future Volume (vph)	110	285	190	180	295	345	155	450	85	410	785	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		275	150		275	315		75	315		125
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1770	3539	1583	3433	3539	1583	3467	3574	1599
Flt Permitted	0.561			0.486			0.950			0.950		
Satd. Flow (perm)	1035	3505	1568	905	3539	1583	3433	3539	1583	3467	3574	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			35	
Link Distance (ft)		421			990			591			912	
Travel Time (s)		8.2			19.3			9.0			17.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	117	303	125	191	314	228	165	479	56	436	835	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	303	125	191	314	228	165	479	56	436	835	66
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	8 5	1	6		5	2	
Permitted Phases	4		4	8					6			2
Detector Phase	7	4	4	3	8	8 5	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0		8.0	12.0	12.0	8.0	12.0	12.0
Minimum Split (s)	10.5	18.1	18.1	10.5	18.1		12.5	18.5	18.5	12.5	18.5	18.5
Total Split (s)	13.0	24.0	24.0	13.0	24.0		15.0	27.0	27.0	21.0	33.0	33.0
Total Split (%)	15.3%	28.2%	28.2%	15.3%	28.2%		17.6%	31.8%	31.8%	24.7%	38.8%	38.8%
Maximum Green (s)	8.5	17.9	17.9	8.5	17.9		10.5	20.5	20.5	16.5	26.5	26.5
Yellow Time (s)	3.5	3.6	3.6	3.5	3.6		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.1	6.1	4.5	6.1		4.5	6.5	6.5	4.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	Min	C-Max	C-Max
v/c Ratio	0.33	0.52	0.48	0.54	0.45	0.34	0.46	0.43	0.11	0.74	0.62	0.11
Control Delay	22.1	35.1	37.7	27.0	32.8	18.4	40.0	26.0	24.3	41.7	24.9	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	35.1	37.7	27.0	32.8	18.4	40.0	26.0	24.3	41.7	24.9	19.7
90th %ile Green (s)	8.5	17.9	17.9	8.5	17.9		10.5	20.5	20.5	16.5	26.5	26.5
90th %ile Term Code	Max	Hold	Hold	Max	Max		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	8.5	15.9	15.9	8.5	15.9		9.5	22.5	22.5	16.5	29.5	29.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Term Code	Max	Hold	Hold	Max	Gap		Gap	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	8.5	13.5	13.5	8.5	13.5		8.4	26.5	26.5	14.9	33.0	33.0
50th %ile Term Code	Max	Hold	Hold	Max	Gap		Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	7.2	12.0	12.0	8.5	13.3		8.0	29.7	29.7	13.2	34.9	34.9
30th %ile Term Code	Gap	Min	Min	Max	Hold		Min	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	12.0	12.0	7.1	23.6		8.0	33.5	33.5	10.8	36.3	36.3
10th %ile Term Code	Skip	Min	Min	Gap	Hold		Min	Coord	Coord	Gap	Coord	Coord
Queue Length 50th (ft)	44	79	62	76	82	85	43	106	21	114	183	22
Queue Length 95th (ft)	77	112	109	119	116	126	72	167	54	160	277	55
Internal Link Dist (ft)		341			910			511			832	
Turn Bay Length (ft)	150		275	150		275	315		75	315		125
Base Capacity (vph)	368	738	330	355	792	677	424	1104	494	673	1347	602
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.41	0.38	0.54	0.40	0.34	0.39	0.43	0.11	0.65	0.62	0.11

Intersection Summary	
Area Type:	Other
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 79 (93%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 100: Genesee Road/St. Paul Avenue & Sunset Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	285	190	180	295	345	155	450	85	410	785	100
Future Volume (veh/h)	110	285	190	180	295	345	155	450	85	410	785	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	117	303	125	191	314	228	165	479	56	436	835	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	290	498	222	321	593	502	319	1261	562	522	1478	659
Arrive On Green	0.07	0.14	0.14	0.10	0.17	0.17	0.09	0.35	0.35	0.15	0.41	0.41
Sat Flow, veh/h	1767	3526	1572	1781	3554	1585	3456	3554	1585	3483	3582	1598
Grp Volume(v), veh/h	117	303	125	191	314	228	165	479	56	436	835	66
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1781	1777	1585	1728	1777	1585	1742	1791	1598
Q Serve(g_s), s	4.7	6.9	6.3	7.7	6.9	9.8	3.9	8.5	2.0	10.3	15.2	2.2
Cycle Q Clear(g_c), s	4.7	6.9	6.3	7.7	6.9	9.8	3.9	8.5	2.0	10.3	15.2	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	498	222	321	593	502	319	1261	562	522	1478	659
V/C Ratio(X)	0.40	0.61	0.56	0.60	0.53	0.45	0.52	0.38	0.10	0.84	0.57	0.10
Avail Cap(c_a), veh/h	335	742	331	321	748	571	427	1261	562	676	1478	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	34.3	34.1	27.8	32.4	23.2	36.8	20.4	18.3	35.1	19.1	15.3
Incr Delay (d2), s/veh	0.3	0.5	0.8	2.1	0.3	0.2	0.5	0.9	0.4	5.6	1.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	5.2	4.3	6.0	5.2	6.3	2.8	6.1	1.4	8.2	10.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	34.7	34.9	29.8	32.6	23.4	37.3	21.3	18.7	40.8	20.7	15.6
LnGrp LOS	C	C	C	C	C	C	D	C	B	D	C	B
Approach Vol, veh/h		545			733			700			1337	
Approach Delay, s/veh		33.4			29.0			24.9			27.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	41.6	13.0	18.1	17.2	36.7	10.8	20.3
Change Period (Y+Rc), s	4.5	6.5	4.5	6.1	4.5	6.5	4.5	6.1
Max Green Setting (Gmax), s	10.5	26.5	8.5	17.9	16.5	20.5	8.5	17.9
Max Q Clear Time (g_c+I1), s	5.9	17.2	9.7	8.9	12.3	10.5	6.7	11.8
Green Ext Time (p_c), s	0.1	2.8	0.0	1.0	0.4	1.5	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	10	1	10	1	680	10	10	1145	1
Future Volume (vph)	1	1	1	10	1	10	1	680	10	10	1145	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.955			0.936			0.998				
Flt Protected		0.984			0.977		0.950			0.950		
Satd. Flow (prot)	0	1768	0	0	1720	0	1752	3498	0	1787	3574	0
Flt Permitted		0.984			0.977		0.950			0.950		
Satd. Flow (perm)	0	1768	0	0	1720	0	1752	3498	0	1787	3574	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		516			540			668			591	
Travel Time (s)		14.1			14.7			10.1			9.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	1	1	1	10	1	10	1	708	10	10	1193	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	21	0	1	718	0	10	1194	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	10	1	10	1	680	10	10	1145	1
Future Vol, veh/h	1	1	1	10	1	10	1	680	10	10	1145	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	1	1	1
Mvmt Flow	1	1	1	10	1	10	1	708	10	10	1193	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1571	1934	597	1332	1929	359	1194	0	0	718	0	0
Stage 1	1214	1214	-	715	715	-	-	-	-	-	-	-
Stage 2	357	720	-	617	1214	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.23	-	-	2.21	-	-
Pot Cap-1 Maneuver	75	66	449	113	66	640	575	-	-	886	-	-
Stage 1	194	255	-	390	435	-	-	-	-	-	-	-
Stage 2	636	433	-	446	255	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	73	65	449	111	65	640	575	-	-	886	-	-
Mov Cap-2 Maneuver	157	171	-	238	172	-	-	-	-	-	-	-
Stage 1	194	252	-	389	434	-	-	-	-	-	-	-
Stage 2	623	432	-	438	252	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.6	16.6	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	575	-	-	208	331	886	-	-
HCM Lane V/C Ratio	0.002	-	-	0.015	0.066	0.012	-	-
HCM Control Delay (s)	11.3	-	-	22.6	16.6	9.1	-	-
HCM Lane LOS	B	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

APPENDIX D

Year 2019 Build Traffic Analysis Outputs

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	215	160	65	145	220	185	865	65	145	400	100
Future Volume (vph)	135	215	160	65	145	220	185	865	65	145	400	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		275	150		275	315		75	315		125
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3374	1509	1719	3438	1538	3400	3505	1568	3335	3438	1538
Flt Permitted	0.565			0.608			0.950			0.950		
Satd. Flow (perm)	1003	3374	1509	1100	3438	1538	3400	3505	1568	3335	3438	1538
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			35	
Link Distance (ft)		421			990			591			912	
Travel Time (s)		8.2			19.3			9.0			17.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	145	231	107	70	156	147	199	930	43	156	430	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	231	107	70	156	147	199	930	43	156	430	67
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	8 5	1	6		5	2	
Permitted Phases	4		4	8					6			2
Detector Phase	7	4	4	3	8	8 5	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0		8.0	12.0	12.0	8.0	12.0	12.0
Minimum Split (s)	10.5	18.1	18.1	10.5	18.1		12.5	18.5	18.5	12.5	18.5	18.5
Total Split (s)	13.0	20.0	20.0	13.0	20.0		15.0	32.0	32.0	15.0	32.0	32.0
Total Split (%)	16.3%	25.0%	25.0%	16.3%	25.0%		18.8%	40.0%	40.0%	18.8%	40.0%	40.0%
Maximum Green (s)	8.5	13.9	13.9	8.5	13.9		10.5	25.5	25.5	10.5	25.5	25.5
Yellow Time (s)	3.5	3.6	3.6	3.5	3.6		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.1	6.1	4.5	6.1		4.5	6.5	6.5	4.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	Min	C-Max	C-Max
v/c Ratio	0.40	0.35	0.37	0.20	0.29	0.30	0.51	0.72	0.07	0.43	0.35	0.12
Control Delay	22.9	30.8	33.7	20.0	31.4	21.9	38.1	26.7	18.2	36.9	20.2	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	30.8	33.7	20.0	31.4	21.9	38.1	26.7	18.2	36.9	20.2	19.0
90th %ile Green (s)	8.5	13.9	13.9	8.5	13.9		10.5	25.5	25.5	10.5	25.5	25.5
90th %ile Term Code	Max	Max	Max	Max	Max		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	8.5	12.9	12.9	7.7	12.1		10.2	28.7	28.7	9.1	27.6	27.6

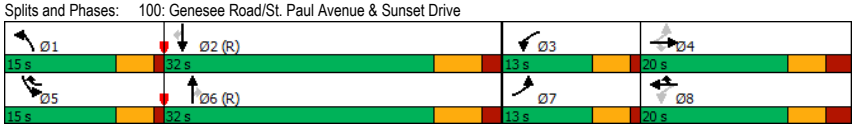
Lanes, Volumes, Timings
100: Genesee Road/St. Paul Avenue & Sunset Drive
AM Build.syn
04/10/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Term Code	Max	Hold	Hold	Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	8.5	13.8	13.8	6.7	12.0		9.0	29.8	29.8	8.1	28.9	28.9
50th %ile Term Code	Max	Hold	Hold	Gap	Min		Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	8.1	14.1	14.1	6.0	12.0		8.0	30.3	30.3	8.0	30.3	30.3
30th %ile Term Code	Gap	Hold	Hold	Min	Min		Min	Coord	Coord	Min	Coord	Coord
10th %ile Green (s)	6.1	22.6	22.6	0.0	12.0		8.0	32.3	32.3	8.0	32.3	32.3
10th %ile Term Code	Gap	Hold	Hold	Skip	Min		Min	Coord	Coord	Min	Coord	Coord
Queue Length 50th (ft)	52	54	48	24	36	56	48	204	14	38	81	22
Queue Length 95th (ft)	93	88	96	50	63	95	80	#308	38	65	127	52
Internal Link Dist (ft)		341			910			511			832	
Turn Bay Length (ft)	150		275	150		275	315		75	315		125
Base Capacity (vph)	372	661	295	375	597	461	446	1284	574	437	1242	555
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.35	0.36	0.19	0.26	0.32	0.45	0.72	0.07	0.36	0.35	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 100: Genesee Road/St. Paul Avenue & Sunset Drive



TADI
Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	215	160	65	145	220	185	865	65	145	400	100
Future Volume (veh/h)	135	215	160	65	145	220	185	865	65	145	400	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	145	231	107	70	156	147	199	930	43	156	430	67
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	5	5	5
Cap, veh/h	360	622	278	318	520	387	339	1370	611	337	1352	603
Arrive On Green	0.09	0.18	0.18	0.06	0.15	0.15	0.10	0.39	0.39	0.10	0.39	0.39
Sat Flow, veh/h	1711	3413	1522	1739	3469	1547	3428	3526	1572	3374	3469	1547
Grp Volume(v), veh/h	145	231	107	70	156	147	199	930	43	156	430	67
Grp Sat Flow(s),veh/h/ln	1711	1706	1522	1739	1735	1547	1714	1763	1572	1687	1735	1547
Q Serve(g_s), s	5.6	4.7	4.9	2.7	3.2	6.3	4.4	17.5	1.4	3.5	6.9	2.2
Cycle Q Clear(g_c), s	5.6	4.7	4.9	2.7	3.2	6.3	4.4	17.5	1.4	3.5	6.9	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	622	278	318	520	387	339	1370	611	337	1352	603
V/C Ratio(X)	0.40	0.37	0.39	0.22	0.30	0.38	0.59	0.68	0.07	0.46	0.32	0.11
Avail Cap(c_a), veh/h	385	622	278	400	603	424	450	1370	611	443	1352	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	28.7	28.8	26.1	30.3	24.9	34.5	20.3	15.4	34.0	17.0	15.6
Incr Delay (d2), s/veh	0.3	0.1	0.3	0.1	0.1	0.2	0.6	2.7	0.2	0.4	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	3.4	3.2	1.9	2.3	4.0	3.2	11.1	0.9	2.5	4.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	28.8	29.1	26.2	30.4	25.1	35.1	23.0	15.6	34.3	17.6	15.9
LnGrp LOS	C	C	C	C	C	C	D	C	B	C	B	B
Approach Vol, veh/h		483			373			1172			653	
Approach Delay, s/veh		27.9			27.5			24.8			21.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	37.7	9.2	20.7	12.5	37.6	11.8	18.1
Change Period (Y+Rc), s	4.5	6.5	4.5	6.1	4.5	6.5	4.5	6.1
Max Green Setting (Gmax), s	10.5	25.5	8.5	13.9	10.5	25.5	8.5	13.9
Max Q Clear Time (g_c+I1), s	6.4	8.9	4.7	6.9	5.5	19.5	7.6	8.3
Green Ext Time (p_c), s	0.1	1.8	0.0	0.6	0.1	2.2	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	1	1	1	1	5	1105	1	1	610	15
Future Volume (vph)	10	1	1	1	1	1	5	1105	1	1	610	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.990			0.955						0.997	
Flt Protected		0.959			0.984		0.950			0.950		
Satd. Flow (prot)	0	1786	0	0	1768	0	1752	3505	0	1703	3395	0
Flt Permitted		0.959			0.984		0.950			0.950		
Satd. Flow (perm)	0	1786	0	0	1768	0	1752	3505	0	1703	3395	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		516			540			668			591	
Travel Time (s)		14.1			14.7			10.1			9.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	6%	6%	6%
Adj. Flow (vph)	11	1	1	1	1	1	5	1214	1	1	670	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	3	0	5	1215	0	1	686	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	1	1	1	1	5	1105	1	1	610	15
Future Vol, veh/h	10	1	1	1	1	1	5	1105	1	1	610	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	6	6	6
Mvmt Flow	11	1	1	1	1	1	5	1214	1	1	670	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1298	1905	343	1563	1913	608	686	0	0	1215	0	0
Stage 1	680	680	-	1225	1225	-	-	-	-	-	-	-
Stage 2	618	1225	-	338	688	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.16	-	-	4.22	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.23	-	-	2.26	-	-
Pot Cap-1 Maneuver	120	69	656	76	68	441	897	-	-	548	-	-
Stage 1	409	451	-	191	251	-	-	-	-	-	-	-
Stage 2	446	251	-	653	448	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	118	68	656	75	67	441	897	-	-	548	-	-
Mov Cap-2 Maneuver	247	174	-	156	173	-	-	-	-	-	-	-
Stage 1	407	450	-	190	249	-	-	-	-	-	-	-
Stage 2	440	249	-	649	447	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.1	22.7	0	0
HCM LOS	C	C		

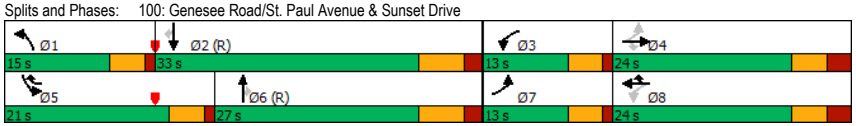
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	897	-	-	251	207	548	-	-
HCM Lane V/C Ratio	0.006	-	-	0.053	0.016	0.002	-	-
HCM Control Delay (s)	9	-	-	20.1	22.7	11.6	-	-
HCM Lane LOS	A	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	285	190	180	295	345	155	455	90	410	790	100
Future Volume (vph)	110	285	190	180	295	345	155	455	90	410	790	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		275	150		275	315		75	315		125
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1770	3539	1583	3433	3539	1583	3467	3574	1599
Flt Permitted	0.561			0.486			0.950			0.950		
Satd. Flow (perm)	1035	3505	1568	905	3539	1583	3433	3539	1583	3467	3574	1599
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			35	
Link Distance (ft)		421			990			591			912	
Travel Time (s)		8.2			19.3			9.0			17.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	117	303	125	191	314	228	165	484	59	436	840	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	303	125	191	314	228	165	484	59	436	840	66
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	8 5	1	6		5	2	
Permitted Phases	4		4	8					6			2
Detector Phase	7	4	4	3	8	8 5	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0		8.0	12.0	12.0	8.0	12.0	12.0
Minimum Split (s)	10.5	18.1	18.1	10.5	18.1		12.5	18.5	18.5	12.5	18.5	18.5
Total Split (s)	13.0	24.0	24.0	13.0	24.0		15.0	27.0	27.0	21.0	33.0	33.0
Total Split (%)	15.3%	28.2%	28.2%	15.3%	28.2%		17.6%	31.8%	31.8%	24.7%	38.8%	38.8%
Maximum Green (s)	8.5	17.9	17.9	8.5	17.9		10.5	20.5	20.5	16.5	26.5	26.5
Yellow Time (s)	3.5	3.6	3.6	3.5	3.6		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.1	6.1	4.5	6.1		4.5	6.5	6.5	4.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	Min	C-Max	C-Max
v/c Ratio	0.33	0.52	0.48	0.54	0.45	0.34	0.46	0.44	0.12	0.74	0.62	0.11
Control Delay	22.1	35.1	37.7	27.0	32.8	18.4	40.0	26.1	24.4	41.7	24.9	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	35.1	37.7	27.0	32.8	18.4	40.0	26.1	24.4	41.7	24.9	19.7
90th %ile Green (s)	8.5	17.9	17.9	8.5	17.9		10.5	20.5	20.5	16.5	26.5	26.5
90th %ile Term Code	Max	Hold	Hold	Max	Max		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	8.5	15.9	15.9	8.5	15.9		9.5	22.5	22.5	16.5	29.5	29.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Term Code	Max	Hold	Hold	Max	Gap		Gap	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	8.5	13.5	13.5	8.5	13.5		8.4	26.5	26.5	14.9	33.0	33.0
50th %ile Term Code	Max	Hold	Hold	Max	Gap		Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	7.2	12.0	12.0	8.5	13.3		8.0	29.7	29.7	13.2	34.9	34.9
30th %ile Term Code	Gap	Min	Min	Max	Hold		Min	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	12.0	12.0	7.1	23.6		8.0	33.5	33.5	10.8	36.3	36.3
10th %ile Term Code	Skip	Min	Min	Gap	Hold		Min	Coord	Coord	Gap	Coord	Coord
Queue Length 50th (ft)	44	79	62	76	82	85	43	107	22	114	184	22
Queue Length 95th (ft)	77	112	109	119	116	126	72	169	56	160	280	55
Internal Link Dist (ft)		341			910			511			832	
Turn Bay Length (ft)	150		275	150		275	315		75	315		125
Base Capacity (vph)	368	738	330	355	792	677	424	1104	494	673	1347	602
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.41	0.38	0.54	0.40	0.34	0.39	0.44	0.12	0.65	0.62	0.11

Intersection Summary	
Area Type:	Other
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 79 (93%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 100: Genesee Road/St. Paul Avenue & Sunset Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	285	190	180	295	345	155	455	90	410	790	100
Future Volume (veh/h)	110	285	190	180	295	345	155	455	90	410	790	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	117	303	125	191	314	228	165	484	59	436	840	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	290	498	222	321	593	502	319	1261	562	522	1478	659
Arrive On Green	0.07	0.14	0.14	0.10	0.17	0.17	0.09	0.35	0.35	0.15	0.41	0.41
Sat Flow, veh/h	1767	3526	1572	1781	3554	1585	3456	3554	1585	3483	3582	1598
Grp Volume(v), veh/h	117	303	125	191	314	228	165	484	59	436	840	66
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1781	1777	1585	1728	1777	1585	1742	1791	1598
Q Serve(g_s), s	4.7	6.9	6.3	7.7	6.9	9.8	3.9	8.6	2.1	10.3	15.3	2.2
Cycle Q Clear(g_c), s	4.7	6.9	6.3	7.7	6.9	9.8	3.9	8.6	2.1	10.3	15.3	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	498	222	321	593	502	319	1261	562	522	1478	659
V/C Ratio(X)	0.40	0.61	0.56	0.60	0.53	0.45	0.52	0.38	0.10	0.84	0.57	0.10
Avail Cap(c_a), veh/h	335	742	331	321	748	571	427	1261	562	676	1478	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	34.3	34.1	27.8	32.4	23.2	36.8	20.5	18.4	35.1	19.2	15.3
Incr Delay (d2), s/veh	0.3	0.5	0.8	2.1	0.3	0.2	0.5	0.9	0.4	5.6	1.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	5.2	4.3	6.0	5.2	6.3	2.8	6.2	1.4	8.2	10.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	34.7	34.9	29.8	32.6	23.4	37.3	21.4	18.7	40.8	20.8	15.6
LnGrp LOS	C	C	C	C	C	C	D	C	B	D	C	B
Approach Vol, veh/h		545			733			708			1342	
Approach Delay, s/veh		33.4			29.0			24.9			27.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	41.6	13.0	18.1	17.2	36.7	10.8	20.3
Change Period (Y+Rc), s	4.5	6.5	4.5	6.1	4.5	6.5	4.5	6.1
Max Green Setting (Gmax), s	10.5	26.5	8.5	17.9	16.5	20.5	8.5	17.9
Max Q Clear Time (g_c+I1), s	5.9	17.3	9.7	8.9	12.3	10.6	6.7	11.8
Green Ext Time (p_c), s	0.1	2.8	0.0	1.0	0.4	1.5	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	5	10	1	10	1	680	10	10	1145	5
Future Volume (vph)	10	1	5	10	1	10	1	680	10	10	1145	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.958			0.936			0.998			0.999	
Flt Protected		0.970			0.977		0.950			0.950		
Satd. Flow (prot)	0	1748	0	0	1720	0	1752	3498	0	1787	3571	0
Flt Permitted		0.970			0.977		0.950			0.950		
Satd. Flow (perm)	0	1748	0	0	1720	0	1752	3498	0	1787	3571	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		516			540			668			591	
Travel Time (s)		14.1			14.7			10.1			9.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	10	1	5	10	1	10	1	708	10	10	1193	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	21	0	1	718	0	10	1198	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	5	10	1	10	1	680	10	10	1145	5
Future Vol, veh/h	10	1	5	10	1	10	1	680	10	10	1145	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	1	1	1
Mvmt Flow	10	1	5	10	1	10	1	708	10	10	1193	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1573	1936	599	1332	1933	359	1198	0	0	718	0	0
Stage 1	1216	1216	-	715	715	-	-	-	-	-	-	-
Stage 2	357	720	-	617	1218	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.23	-	-	2.21	-	-
Pot Cap-1 Maneuver	75	66	447	113	66	640	573	-	-	886	-	-
Stage 1	194	254	-	390	435	-	-	-	-	-	-	-
Stage 2	636	433	-	446	253	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	73	65	447	110	65	640	573	-	-	886	-	-
Mov Cap-2 Maneuver	157	171	-	237	171	-	-	-	-	-	-	-
Stage 1	194	251	-	389	434	-	-	-	-	-	-	-
Stage 2	623	432	-	434	250	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.8	16.7	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	573	-	-	198	330	886	-	-
HCM Lane V/C Ratio	0.002	-	-	0.084	0.066	0.012	-	-
HCM Control Delay (s)	11.3	-	-	24.8	16.7	9.1	-	-
HCM Lane LOS	B	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-