

Appendix A

Traffic

Existing Turning Movement Counts
Middle School Boundary Limits

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: North Avenue
 Minor St: 13th Street
 Intersection of: North Avenue & 13th Street

IX_ID:

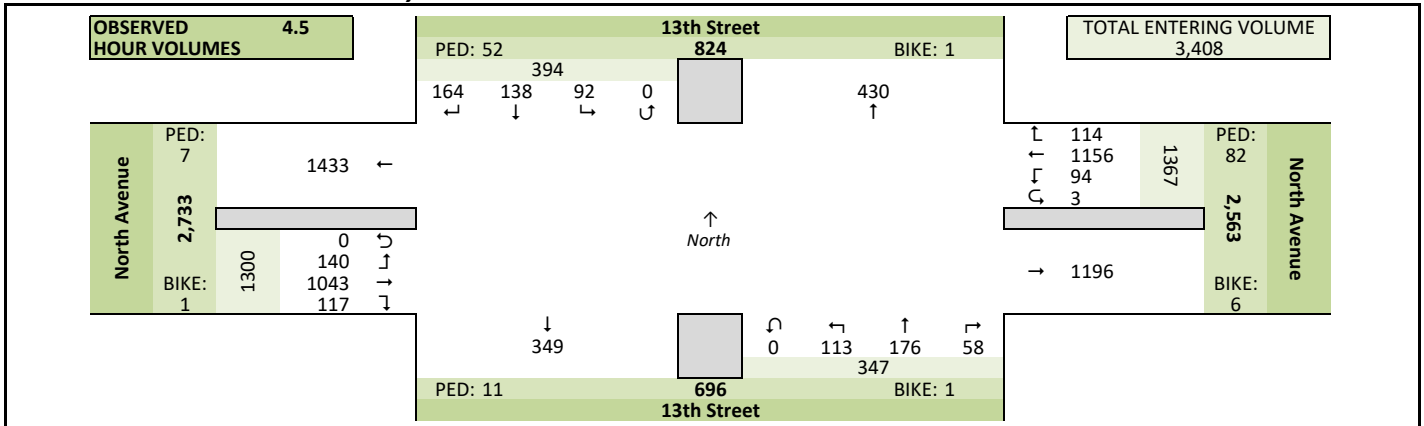
Site Information

Municipality	City of Sheboygan		
County	59 - Sheboygan	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names	North Direction		↑
North Leg	13th Street		
East Leg	North Avenue		
South Leg	13th Street		
West Leg	North Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

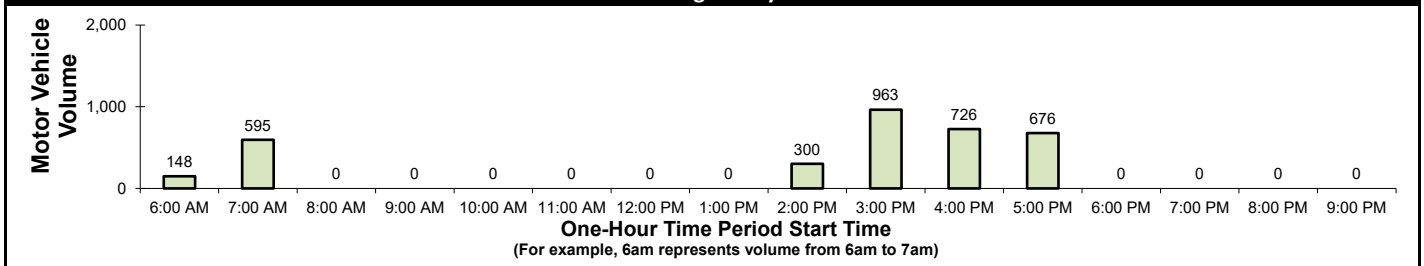
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein	
Comments	2021 DOT Daily & Seasonal Factors		

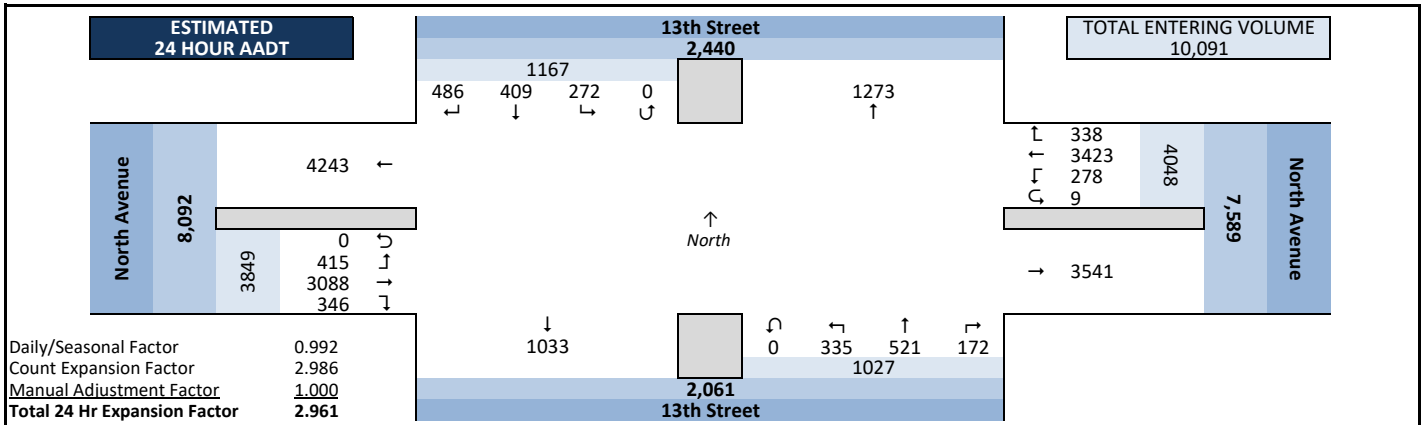
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

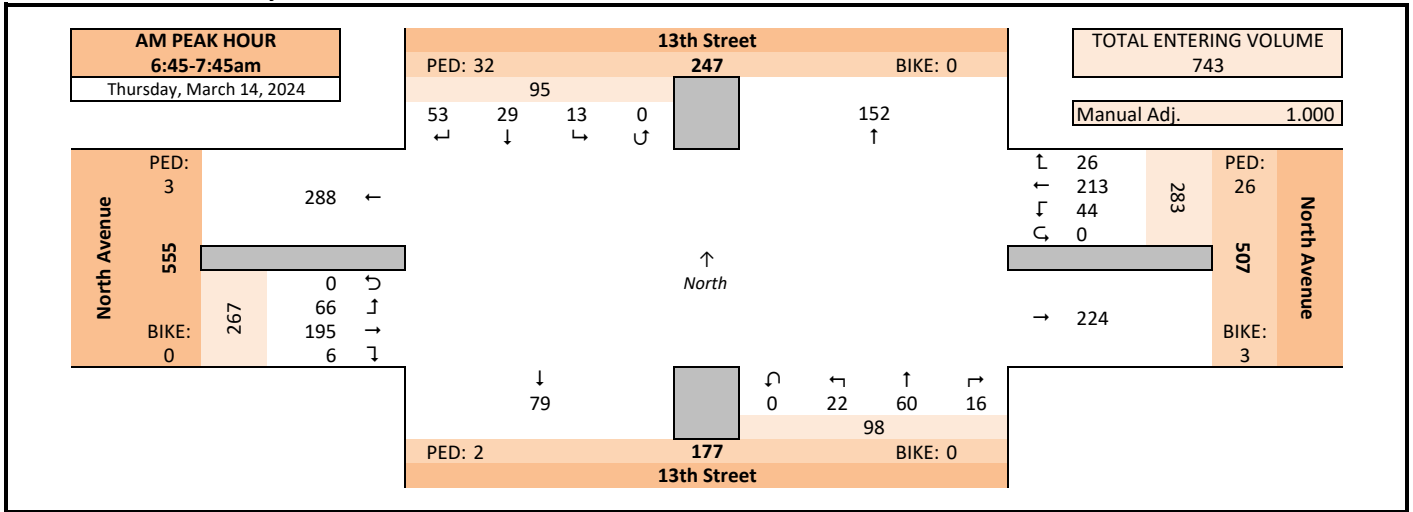
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

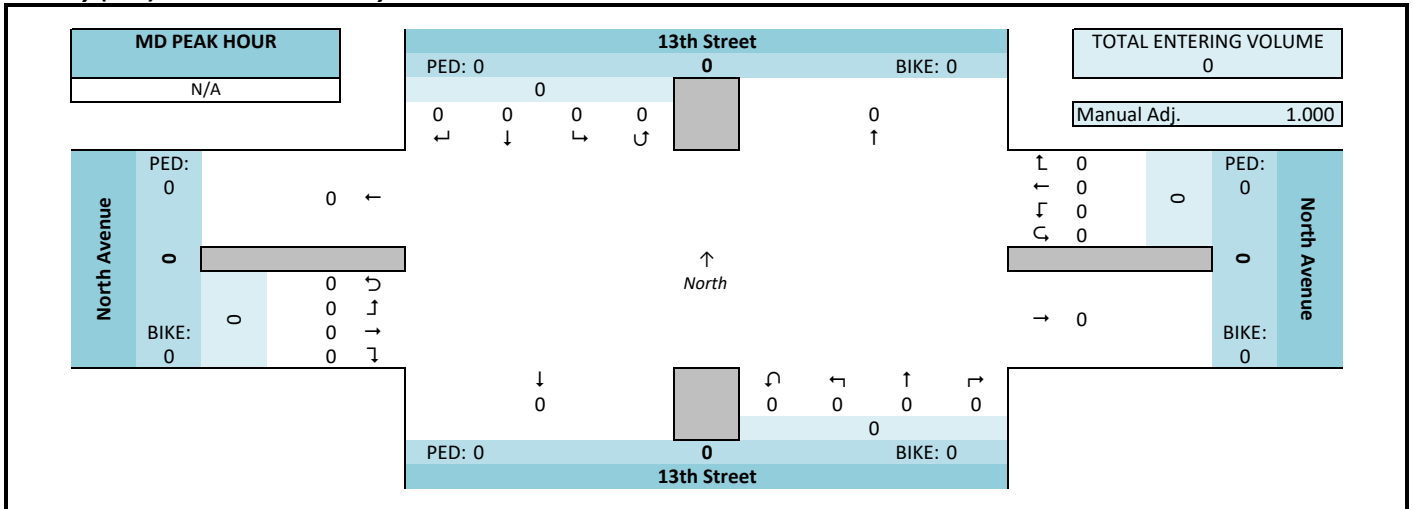
North Avenue & 13th Street



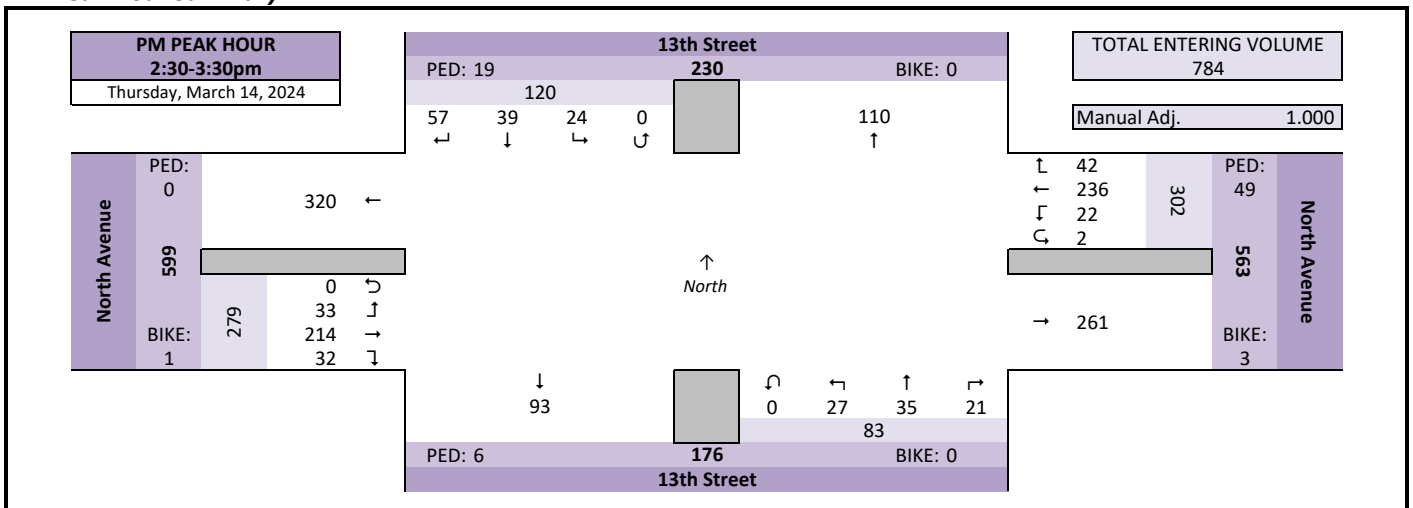
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



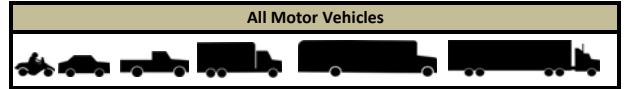
PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

North Avenue & 13th Street



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, March 14, 2024		From North 13th Street					From East North Avenue					From South 13th Street					From West North Avenue					Totals
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	6:45 AM	4	5	2	0	11	4	57	3	0	64	4	1	1	0	6	1	63	3	0	67	148
	7:00 AM	5	3	4	0	12	1	36	2	0	39	1	3	8	0	12	0	40	4	0	44	107
	7:15 AM	22	11	3	0	36	7	42	15	0	64	5	27	4	0	36	1	43	36	0	80	216
	7:30 AM	22	10	4	0	36	14	78	24	0	116	6	29	9	0	44	4	49	23	0	76	272
	Peak Hour Volume	53	29	13	0	95	26	213	44	0	283	16	60	22	0	98	6	195	66	0	267	743
	Rounded Hourly Volume	55	30	15	0	100	25	215	45	0	285	15	60	20	0	95	5	195	65	0	265	745
	% Single Unit Trucks	3.8	0.0	7.7	0.0	3.2	0.0	2.3	0.0	0.0	1.8	6.2	6.7	0.0	0.0	5.1	0.0	2.1	3.0	0.0	2.2	2.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	3.8	0.0	7.7	0.0	3.2	0.0	2.3	0.0	0.0	1.8	6.2	6.7	0.0	0.0	5.1	0.0	2.1	3.0	0.0	2.2	2.6
	Peak Hour Factor (PHF)	0.60	0.66	0.81	0.00	0.66	0.46	0.68	0.46	0.00	0.61	0.67	0.52	0.61	0.00	0.56	0.37	0.77	0.46	0.00	0.83	0.68

N/A		From North 13th Street					From East North Avenue					From South 13th Street					From West North Avenue					Totals
MD Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	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

Thursday, March 14, 2024		From North 13th Street					From East North Avenue					From South 13th Street					From West North Avenue					Totals
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	2:30 PM	8	6	2	0	16	10	59	5	0	74	2	6	2	0	10	7	42	2	0	51	151
	2:45 PM	5	6	3	0	14	3	47	0	0	50	4	6	7	0	17	4	60	4	0	68	149
	3:00 PM	16	9	12	0	37	15	41	9	1	66	13	11	11	0	35	8	45	15	0	68	206
	3:15 PM	28	18	7	0	53	14	89	8	1	112	2	12	7	0	21	13	67	12	0	92	278
	Peak Hour Volume	57	39	24	0	120	42	236	22	2	302	21	35	27	0	83	32	214	33	0	279	784
	Rounded Hourly Volume	55	40	25	0	120	40	235	20	0	295	20	35	25	0	80	30	215	35	0	280	775
	% Single Unit Trucks	0.0	2.6	0.0	0.0	0.8	0.0	1.3	0.0	0.0	1.0	0.0	11.4	0.0	0.0	4.8	0.0	1.4	6.1	0.0	1.8	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	2.6	0.0	0.0	0.8	0.0	1.3	0.0	0.0	1.0	0.0	11.4	0.0	0.0	4.8	0.0	1.4	6.1	0.0	1.8	1.7
	Peak Hour Factor (PHF)	0.51	0.54	0.50	0.00	0.57	0.70	0.66	0.61	0.50	0.67	0.40	0.73	0.61	0.00	0.59	0.62	0.80	0.55	0.00	0.76	0.71

Peak Hour Pedestrian and Bicyclist Volumes

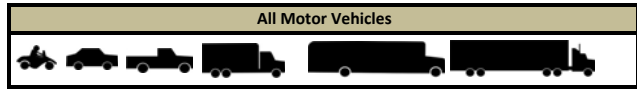
Pedestrians and Bicyclists	Crossing North Approach 13th Street			Crossing East Approach North Avenue			Crossing South Approach 13th Street			Crossing West Approach North Avenue			Total Ped & Bike Volume
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	2	0	2	1	2	3	0	0	0	1	0	1
	7:15 AM	16	0	16	16	0	16	1	0	1	1	0	1
	7:30 AM	14	0	14	9	1	10	1	0	1	1	0	1
	Total	32	0	32	26	3	29	2	0	2	3	0	3
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	1	0	1	0	0	0
	2:45 PM	1	0	1	1	0	1	0	0	0	0	0	0
	3:00 PM	14	0	14	47	3	50	5	0	5	0	0	0
	3:15 PM	4	0	4	1	0	1	0	0	0	1	1	1
	Total	19	0	19	49	3	52	6	0	6	0	1	1

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

North Avenue & 13th Street

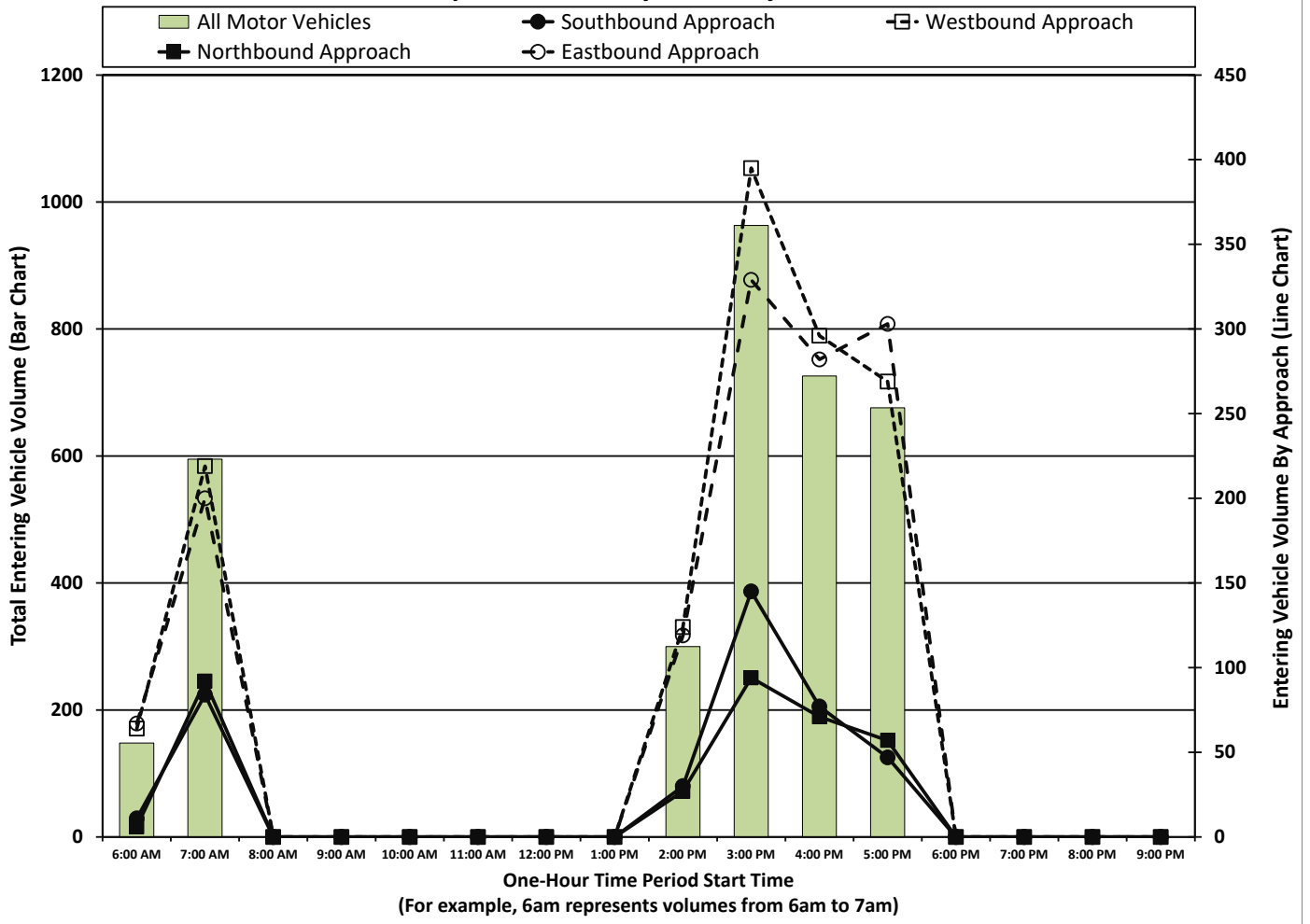
Count Basics			Page 4 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time	From North 13th Street					From East North Avenue					From South 13th Street					From West North Avenue					Total Vehicle Volume	Directional Volume Totals		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S	
	AM	6:00 AM	4	5	2	0	11	4	57	3	0	64	4	1	1	0	6	1	63	3		0	67	148
	7:00 AM	49	24	11	0	84	22	156	41	0	219	12	59	21	0	92	5	132	63	0	200	595	419	176
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	13	12	5	0	30	13	106	5	0	124	6	12	9	0	27	11	102	6	0	119	300	243	57
	3:00 PM	66	47	32	0	145	45	322	26	2	395	22	41	31	0	94	35	256	38	0	329	963	724	239
	4:00 PM	20	30	27	0	77	16	269	11	0	296	6	38	27	0	71	32	234	16	0	282	726	578	148
	5:00 PM	12	20	15	0	47	14	246	8	1	269	8	25	24	0	57	33	256	14	0	303	676	572	104
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
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals	164	138	92	0	394	114	1156	94	3	1367	58	176	113	0	347	117	1043	140	0	1300	3408	2667	741

Graphical Summary of Hourly Volumes

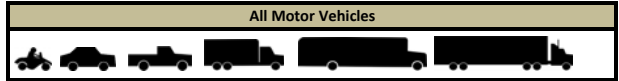


Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

North Avenue & 13th Street

Count Basics		Page 5 of 13	
Start Date: Thursday, March 14, 2024	Weekday	Schools in Session	
Total Number of Hours Counted: 4.5	Non-Holiday	No Special Events	



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF			
	13th Street					North Avenue					13th Street					North Avenue										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
6:00 AM	0	0	0	0	0	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		
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		
6:45 AM	4	5	2	0	11	4	57	3	0	64	4	1	1	0	6	1	63	3	0	67	148	743	0.68			
7:00 AM	5	3	4	0	12	1	36	2	0	39	1	3	8	0	12	0	40	4	0	44	107					
7:15 AM	22	11	3	0	36	7	42	15	0	64	5	27	4	0	36	1	43	36	0	80	216					
7:30 AM	22	10	4	0	36	14	78	24	0	116	6	29	9	0	44	4	49	23	0	76	272					
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	8	6	2	0	16	10	59	5	0	74	2	6	2	0	10	7	42	2	0	51	151	784	0.71			
2:45 PM	5	6	3	0	14	3	47	0	0	50	4	6	7	0	17	4	60	4	0	68	149	880	0.79			
3:00 PM	16	9	12	0	37	15	41	9	1	66	13	11	11	0	35	8	45	15	0	68	206	963	0.87			
3:15 PM	28	18	7	0	53	14	89	8	1	112	2	12	7	0	21	13	67	12	0	92	278	969	0.87			
3:30 PM	11	12	7	0	30	9	103	4	0	116	5	10	6	0	21	8	67	5	0	80	247	861	0.87			
3:45 PM	11	8	6	0	25	7	89	5	0	101	2	8	7	0	17	6	77	6	0	89	232	787	0.85			
4:00 PM	5	12	10	0	27	3	72	5	0	80	2	10	6	0	18	9	71	7	0	87	212	726	0.86			
4:15 PM	4	8	6	0	18	6	60	2	0	68	2	9	6	0	17	10	52	5	0	67	170	678	0.98			
4:30 PM	6	6	1	0	13	2	67	3	0	72	2	10	11	0	23	9	54	2	0	65	173	688	0.96			
4:45 PM	5	4	10	0	19	5	70	1	0	76	0	9	4	0	13	4	57	2	0	63	171	681	0.95			
5:00 PM	4	5	2	0	11	2	57	1	0	60	3	12	9	0	24	11	57	1	0	69	164	676	0.94			
5:15 PM	2	5	5	0	12	3	54	2	1	60	2	1	7	0	10	9	85	4	0	98	180					
5:30 PM	4	3	4	0	11	6	80	2	0	88	0	5	3	0	8	5	50	4	0	59	166					
5:45 PM	2	7	4	0	13	3	55	3	0	61	3	7	5	0	15	8	64	5	0	77	166					
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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				
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				
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				
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				
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				
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				
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				
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				
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				
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				
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				
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				
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				
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				
Totals	164	138	92	0	394	114	1156	94	3	1367	58	176	113	0	347	117	1043	140	0	1300	3408					

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF	
	13th Street					North Avenue					13th Street					North Avenue							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM 6:45 AM	53	29	13	0	95	26	213	44	0	283	16	60	22	0	98	6	195	66	0	267	743	0.68	
MD 12:00 PM	0	0	0	0																			

Intersection Traffic Volume Report

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

North Avenue & 13th Street



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

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	13th Street					North Avenue					13th Street					North Avenue							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	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
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
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	1	0	0	2	4
7:00 AM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	7
7:15 AM	1	0	0	0	1	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	2	3	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	13
2:45 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	2	0	0	0	2	6	14
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	10
3:15 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1	4	12
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	14
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	15
4:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14
4:15 PM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	1	0	1	0	0	2	6	10
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	1	3	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	0	1	3	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	3	1	1	0	5	0	17	1	0	18	1	13	2	0	16	1	10	5	0	16	55		

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

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	13th Street					North Avenue					13th Street					North Avenue					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	2	0	1	0	3	0	5	0	0	5	1	4	0	0	5	0	4	2	0	6	19
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 2:30 PM	0	1	0	0	1	0	3	0	0	3	0	4	0	0	4	0	3	2	0	5	13

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics			Page 8 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session	
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events	

North Avenue & 13th Street



15-Minute Semi-Truck Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	13th Street					North Avenue					13th Street					North Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	[Data for AM Peak Period]																					
Midday Peak Period	[Data for Midday Peak Period]																					
PM Peak Period	[Data for PM Peak Period]																					
Totals	[Summary Totals]																					

Peak Hour Semi-Truck Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	13th Street					North Avenue					13th Street					North Avenue					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	[Peak Hour Summary Data]																				
MD 12:00 PM	[Peak Hour Summary Data]																				
PM 2:30 PM	[Peak Hour Summary Data]																				

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

North Avenue & 13th Street



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	13th Street			North Avenue			13th Street			North Avenue				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	66
7:00 AM	2	0	2	1	2	3	0	0	0	1	0	1	6	
7:15 AM	16	0	16	16	0	16	1	0	1	1	0	1	34	
7:30 AM	14	0	14	9	1	10	1	0	1	1	0	1	26	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	78
2:45 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	85
3:00 PM	14	0	14	47	3	50	5	0	5	0	0	0	69	87
3:15 PM	4	0	4	1	0	1	0	0	0	0	1	1	6	18
3:30 PM	0	1	1	2	0	2	3	0	3	2	0	2	8	13
3:45 PM	0	0	0	3	0	3	0	1	1	0	0	0	4	7
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	3
4:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	1	0	1	0	0	0	0	0	0	1	0	1	2	
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	52	1	53	82	6	88	11	1	12	7	1	8	161	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Page 12 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

North Avenue & 13th Street



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	13th Street			North Avenue			13th Street			North Avenue				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	38
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	63
7:00 AM	2	0	2	1	0	1	0	0	1	1	0	1	4	63
7:15 AM	16	0	16	16	0	16	1	0	1	1	0	1	34	59
7:30 AM	14	0	14	9	0	9	1	0	1	1	0	1	25	25
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	69
2:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	74
2:45 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	80
3:00 PM	14	0	14	47	0	47	5	0	5	0	0	0	66	81
3:15 PM	4	0	4	1	0	1	0	0	0	0	0	0	5	15
3:30 PM	0	0	0	2	0	2	3	0	3	2	0	2	7	11
3:45 PM	0	0	0	3	0	3	0	0	0	0	0	0	3	6
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	3
4:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	1	0	1	0	0	0	0	0	0	1	0	1	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	52	0	52	82	0	82	11	0	11	7	0	7	152	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

North Avenue & 13th Street



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	13th Street					North Avenue					13th Street					North Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM					0					0					0					0	0	
6:15 AM					0					0					0					0	0	
6:30 AM					0					0					0					0	0	
6:45 AM					0					0					0					0	0	
7:00 AM					0					0					0					0	0	
7:15 AM					0					0					0					0	0	
7:30 AM					0					0					0					0	0	
7:45 AM					0					0					0					0	0	
8:00 AM					0					0					0					0	0	
8:15 AM					0					0					0					0	0	
8:30 AM					0					0					0					0	0	
8:45 AM					0					0					0					0	0	
9:00 AM					0					0					0					0	0	
9:15 AM					0					0					0					0	0	
9:30 AM					0					0					0					0	0	
9:45 AM					0					0					0					0	0	
10:00 AM					0					0					0					0	0	
10:15 AM					0					0					0					0	0	
10:30 AM					0					0					0					0	0	
10:45 AM					0					0					0					0	0	
11:00 AM					0					0					0					0	0	
11:15 AM					0					0					0					0	0	
11:30 AM					0					0					0					0	0	
11:45 AM					0					0					0					0	0	
12:00 PM					0					0					0					0	0	
12:15 PM					0					0					0					0	0	
12:30 PM					0					0					0					0	0	
12:45 PM					0					0					0					0	0	
1:00 PM					0					0					0					0	0	
1:15 PM					0					0					0					0	0	
1:30 PM					0					0					0					0	0	
1:45 PM					0					0					0					0	0	
2:00 PM					0					0					0					0	0	
2:15 PM					0					0					0					0	0	
2:30 PM					0					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume					
	13th Street					North Avenue					13th Street					North Avenue										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0
PM 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

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	2.25	Non-Holiday	No Special Events		

Base Information, Observed (2.25) Hour and Estimated (24) Hour Volume Summaries

Major St: North Avenue
Minor St: 12th Street
Intersection of: North Avenue & 12th Street

IX_ID:

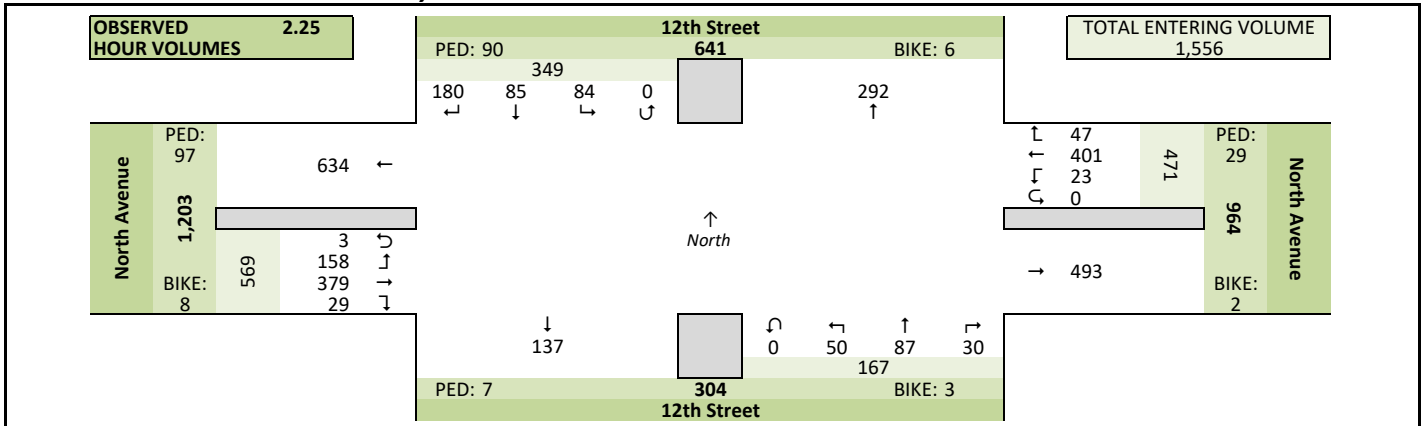
Site Information

Municipality	City of Sheboygan		
County	59 - Sheboygan	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names	North Direction	↑	
North Leg	12th Street		
East Leg	North Avenue		
South Leg	12th Street		
West Leg	North Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

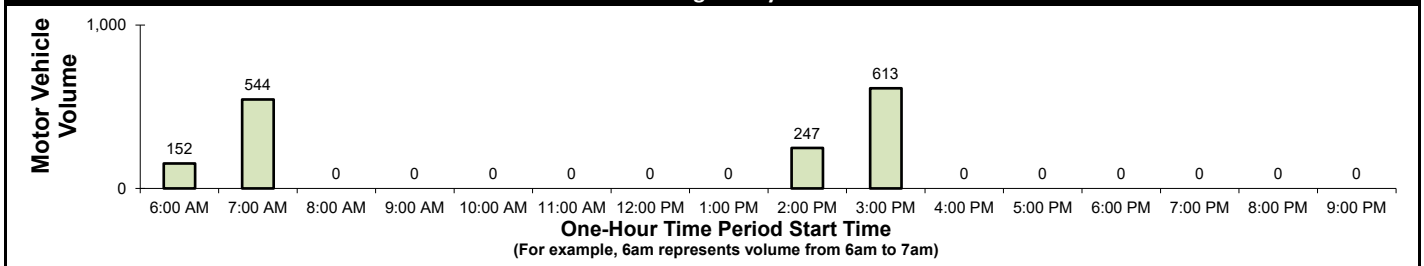
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-03:45 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 21, 2024		Clear & Dry
PM Peak Period	Thursday, March 21, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
Peak Hours Selected for Analysis		PM	2:45-3:45pm
	AM	6:45-7:45am	MD
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	6.284
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period	None	
	PM Peak Period	Inge Adams	
Comments	2021 DOT Daily & Seasonal Factors		

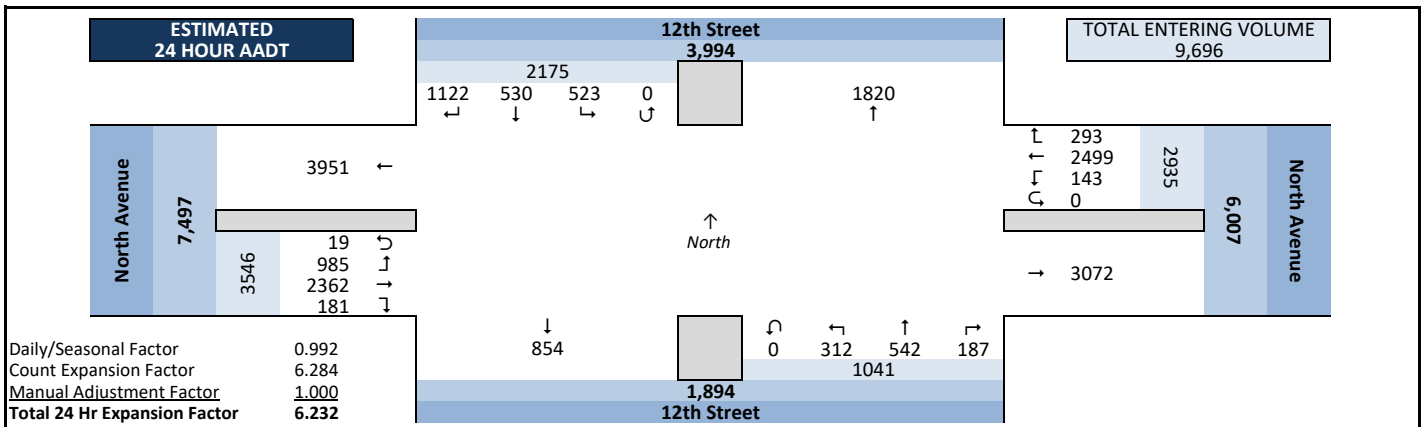
Observed 2.25 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

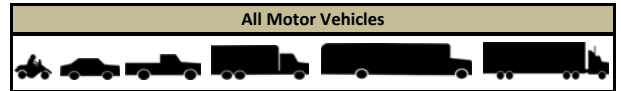


Intersection Traffic Volume Report

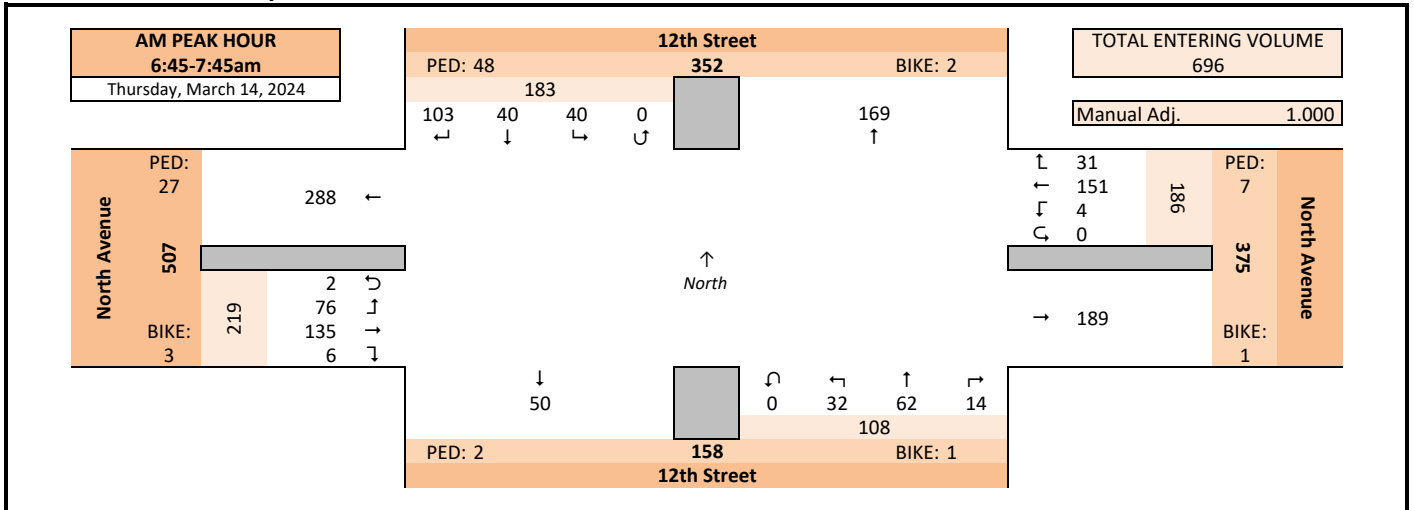
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	2.25	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

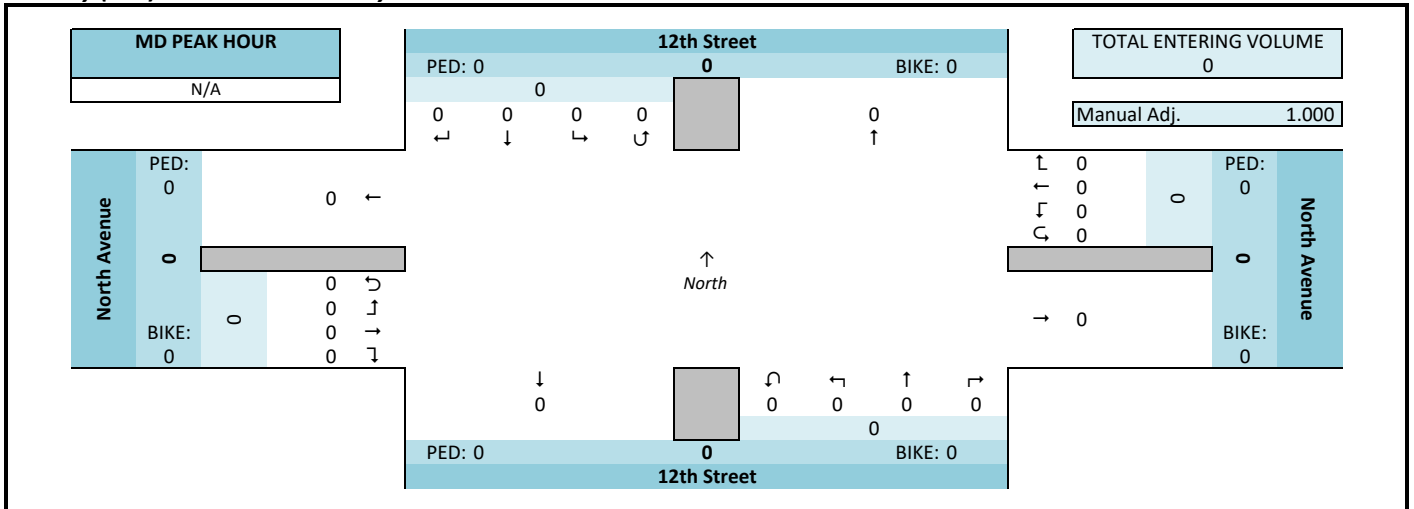
North Avenue & 12th Street



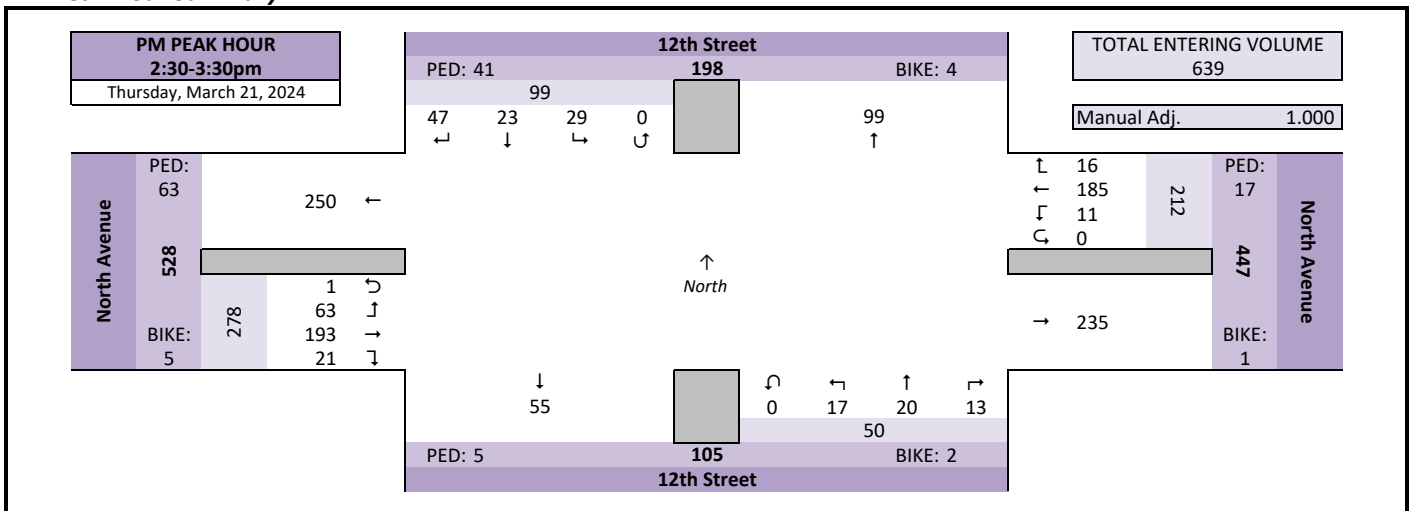
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

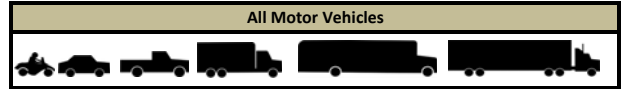


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	2.25	Non-Holiday	No Special Events

Peak Hour Volume Summary

North Avenue & 12th Street



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, March 14, 2024		From North 12th Street					From East North Avenue					From South 12th Street					From West North Avenue					Totals
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	6:45 AM	25	4	6	0	35	2	37	1	0	40	1	7	2	0	10	0	44	23	0	67	152
	7:00 AM	11	3	0	0	14	7	27	0	0	34	1	5	1	0	7	0	33	12	1	46	101
	7:15 AM	20	8	9	0	37	11	40	1	0	52	4	18	16	0	38	4	25	18	0	47	174
	7:30 AM	47	25	25	0	97	11	47	2	0	60	8	32	13	0	53	2	33	23	1	59	269
	Peak Hour Volume	103	40	40	0	183	31	151	4	0	186	14	62	32	0	108	6	135	76	2	219	696
	Rounded Hourly Volume	105	40	40	0	185	30	150	5	0	185	15	60	30	0	105	5	135	75	0	215	690
	% Single Unit Trucks	2.9	0.0	2.5	0.0	2.2	3.2	1.3	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.6	0.0	2.7	1.9
	% 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)	2.9	0.0	2.5	0.0	2.2	3.2	1.3	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.6	0.0	2.7	1.9
	Peak Hour Factor (PHF)	0.55	0.40	0.40	0.00	0.47	0.70	0.80	0.50	0.00	0.77	0.44	0.48	0.50	0.00	0.51	0.37	0.77	0.83	0.50	0.82	0.65

N/A		From North 12th Street					From East North Avenue					From South 12th Street					From West North Avenue					Totals
MD Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	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

Thursday, March 21, 2024		From North 12th Street					From East North Avenue					From South 12th Street					From West North Avenue					Totals
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	2:30 PM	7	2	3	0	12	7	43	1	0	51	1	0	5	0	6	3	38	8	1	50	119
	2:45 PM	6	0	1	0	7	3	55	0	0	58	1	2	2	0	5	4	40	14	0	58	128
	3:00 PM	3	6	8	0	17	4	35	7	0	46	6	9	7	0	22	11	48	17	0	76	161
	3:15 PM	31	15	17	0	63	2	52	3	0	57	5	9	3	0	17	3	67	24	0	94	231
	Peak Hour Volume	47	23	29	0	99	16	185	11	0	212	13	20	17	0	50	21	193	63	1	278	639
	Rounded Hourly Volume	45	25	30	0	100	15	185	10	0	210	15	20	15	0	50	20	195	65	0	280	640
	% Single Unit Trucks	2.1	0.0	0.0	0.0	1.0	0.0	1.1	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.6	0.0	1.1	0.9
	% 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)	2.1	0.0	0.0	0.0	1.0	0.0	1.1	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.6	0.0	1.1	0.9
	Peak Hour Factor (PHF)	0.38	0.38	0.43	0.00	0.39	0.57	0.84	0.39	0.00	0.91	0.54	0.56	0.61	0.00	0.57	0.48	0.72	0.66	0.25	0.74	0.69

Peak Hour Pedestrian and Bicyclist Volumes

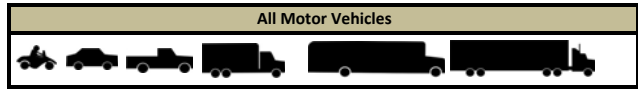
Pedestrians and Bicyclists		Crossing North Approach 12th Street			Crossing East Approach North Avenue			Crossing South Approach 12th Street			Crossing West Approach North Avenue			Total Ped & Bike Volume
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM	6:45 AM	0	0	0	0	0	0	0	0	0	6	0	6	6
	7:00 AM	1	0	1	0	0	0	0	0	0	1	1	2	3
	7:15 AM	21	0	21	2	0	2	1	1	2	10	2	12	37
	7:30 AM	26	2	28	5	1	6	1	0	1	10	0	10	45
	Total	48	2	50	7	1	8	2	1	3	27	3	30	91
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	2:30 PM	0	0	0	1	0	1	1	0	1	1	1	2	4
	2:45 PM	1	0	1	0	0	0	0	1	1	0	0	0	2
	3:00 PM	36	4	40	1	1	2	2	1	3	37	2	39	84
	3:15 PM	4	0	4	15	0	15	2	0	2	25	2	27	48
	Total	41	4	45	17	1	18	5	2	7	63	5	68	138

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

North Avenue & 12th Street

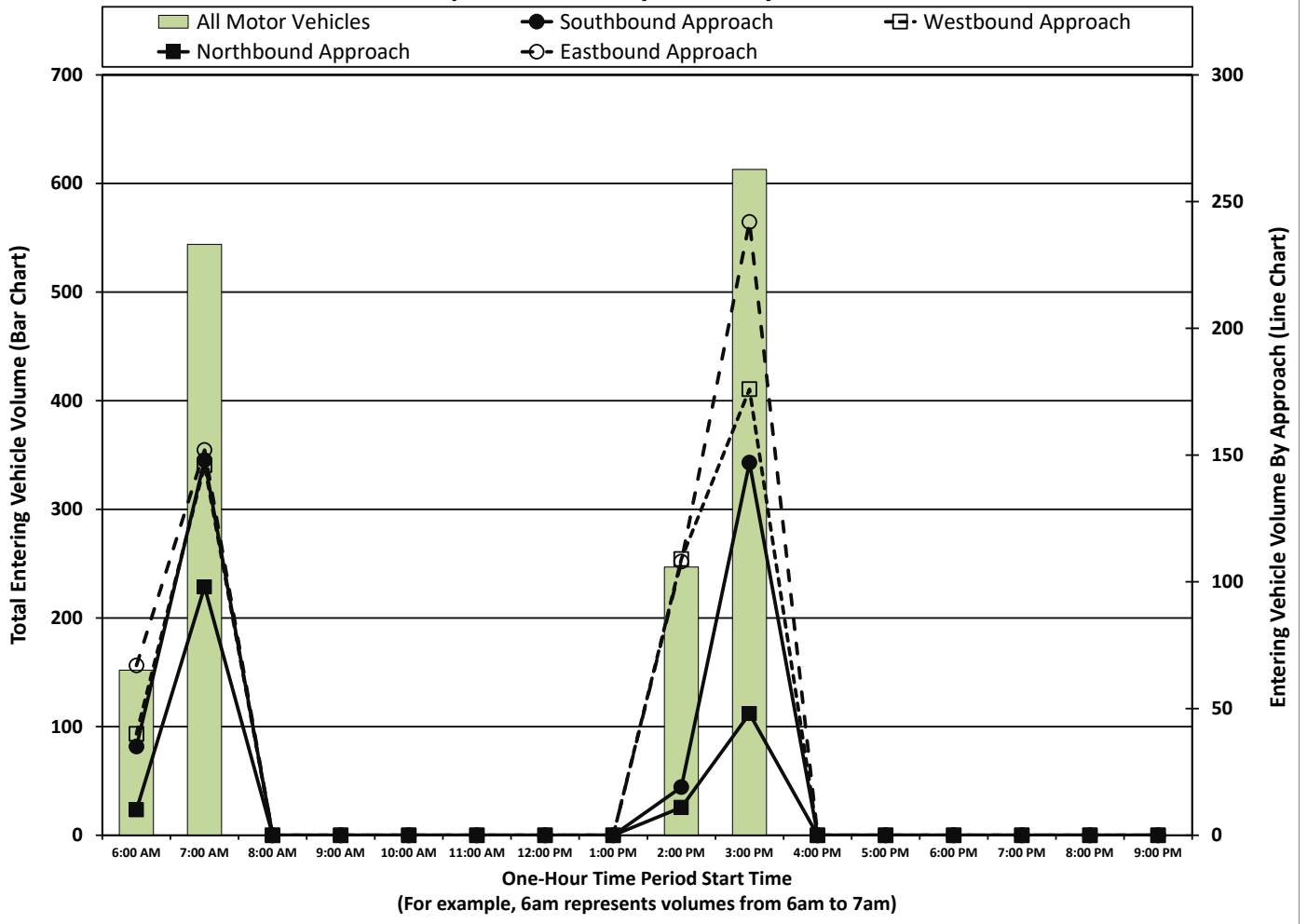
Count Basics		Page 4 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	2.25	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
		12th Street					North Avenue					12th Street					North Avenue						E/W	N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM	6:00 AM	25	4	6	0	35	2	37	1	0	40	1	7	2	0	10	0	44	23	0	67	152	107	45
	7:00 AM	78	36	34	0	148	29	114	3	0	146	13	55	30	0	98	6	91	53	2	152	544	298	246
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	13	2	4	0	19	10	98	1	0	109	2	2	7	0	11	7	78	22	1	108	247	217	30
PM	3:00 PM	64	43	40	0	147	6	152	18	0	176	14	23	11	0	48	16	166	60	0	242	613	418	195
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		180	85	84	0	349	47	401	23	0	471	30	87	50	0	167	29	379	158	3	569	1556	1040	516

Graphical Summary of Hourly Volumes

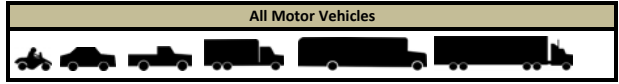


Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

North Avenue & 12th Street

Count Basics		Page 5 of 13	
Start Date: Thursday, March 14, 2024	Weekday	Schools in Session	
Total Number of Hours Counted: 2.25	Non-Holiday	No Special Events	



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North 12th Street					From East North Avenue					From South 12th Street					From West North Avenue					15-Min Totals	Hourly Sum	PHF	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	25	4	6	0	35	2	37	1	0	40	1	7	2	0	10	0	44	23	0	67	152	696	0.65	
7:00 AM	11	3	0	0	14	7	27	0	0	34	1	5	1	0	7	0	33	12	1	46	101			
7:15 AM	20	8	9	0	37	11	40	1	0	52	4	18	16	0	38	4	25	18	0	47	174			
7:30 AM	47	25	25	0	97	11	47	2	0	60	8	32	13	0	53	2	33	23	1	59	269			
7:45 AM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	7	2	3	0	12	7	43	1	0	51	1	0	5	0	6	3	38	8	1	50	119	639	0.69	
2:45 PM	6	0	1	0	7	3	55	0	0	58	1	2	2	0	5	4	40	14	0	58	128	741	0.80	
3:00 PM	3	6	8	0	17	4	35	7	0	46	6	9	7	0	22	11	48	17	0	76	161			
3:15 PM	31	15	17	0	63	2	52	3	0	57	5	9	3	0	17	3	67	24	0	94	231			
3:30 PM	30	22	15	0	67	0	65	8	0	73	3	5	1	0	9	2	51	19	0	72	221			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	180	85	84	0	349	47	401	23	0	471	30	87	50	0	167	29	379	158	3	569	1556			

Peak Hour All Vehicle Volume Summary

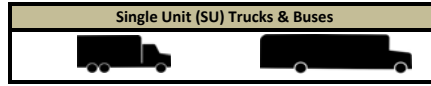
Hourly Time Period Start Time	From North 12th Street					From East North Avenue					From South 12th Street					From West North Avenue					Total Hourly Volume	PHF	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
	AM 6:45 AM	103	40	40	0	183	31	151	4	0	186	14	62	32	0	108	6	135	76	2			219
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	
PM 2:30 PM	47	23	29	0	99	16	185	11	0	212	13	20	17	0	50	21	193	63	1	278	639	0.69	

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	2.25	Non-Holiday	No Special Events

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

North Avenue & 12th Street



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

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	12th Street					North Avenue					12th Street					North Avenue							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	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
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
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
7:00 AM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	1	0	2	1	0	0	3	7	13
7:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2	6
2:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	6
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	2
3:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	5	0	1	0	6	1	4	0	0	5	1	0	0	0	1	0	6	3	0	9	21		

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

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	12th Street					North Avenue					12th Street					North Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 6:45 AM	3	0	1	0	4	1	2	0	0	3	0	0	0	0	0	0	4	2	0	0	6	13
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
PM 2:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	1	0	0	3	6

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	2.25	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

North Avenue & 12th Street



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	12th Street					North Avenue					12th Street					North Avenue							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	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
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
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
7:00 AM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	1	0	2	1	0	0	3	7	13
7:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2	6
2:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	6
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	2
3:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	5	0	1	0	6	1	4	0	0	5	1	0	0	0	1	0	6	3	0	9	21		

Peak Hour Heavy Vehicle Volume Summary

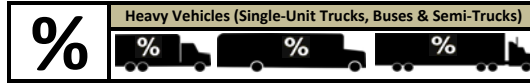
Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	12th Street					North Avenue					12th Street					North Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 6:45 AM	3	0	1	0	4	1	2	0	0	3	0	0	0	0	0	0	4	2	0	0	6	13
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
PM 2:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	1	0	0	3	6

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

North Avenue & 12th Street

Count Basics		Page 10 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	2.25	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

15-Minute Time Period	From North					From East					From South					From West					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent			
	12th Street					North Avenue					12th Street					North Avenue									
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	2.3	4.3	0.0	3.0	1.3		1.9	
7:00 AM	27.3	0.0	0.0	0.0	21.4	14.3	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6.1	8.3	0.0	6.5	6.9				
7:15 AM	0.0	0.0	11.1	0.0	2.7	0.0	2.5	0.0	0.0	1.9	0.0	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 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	1.7	0.7				
7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	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	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	0.0	0.0		
10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0.0	0.0		
2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0		
2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	2.0	1.7	0.9		0.9	
2:45 PM	16.7	0.0	0.0	0.0	14.3	1.8	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.8
3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.1	0.9				
3:30 PM	3.3	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
4:15 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	0.0	0.0		
4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
4:45 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	0.0	0.0		
5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
5:15 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	0.0	0.0		
5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
5:45 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	0.0	0.0		
6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	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	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	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	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	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	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	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	0.0	0.0		
8:15 PM	0.0	0.0	0.0	0.0	0.0																				

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	2.25	Non-Holiday	No Special Events



North Avenue & 12th Street

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	12th Street			North Avenue			12th Street			North Avenue				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	6	0	6	6	91
7:00 AM	1	0	1	0	0	0	0	0	0	1	1	2	3	
7:15 AM	21	0	21	2	0	2	1	1	2	10	2	12	37	
7:30 AM	26	2	28	5	1	6	1	0	1	10	0	10	45	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	1	0	1	1	0	1	1	1	2	4	138
2:45 PM	1	0	1	0	0	0	0	1	1	0	0	2	2	147
3:00 PM	36	4	40	1	1	2	2	1	3	37	2	39	84	
3:15 PM	4	0	4	15	0	15	2	0	2	25	2	27	48	
3:30 PM	1	0	1	5	0	5	0	0	0	7	0	7	13	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	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	
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	
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	90	6	96	29	2	31	7	3	10	97	8	105	242	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

North Avenue & 12th Street



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	12th Street			North Avenue			12th Street			North Avenue				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	42
6:45 AM	0	0	0	0	0	0	0	0	0	6	0	6	6	84
7:00 AM	1	0	1	0	0	0	0	0	0	1	0	1	2	78
7:15 AM	21	0	21	2	0	2	1	0	1	10	0	10	34	76
7:30 AM	26	0	26	5	0	5	1	0	1	10	0	10	42	42
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	80
2:30 PM	0	0	0	1	0	1	1	0	1	1	0	1	3	126
2:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	136
3:00 PM	36	0	36	1	0	1	2	0	2	37	0	37	76	135
3:15 PM	4	0	4	15	0	15	2	0	2	25	0	25	46	59
3:30 PM	1	0	1	5	0	5	0	0	0	7	0	7	13	13
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	90	0	90	29	0	29	7	0	7	97	0	97	223	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

North Avenue & 12th Street



15-Minute Bicycle Data

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

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume				
	12th Street					North Avenue					12th Street					North Avenue									
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0
PM 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

Intersection Traffic Volume Report

Base Information, Observed (4.25) Hour and Estimated (24) Hour Volume Summaries

Major St: 13th Street
 Minor St: School Driveway
 Intersection of: 13th Street & School Driveway

IX_ID:

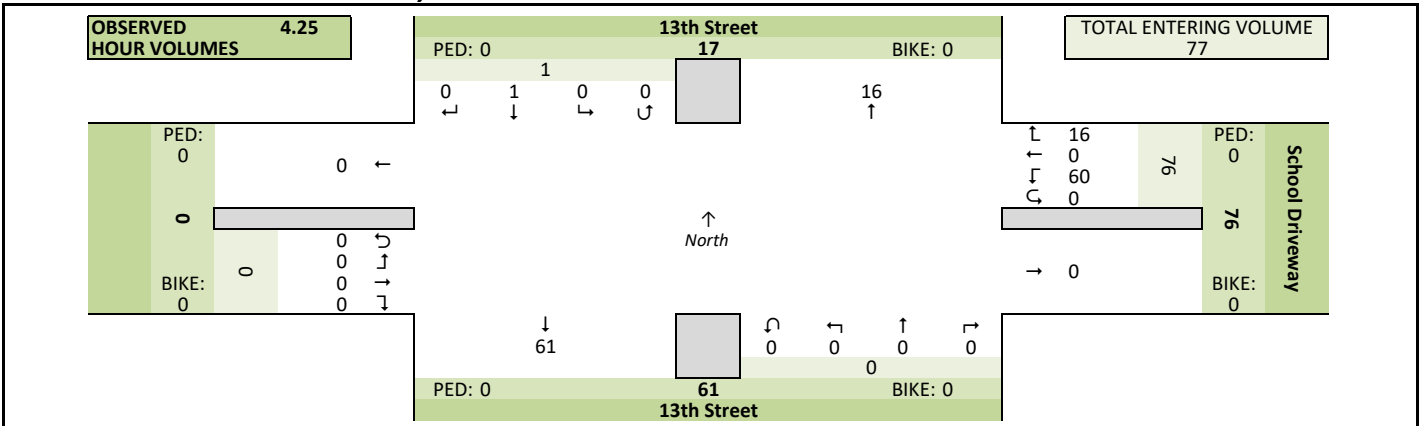
Site Information

Municipality	City of Sheboygan
County	59 - Sheboygan
WisDOT Region	SE
Traffic Control	Partial Stop Control
Roadway Names	North Direction ↑
North Leg	13th Street
East Leg	School Driveway
South Leg	13th Street
West Leg	
Special Considerations	
Schools	In Session
Holidays	None
Special Events	None
Special Pedestrians Observed	
Pre-school children	None
Elementary school age children	None
Visually impaired (white cane/helper dog)	None
Elderly/disabled (except wheelchairs)	None
Wheelchairs/electric scooters	None
Other (describe)	None

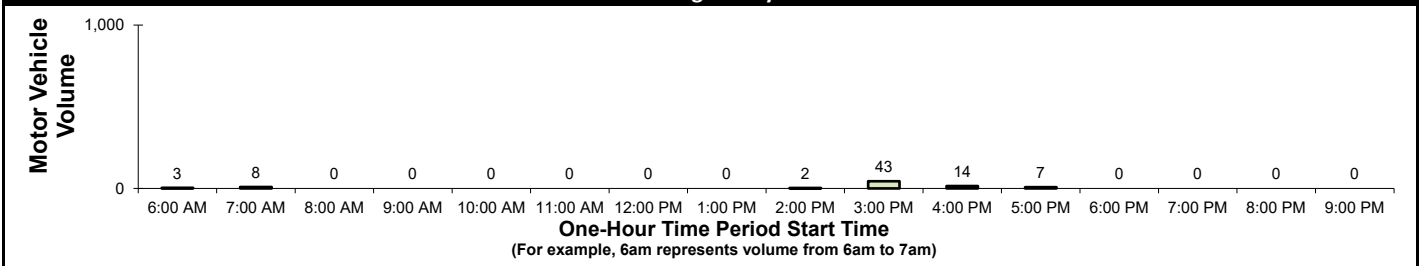
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-05:45 PM		
1st Day of Count	Thursday, March 14, 2024	Weather	
AM Peak Period	Thursday, March 14, 2024	Clear & Dry	
Midday Peak Period	Thursday, March 14, 2024	Clear & Dry	
PM Peak Period	Thursday, March 14, 2024	Clear & Dry	
Calculated Peak Hours			
	AM 6:45-7:45am	MD	PM 3:00-4:00pm
Peak Hours Selected for Analysis			
	AM 6:45-7:45am	MD	PM 2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	3.159
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	LuAnn Gaertner	
	Midday Peak Period	None	
	PM Peak Period	LuAnn Gaertner	
Comments	2021 DOT Daily & Seasonal Factors		

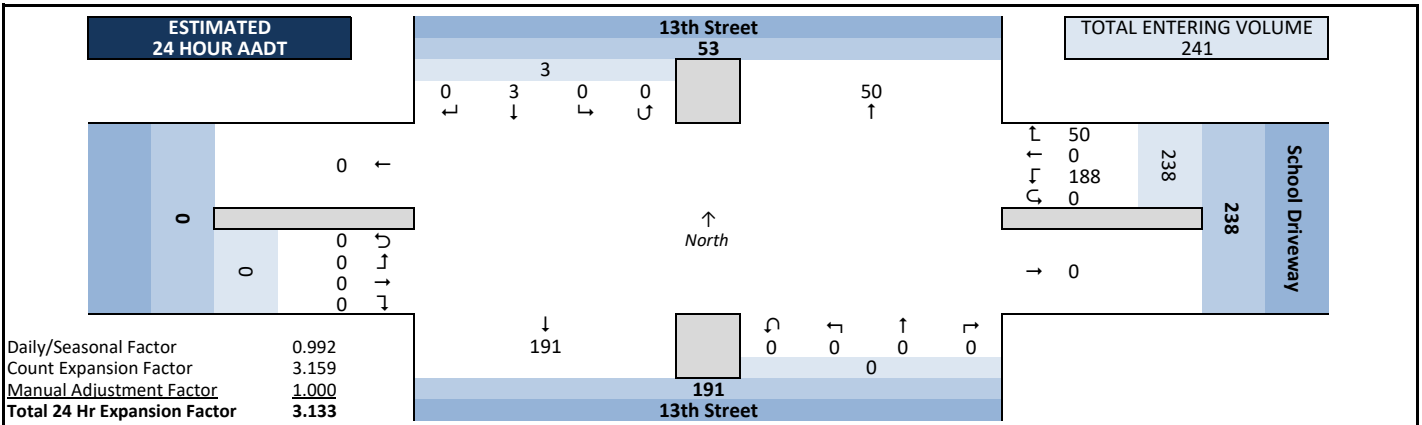
Observed 4.25 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

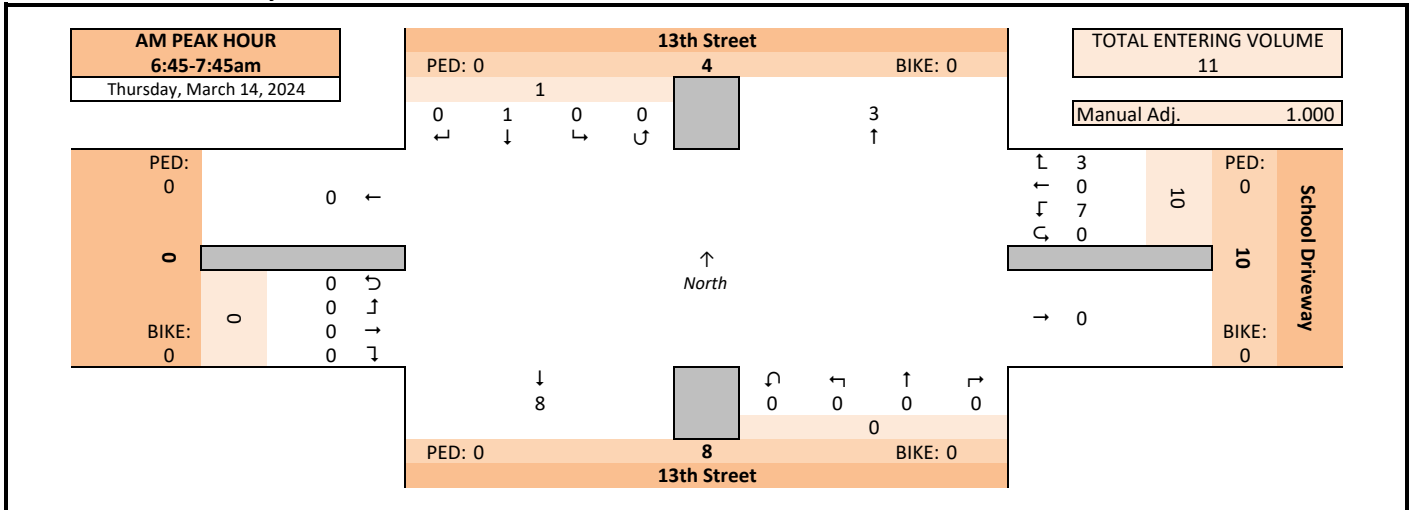
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.25	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

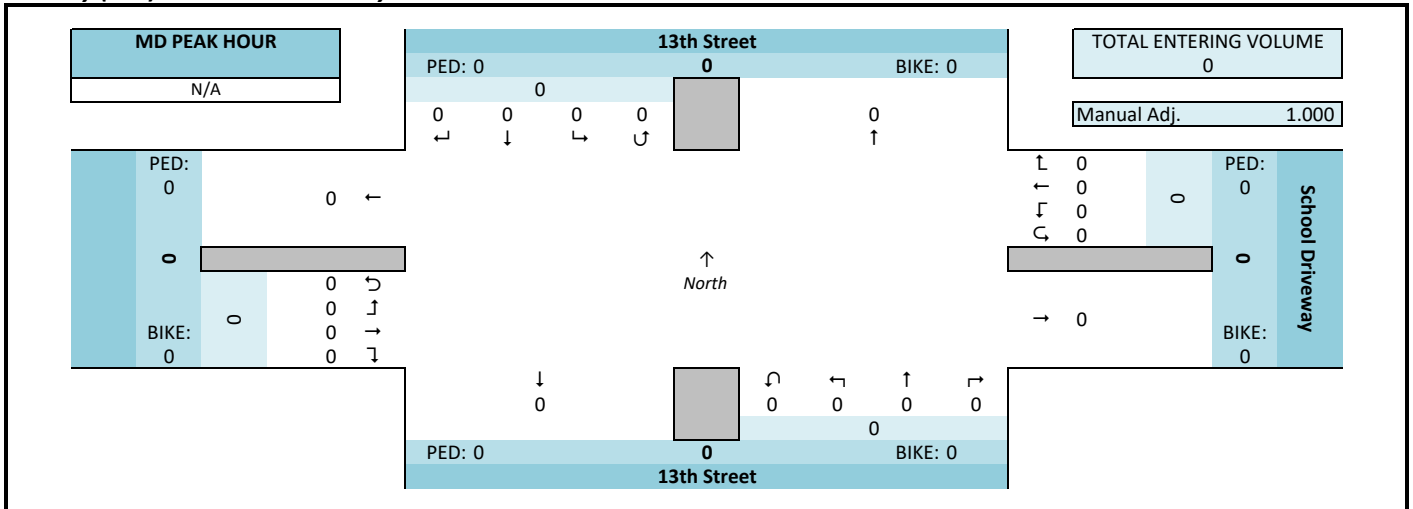
13th Street & School Driveway



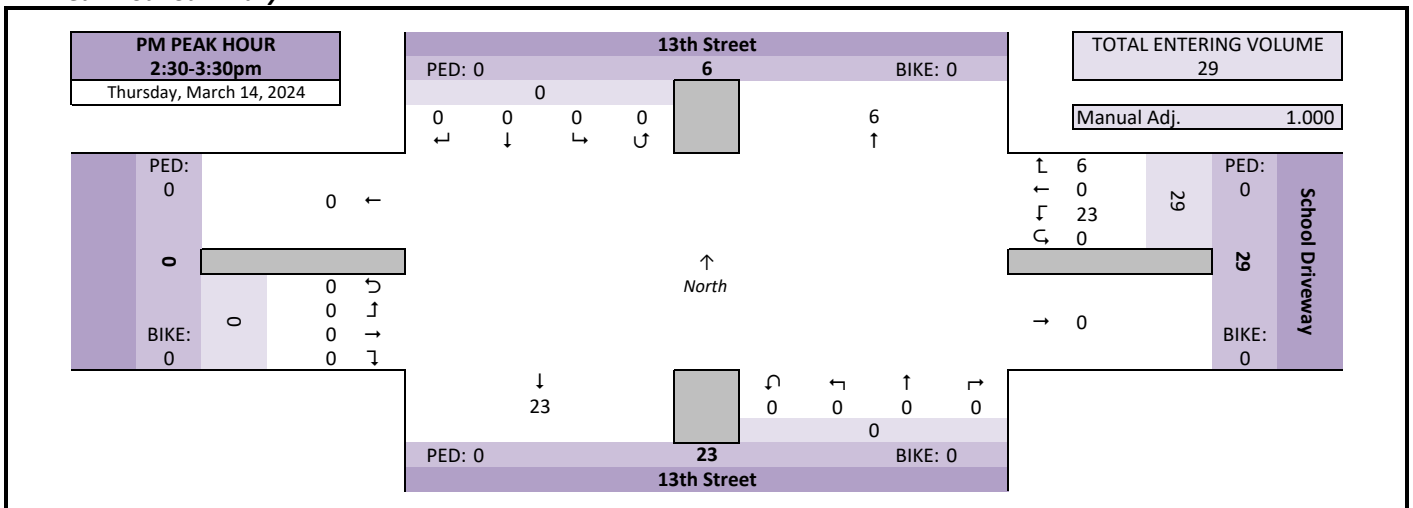
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



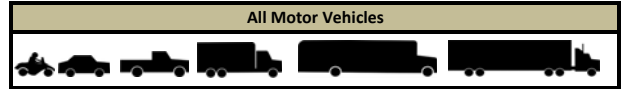
PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

13th Street & School Driveway



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, March 14, 2024		From North 13th Street					From East School Driveway					From South 13th Street					From West					Totals							
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total								
AM Peak Hour	6:45 AM	0	0	1	0	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	7:30 AM	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	Peak Hour Volume	0	0	1	0	0	1	3	0	7	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
	Rounded Hourly Volume	0	0	0	0	0	0	5	0	5	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	28.6	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	33.3	0.0	28.6	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	
	Peak Hour Factor (PHF)	0.00	0.25	0.00	0.00	0.25	0.37	0.00	0.00	0.87	0.00	0.62	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	0.69	

N/A		From North 13th Street					From East School Driveway					From South 13th Street					From West					Totals						
MD Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total							
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	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
	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
	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
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, March 14, 2024		From North 13th Street					From East School Driveway					From South 13th Street					From West					Totals						
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total							
PM Peak Hour	2:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:00 PM	0	0	0	0	0	0	4	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	3:15 PM	0	0	0	0	0	0	2	0	18	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	Peak Hour Volume	0	0	0	0	0	0	6	0	23	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	Rounded Hourly Volume	0	0	0	0	0	0	5	0	25	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.32	0.00	0.36	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	0.36

Peak Hour Pedestrian and Bicyclist Volumes

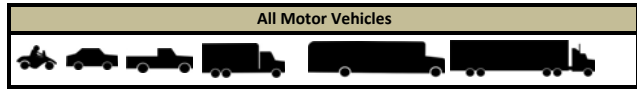
Pedestrians and Bicyclists		Crossing North Approach 13th Street			Crossing East Approach School Driveway			Crossing South Approach 13th Street			Crossing West Approach			Total Ped & Bike Volume
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 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	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

13th Street & School Driveway

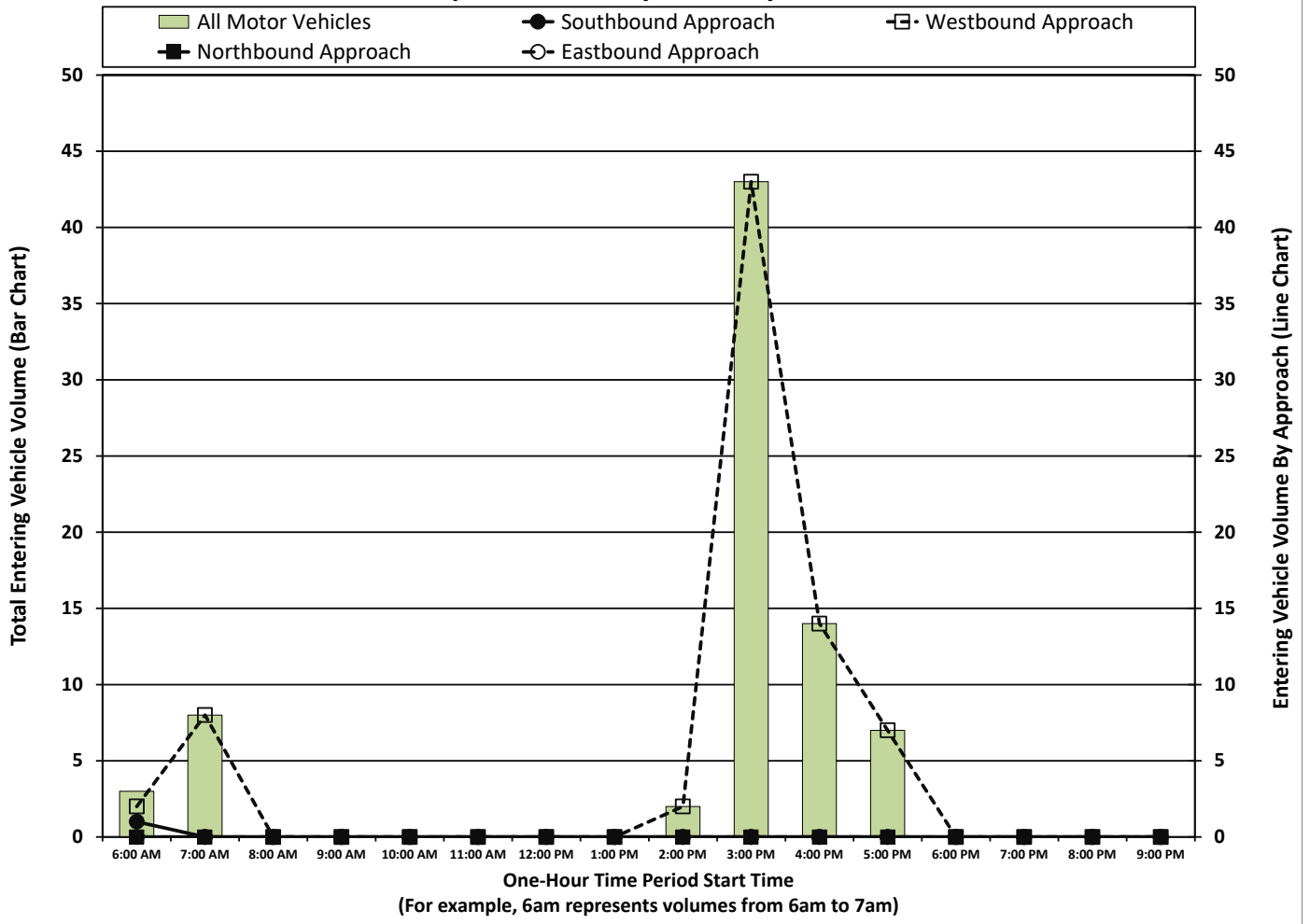
Count Basics			Page 4 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.25	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals		
		13th Street					School Driveway					13th Street											E/W	N/S	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM	6:00 AM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	3	2	1
	7:00 AM	0	0	0	0	0	3	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	8	8	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
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	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
	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
	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
PM	2:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0
	3:00 PM	0	0	0	0	0	9	0	34	0	43	0	0	0	0	0	0	0	0	0	0	0	43	43	0
	4:00 PM	0	0	0	0	0	2	0	12	0	14	0	0	0	0	0	0	0	0	0	0	0	14	14	0
	5:00 PM	0	0	0	0	0	2	0	5	0	7	0	0	0	0	0	0	0	0	0	0	0	7	7	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
	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
	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
Totals		0	1	0	0	1	16	0	60	0	76	0	0	0	0	0	0	0	0	0	0	0	77	76	1

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.25	Non-Holiday	No Special Events

13th Street & School Driveway



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	13th Street			School Driveway			13th Street			West Approach				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

13th Street & School Driveway



15-Minute Bicycle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	13th Street					School Driveway					13th Street					From West						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM					0					0					0					0	0	
6:15 AM					0					0					0					0	0	
6:30 AM					0					0					0					0	0	
6:45 AM					0					0					0					0	0	
7:00 AM					0					0					0					0	0	
7:15 AM					0					0					0					0	0	
7:30 AM					0					0					0					0	0	
7:45 AM					0					0					0					0	0	
8:00 AM					0					0					0					0	0	
8:15 AM					0					0					0					0	0	
8:30 AM					0					0					0					0	0	
8:45 AM					0					0					0					0	0	
9:00 AM					0					0					0					0	0	
9:15 AM					0					0					0					0	0	
9:30 AM					0					0					0					0	0	
9:45 AM					0					0					0					0	0	
10:00 AM					0					0					0					0	0	
10:15 AM					0					0					0					0	0	
10:30 AM					0					0					0					0	0	
10:45 AM					0					0					0					0	0	
11:00 AM					0					0					0					0	0	
11:15 AM					0					0					0					0	0	
11:30 AM					0					0					0					0	0	
11:45 AM					0					0					0					0	0	
12:00 PM					0					0					0					0	0	
12:15 PM					0					0					0					0	0	
12:30 PM					0					0					0					0	0	
12:45 PM					0					0					0					0	0	
1:00 PM					0					0					0					0	0	
1:15 PM					0					0					0					0	0	
1:30 PM					0					0					0					0	0	
1:45 PM					0					0					0					0	0	
2:00 PM					0					0					0					0	0	
2:15 PM					0					0					0					0	0	
2:30 PM					0					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	13th Street					School Driveway					13th Street					From West					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	3.25	Non-Holiday	No Special Events		

Base Information, Observed (3.25) Hour and Estimated (24) Hour Volume Summaries

Major St: 12th Street
 Minor St: School Driveway
 Intersection of: 12th Street & School Driveway

IX_ID:

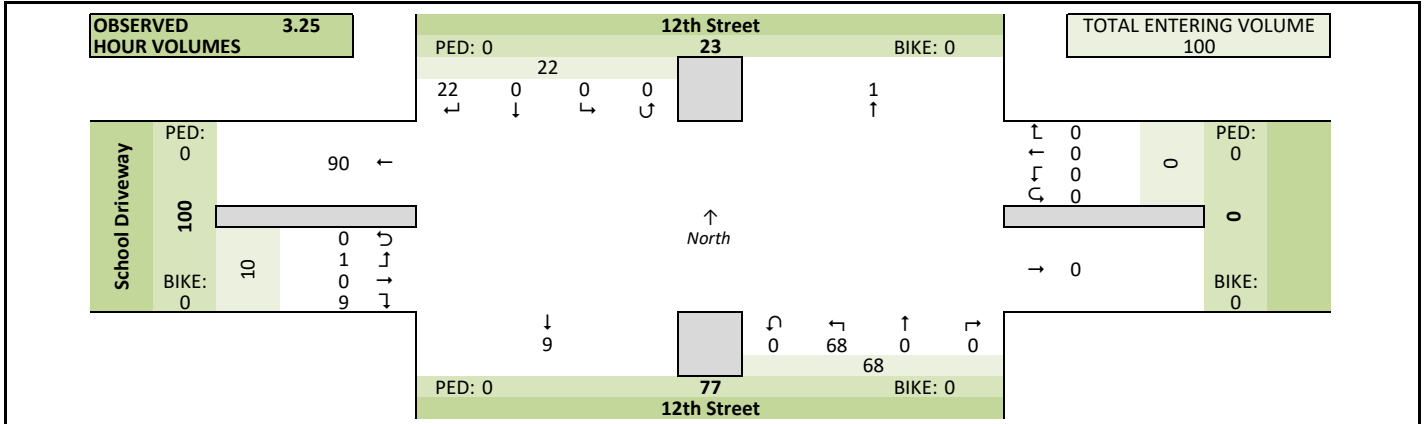
Site Information

Municipality	City of Sheboygan		
County	59 - Sheboygan	WisDOT Region	SE
Traffic Control	Uncontrolled		
Roadway Names	North Direction		↑
North Leg	12th Street		
East Leg			
South Leg	12th Street		
West Leg	School Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

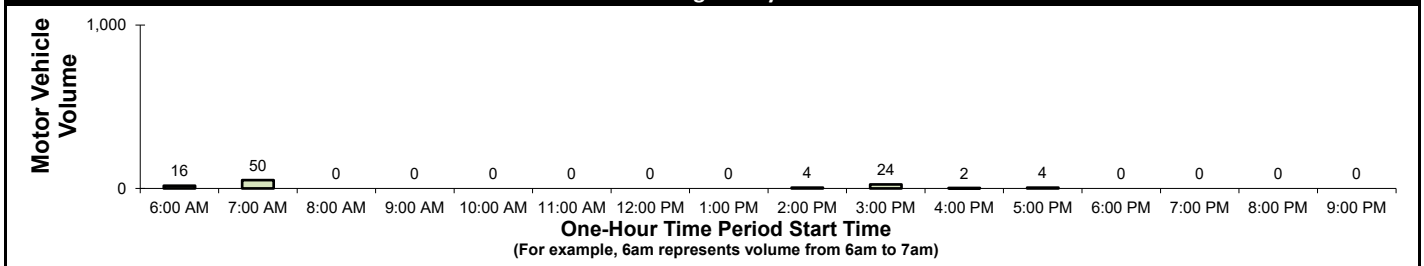
Count Information

Hrs Counted:	06:45 AM-07:45 AM, 02:30 PM-04:00 PM, and 04:15 PM-04:45 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM 3:00-4:00pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM 2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	4.184
Company Name	TADI, Inc.		Manual Adj. 1.000
Observers	AM Peak Period	LuAnn Gaertner	
	Midday Peak Period	None	
	PM Peak Period	LuAnn Gaertner	
Comments	2021 DOT Daily & Seasonal Factors		

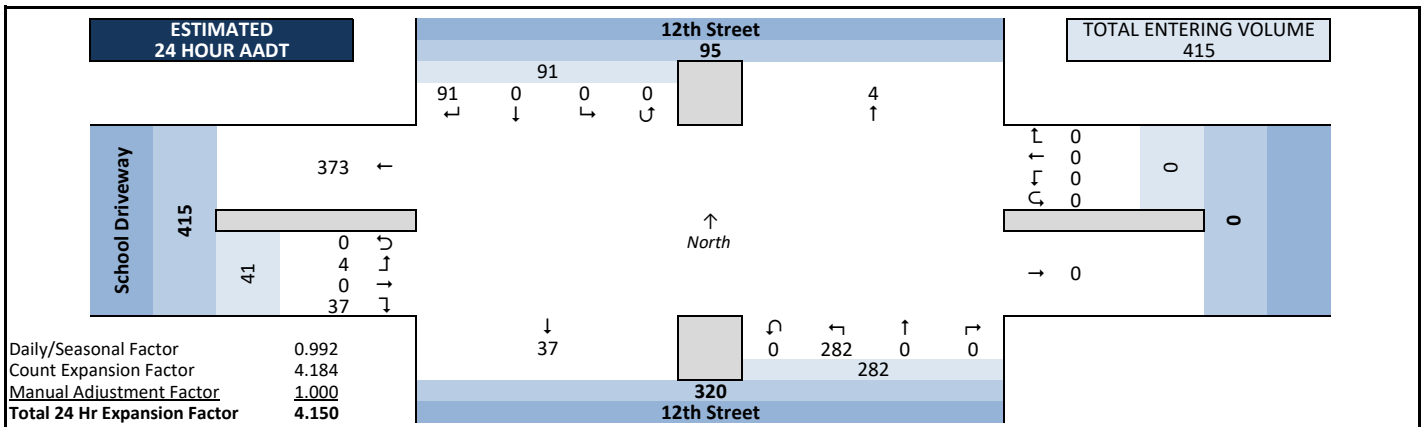
Observed 3.25 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

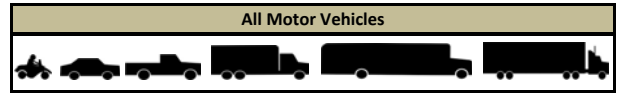


Intersection Traffic Volume Report

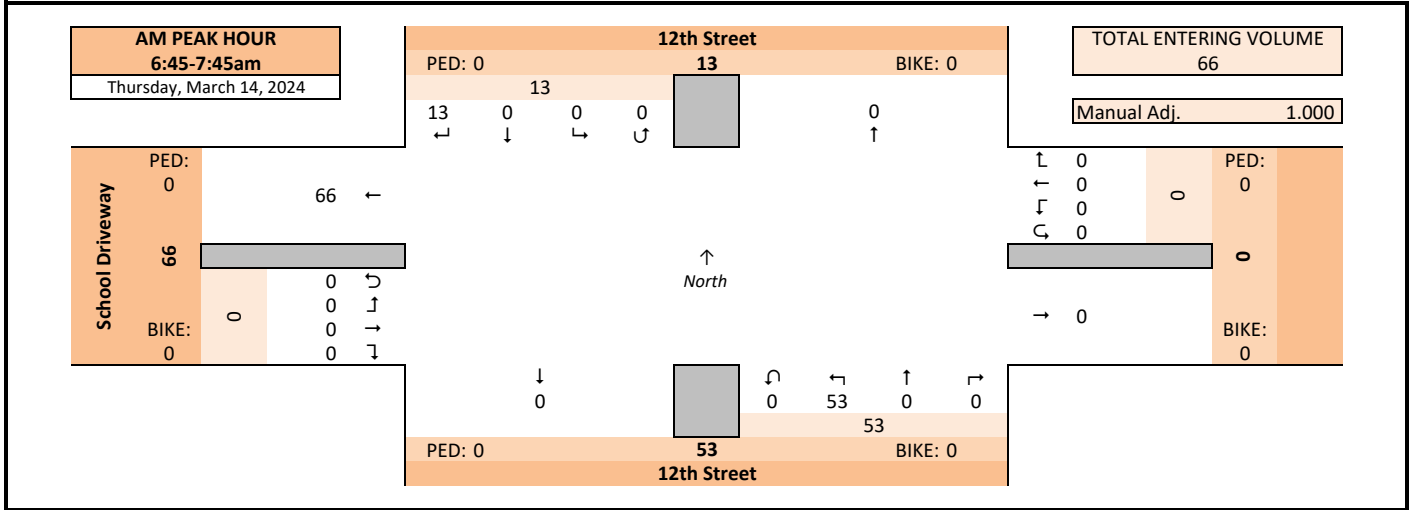
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	3.25	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

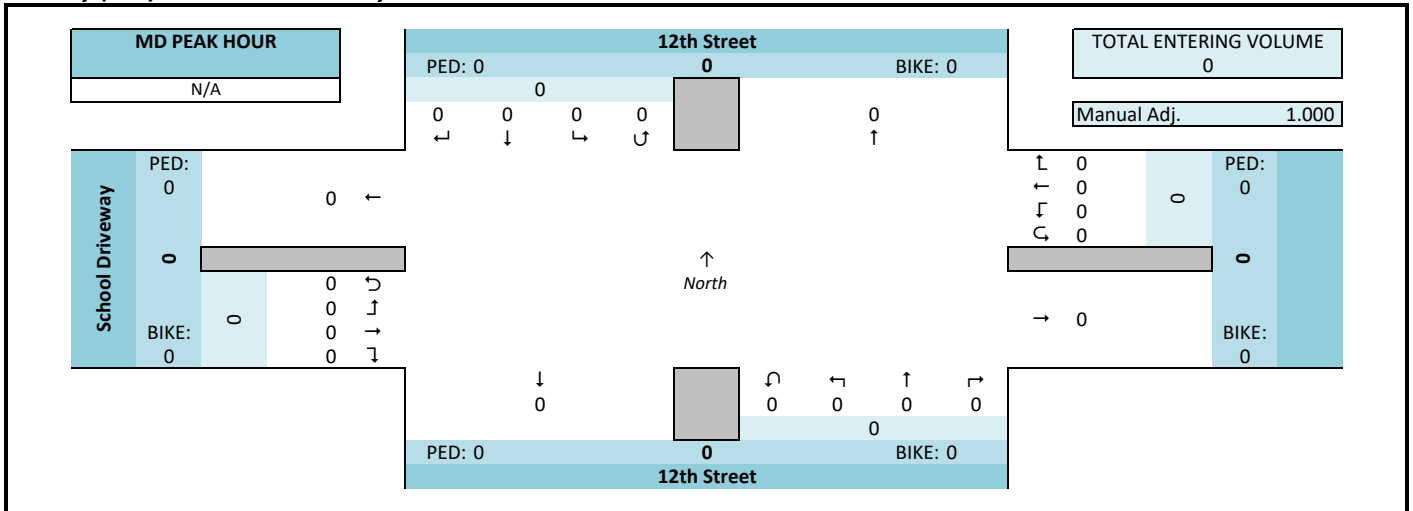
12th Street & School Driveway



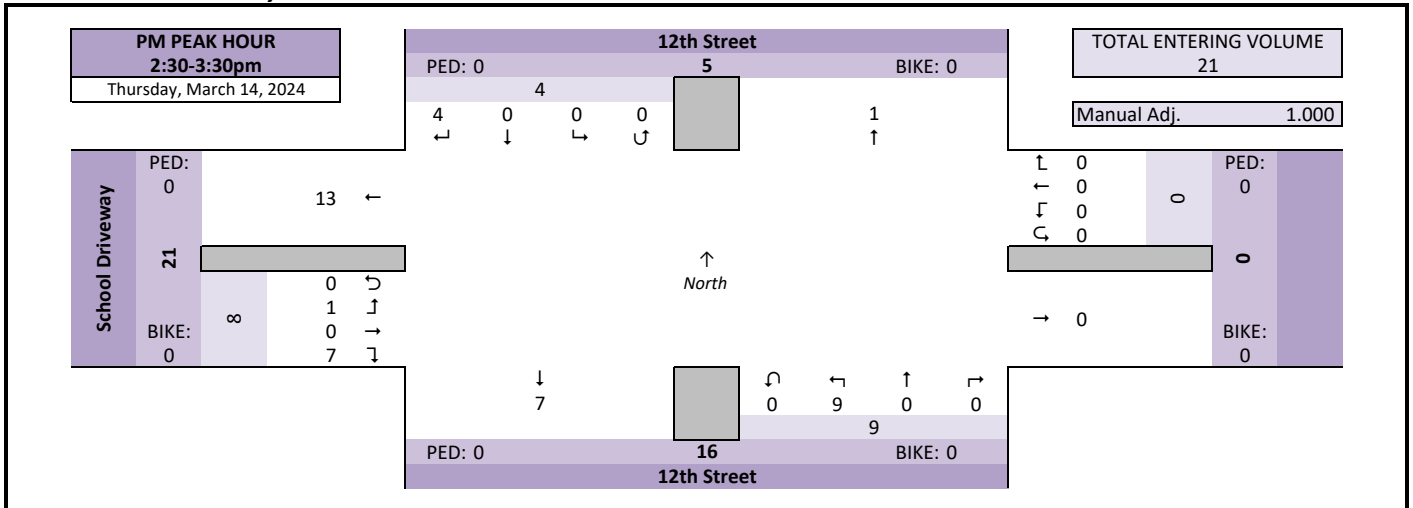
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

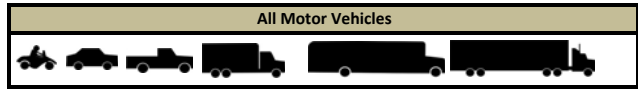


Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

12th Street & School Driveway

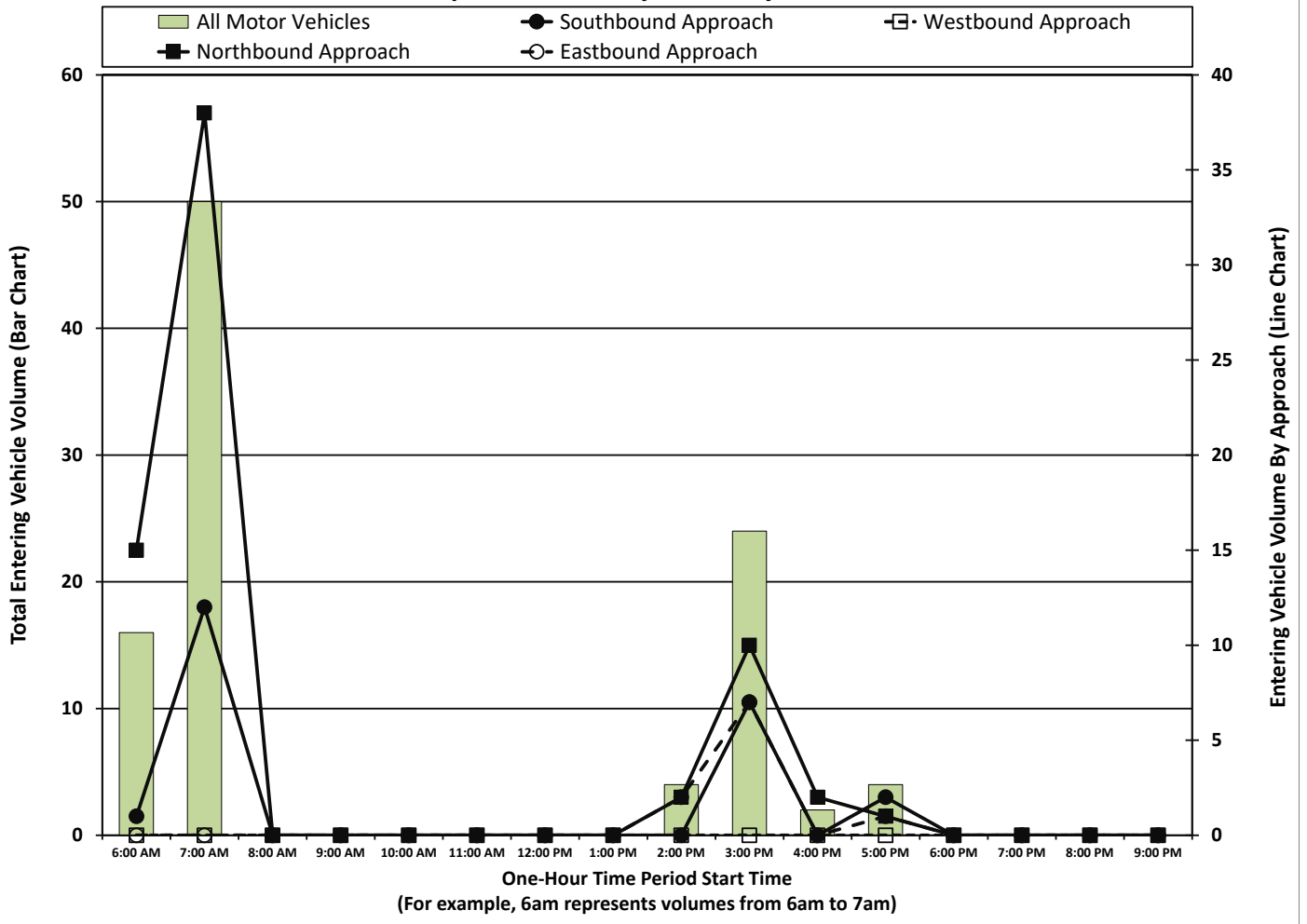
Count Basics			Page 4 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	3.25	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North					From East					From South					From West					Total Vehicle	Directional Volume Totals						
		12th Street					12th Street					School Driveway					Volume	E/W	N/S										
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				Right	Thru		Left	U-Tn	Total				
AM	6:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	16	0	16
	7:00 AM	12	0	0	0	12	0	0	0	0	0	0	0	38	0	38	0	0	0	0	0	0	0	0	0	0	50	0	50
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
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	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
	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
	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
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	0	2	2	4	2	2	2	2		
	3:00 PM	7	0	0	0	7	0	0	0	0	0	0	0	10	0	10	7	0	0	0	7	24	7	17					
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2					
	5:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4	1	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	0	0					
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Totals		22	0	0	0	22	0	0	0	0	0	0	0	68	0	68	9	0	1	0	10	100	10	90				

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	3.25	Non-Holiday	No Special Events

12th Street & School Driveway



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	12th Street			12th Street			School Driveway			School Driveway				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	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	
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	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	

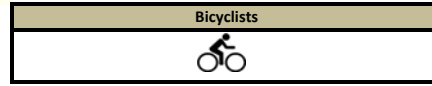
Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

12th Street & School Driveway



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	12th Street					12th Street					School Driveway											
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM					0					0					0					0	0	
6:15 AM					0					0					0					0	0	
6:30 AM					0					0					0					0	0	
6:45 AM					0					0					0					0	0	
7:00 AM					0					0					0					0	0	
7:15 AM					0					0					0					0	0	
7:30 AM					0					0					0					0	0	
7:45 AM					0					0					0					0	0	
8:00 AM					0					0					0					0	0	
8:15 AM					0					0					0					0	0	
8:30 AM					0					0					0					0	0	
8:45 AM					0					0					0					0	0	
9:00 AM					0					0					0					0	0	
9:15 AM					0					0					0					0	0	
9:30 AM					0					0					0					0	0	
9:45 AM					0					0					0					0	0	
10:00 AM					0					0					0					0	0	
10:15 AM					0					0					0					0	0	
10:30 AM					0					0					0					0	0	
10:45 AM					0					0					0					0	0	
11:00 AM					0					0					0					0	0	
11:15 AM					0					0					0					0	0	
11:30 AM					0					0					0					0	0	
11:45 AM					0					0					0					0	0	
12:00 PM					0					0					0					0	0	
12:15 PM					0					0					0					0	0	
12:30 PM					0					0					0					0	0	
12:45 PM					0					0					0					0	0	
1:00 PM					0					0					0					0	0	
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1:30 PM					0					0					0					0	0	
1:45 PM					0					0					0					0	0	
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2:15 PM					0					0					0					0	0	
2:30 PM					0					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	12th Street					12th Street					School Driveway										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: Najacht Road
 Minor St: Enterprise Drive
 Intersection of: Najacht Road & Enterprise Drive

IX_ID:

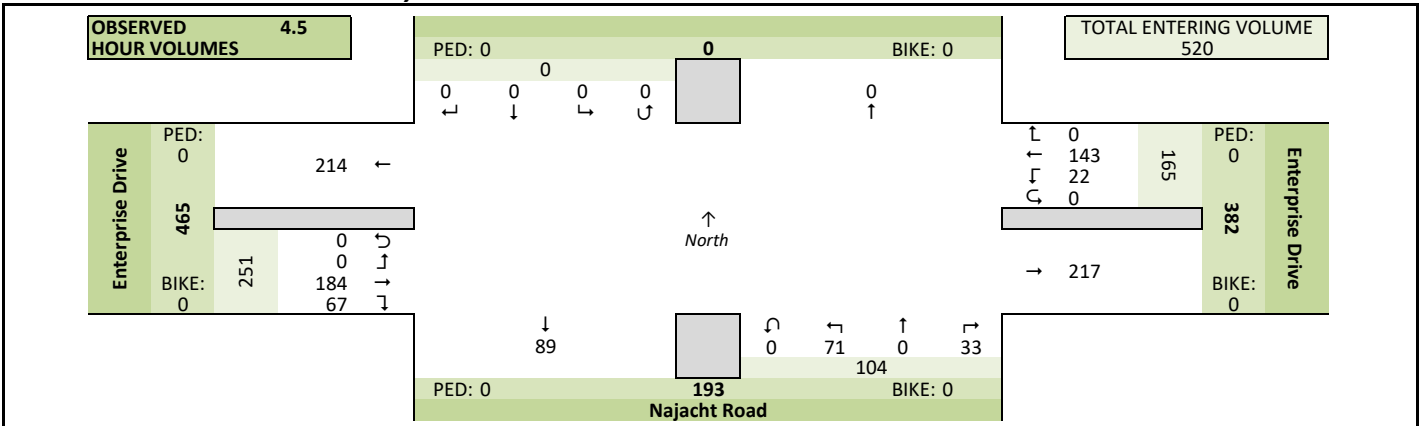
Site Information

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

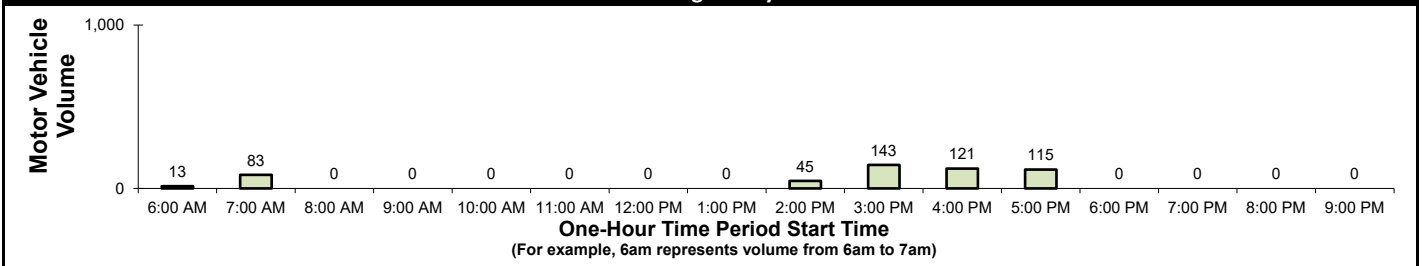
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein	
Comments	2021 DOT Daily & Seasonal Factors		

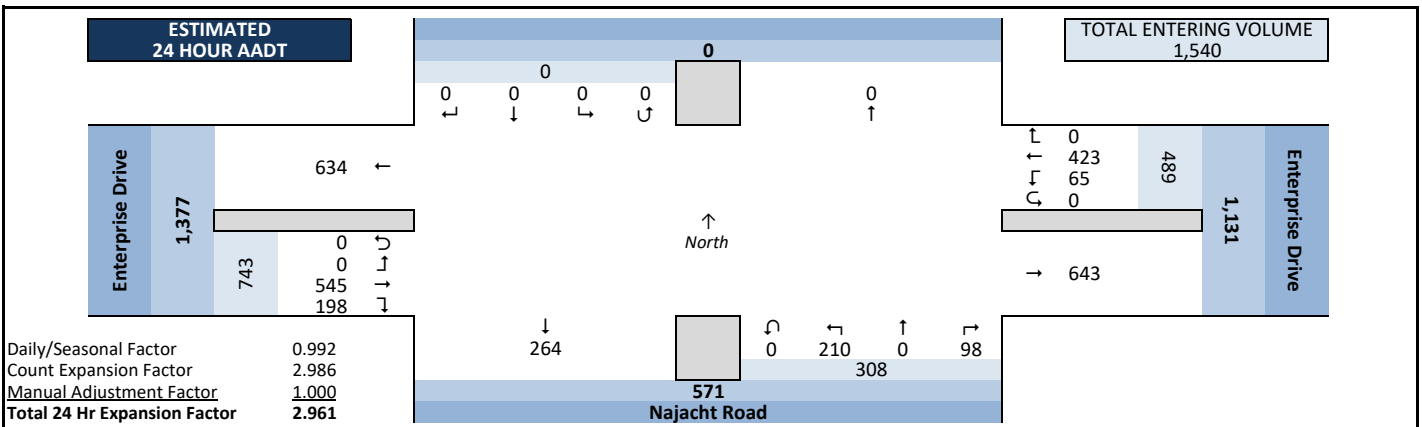
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

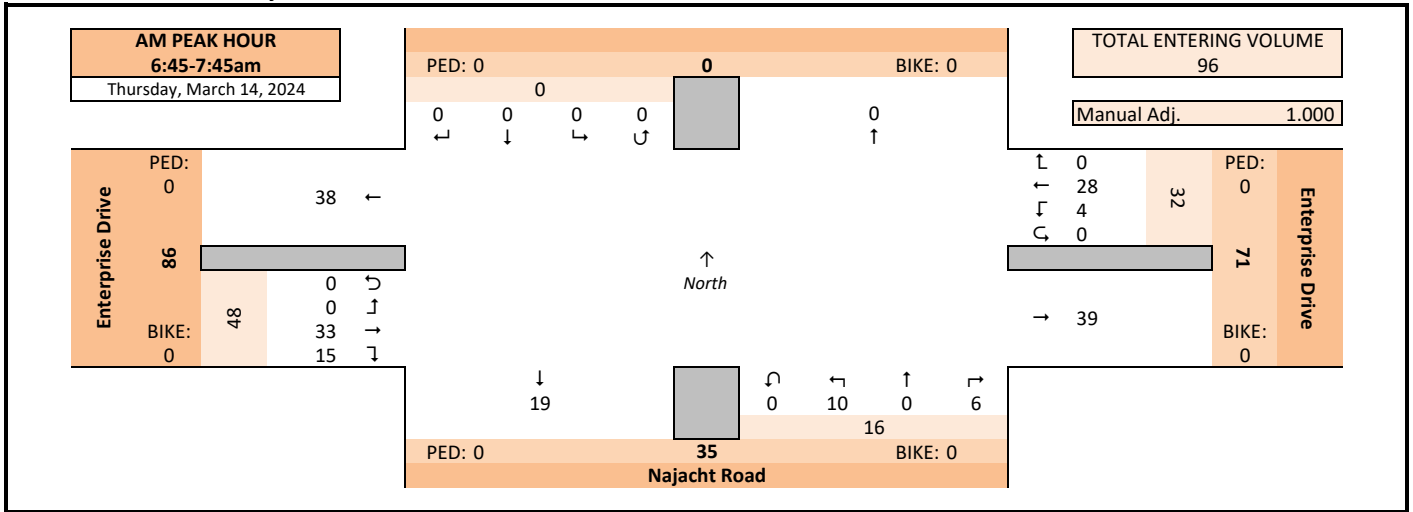
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

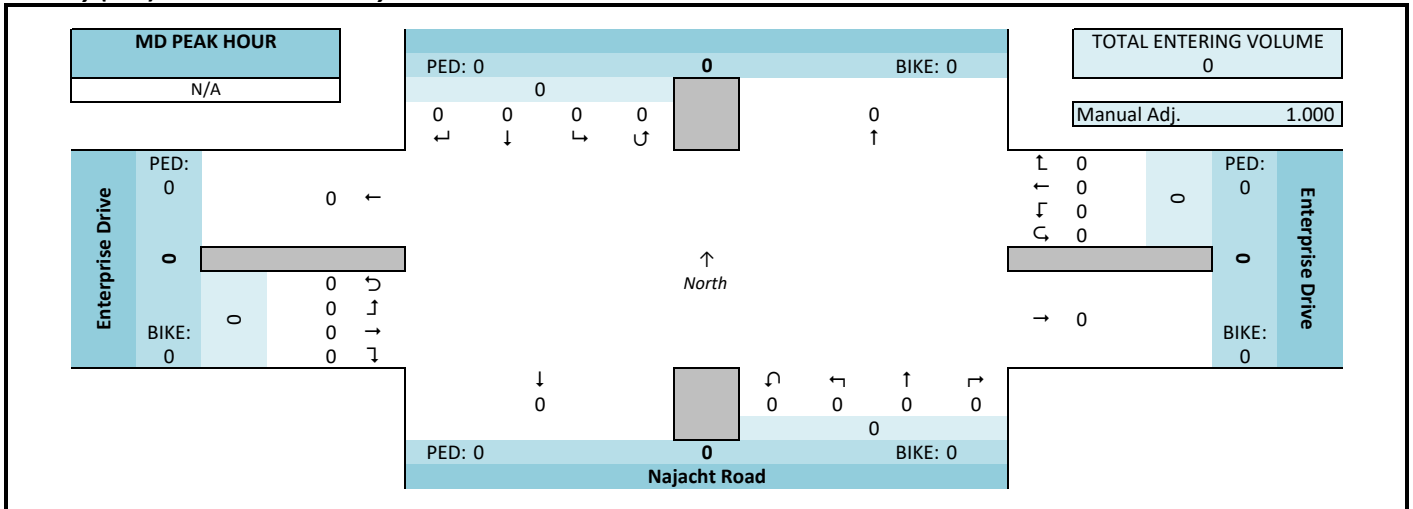
Najacht Road & Enterprise Drive



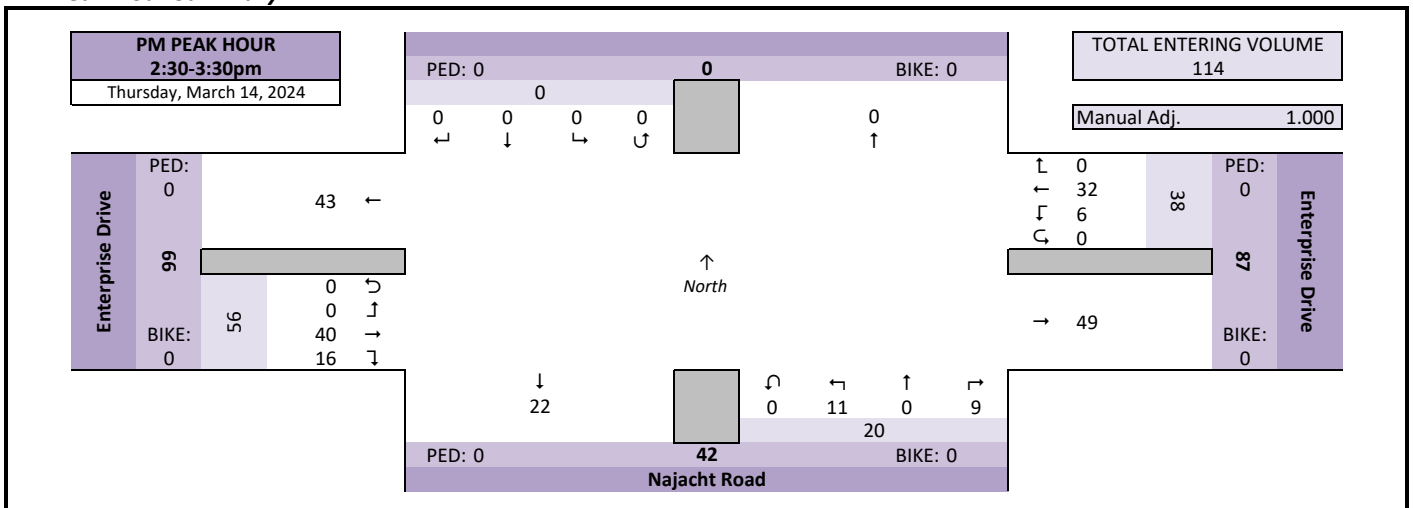
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

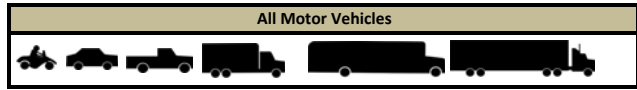


Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Najacht Road & Enterprise Drive

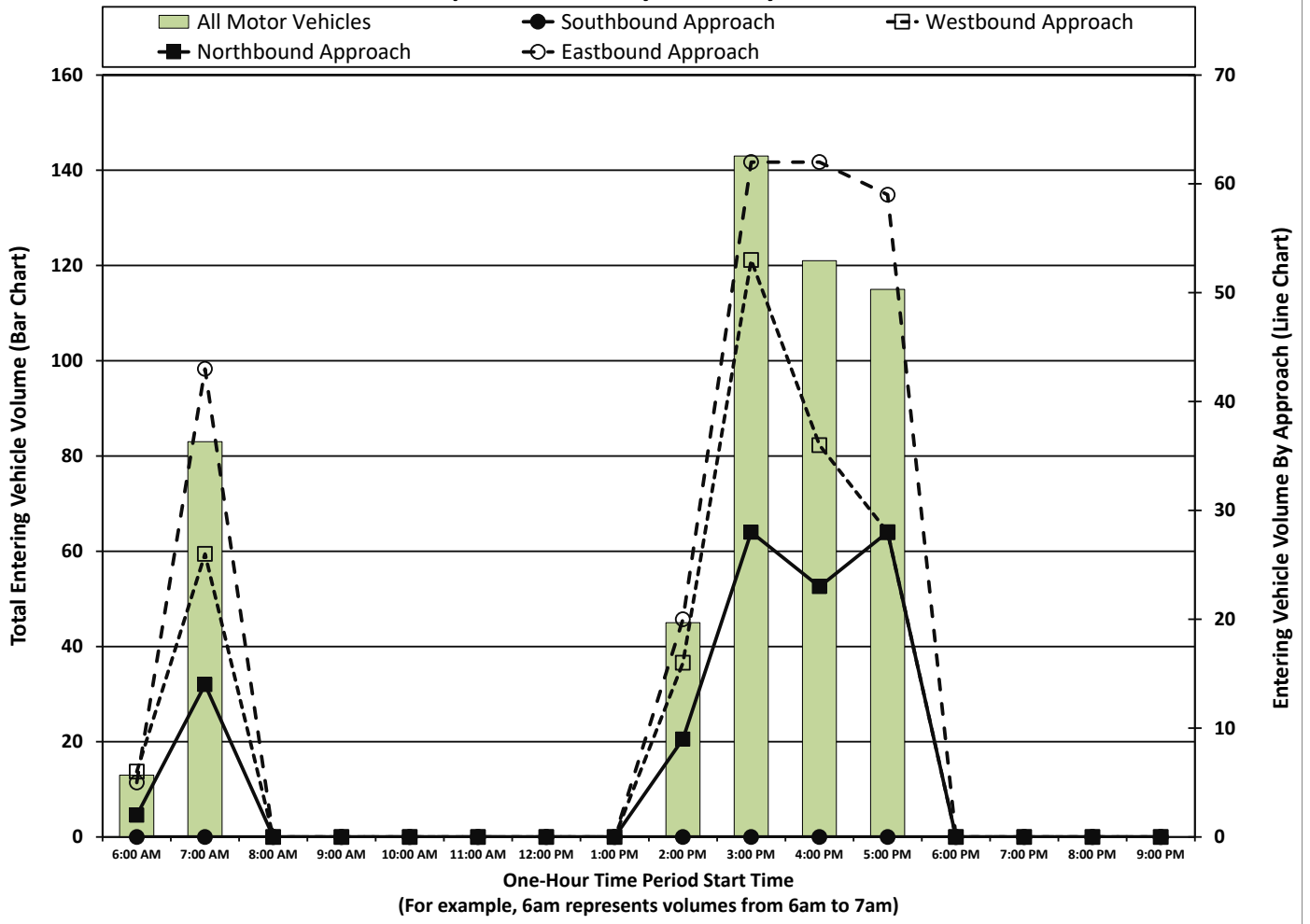
Count Basics		Page 4 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
	Enterprise Drive					Najacht Road					Enterprise Drive					E/W	N/S						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			Right	Thru	Left		U-Tn	Total
6:00 AM	0	0	0	0	0	0	4	2	0	6	1	0	1	0	2	2	3	0	0	5	13	11	2
7:00 AM	0	0	0	0	0	0	24	2	0	26	5	0	9	0	14	13	30	0	0	43	83	69	14
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	13	3	0	16	4	0	5	0	9	6	14	0	0	20	45	36	9
3:00 PM	0	0	0	0	0	0	45	8	0	53	10	0	18	0	28	18	44	0	0	62	143	115	28
4:00 PM	0	0	0	0	0	0	33	3	0	36	6	0	17	0	23	17	45	0	0	62	121	98	23
5:00 PM	0	0	0	0	0	0	24	4	0	28	7	0	21	0	28	11	48	0	0	59	115	87	28
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	143	22	0	165	33	0	71	0	104	67	184	0	0	251	520	416	104

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



Najacht Road & Enterprise Drive

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Enterprise Drive			Najacht Road			Enterprise Drive							
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Page 12 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)



Najacht Road & Enterprise Drive

15-Minute Adult & Children Pedestrian Data

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

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Najacht Road & Enterprise Drive



15-Minute Bicycle Data

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

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	Enterprise Drive					Najacht Road					Enterprise Drive										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: Najacht Road
 Minor St: Enterprise Drive
 Intersection of: Najacht Road & Enterprise Drive

IX_ID:

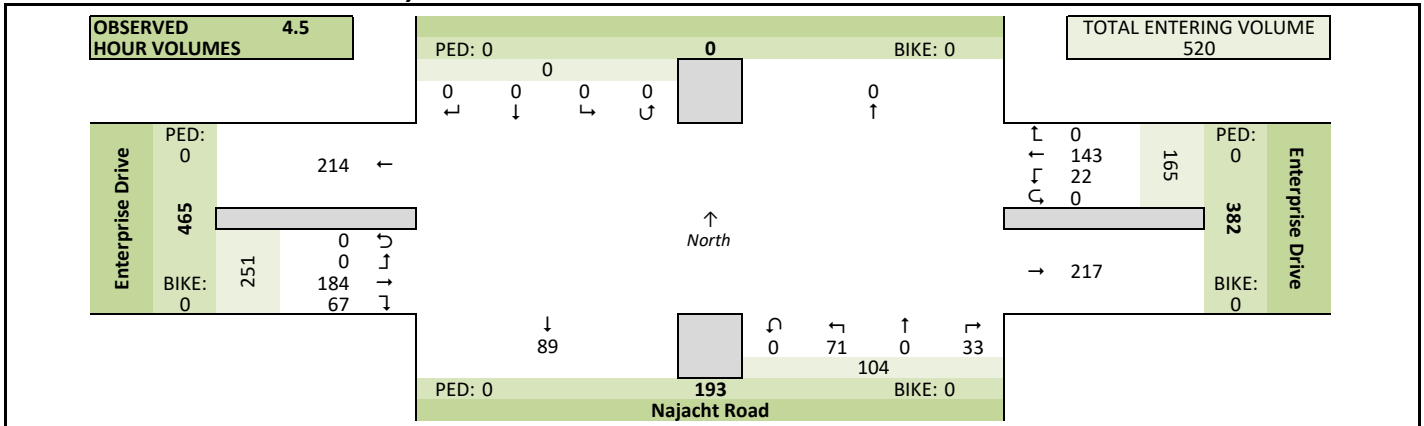
Site Information

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

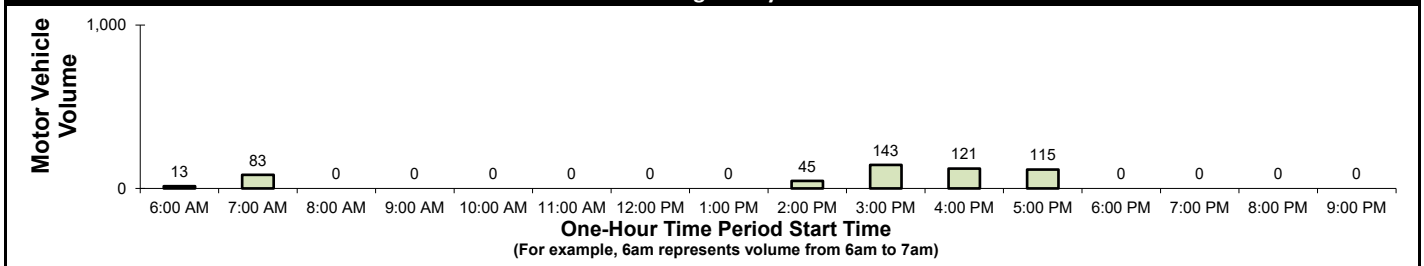
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein	
Comments	2021 DOT Daily & Seasonal Factors		

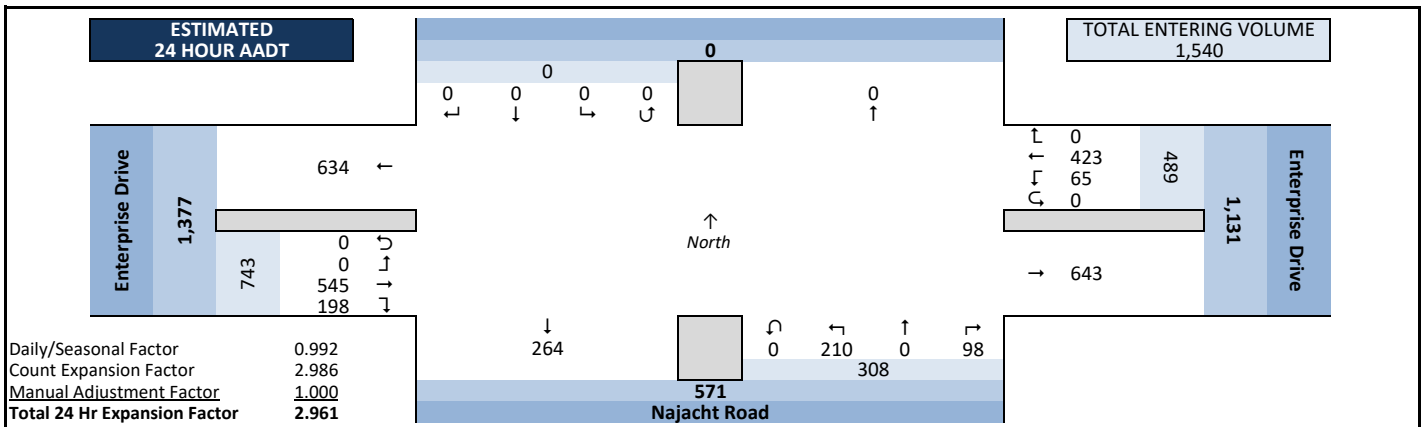
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

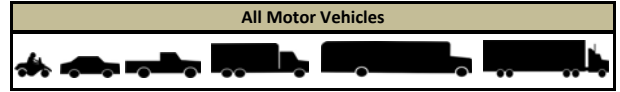


Intersection Traffic Volume Report

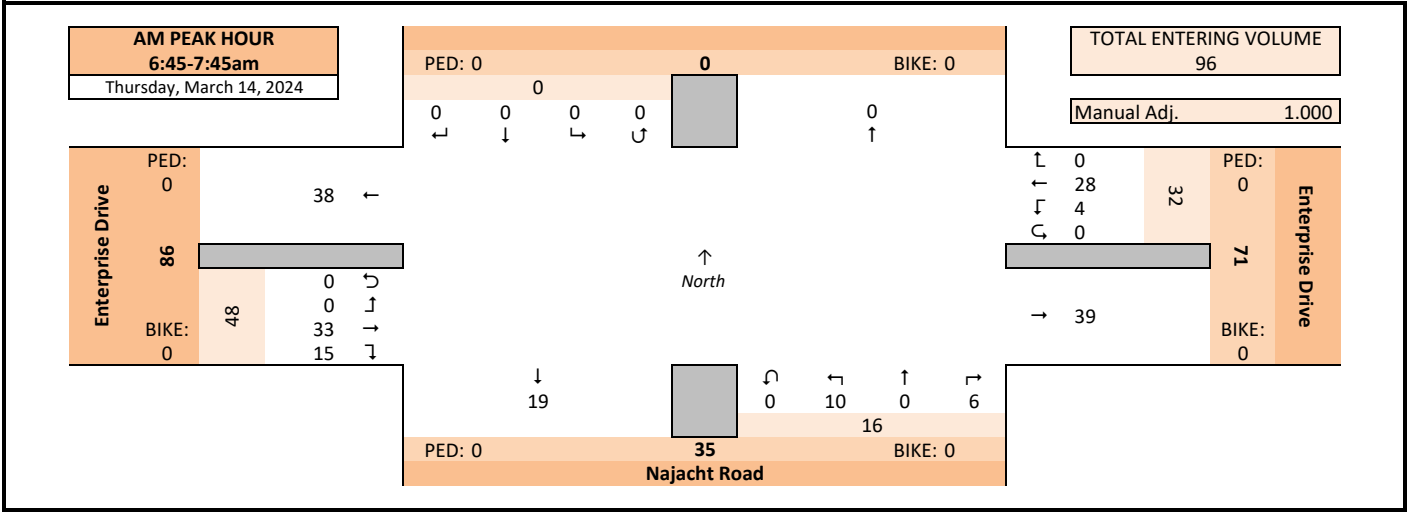
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

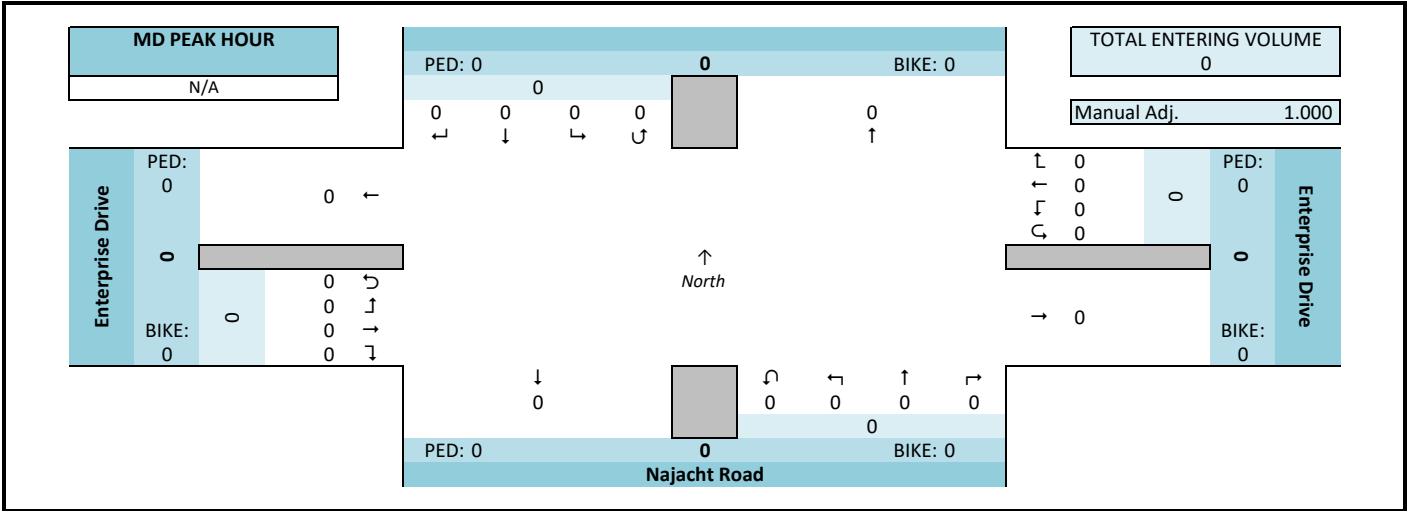
Najacht Road & Enterprise Drive



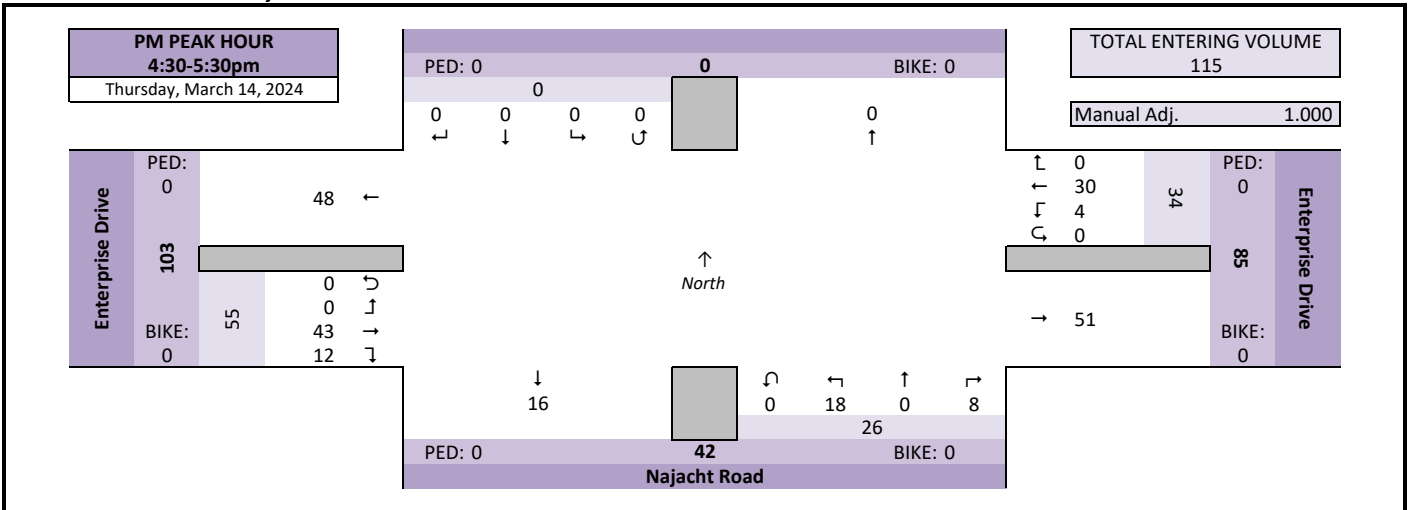
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



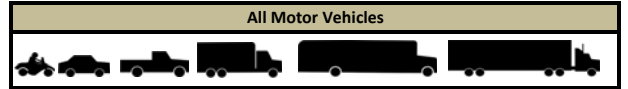
PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

Najacht Road & Enterprise Drive



Peak Hour Volumes, Truck Percentages, and PHFs

Table for AM Peak Hour on Thursday, March 14, 2024. Columns include From North, From East, From South, and From West. Rows include Start Time, Peak Hour Volume, and Truck percentages.

Table for Midday (MD) Peak Hour on N/A. Columns include From North, From East, From South, and From West. Rows include Start Time, Peak Hour Volume, and Truck percentages.

Table for PM Peak Hour on Thursday, March 14, 2024. Columns include From North, From East, From South, and From West. Rows include Start Time, Peak Hour Volume, and Truck percentages.

Peak Hour Pedestrian and Bicyclist Volumes

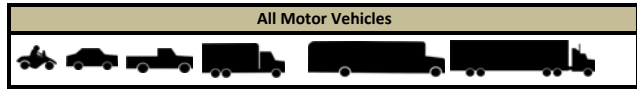
Table for Pedestrians and Bicyclists. Columns include Crossing North Approach, East Approach, South Approach, West Approach, and Total Ped & Bike Volume. Rows include 15-Minute Start Time for AM, MD, and PM periods.

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Najacht Road & Enterprise Drive

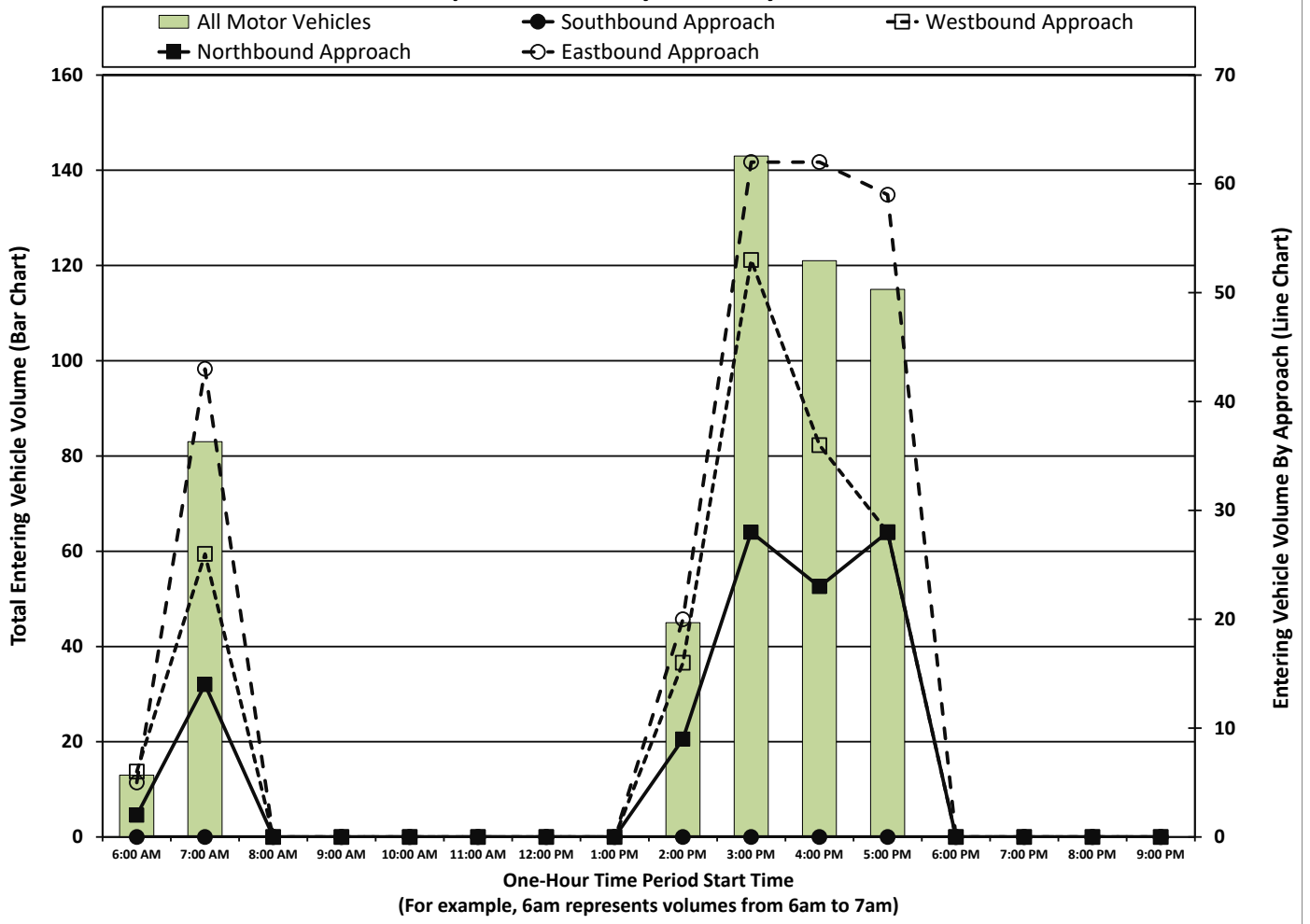
Count Basics		Page 4 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
	Enterprise Drive					Najacht Road					Enterprise Drive					E/W	N/S						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			Right	Thru	Left		U-Tn	Total
AM	0	0	0	0	0	0	4	2	0	6	1	0	1	0	2	2	3	0	0	5	13	11	2
7:00 AM	0	0	0	0	0	0	24	2	0	26	5	0	9	0	14	13	30	0	0	43	83	69	14
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	13	3	0	16	4	0	5	0	9	6	14	0	0	20	45	36	9
3:00 PM	0	0	0	0	0	0	45	8	0	53	10	0	18	0	28	18	44	0	0	62	143	115	28
4:00 PM	0	0	0	0	0	0	33	3	0	36	6	0	17	0	23	17	45	0	0	62	121	98	23
5:00 PM	0	0	0	0	0	0	24	4	0	28	7	0	21	0	28	11	48	0	0	59	115	87	28
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	143	22	0	165	33	0	71	0	104	67	184	0	0	251	520	416	104

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Najacht Road & Enterprise Drive



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East Enterprise Drive					From South Najacht Road					From West Enterprise Drive					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			
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	4	2	0	6	1	0	1	0	2	2	3	0	0	0	5	13	
7:00 AM	0	0	0	0	0	0	5	0	0	5	3	0	1	0	4	3	2	0	0	5	14		
7:15 AM	0	0	0	0	0	0	6	1	0	7	0	0	4	0	4	5	11	0	0	16	27		
7:30 AM	0	0	0	0	0	0	13	1	0	14	2	0	4	0	6	5	17	0	0	22	42		
7:45 AM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	7	0	0	7	1	0	3	0	4	3	5	0	0	8	19		
2:45 PM	0	0	0	0	0	0	6	3	0	9	3	0	2	0	5	3	9	0	0	12	26		
3:00 PM	0	0	0	0	0	0	1	2	0	3	2	0	2	0	4	5	7	0	0	12	19		
3:15 PM	0	0	0	0	0	0	18	1	0	19	3	0	4	0	7	5	19	0	0	24	50		
3:30 PM	0	0	0	0	0	0	14	2	0	16	1	0	5	0	6	7	10	0	0	17	39		
3:45 PM	0	0	0	0	0	0	12	3	0	15	4	0	7	0	11	1	8	0	0	9	35		
4:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	7	0	7	6	15	0	0	21	33		
4:15 PM	0	0	0	0	0	0	11	1	0	12	0	0	4	0	4	5	13	0	0	18	34		
4:30 PM	0	0	0	0	0	0	7	2	0	9	2	0	4	0	6	4	11	0	0	15	30		
4:45 PM	0	0	0	0	0	0	10	0	0	10	4	0	2	0	6	2	6	0	0	8	24		
5:00 PM	0	0	0	0	0	0	8	1	0	9	0	0	5	0	5	4	11	0	0	15	29		
5:15 PM	0	0	0	0	0	0	5	1	0	6	2	0	7	0	9	2	15	0	0	17	32		
5:30 PM	0	0	0	0	0	0	5	1	0	6	2	0	7	0	9	2	13	0	0	15	30		
5:45 PM	0	0	0	0	0	0	6	1	0	7	3	0	2	0	5	3	9	0	0	12	24		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	0	0	0	0	0	0	143	22	0	165	33	0	71	0	104	67	184	0	0	251	520		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East Enterprise Drive					From South Najacht Road					From West Enterprise Drive					Total Hourly Volume	PHF
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	AM 6:45 AM	0	0	0	0	0	0	28	4	0	32	6	0	10	0	16	15	33	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
PM 4:30 PM	0	0	0	0	0	0	30	4	0	34	8	0	18	0	26	12	43	0	0	55	115	0.90

Intersection Traffic Volume Report

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

Najacht Road & Enterprise Drive



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

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

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

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM 6:45 AM	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	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
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	1

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



Najacht Road & Enterprise Drive

15-Minute Pedestrian and Bicyclist Data

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

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

Count Basics		Page 12 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Najacht Road & Enterprise Drive



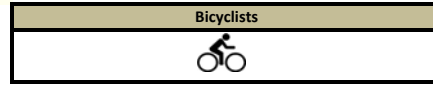
15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
Start Time														
6:00 AM	0		0	0		0	0		0	0		0	0	0
6:15 AM	0		0	0		0	0		0	0		0	0	0
6:30 AM	0		0	0		0	0		0	0		0	0	0
6:45 AM	0		0	0		0	0		0	0		0	0	0
7:00 AM	0		0	0		0	0		0	0		0	0	0
7:15 AM	0		0	0		0	0		0	0		0	0	0
7:30 AM	0		0	0		0	0		0	0		0	0	0
7:45 AM	0		0	0		0	0		0	0		0	0	0
8:00 AM	0		0	0		0	0		0	0		0	0	0
8:15 AM	0		0	0		0	0		0	0		0	0	0
8:30 AM	0		0	0		0	0		0	0		0	0	0
8:45 AM	0		0	0		0	0		0	0		0	0	0
9:00 AM	0		0	0		0	0		0	0		0	0	0
9:15 AM	0		0	0		0	0		0	0		0	0	0
9:30 AM	0		0	0		0	0		0	0		0	0	0
9:45 AM	0		0	0		0	0		0	0		0	0	0
10:00 AM	0		0	0		0	0		0	0		0	0	0
10:15 AM	0		0	0		0	0		0	0		0	0	0
10:30 AM	0		0	0		0	0		0	0		0	0	0
10:45 AM	0		0	0		0	0		0	0		0	0	0
11:00 AM	0		0	0		0	0		0	0		0	0	0
11:15 AM	0		0	0		0	0		0	0		0	0	0
11:30 AM	0		0	0		0	0		0	0		0	0	0
11:45 AM	0		0	0		0	0		0	0		0	0	0
12:00 PM	0		0	0		0	0		0	0		0	0	0
12:15 PM	0		0	0		0	0		0	0		0	0	0
12:30 PM	0		0	0		0	0		0	0		0	0	0
12:45 PM	0		0	0		0	0		0	0		0	0	0
1:00 PM	0		0	0		0	0		0	0		0	0	0
1:15 PM	0		0	0		0	0		0	0		0	0	0
1:30 PM	0		0	0		0	0		0	0		0	0	0
1:45 PM	0		0	0		0	0		0	0		0	0	0
2:00 PM	0		0	0		0	0		0	0		0	0	0
2:15 PM	0		0	0		0	0		0	0		0	0	0
2:30 PM	0		0	0		0	0		0	0		0	0	0
2:45 PM	0		0	0		0	0		0	0		0	0	0
3:00 PM	0		0	0		0	0		0	0		0	0	0
3:15 PM	0		0	0		0	0		0	0		0	0	0
3:30 PM	0		0	0		0	0		0	0		0	0	0
3:45 PM	0		0	0		0	0		0	0		0	0	0
4:00 PM	0		0	0		0	0		0	0		0	0	0
4:15 PM	0		0	0		0	0		0	0		0	0	0
4:30 PM	0		0	0		0	0		0	0		0	0	0
4:45 PM	0		0	0		0	0		0	0		0	0	0
5:00 PM	0		0	0		0	0		0	0		0	0	0
5:15 PM	0		0	0		0	0		0	0		0	0	0
5:30 PM	0		0	0		0	0		0	0		0	0	0
5:45 PM	0		0	0		0	0		0	0		0	0	0
6:00 PM	0		0	0		0	0		0	0		0	0	0
6:15 PM	0		0	0		0	0		0	0		0	0	0
6:30 PM	0		0	0		0	0		0	0		0	0	0
6:45 PM	0		0	0		0	0		0	0		0	0	0
7:00 PM	0		0	0		0	0		0	0		0	0	0
7:15 PM	0		0	0		0	0		0	0		0	0	0
7:30 PM	0		0	0		0	0		0	0		0	0	0
7:45 PM	0		0	0		0	0		0	0		0	0	0
8:00 PM	0		0	0		0	0		0	0		0	0	0
8:15 PM	0		0	0		0	0		0	0		0	0	0
8:30 PM	0		0	0		0	0		0	0		0	0	0
8:45 PM	0		0	0		0	0		0	0		0	0	0
9:00 PM	0		0	0		0	0		0	0		0	0	0
9:15 PM	0		0	0		0	0		0	0		0	0	0
9:30 PM	0		0	0		0	0		0	0		0	0	0
9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Najacht Road & Enterprise Drive



15-Minute Bicycle Data

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

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	Enterprise Drive					Najacht Road					Enterprise Drive										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: STH 42 - Calumet Drive
 Minor St: Mill Road
 Intersection of: STH 42 - Calumet Drive & Mill Road

IX_ID:

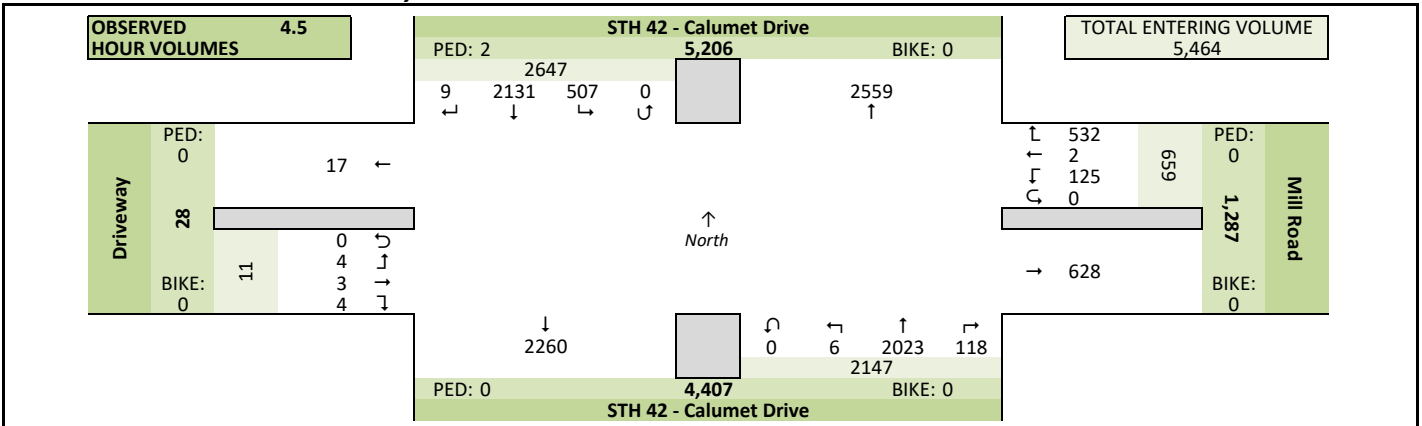
Site Information

Municipality	City of Sheboygan		
County	59 - Sheboygan	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction		↑
North Leg	STH 42 - Calumet Drive		
East Leg	Mill Road		
South Leg	STH 42 - Calumet Drive		
West Leg	Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

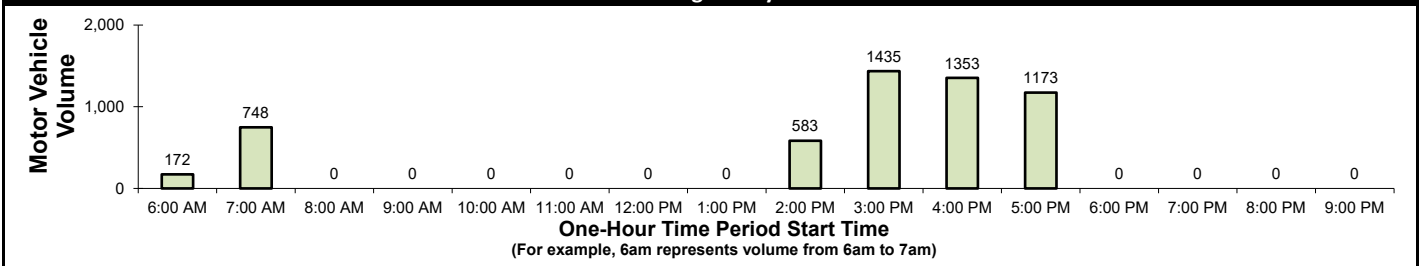
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein	
Comments	2021 DOT Daily & Seasonal Factors		

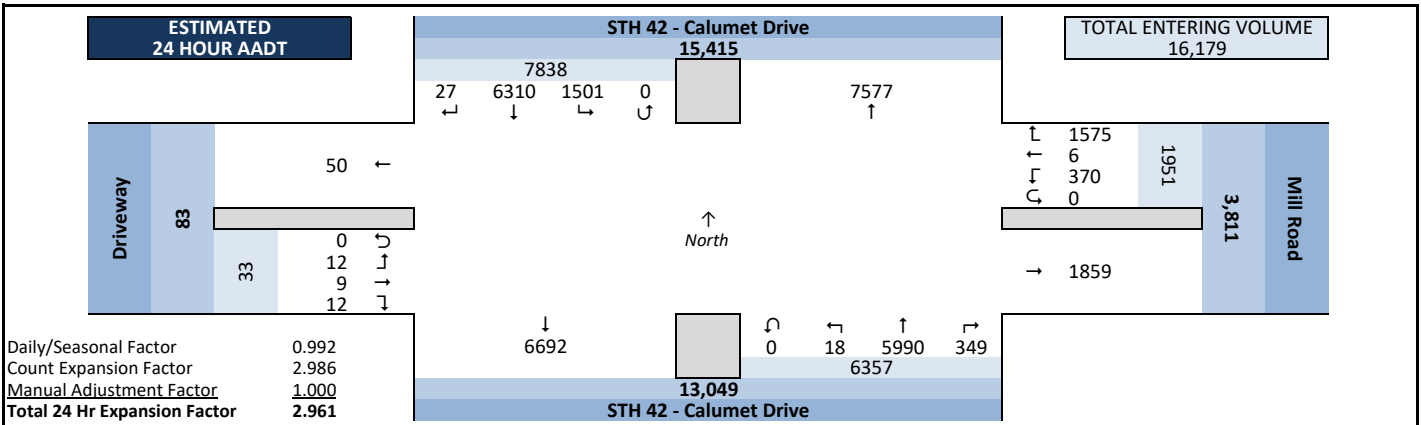
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

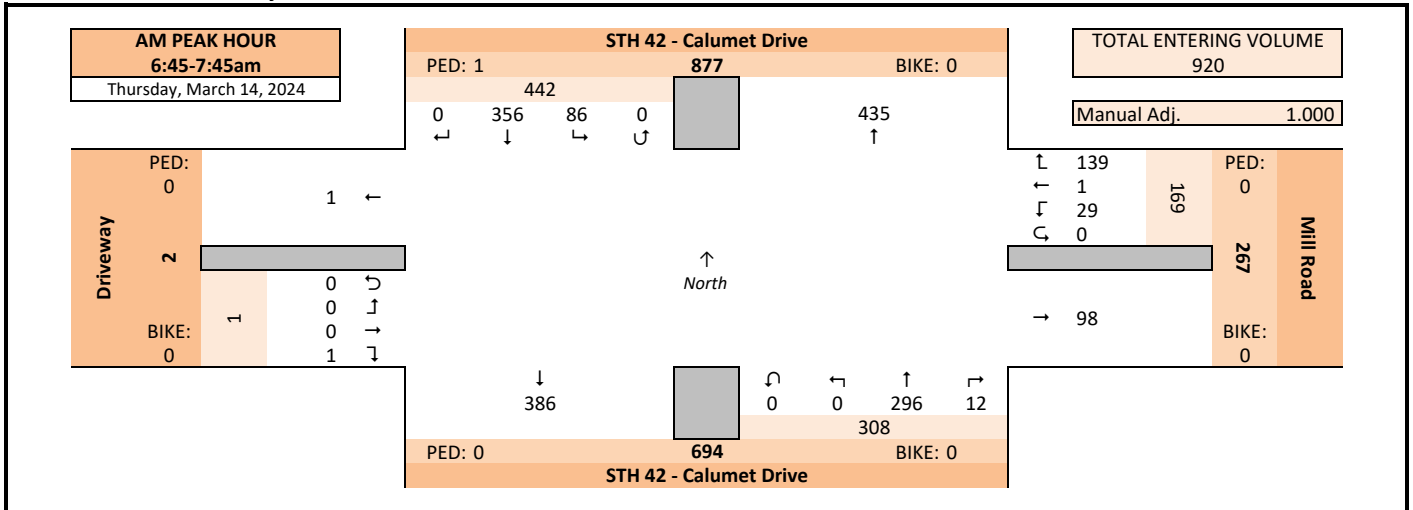
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

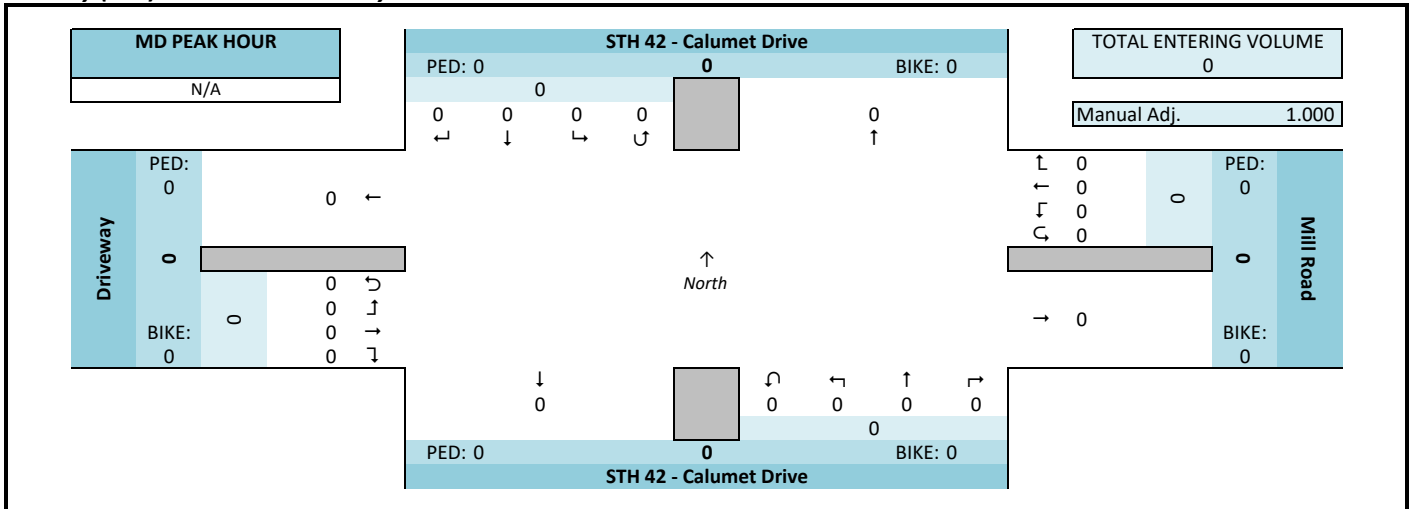
STH 42 - Calumet Drive & Mill Road



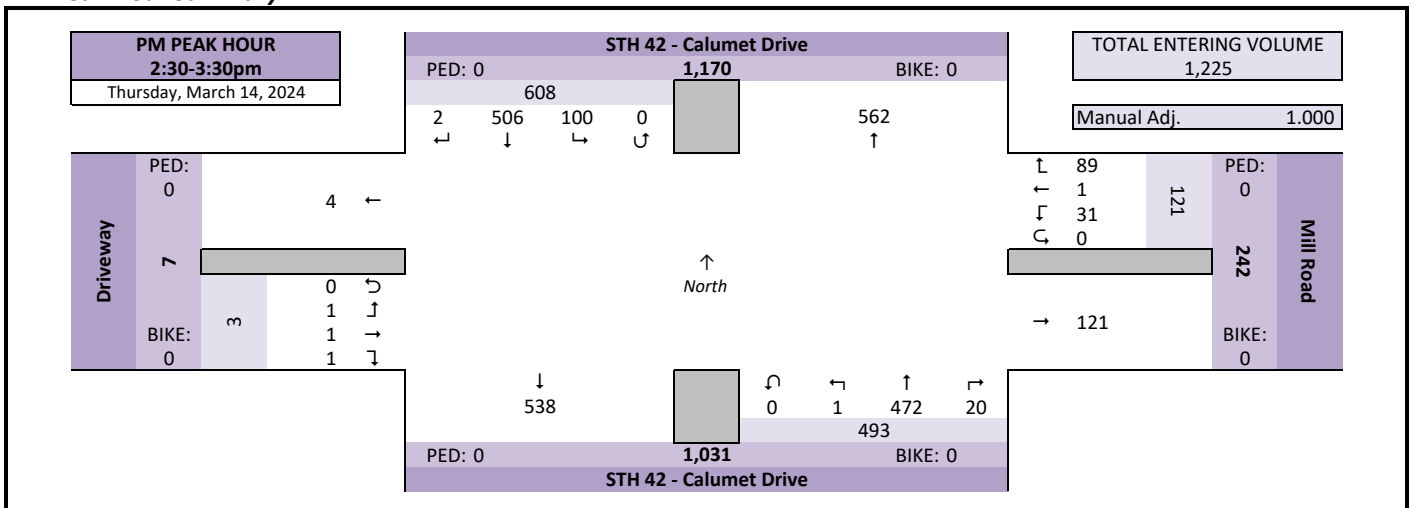
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

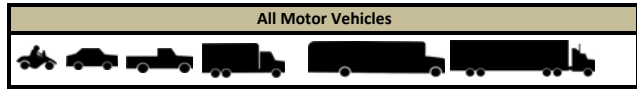


Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Count Basics		Page 4 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

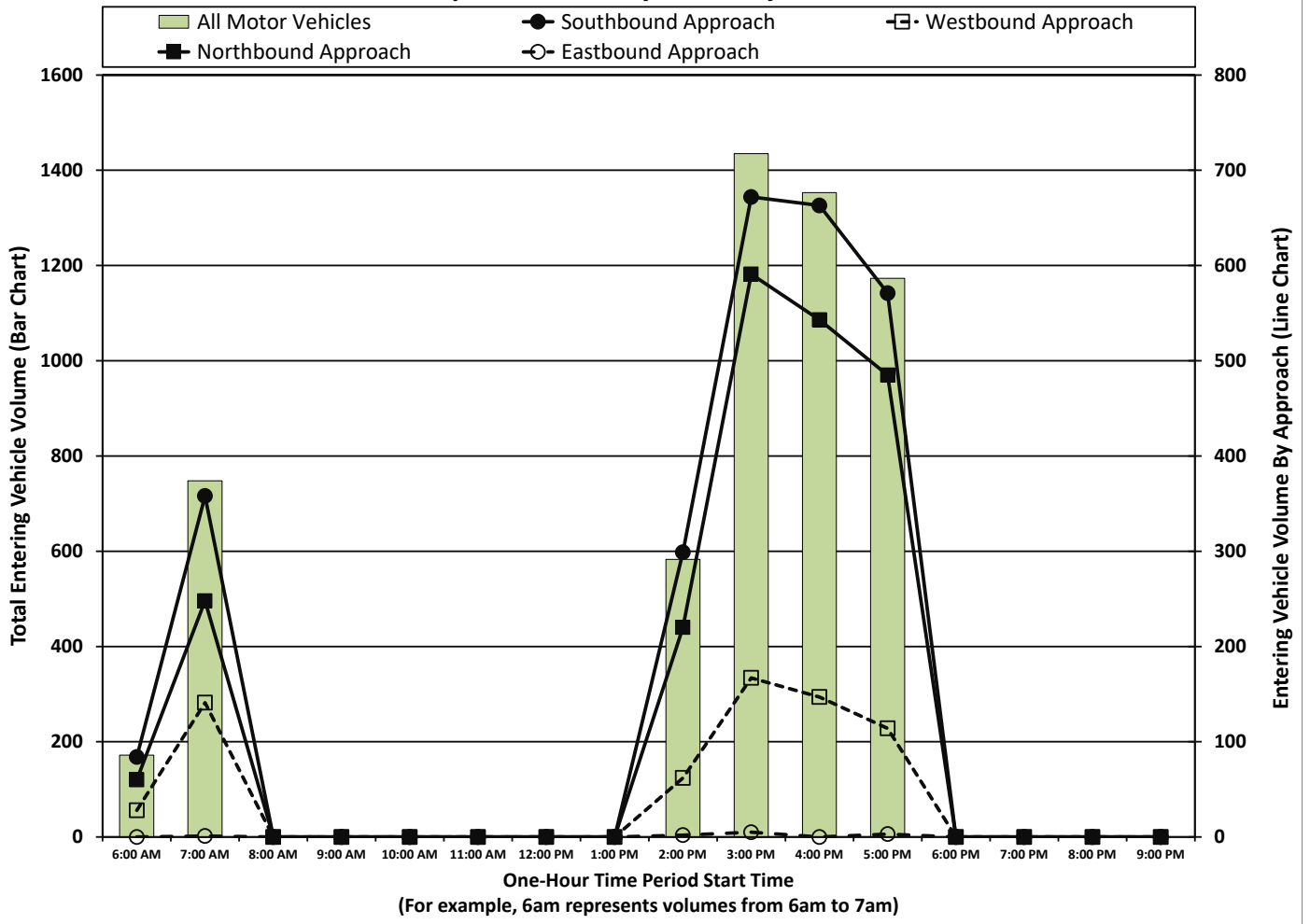
STH 42 - Calumet Drive & Mill Road



One-Hour Motor Vehicle Data

One-Hour Time Period	From North STH 42 - Calumet Drive					From East Mill Road					From South STH 42 - Calumet Drive					From West Driveway					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	73	11	0	84	23	0	5	0	28	2	58	0	0	60	0	0	0	0	0	172	28	144
	7:00 AM	0	283	75	0	358	116	1	24	0	141	10	238	0	0	248	1	0	0	0	1	748	142	606
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	250	49	0	299	41	0	21	0	62	7	213	0	0	220	1	0	1	0	2	583	64	519
	3:00 PM	5	531	136	0	672	138	1	28	0	167	37	551	3	0	591	1	3	1	0	5	1435	172	1263
	4:00 PM	2	539	122	0	663	124	0	23	0	147	29	513	1	0	543	0	0	0	0	0	1353	147	1206
	5:00 PM	2	455	114	0	571	90	0	24	0	114	33	450	2	0	485	1	0	2	0	3	1173	117	1056
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		9	2131	507	0	2647	532	2	125	0	659	118	2023	6	0	2147	4	3	4	0	11	5464	670	4794

Graphical Summary of Hourly Volumes

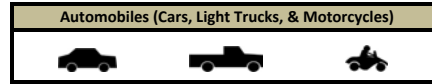


Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

15-Minute Automobile Data

STH 42 - Calumet Drive & Mill Road



15-Minute Automobile Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	STH 42 - Calumet Drive					Mill Road					STH 42 - Calumet Drive					Driveway							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	71	11	0	82	22	0	5	0	27	2	56	0	0	58	0	0	0	0	0	0	167	888
7:00 AM	0	69	16	0	85	30	0	5	0	35	1	64	0	0	65	1	0	0	0	0	1	186	
7:15 AM	0	87	21	0	108	28	0	11	0	39	3	79	0	0	82	0	0	0	0	0	0	229	
7:30 AM	0	113	38	0	151	55	1	8	0	64	5	86	0	0	91	0	0	0	0	0	0	306	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	112	25	0	137	21	0	10	0	31	3	106	0	0	109	0	0	0	0	0	0	277	1195
2:45 PM	0	135	22	0	157	19	0	11	0	30	4	97	0	0	101	1	0	1	0	2	290	1329	
3:00 PM	0	118	30	0	148	16	1	2	0	19	6	108	0	0	114	0	1	0	0	1	282	1405	
3:15 PM	2	134	19	0	155	30	0	7	0	37	7	146	1	0	154	0	0	0	0	0	346	1485	
3:30 PM	2	157	40	0	199	56	0	7	0	63	17	131	0	0	148	1	0	0	0	1	411	1478	
3:45 PM	1	113	43	0	157	33	0	11	0	44	7	153	2	0	162	0	2	1	0	3	366	1405	
4:00 PM	0	151	26	0	177	36	0	10	0	46	13	125	1	0	139	0	0	0	0	0	362	1340	
4:15 PM	1	147	36	0	184	31	0	2	0	33	4	118	0	0	122	0	0	0	0	0	339	1296	
4:30 PM	0	127	32	0	159	32	0	7	0	39	6	134	0	0	140	0	0	0	0	0	338	1267	
4:45 PM	1	107	27	0	135	24	0	4	0	28	6	132	0	0	138	0	0	0	0	0	301	1204	
5:00 PM	0	104	32	0	136	20	0	7	0	27	7	146	1	0	154	0	0	1	0	1	318	1162	
5:15 PM	1	126	36	0	163	30	0	3	0	33	7	105	1	0	113	0	0	1	0	1	310		
5:30 PM	1	109	24	0	134	23	0	6	0	29	8	103	0	0	111	1	0	0	0	1	275		
5:45 PM	0	111	22	0	133	16	0	8	0	24	11	91	0	0	102	0	0	0	0	0	259		
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	9	2091	500	0	2600	522	2	124	0	648	117	1980	6	0	2103	4	3	4	0	11	5362		

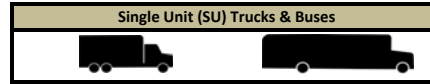
Peak Hour Automobile Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	STH 42 - Calumet Drive					Mill Road					STH 42 - Calumet Drive					Driveway						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 6:45 AM	0	340	86	0	426	135	1	29	0	165	11	285	0	0	296	1	0	0	0	1	888	
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 2:30 PM	2	499	96	0	597	86	1	30	0	117	20	457	1	0	478	1	1	1	0	3	1195	

Intersection Traffic Volume Report

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

STH 42 - Calumet Drive & Mill Road



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

15-Minute Time Period Start Time	From North STH 42 - Calumet Drive					From East Mill Road					From South STH 42 - Calumet Drive					From West Driveway					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		
	6:00 AM	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	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	
7:00 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5	
7:15 AM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4	
7:30 AM	0	2	0	0	2	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	6	
7:45 AM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	3	1	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7	
2:45 PM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	
3:00 PM	0	2	2	0	4	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	8	
3:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	
3:30 PM	0	1	1	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5	
3:45 PM	0	2	1	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6	
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3	
4:15 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5	
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	7	0	31	10	0	1	0	11	1	26	0	0	27	0	0	0	0	0	69	

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

Hourly Time Period Start Time	From North STH 42 - Calumet Drive					From East Mill Road					From South STH 42 - Calumet Drive					From West Driveway					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	AM 6:45 AM	0	6	0	0	6	4	0	0	0	4	1	7	0	0	8	0	0	0	0	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	0	6	4	0	10	3	0	1	0	4	0	7	0	0	7	0	0	0	0	0	21

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

STH 42 - Calumet Drive & Mill Road



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	STH 42 - Calumet Drive			Mill Road			STH 42 - Calumet Drive			Driveway				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	2	0	2	0	0	0	0	0	0	0	0	0	2	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Page 13 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 42 - Calumet Drive & Mill Road



15-Minute Bicycle Data

15-Minute Time Period Start Time	From North ↓ STH 42 - Calumet Drive					From East ← Mill Road					From South ↑ STH 42 - Calumet Drive					From West → Driveway					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		
	6:00 AM					0					0					0						
6:15 AM					0					0					0					0	0	0
6:30 AM					0					0					0					0	0	0
6:45 AM					0					0					0					0	0	0
7:00 AM					0					0					0					0	0	0
7:15 AM					0					0					0					0	0	0
7:30 AM					0					0					0					0	0	0
7:45 AM					0					0					0					0	0	0
8:00 AM					0					0					0					0	0	0
8:15 AM					0					0					0					0	0	0
8:30 AM					0					0					0					0	0	0
8:45 AM					0					0					0					0	0	0
9:00 AM					0					0					0					0	0	0
9:15 AM					0					0					0					0	0	0
9:30 AM					0					0					0					0	0	0
9:45 AM					0					0					0					0	0	0
10:00 AM					0					0					0					0	0	0
10:15 AM					0					0					0					0	0	0
10:30 AM					0					0					0					0	0	0
10:45 AM					0					0					0					0	0	0
11:00 AM					0					0					0					0	0	0
11:15 AM					0					0					0					0	0	0
11:30 AM					0					0					0					0	0	0
11:45 AM					0					0					0					0	0	0
12:00 PM					0					0					0					0	0	0
12:15 PM					0					0					0					0	0	0
12:30 PM					0					0					0					0	0	0
12:45 PM					0					0					0					0	0	0
1:00 PM					0					0					0					0	0	0
1:15 PM					0					0					0					0	0	0
1:30 PM					0					0					0					0	0	0
1:45 PM					0					0					0					0	0	0
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2:15 PM					0					0					0					0	0	0
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3:00 PM					0					0					0					0	0	0
3:15 PM					0					0					0					0	0	0
3:30 PM					0					0					0					0	0	0
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4:00 PM					0					0					0					0	0	0
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4:30 PM					0					0					0					0	0	0
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5:00 PM					0					0					0					0	0	0
5:15 PM					0					0					0					0	0	0
5:30 PM					0					0					0					0	0	0
5:45 PM					0					0					0					0	0	0
6:00 PM					0					0					0					0	0	0
6:15 PM					0					0					0					0	0	0
6:30 PM					0					0					0					0	0	0
6:45 PM					0					0					0					0	0	0
7:00 PM					0					0					0					0	0	0
7:15 PM					0					0					0					0	0	0
7:30 PM					0					0					0					0	0	0
7:45 PM					0					0					0					0	0	0
8:00 PM					0					0					0					0	0	0
8:15 PM					0					0					0					0	0	0
8:30 PM					0					0					0					0	0	0
8:45 PM					0					0					0					0	0	0
9:00 PM					0					0					0					0	0	0
9:15 PM					0					0					0					0	0	0
9:30 PM					0					0					0					0	0	0
9:45 PM					0					0					0					0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North ↓ STH 42 - Calumet Drive					From East ← Mill Road					From South ↑ STH 42 - Calumet Drive					From West → Driveway					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: STH 42 - Calumet Drive
Minor St: Mill Road
Intersection of: STH 42 - Calumet Drive & Mill Road

IX_ID:

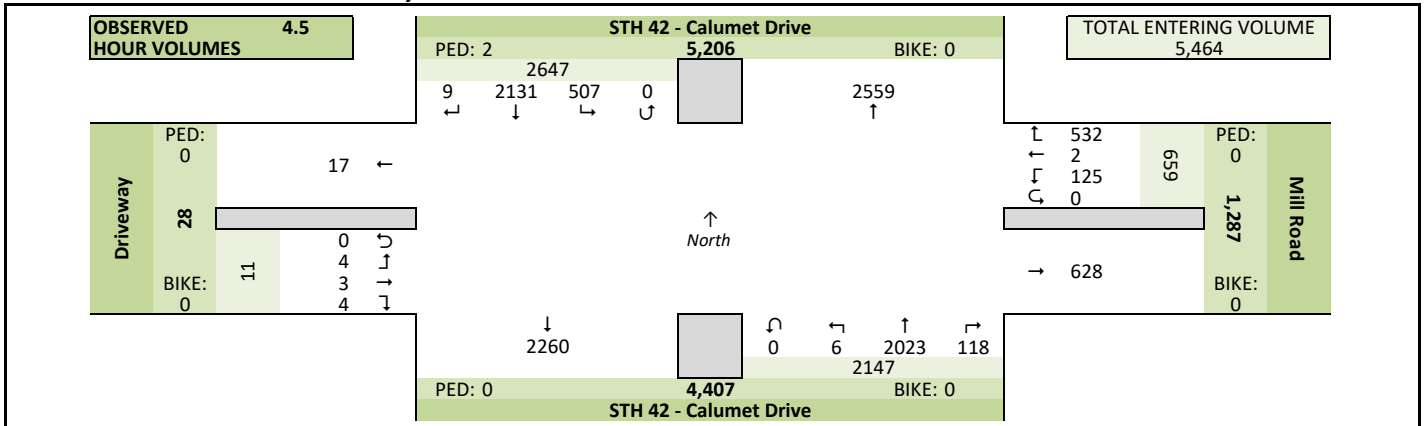
Site Information

Municipality	City of Sheboygan		
County	59 - Sheboygan	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction		↑
North Leg	STH 42 - Calumet Drive		
East Leg	Mill Road		
South Leg	STH 42 - Calumet Drive		
West Leg	Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

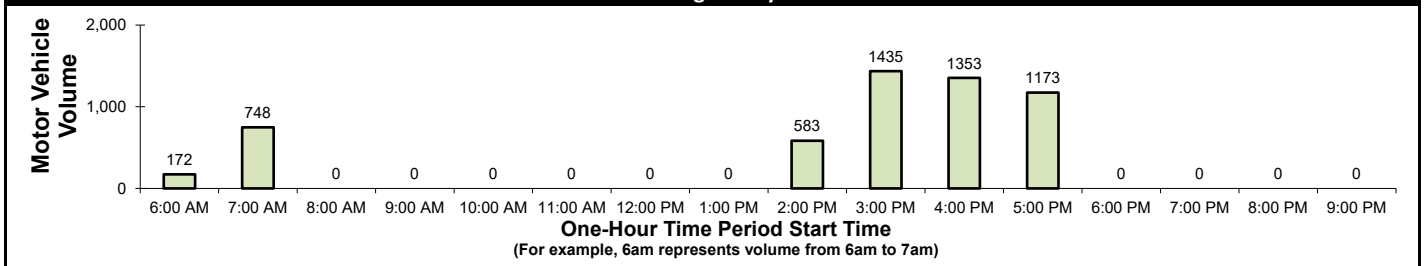
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein	
Comments	2021 DOT Daily & Seasonal Factors		

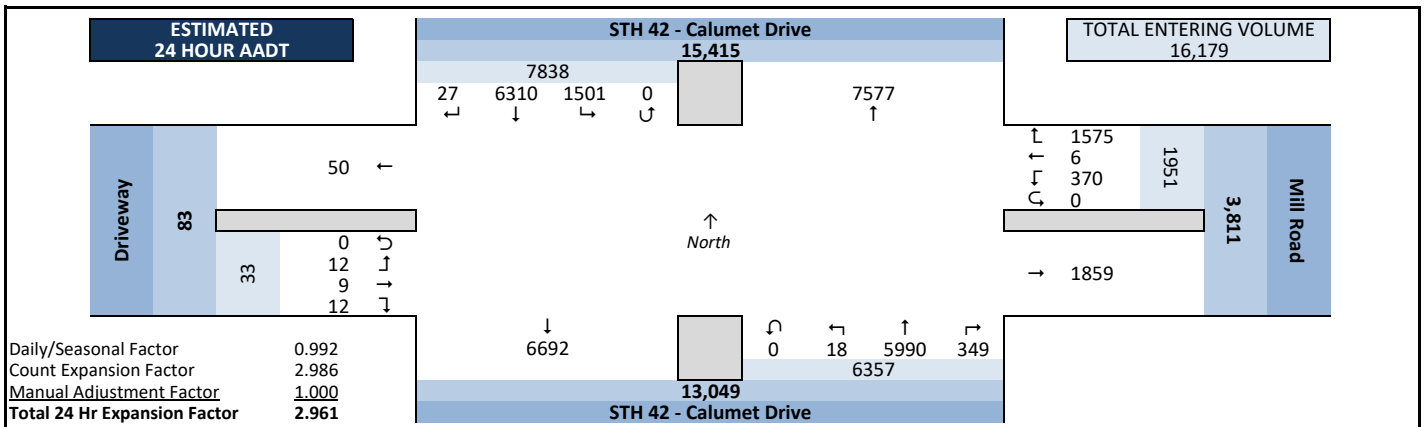
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

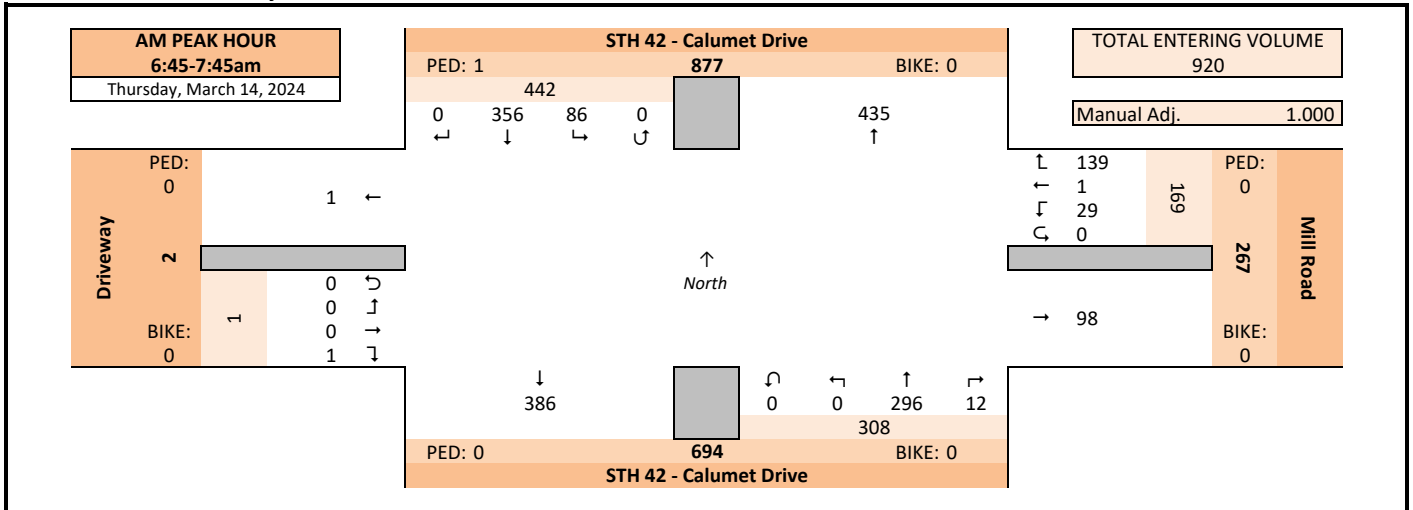
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

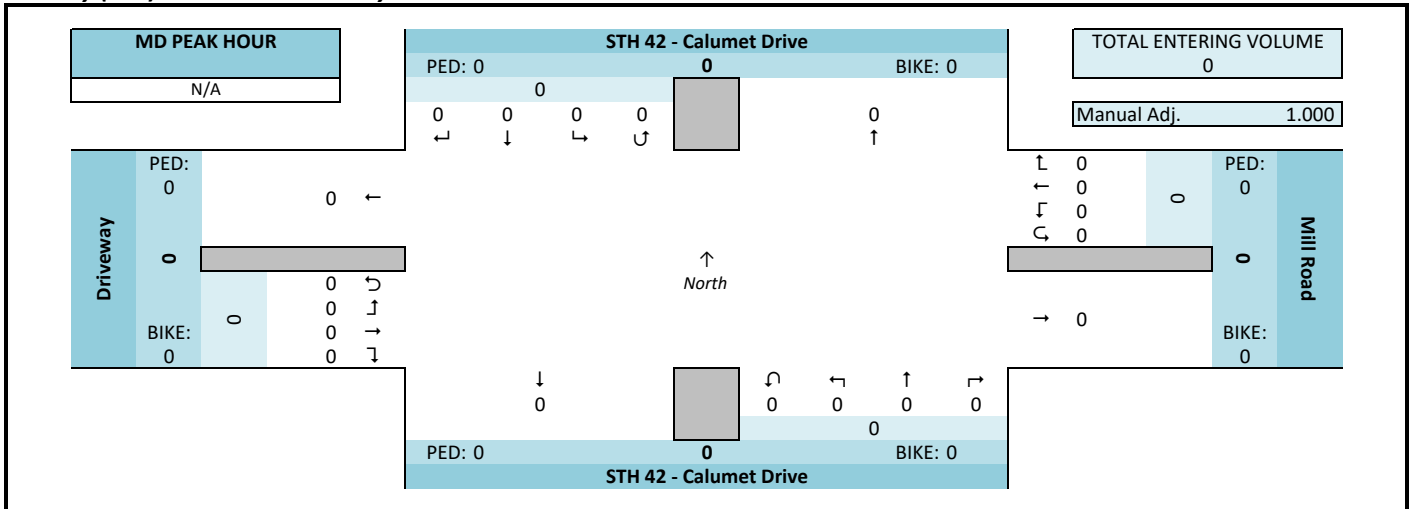
STH 42 - Calumet Drive & Mill Road



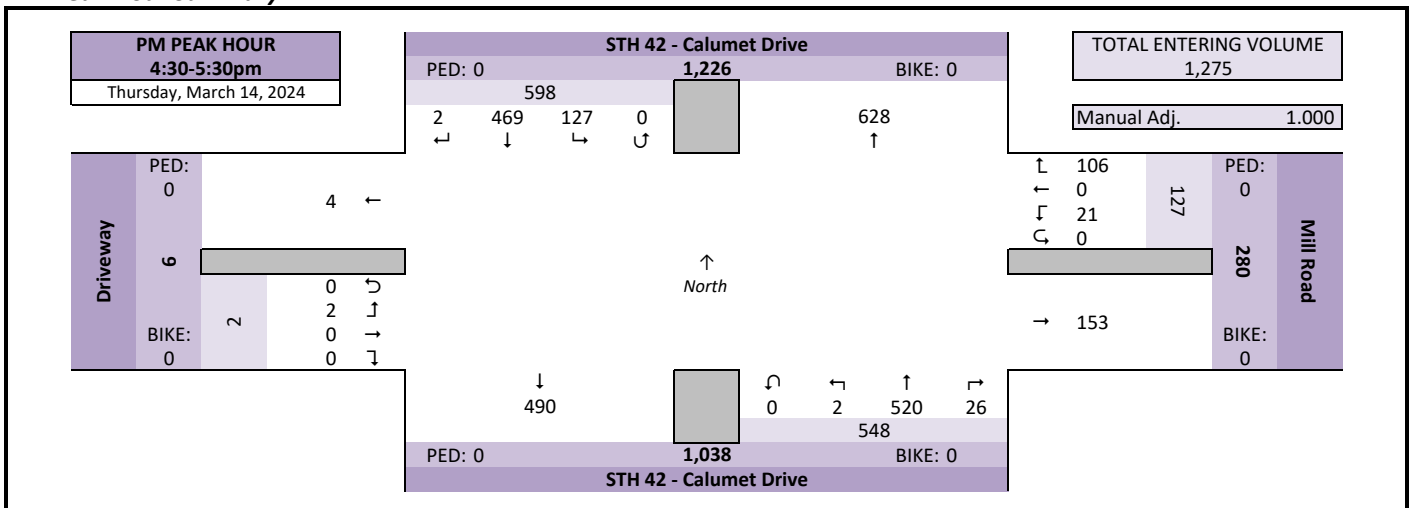
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

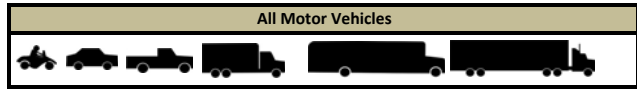


Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

STH 42 - Calumet Drive & Mill Road

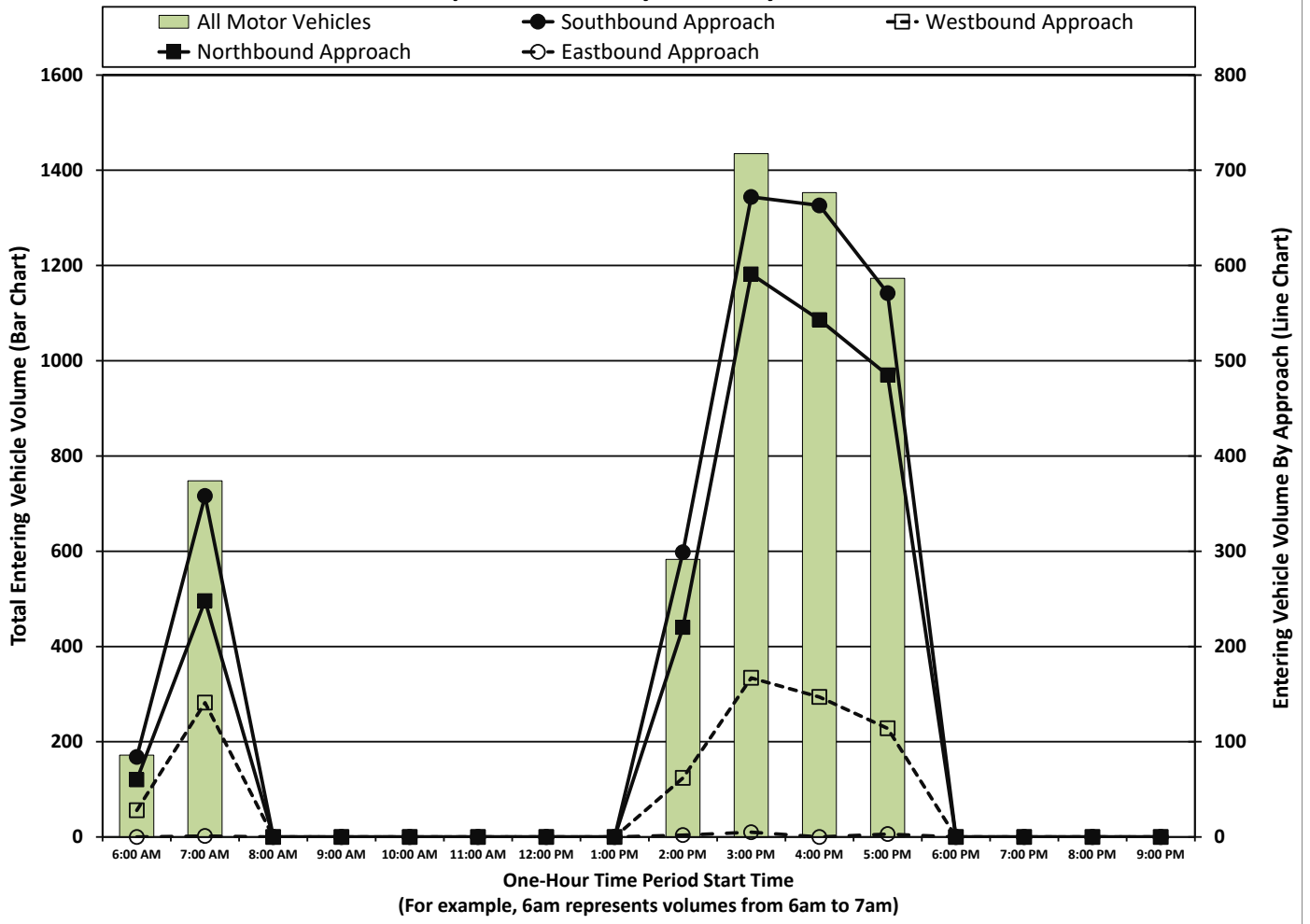
Count Basics		Page 4 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	From North STH 42 - Calumet Drive					From East Mill Road					From South STH 42 - Calumet Drive					From West Driveway					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	
	Start Time																							
AM	6:00 AM	0	73	11	0	84	23	0	5	0	28	2	58	0	0	60	0	0	0	0	0	172	28	144
	7:00 AM	0	283	75	0	358	116	1	24	0	141	10	238	0	0	248	1	0	0	0	1	748	142	606
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	250	49	0	299	41	0	21	0	62	7	213	0	0	220	1	0	1	0	2	583	64	519
	3:00 PM	5	531	136	0	672	138	1	28	0	167	37	551	3	0	591	1	3	1	0	5	1435	172	1263
	4:00 PM	2	539	122	0	663	124	0	23	0	147	29	513	1	0	543	0	0	0	0	0	1353	147	1206
	5:00 PM	2	455	114	0	571	90	0	24	0	114	33	450	2	0	485	1	0	2	0	3	1173	117	1056
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		9	2131	507	0	2647	532	2	125	0	659	118	2023	6	0	2147	4	3	4	0	11	5464	670	4794

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

STH 42 - Calumet Drive & Mill Road



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	STH 42 - Calumet Drive			Mill Road			STH 42 - Calumet Drive			Driveway				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	2	0	2	0	0	0	0	0	0	0	0	0	2	

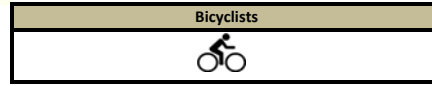
Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 42 - Calumet Drive & Mill Road



15-Minute Bicycle Data

15-Minute Time Period Start Time	From North ↓ STH 42 - Calumet Drive					From East ← Mill Road					From South ↑ STH 42 - Calumet Drive					From West → Driveway					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		
	6:00 AM					0					0					0						
6:15 AM					0					0					0					0	0	
6:30 AM					0					0					0					0	0	
6:45 AM					0					0					0					0	0	
7:00 AM					0					0					0					0	0	
7:15 AM					0					0					0					0	0	
7:30 AM					0					0					0					0	0	
7:45 AM					0					0					0					0	0	
8:00 AM					0					0					0					0	0	
8:15 AM					0					0					0					0	0	
8:30 AM					0					0					0					0	0	
8:45 AM					0					0					0					0	0	
9:00 AM					0					0					0					0	0	
9:15 AM					0					0					0					0	0	
9:30 AM					0					0					0					0	0	
9:45 AM					0					0					0					0	0	
10:00 AM					0					0					0					0	0	
10:15 AM					0					0					0					0	0	
10:30 AM					0					0					0					0	0	
10:45 AM					0					0					0					0	0	
11:00 AM					0					0					0					0	0	
11:15 AM					0					0					0					0	0	
11:30 AM					0					0					0					0	0	
11:45 AM					0					0					0					0	0	
12:00 PM					0					0					0					0	0	
12:15 PM					0					0					0					0	0	
12:30 PM					0					0					0					0	0	
12:45 PM					0					0					0					0	0	
1:00 PM					0					0					0					0	0	
1:15 PM					0					0					0					0	0	
1:30 PM					0					0					0					0	0	
1:45 PM					0					0					0					0	0	
2:00 PM					0					0					0					0	0	
2:15 PM					0					0					0					0	0	
2:30 PM					0					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North ↓ STH 42 - Calumet Drive					From East ← Mill Road					From South ↑ STH 42 - Calumet Drive					From West → Driveway					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: Mill Road
 Minor St: Lisa Avenue
 Intersection of: Mill Road & Lisa Avenue

IX_ID:

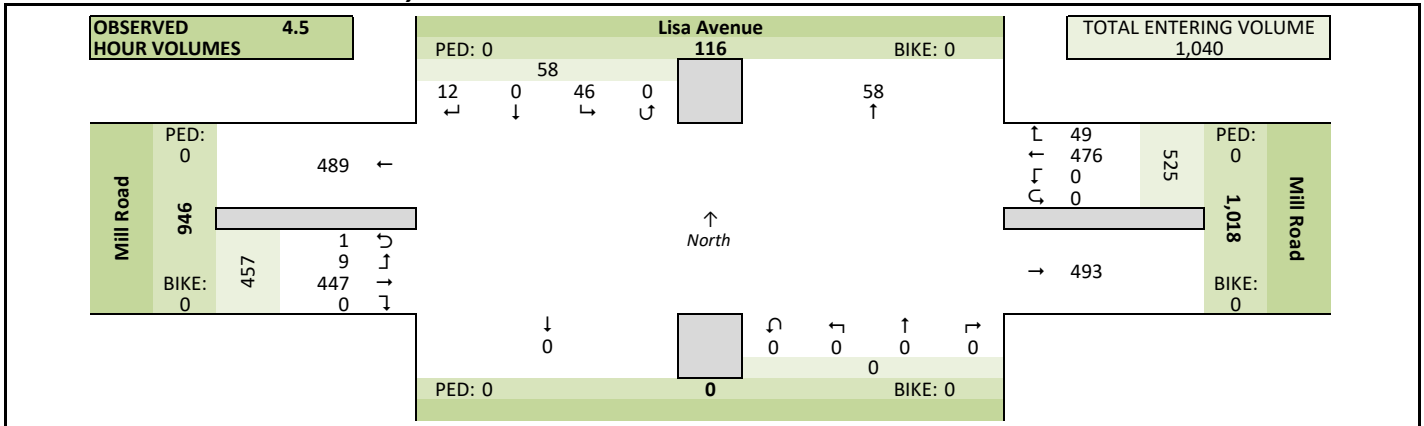
Site Information

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

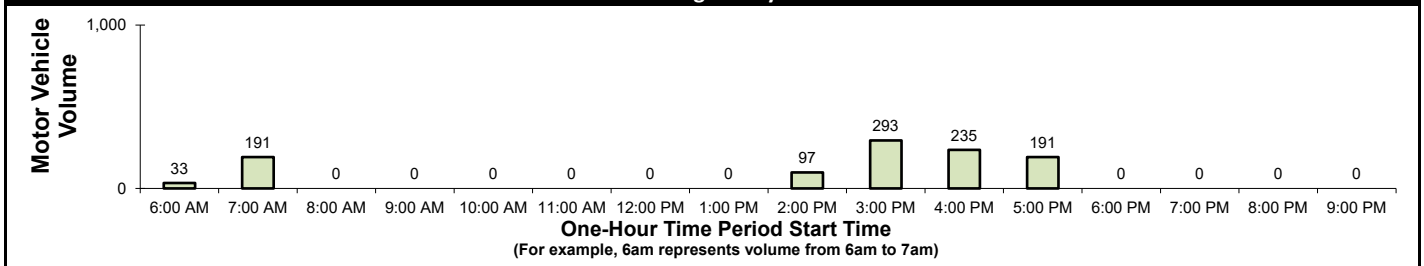
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			3:30-4:30pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Wendy Picard	
	Midday Peak Period	None	
	PM Peak Period	Wendy Picard	
Comments	2021 DOT Daily & Seasonal Factors		

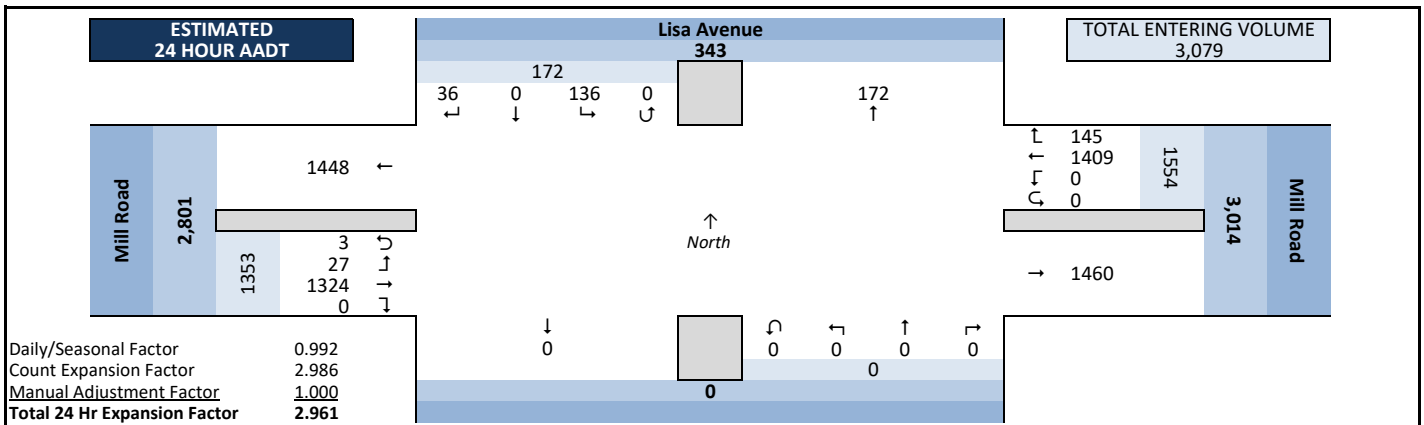
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

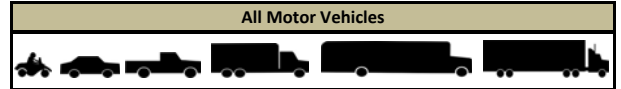


Intersection Traffic Volume Report

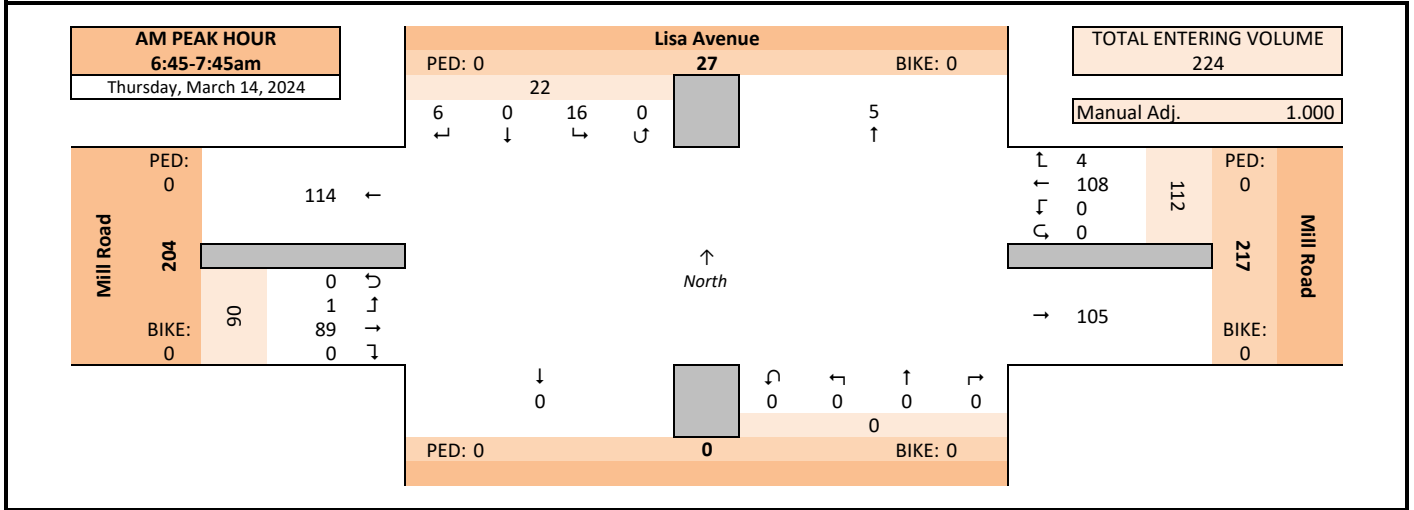
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 4.5		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

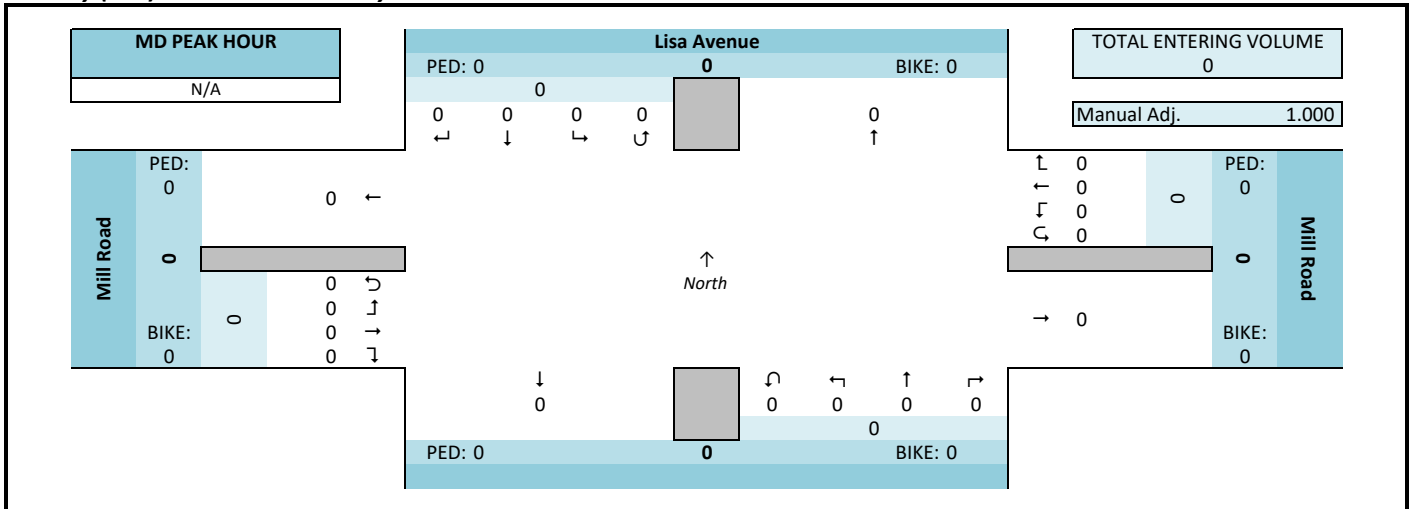
Mill Road & Lisa Avenue



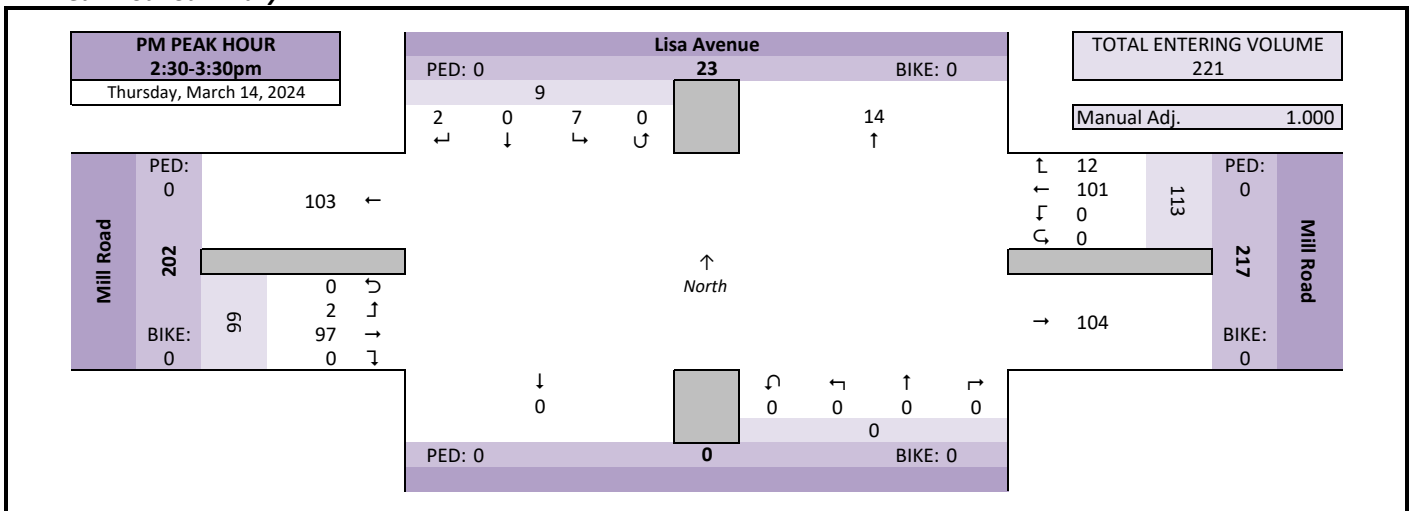
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

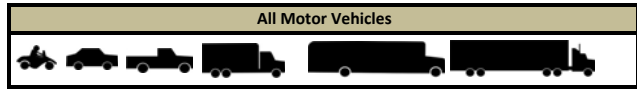


Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Mill Road & Lisa Avenue

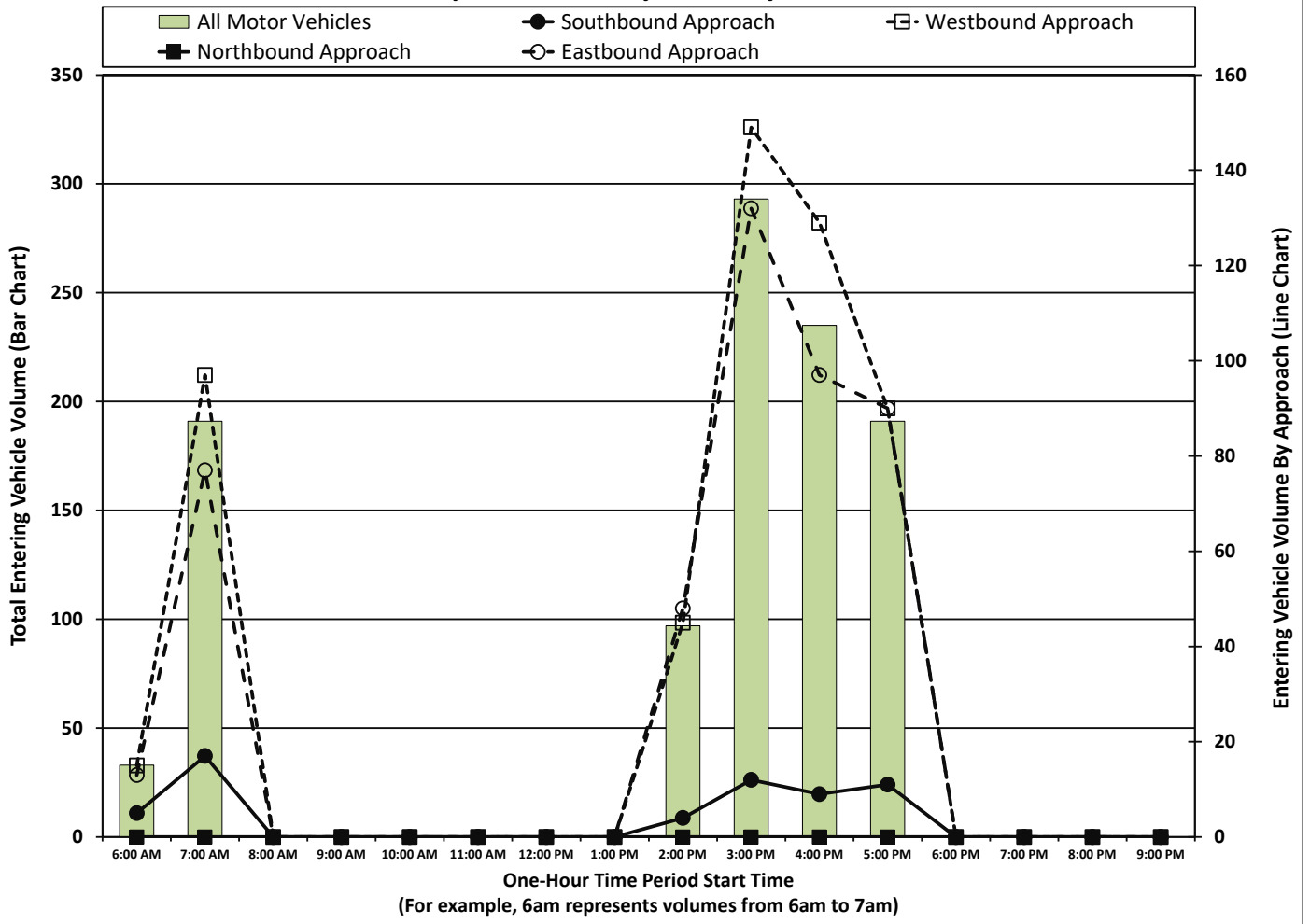
Count Basics		Page 4 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North Lisa Avenue				From East Mill Road				From South				From West Mill 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	E/W		N/S					
		AM	6:00 AM	1	0	4	0	5	2	13	0	0	15	0	0	0	0		0	0	12	1	0	13
	7:00 AM	5	0	12	0	17	2	95	0	0	97	0	0	0	0	0	0	77	0	0	77	191	174	17
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	1	0	3	0	4	2	43	0	0	45	0	0	0	0	0	0	47	1	0	48	97	93	4
	3:00 PM	5	0	7	0	12	14	135	0	0	149	0	0	0	0	0	0	129	3	0	132	293	281	12
	4:00 PM	0	0	9	0	9	16	113	0	0	129	0	0	0	0	0	0	95	2	0	97	235	226	9
	5:00 PM	0	0	11	0	11	13	77	0	0	90	0	0	0	0	0	0	87	2	1	90	191	180	11
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		12	0	46	0	58	49	476	0	0	525	0	0	0	0	0	0	447	9	1	457	1040	982	58

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 4.5		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Mill Road & Lisa Avenue



15-Minute Semi-Truck Data

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

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	
	Lisa Avenue					Mill Road					Mill Road					Mill Road						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics	Page 9 of 13		
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Mill Road & Lisa Avenue



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Lisa Avenue					Mill Road					Mill Road					Mill Road							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	6	
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2	5
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	4
3:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	3	5
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	0	0	4	1	0	5	16	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly	
	Lisa Avenue					Mill Road					Mill Road					Mill Road						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 6:45 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	6
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
PM 2:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	1	0	2	5

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Mill Road & Lisa Avenue



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Lisa Avenue			Mill Road			Mill Road			Mill Road				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: Mill Road
 Minor St: Lisa Avenue
 Intersection of: Mill Road & Lisa Avenue

IX_ID:

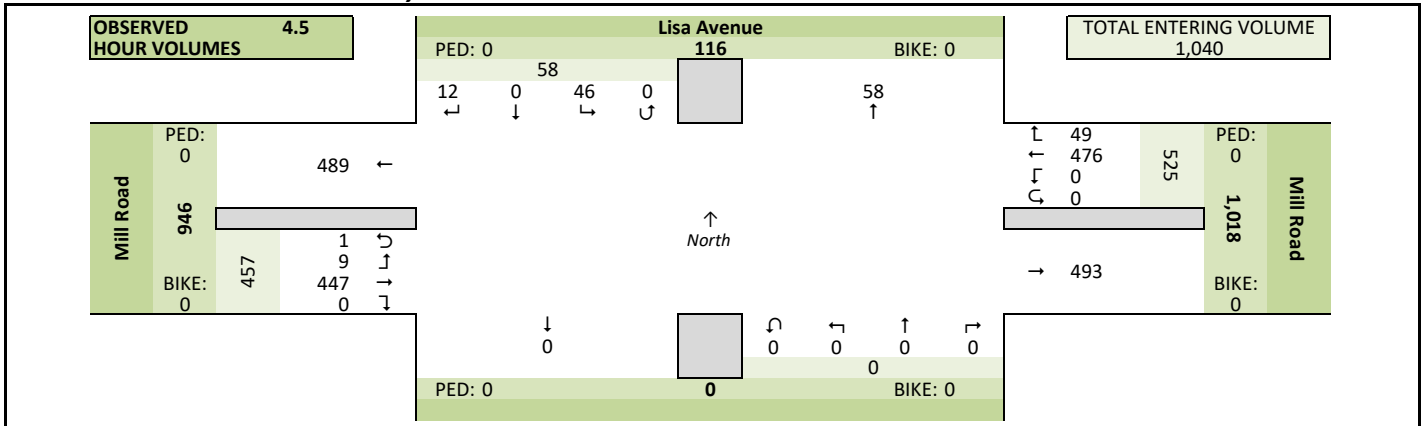
Site Information

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

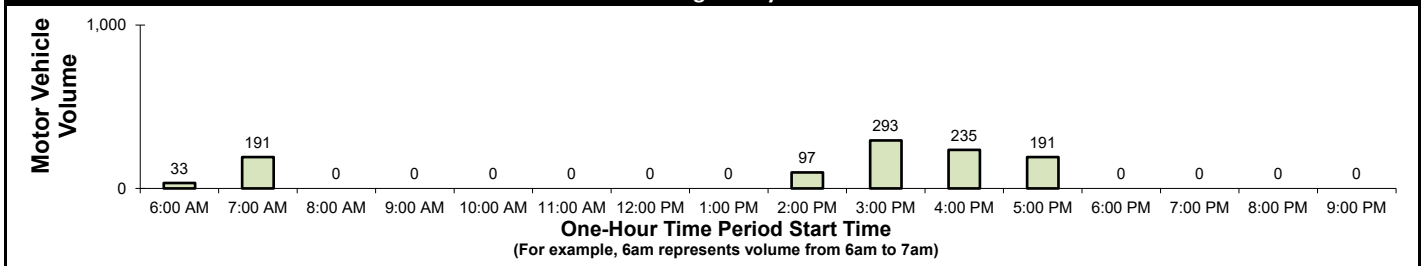
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			3:30-4:30pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Wendy Picard	
	Midday Peak Period	None	
	PM Peak Period	Wendy Picard	
Comments	2021 DOT Daily & Seasonal Factors		

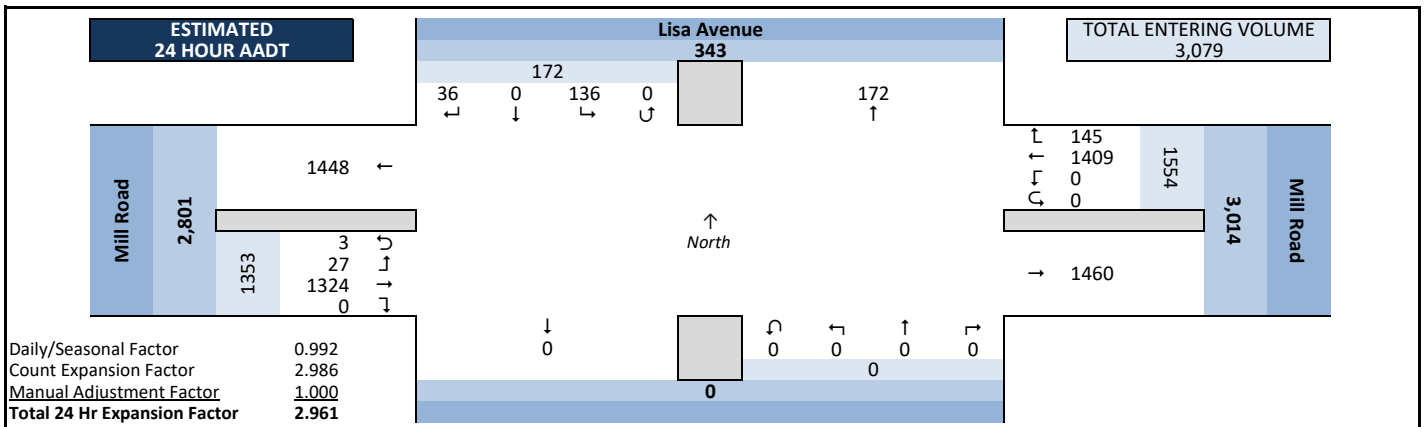
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

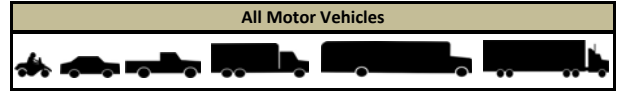


Intersection Traffic Volume Report

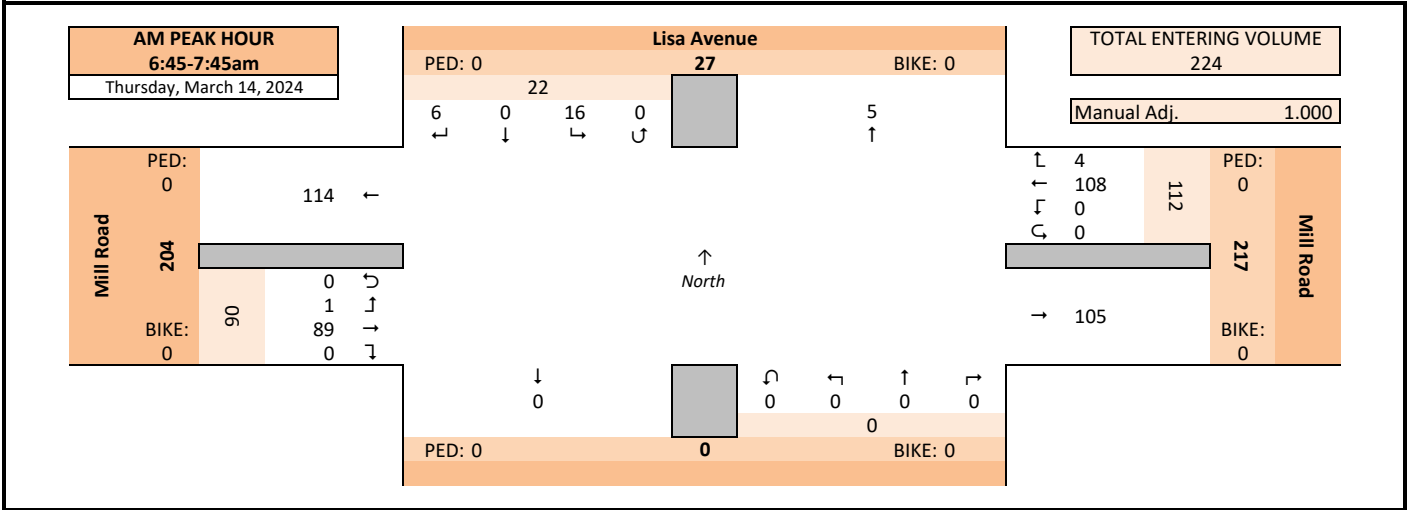
Peak Hour Volume Graphical Summary

Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

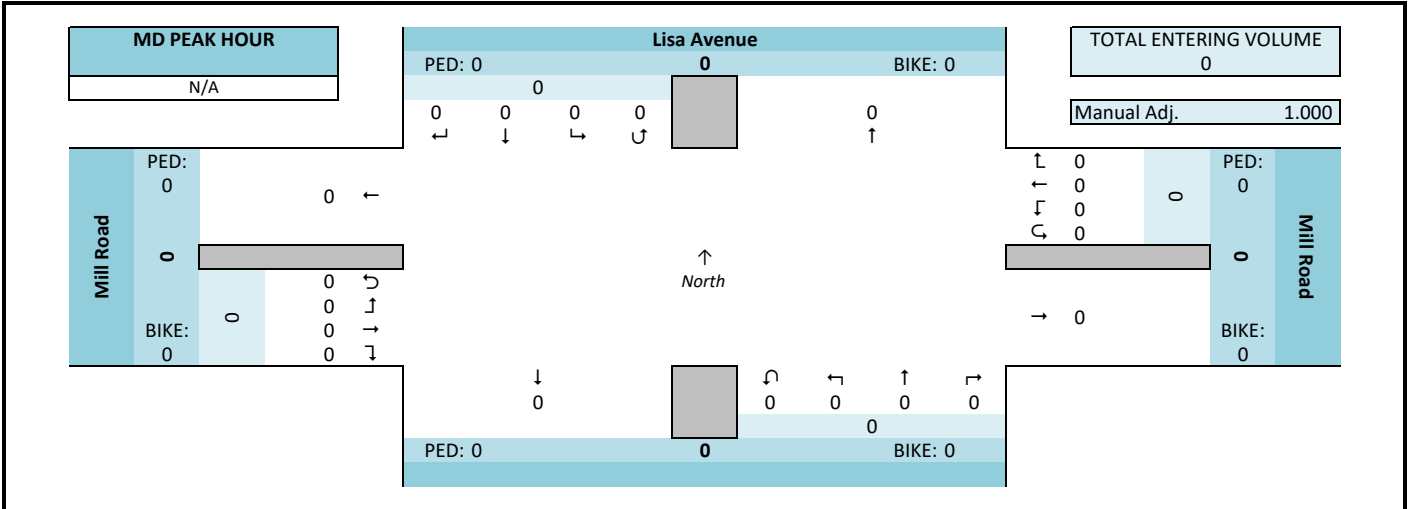
Mill Road & Lisa Avenue



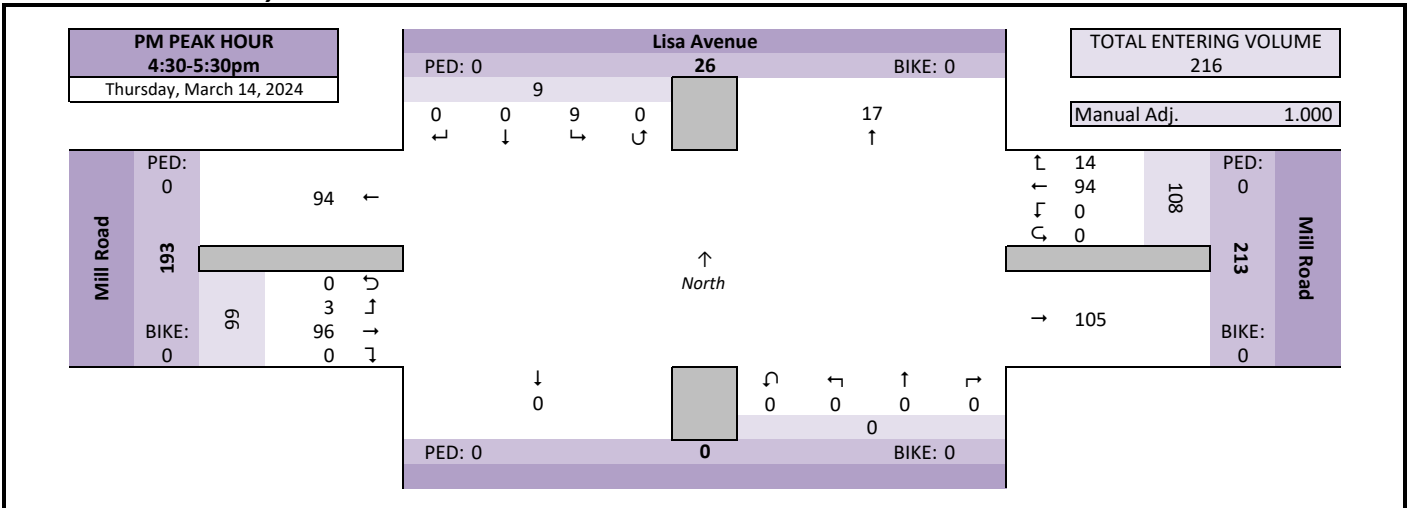
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

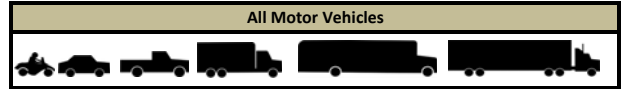


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 4.5		Non-Holiday	No Special Events

Peak Hour Volume Summary

Mill Road & Lisa Avenue



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, March 14, 2024		From North Lisa Avenue					From East Mill Road					From South Mill Road					From West Mill Road					Totals	
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Hour	6:45 AM	1	0	4	0	5	2	13	0	0	15	0	0	0	0	0	0	0	12	1	0	13	33
	7:00 AM	4	0	1	0	5	0	24	0	0	24	0	0	0	0	0	0	0	17	0	0	17	46
	7:15 AM	0	0	4	0	4	0	24	0	0	24	0	0	0	0	0	0	0	20	0	0	20	48
	7:30 AM	1	0	7	0	8	2	47	0	0	49	0	0	0	0	0	0	0	40	0	0	40	97
	Peak Hour Volume	6	0	16	0	22	4	108	0	0	112	0	0	0	0	0	0	0	89	1	0	90	224
	Rounded Hourly Volume	5	0	15	0	20	5	110	0	0	115	0	0	0	0	0	0	0	90	0	0	90	225
	% Single Unit Trucks	0.0	0.0	6.2	0.0	4.5	0.0	4.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	6.2	0.0	4.5	0.0	4.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
	Peak Hour Factor (PHF)	0.37	0.00	0.57	0.00	0.69	0.50	0.57	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.25	0.00	0.56	0.58

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

Thursday, March 14, 2024		From North Lisa Avenue					From East Mill Road					From South Mill Road					From West Mill Road					Totals	
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
PM Peak Hour	4:30 PM	0	0	2	0	2	0	31	0	0	31	0	0	0	0	0	0	0	26	0	0	26	59
	4:45 PM	0	0	2	0	2	6	21	0	0	27	0	0	0	0	0	0	0	20	1	0	21	50
	5:00 PM	0	0	4	0	4	5	19	0	0	24	0	0	0	0	0	0	0	22	1	0	23	51
	5:15 PM	0	0	1	0	1	3	23	0	0	26	0	0	0	0	0	0	0	28	1	0	29	56
	Peak Hour Volume	0	0	9	0	9	14	94	0	0	108	0	0	0	0	0	0	0	96	3	0	99	216
	Rounded Hourly Volume	0	0	10	0	10	15	95	0	0	110	0	0	0	0	0	0	0	95	5	0	100	220
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.56	0.00	0.56	0.58	0.76	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.75	0.00	0.85	0.92

Peak Hour Pedestrian and Bicyclist Volumes

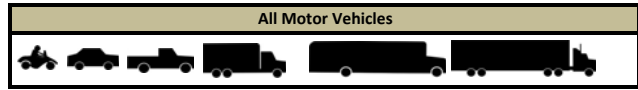
Pedestrians and Bicyclists		Crossing North Approach Lisa Avenue			Crossing East Approach Mill Road			Crossing South Approach Mill Road			Crossing West Approach Mill Road			Total Ped & Bike Volume
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 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

Hourly Volume Summary - Motor Vehicle Data

Mill Road & Lisa Avenue

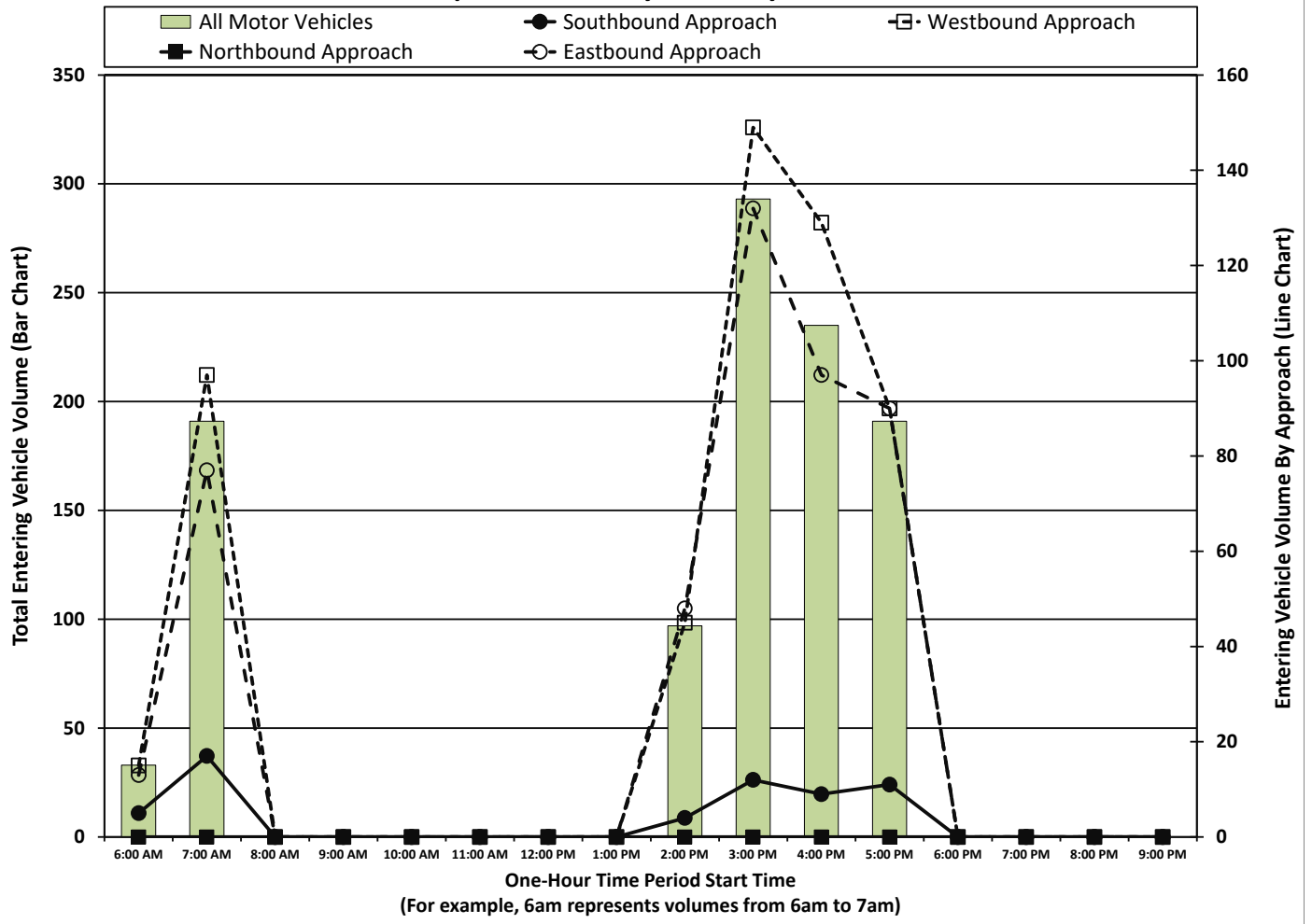
Count Basics		Page 4 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North Lisa Avenue				From East Mill Road				From South				From West Mill 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		Left					
																				E/W	N/S			
AM	6:00 AM	1	0	4	0	5	2	13	0	0	15	0	0	0	0	0	0	12	1	0	13	33	28	5
	7:00 AM	5	0	12	0	17	2	95	0	0	97	0	0	0	0	0	0	77	0	0	77	191	174	17
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	1	0	3	0	4	2	43	0	0	45	0	0	0	0	0	0	47	1	0	48	97	93	4
PM	3:00 PM	5	0	7	0	12	14	135	0	0	149	0	0	0	0	0	0	129	3	0	132	293	281	12
	4:00 PM	0	0	9	0	9	16	113	0	0	129	0	0	0	0	0	0	95	2	0	97	235	226	9
	5:00 PM	0	0	11	0	11	13	77	0	0	90	0	0	0	0	0	0	87	2	1	90	191	180	11
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		12	0	46	0	58	49	476	0	0	525	0	0	0	0	0	0	447	9	1	457	1040	982	58

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Automobile Data

Mill Road & Lisa Avenue

Count Basics			Page 6 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 4.5		Non-Holiday	No Special Events



15-Minute Automobile Data

15-Minute Time Period Start Time	From North Lisa Avenue					From East Mill Road					From South Mill Road					From West Mill Road					15-Min Totals	Hourly Sum
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	AM Peak Period																					
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	1	0	4	0	5	2	11	0	0	13	0	0	0	0	0	0	12	1	0	13	31	
7:00 AM	4	0	0	0	4	2	24	0	0	24	0	0	0	0	0	0	17	0	0	17	45	
7:15 AM	0	0	4	0	4	0	23	0	0	23	0	0	0	0	0	0	20	0	0	20	47	
7:30 AM	1	0	7	0	8	2	45	0	0	47	0	0	0	0	0	0	40	0	0	40	95	
7:45 AM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	2	0	2	2	21	0	0	23	0	0	0	0	0	0	22	0	0	22	47	
2:45 PM	1	0	1	0	2	0	21	0	0	21	0	0	0	0	0	0	25	0	0	25	48	
3:00 PM	1	0	1	0	2	4	25	0	0	29	0	0	0	0	0	0	31	1	0	32	63	
3:15 PM	0	0	3	0	3	6	31	0	0	37	0	0	0	0	0	0	18	0	0	18	58	
3:30 PM	1	0	2	0	3	2	54	0	0	56	0	0	0	0	0	0	39	1	0	40	99	
3:45 PM	3	0	1	0	4	2	23	0	0	25	0	0	0	0	0	0	38	1	0	39	68	
4:00 PM	0	0	4	0	4	6	32	0	0	38	0	0	0	0	0	0	23	1	0	24	66	
4:15 PM	0	0	1	0	1	4	28	0	0	32	0	0	0	0	0	0	25	0	0	25	58	
4:30 PM	0	0	2	0	2	0	31	0	0	31	0	0	0	0	0	0	26	0	0	26	59	
4:45 PM	0	0	2	0	2	6	21	0	0	27	0	0	0	0	0	0	20	1	0	21	50	
5:00 PM	0	0	4	0	4	5	19	0	0	24	0	0	0	0	0	0	22	1	0	23	51	
5:15 PM	0	0	1	0	1	3	23	0	0	26	0	0	0	0	0	0	28	1	0	29	56	
5:30 PM	0	0	4	0	4	4	21	0	0	25	0	0	0	0	0	0	20	0	1	21	50	
5:45 PM	0	0	2	0	2	1	13	0	0	14	0	0	0	0	0	0	17	0	0	17	33	
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	12	0	45	0	57	49	466	0	0	515	0	0	0	0	0	0	443	8	1	452	1024	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	From North Lisa Avenue					From East Mill Road					From South Mill Road					From West Mill Road					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	AM																				
6:45 AM	6	0	15	0	21	4	103	0	0	107	0	0	0	0	0	0	89	1	0	90	218
MD																					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM																					
4:30 PM	0	0	9	0	9	14	94	0	0	108	0	0	0	0	0	0	96	3	0	99	216

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Mill Road & Lisa Avenue



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Lisa Avenue			Mill Road			Mill Road			Mill Road				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	

Special Pedestrians

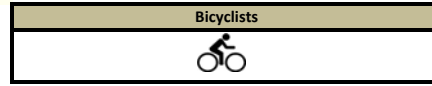
Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementary School Age Children	x					
Visually Impaired (white cane/help)	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics		Page 13 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Mill Road & Lisa Avenue



15-Minute Bicycle Data

15-Minute Time Period Start Time	From North Lisa Avenue					From East Mill Road					From South					From West Mill 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		
	6:00 AM					0					0					0						
6:15 AM					0					0					0					0	0	0
6:30 AM					0					0					0					0	0	0
6:45 AM					0					0					0					0	0	0
7:00 AM					0					0					0					0	0	0
7:15 AM					0					0					0					0	0	0
7:30 AM					0					0					0					0	0	0
7:45 AM					0					0					0					0	0	0
8:00 AM					0					0					0					0	0	0
8:15 AM					0					0					0					0	0	0
8:30 AM					0					0					0					0	0	0
8:45 AM					0					0					0					0	0	0
9:00 AM					0					0					0					0	0	0
9:15 AM					0					0					0					0	0	0
9:30 AM					0					0					0					0	0	0
9:45 AM					0					0					0					0	0	0
10:00 AM					0					0					0					0	0	0
10:15 AM					0					0					0					0	0	0
10:30 AM					0					0					0					0	0	0
10:45 AM					0					0					0					0	0	0
11:00 AM					0					0					0					0	0	0
11:15 AM					0					0					0					0	0	0
11:30 AM					0					0					0					0	0	0
11:45 AM					0					0					0					0	0	0
12:00 PM					0					0					0					0	0	0
12:15 PM					0					0					0					0	0	0
12:30 PM					0					0					0					0	0	0
12:45 PM					0					0					0					0	0	0
1:00 PM					0					0					0					0	0	0
1:15 PM					0					0					0					0	0	0
1:30 PM					0					0					0					0	0	0
1:45 PM					0					0					0					0	0	0
2:00 PM					0					0					0					0	0	0
2:15 PM					0					0					0					0	0	0
2:30 PM					0					0					0					0	0	0
2:45 PM					0					0					0					0	0	0
3:00 PM					0					0					0					0	0	0
3:15 PM					0					0					0					0	0	0
3:30 PM					0					0					0					0	0	0
3:45 PM					0					0					0					0	0	0
4:00 PM					0					0					0					0	0	0
4:15 PM					0					0					0					0	0	0
4:30 PM					0					0					0					0	0	0
4:45 PM					0					0					0					0	0	0
5:00 PM					0					0					0					0	0	0
5:15 PM					0					0					0					0	0	0
5:30 PM					0					0					0					0	0	0
5:45 PM					0					0					0					0	0	0
6:00 PM					0					0					0					0	0	0
6:15 PM					0					0					0					0	0	0
6:30 PM					0					0					0					0	0	0
6:45 PM					0					0					0					0	0	0
7:00 PM					0					0					0					0	0	0
7:15 PM					0					0					0					0	0	0
7:30 PM					0					0					0					0	0	0
7:45 PM					0					0					0					0	0	0
8:00 PM					0					0					0					0	0	0
8:15 PM					0					0					0					0	0	0
8:30 PM					0					0					0					0	0	0
8:45 PM					0					0					0					0	0	0
9:00 PM					0					0					0					0	0	0
9:15 PM					0					0					0					0	0	0
9:30 PM					0					0					0					0	0	0
9:45 PM					0					0					0					0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North Lisa Avenue					From East Mill Road					From South					From West Mill Road					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: Mill Road
 Minor St: Najacht Road
 Intersection of: Mill Road & Najacht Road

IX_ID:

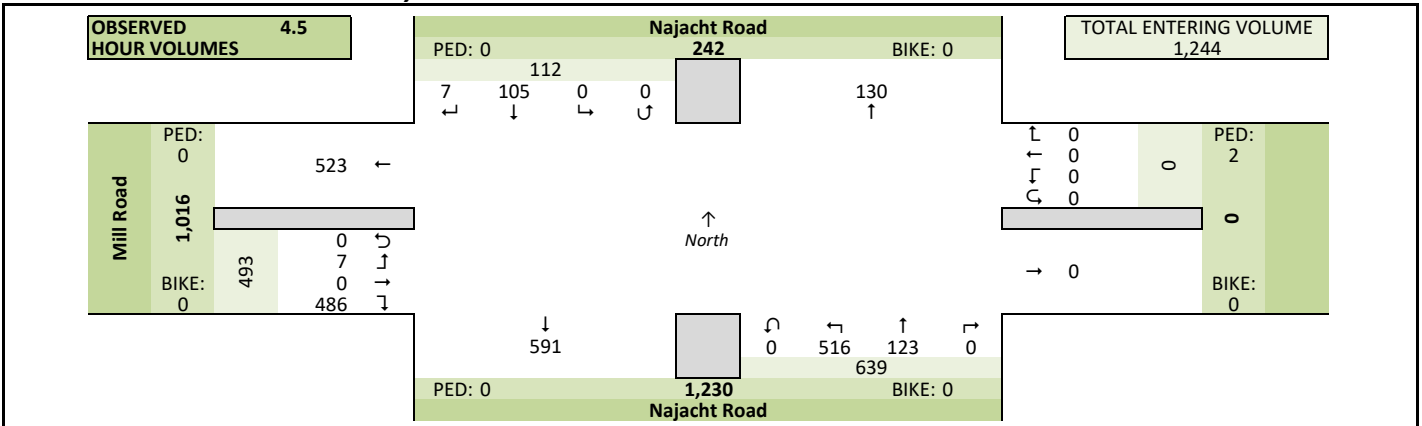
Site Information

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

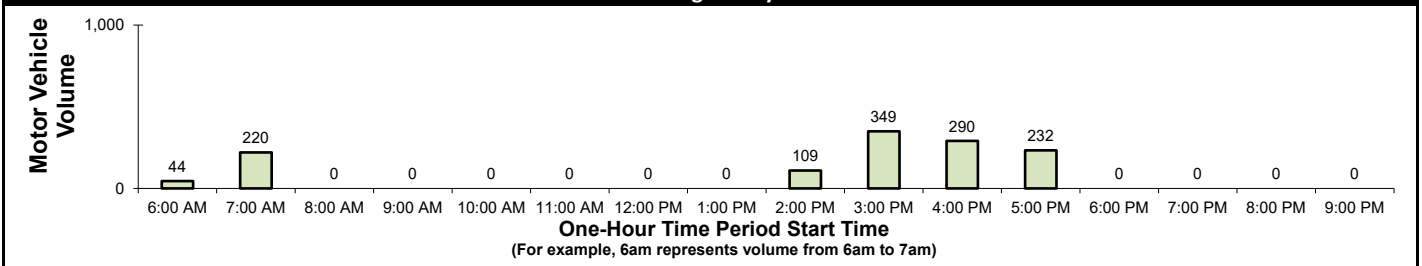
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Wendy Picard	
	Midday Peak Period	None	
	PM Peak Period	Wendy Picard	
Comments	2021 DOT Daily & Seasonal Factors		

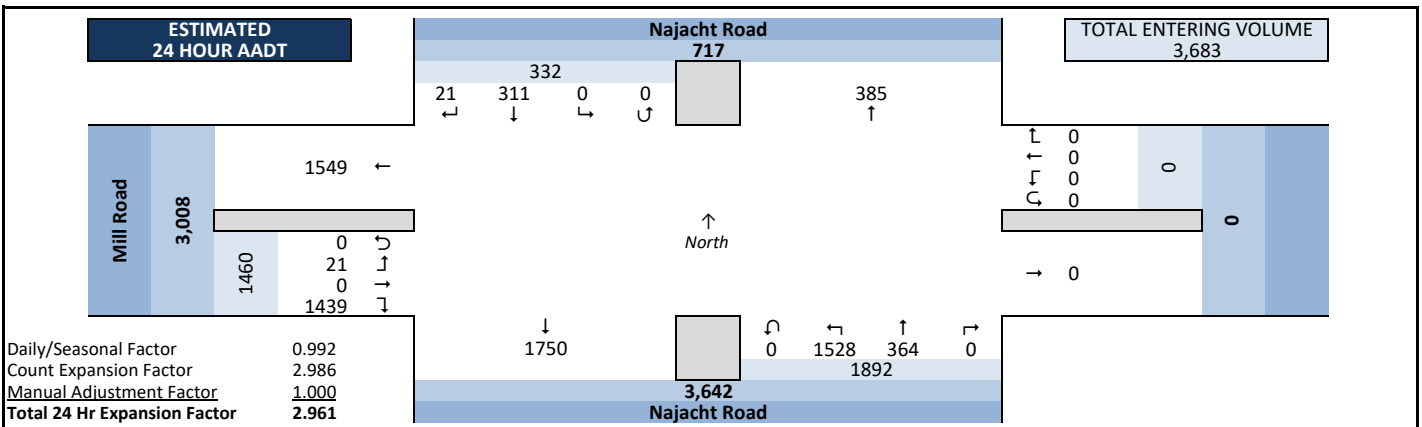
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

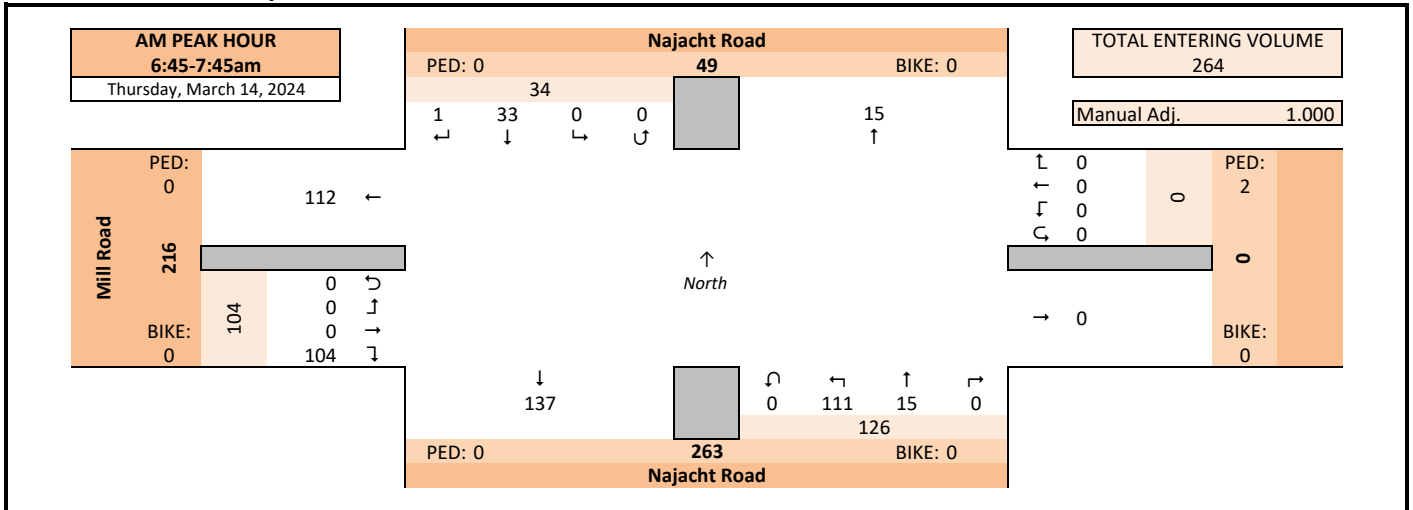
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

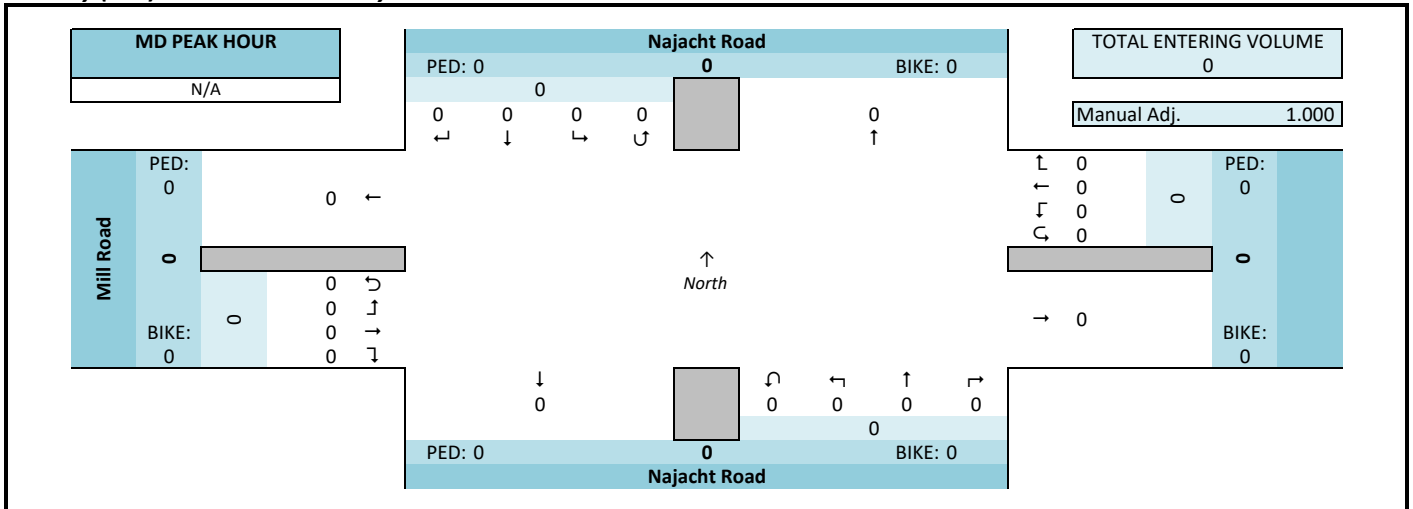
Mill Road & Najacht Road



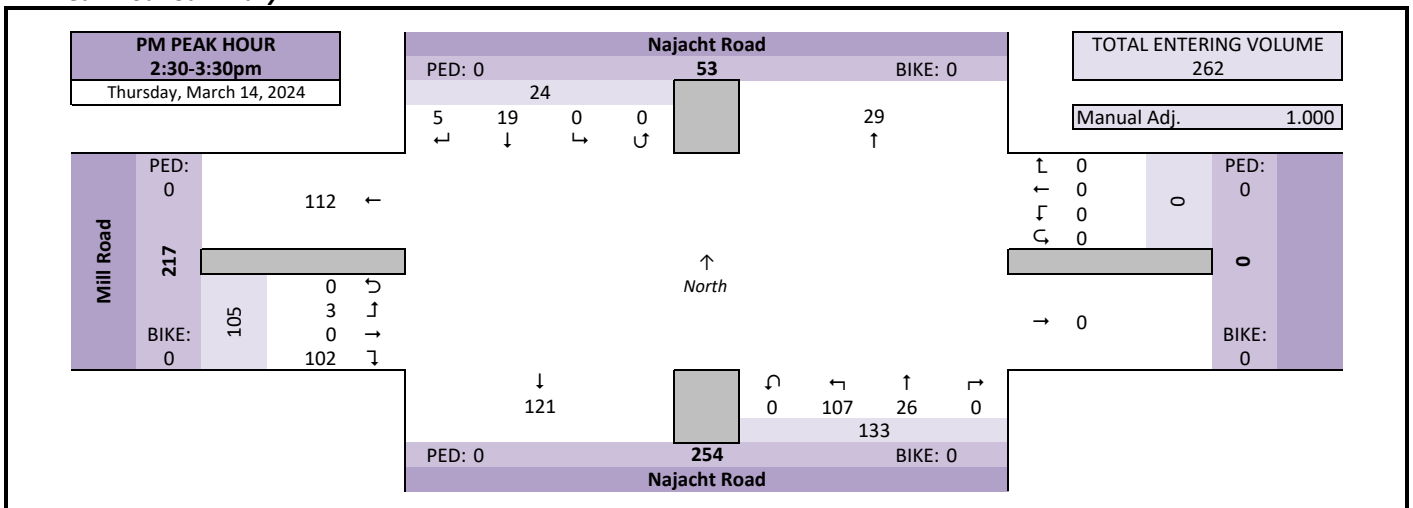
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

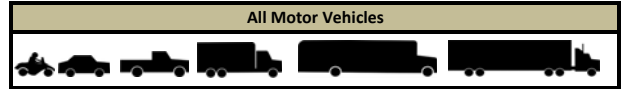


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Summary

Mill Road & Najacht Road



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, March 14, 2024		From North					From East					From South					From West					Totals	
		Najacht Road										Najacht Road					Mill Road						
AM Peak Hour	AM Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	Start Time	6:45 AM	0	8	0	0	8	0	0	0	0	0	0	3	16	0	19	17	0	0	0	17	44
	7:00 AM	0	6	0	0	6	0	0	0	0	0	0	4	24	0	28	18	0	0	0	18	52	
	7:15 AM	1	9	0	0	10	0	0	0	0	0	0	4	22	0	26	25	0	0	0	25	61	
	7:30 AM	0	10	0	0	10	0	0	0	0	0	0	4	49	0	53	44	0	0	0	44	107	
	Peak Hour Volume	1	33	0	0	34	0	0	0	0	0	0	15	111	0	126	104	0	0	0	104	264	
	Rounded Hourly Volume	0	35	0	0	35	0	0	0	0	0	0	15	110	0	125	105	0	0	0	105	265	
	% Single Unit Trucks	100.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	2.4	1.0	0.0	0.0	0.0	1.0	1.9	
	% 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)	100.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	2.4	1.0	0.0	0.0	0.0	1.0	1.9	
Peak Hour Factor (PHF)	0.25	0.82	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.57	0.00	0.59	0.59	0.00	0.00	0.00	0.59	0.62		

N/A		From North					From East					From South					From West					Totals	
		Najacht Road										Najacht Road					Mill Road						
Midday (MD) Peak Hour	MD Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	Start Time	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		

Thursday, March 14, 2024		From North					From East					From South					From West					Totals	
		Najacht Road										Najacht Road					Mill Road						
PM Peak Hour	PM Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	Start Time	2:30 PM	1	5	0	0	6	0	0	0	0	0	0	5	24	0	29	23	0	1	0	24	59
	2:45 PM	1	1	0	0	2	0	0	0	0	0	0	3	18	0	21	27	0	0	0	27	50	
	3:00 PM	2	7	0	0	9	0	0	0	0	0	0	9	31	0	40	32	0	2	0	34	83	
	3:15 PM	1	6	0	0	7	0	0	0	0	0	0	9	34	0	43	20	0	0	0	20	70	
	Peak Hour Volume	5	19	0	0	24	0	0	0	0	0	0	26	107	0	133	102	0	3	0	105	262	
	Rounded Hourly Volume	5	20	0	0	25	0	0	0	0	0	0	25	105	0	130	100	0	5	0	105	260	
	% 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	1.9	0.0	1.5	1.0	0.0	0.0	0.0	1.0	1.1	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	1.5	1.0	0.0	0.0	0.0	1.0	1.1	
Peak Hour Factor (PHF)	0.62	0.68	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.79	0.00	0.77	0.80	0.00	0.37	0.00	0.77	0.79		

Peak Hour Pedestrian and Bicyclist Volumes

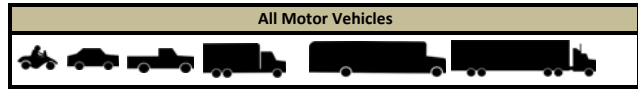
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Najacht Road						Najacht Road			Mill Road			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
	AM	6:45 AM	0	0	0	1	0	1	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	
Total	0	0	0	2	0	2	0	0	0	0	0	0	2	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Mill Road & Najacht Road

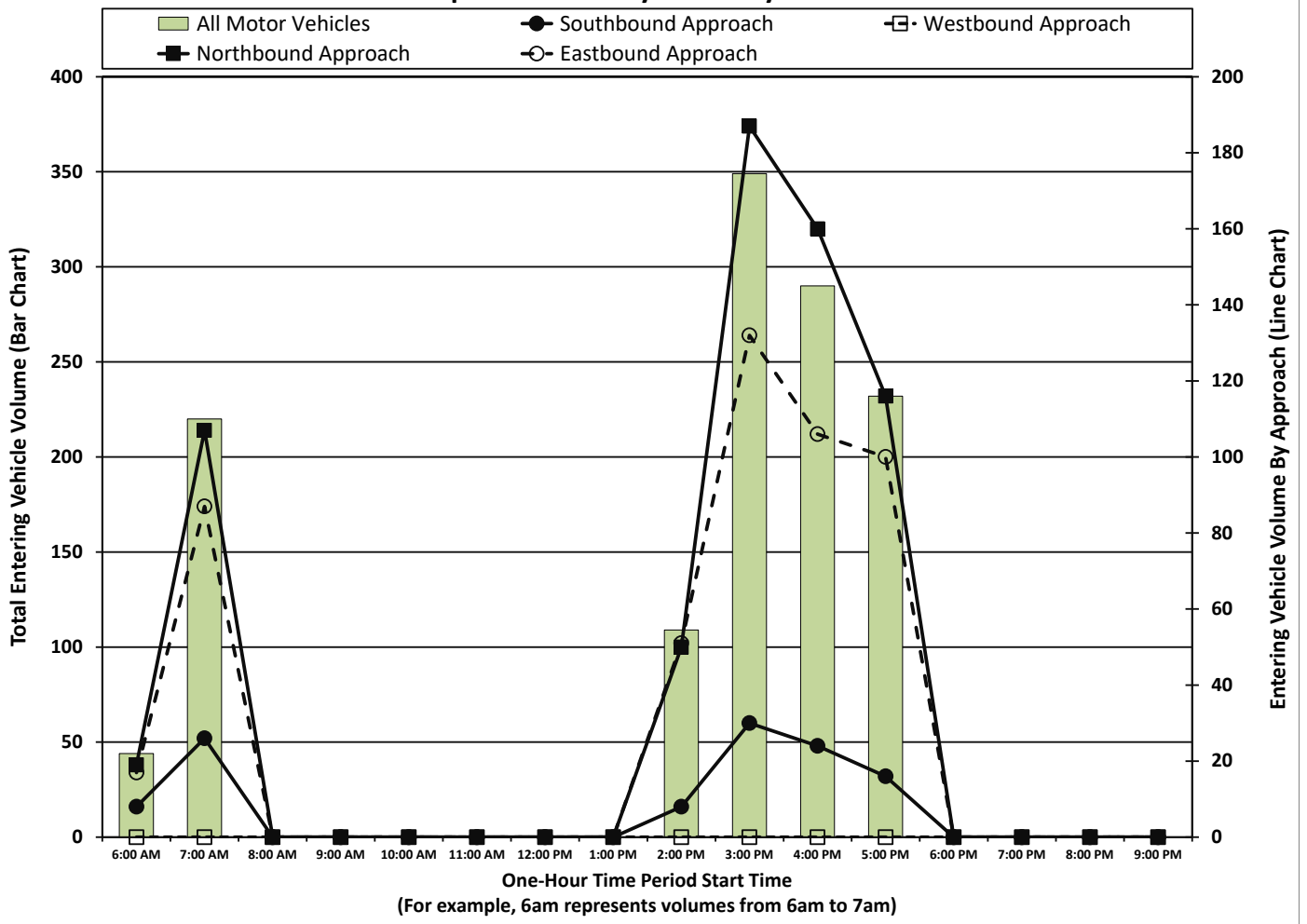
Count Basics		Page 4 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North Najacht Road					From East					From South Najacht Road					From West Mill 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	8	0	0	8	0	0	0	0	0	0	3	16	0	19	17	0	0		0	17
	7:00 AM	1	25	0	0	26	0	0	0	0	0	0	12	95	0	107	87	0	0	0	87	220	87	133
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	2	6	0	0	8	0	0	0	0	0	0	8	42	0	50	50	0	1	0	51	109	51	58
	3:00 PM	3	27	0	0	30	0	0	0	0	0	0	40	147	0	187	129	0	3	0	132	349	132	217
	4:00 PM	1	23	0	0	24	0	0	0	0	0	0	31	129	0	160	105	0	1	0	106	290	106	184
	5:00 PM	0	16	0	0	16	0	0	0	0	0	0	29	87	0	116	98	0	2	0	100	232	100	132
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		7	105	0	0	112	0	0	0	0	0	0	123	516	0	639	486	0	7	0	493	1244	493	751

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



Mill Road & Najacht Road

15-Minute Pedestrian and Bicyclist Data

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

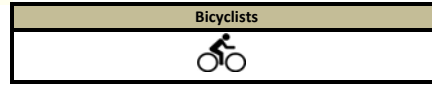
Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Mill Road & Najacht Road



15-Minute Bicycle Data

15-Minute Time Period Start Time	From North Najacht Road					From East					From South Najacht Road					From West Mill 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		
	6:00 AM					0					0					0						
6:15 AM					0					0					0					0	0	0
6:30 AM					0					0					0					0	0	0
6:45 AM					0					0					0					0	0	0
7:00 AM					0					0					0					0	0	0
7:15 AM					0					0					0					0	0	0
7:30 AM					0					0					0					0	0	0
7:45 AM					0					0					0					0	0	0
8:00 AM					0					0					0					0	0	0
8:15 AM					0					0					0					0	0	0
8:30 AM					0					0					0					0	0	0
8:45 AM					0					0					0					0	0	0
9:00 AM					0					0					0					0	0	0
9:15 AM					0					0					0					0	0	0
9:30 AM					0					0					0					0	0	0
9:45 AM					0					0					0					0	0	0
10:00 AM					0					0					0					0	0	0
10:15 AM					0					0					0					0	0	0
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11:30 AM					0					0					0					0	0	0
11:45 AM					0					0					0					0	0	0
12:00 PM					0					0					0					0	0	0
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4:00 PM					0					0					0					0	0	0
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9:15 PM					0					0					0					0	0	0
9:30 PM					0					0					0					0	0	0
9:45 PM					0					0					0					0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North Najacht Road					From East					From South Najacht Road					From West Mill Road					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: Mill Road
 Minor St: Najacht Road
 Intersection of: Mill Road & Najacht Road

IX_ID:

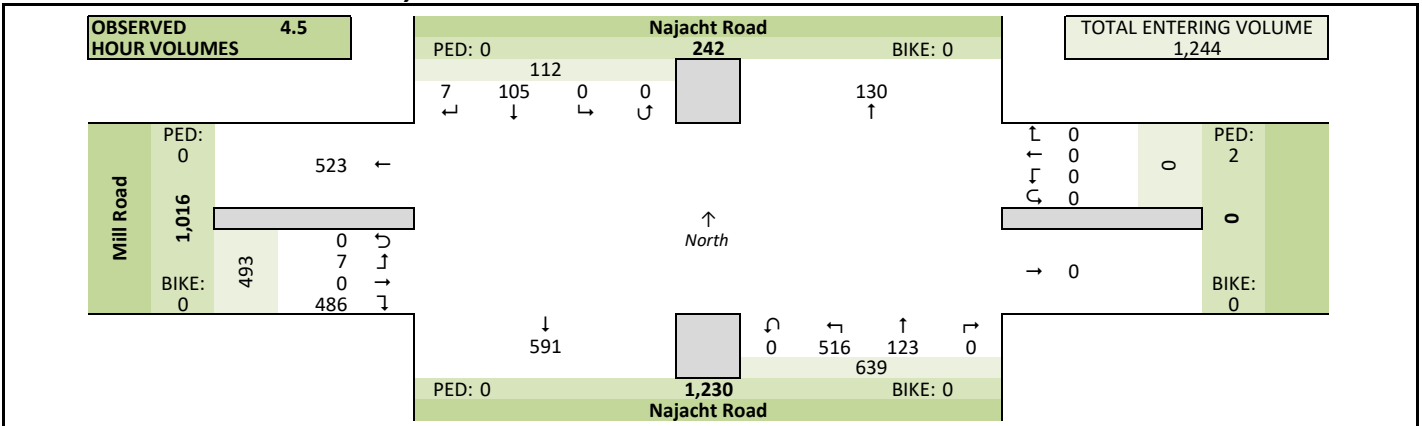
Site Information

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

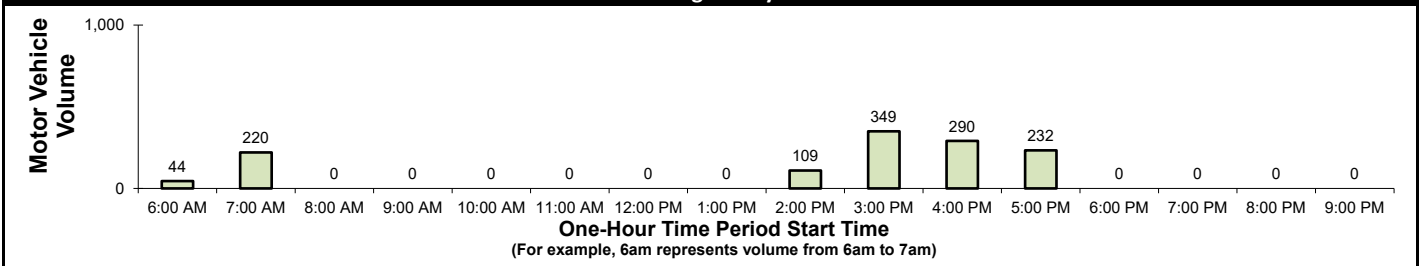
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
	PM	3:15-4:15pm	
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
	PM	4:30-5:30pm	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Wendy Picard	
	Midday Peak Period	None	
	PM Peak Period	Wendy Picard	
Comments	2021 DOT Daily & Seasonal Factors		

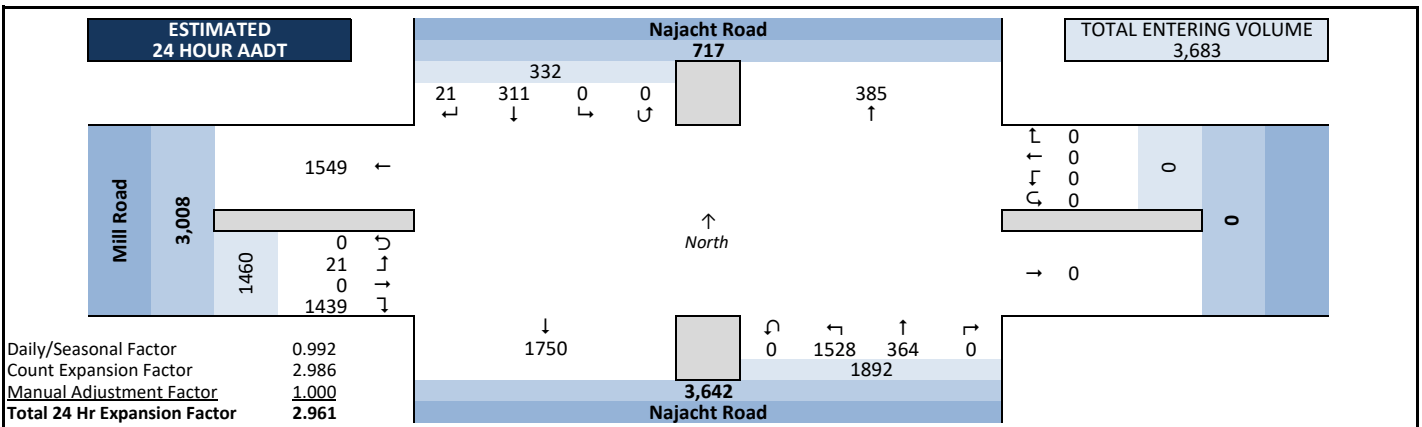
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

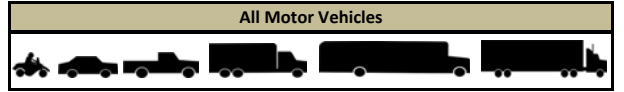


Intersection Traffic Volume Report

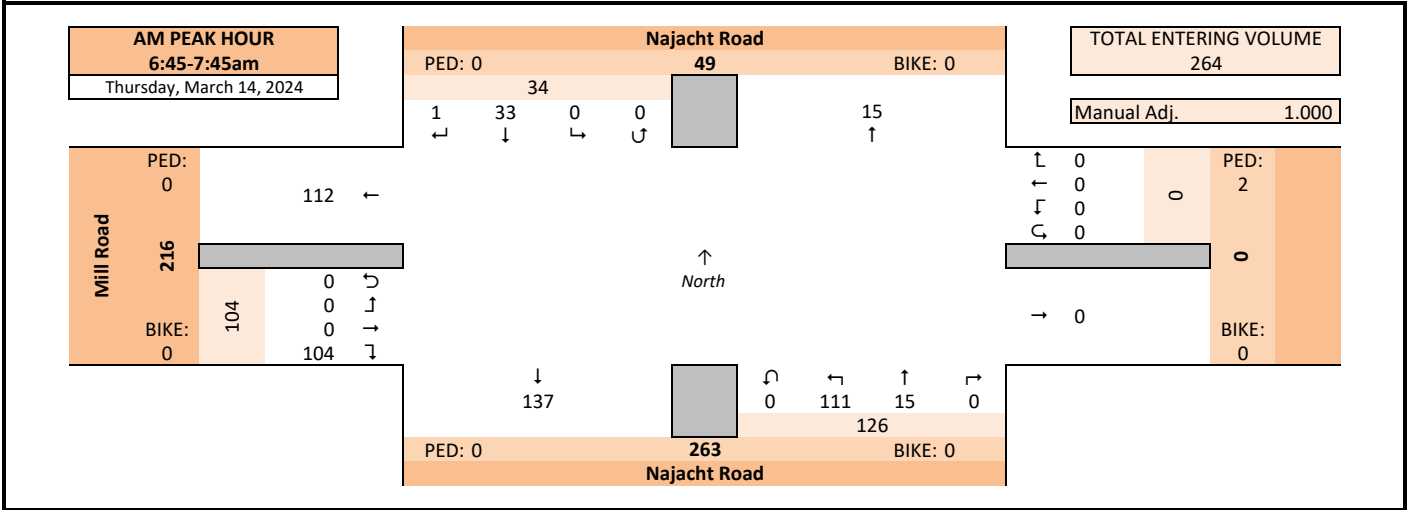
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

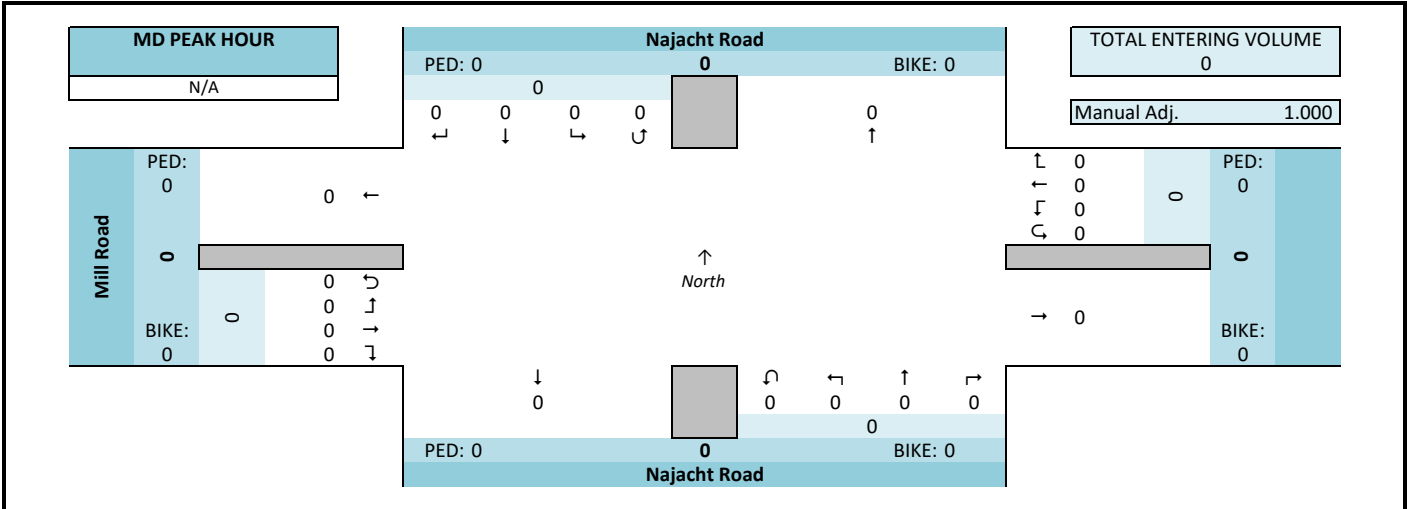
Mill Road & Najacht Road



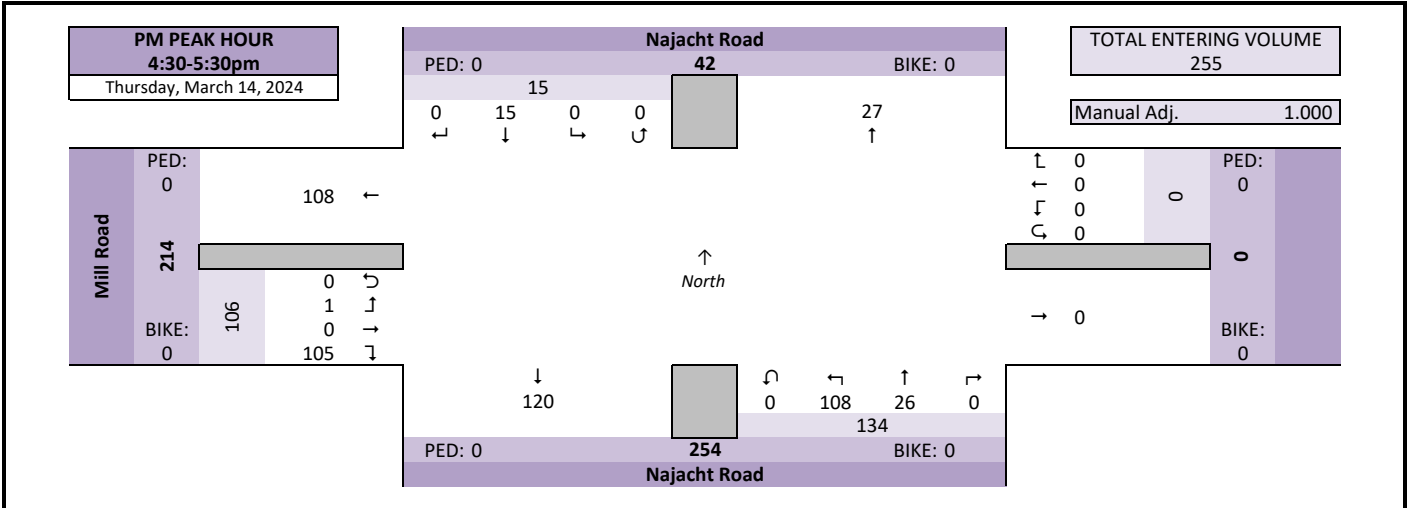
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

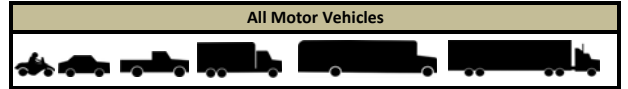


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Summary

Mill Road & Najacht Road



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, March 14, 2024		From North					From East					From South					From West					Totals							
		Najacht Road										Najacht Road					Mill Road												
AM Peak Hour	AM Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
	Start Time	6:45 AM	0	8	0	0	8	0	0	0	0	0	0	3	16	0	19	17	0	0	0	17	0	0	0	0	0	17	44
	7:00 AM	0	6	0	0	6	0	0	0	0	0	0	4	24	0	28	18	0	0	0	18	0	0	0	0	0	18	52	
	7:15 AM	1	9	0	0	10	0	0	0	0	0	0	4	22	0	26	25	0	0	0	25	0	0	0	0	0	25	61	
	7:30 AM	0	10	0	0	10	0	0	0	0	0	0	4	49	0	53	44	0	0	0	44	0	0	0	0	0	44	107	
	Peak Hour Volume	1	33	0	0	34	0	0	0	0	0	0	15	111	0	126	104	0	0	0	104	0	0	0	0	0	104	264	
	Rounded Hourly Volume	0	35	0	0	35	0	0	0	0	0	0	15	110	0	125	105	0	0	0	105	0	0	0	0	0	105	265	
	% Single Unit Trucks	100.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	2.4	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.9	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Trucks (Total)	100.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	2.4	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.9	
Peak Hour Factor (PHF)	0.25	0.82	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.57	0.00	0.59	0.59	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00	0.59	0.62		

N/A		From North					From East					From South					From West					Totals							
		Najacht Road										Najacht Road					Mill Road												
Midday (MD) Peak Hour	MD Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
	Start Time	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
	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	
	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	
	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	
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

Thursday, March 14, 2024		From North					From East					From South					From West					Totals							
		Najacht Road										Najacht Road					Mill Road												
PM Peak Hour	PM Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
	Start Time	4:30 PM	0	4	0	0	4	0	0	0	0	0	0	4	32	0	36	26	0	1	0	27	0	0	0	0	0	27	67
	4:45 PM	0	4	0	0	4	0	0	0	0	0	0	7	28	0	35	23	0	0	0	23	0	0	0	0	0	23	62	
	5:00 PM	0	3	0	0	3	0	0	0	0	0	0	5	23	0	28	23	0	0	0	23	0	0	0	0	0	23	54	
	5:15 PM	0	4	0	0	4	0	0	0	0	0	0	10	25	0	35	33	0	0	0	33	0	0	0	0	0	33	72	
	Peak Hour Volume	0	15	0	0	15	0	0	0	0	0	0	26	108	0	134	105	0	1	0	106	0	0	0	0	0	106	255	
	Rounded Hourly Volume	0	15	0	0	15	0	0	0	0	0	0	25	110	0	135	105	0	0	0	105	0	0	0	0	0	105	255	
	% 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	0.9	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.9	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	
Peak Hour Factor (PHF)	0.00	0.94	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.84	0.00	0.93	0.80	0.00	0.25	0.00	0.80	0.00	0.00	0.00	0.00	0.00	0.80	0.89		

Peak Hour Pedestrian and Bicyclist Volumes

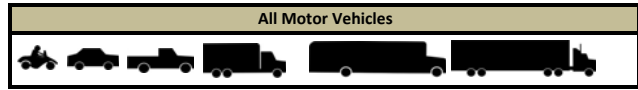
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Najacht Road						Najacht Road			Mill Road			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	6:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	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	1	0	1	0	0	0	0	0	0	1
	Total	0	0	0	2	0	2	0	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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

Hourly Volume Summary - Motor Vehicle Data

Mill Road & Najacht Road

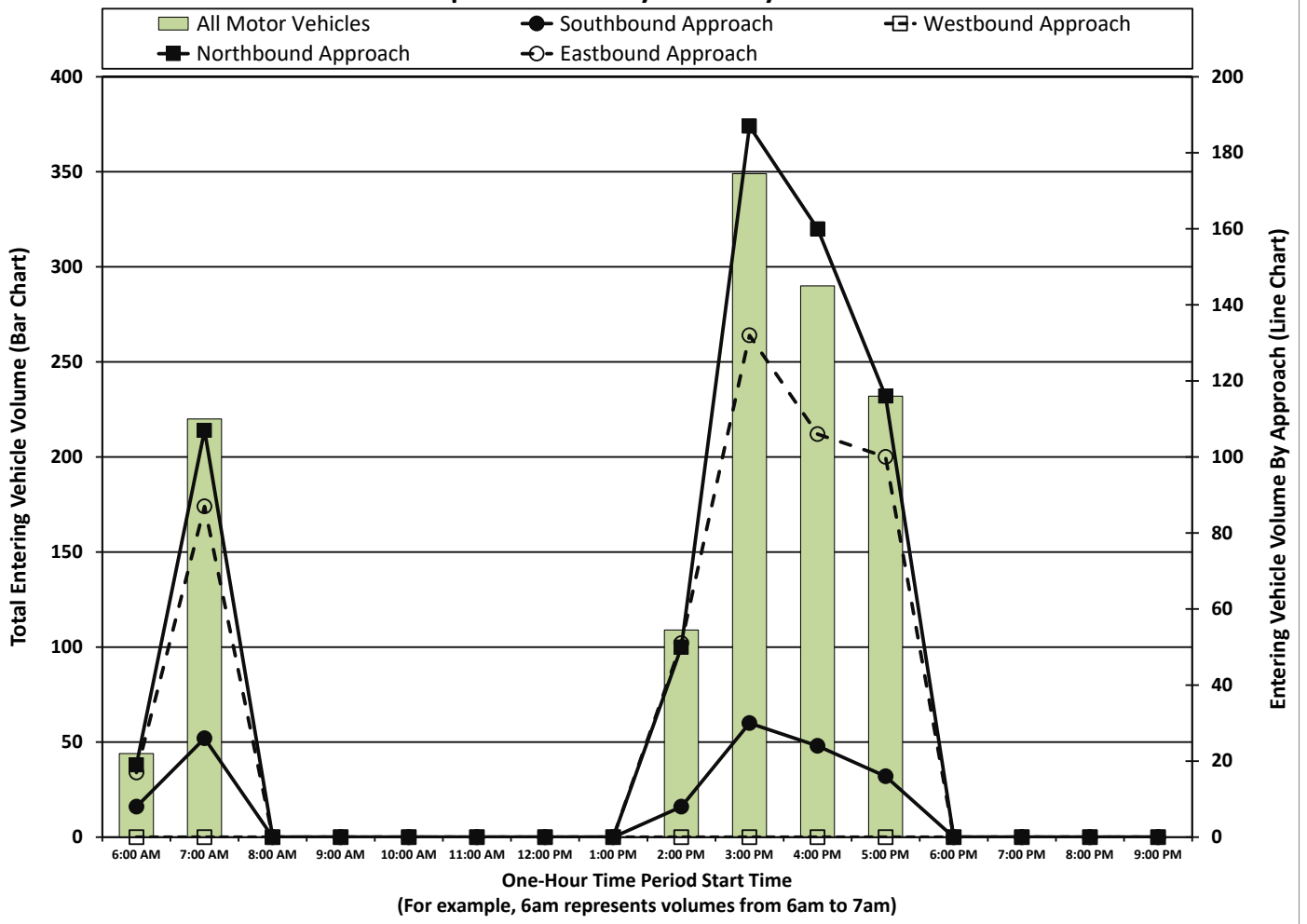
Count Basics		Page 4 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North Najacht Road					From East					From South Najacht Road					From West Mill 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	8	0	0	8	0	0	0	0	0	0	3	16	0	19	17	0	0		0	17
	7:00 AM	1	25	0	0	26	0	0	0	0	0	0	12	95	0	107	87	0	0	0	87	220	87	133
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	2	6	0	0	8	0	0	0	0	0	0	8	42	0	50	50	0	1	0	51	109	51	58
	3:00 PM	3	27	0	0	30	0	0	0	0	0	0	40	147	0	187	129	0	3	0	132	349	132	217
	4:00 PM	1	23	0	0	24	0	0	0	0	0	0	31	129	0	160	105	0	1	0	106	290	106	184
	5:00 PM	0	16	0	0	16	0	0	0	0	0	0	29	87	0	116	98	0	2	0	100	232	100	132
	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	
	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	
	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	
	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	
Totals		7	105	0	0	112	0	0	0	0	0	0	123	516	0	639	486	0	7	0	493	1244	493	751

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

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

Count Basics	Page 7 of 13		
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Mill Road & Najacht Road



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

15-Minute Time Period Start Time	From North Najacht Road					From East					From South Najacht Road					From West Mill 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	1	0	1	0	0	0	0	0	1	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	
7:45 AM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period																						
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period																						
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	2	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	1	0	0	0	1	0	0	0	0	0	0	8	0	8	5	0	0	0	0	5	14	

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

Hourly Time Period Start Time	From North Najacht Road					From East					From South Najacht Road					From West Mill Road					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	AM 6:45 AM	1	0	0	0	1	0	0	0	0	0	0	3	0	3	1	0	0	0	0	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics			Page 9 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Mill Road & Najacht Road



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Najacht Road										Najacht Road					Mill Road						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	3
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
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	2	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	3	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	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	1	0	1	0	0	0	0	0	1	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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
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
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
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
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
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
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
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
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
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
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
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
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
Totals	1	0	0	0	1	0	0	0	0	0	0	0	8	0	8	5	0	0	0	0	5	14

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Najacht Road										Najacht Road					Mill Road					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	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
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Mill Road & Najacht Road



15-Minute Pedestrian and Bicyclist Data

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

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Mill Road & Najacht Road



15-Minute Bicycle Data

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

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume					
	Najacht Road										Najacht Road					Mill Road										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: 21st Street
 Minor St: Eisner Avenue
 Intersection of: 21st Street & Eisner Avenue

IX_ID:

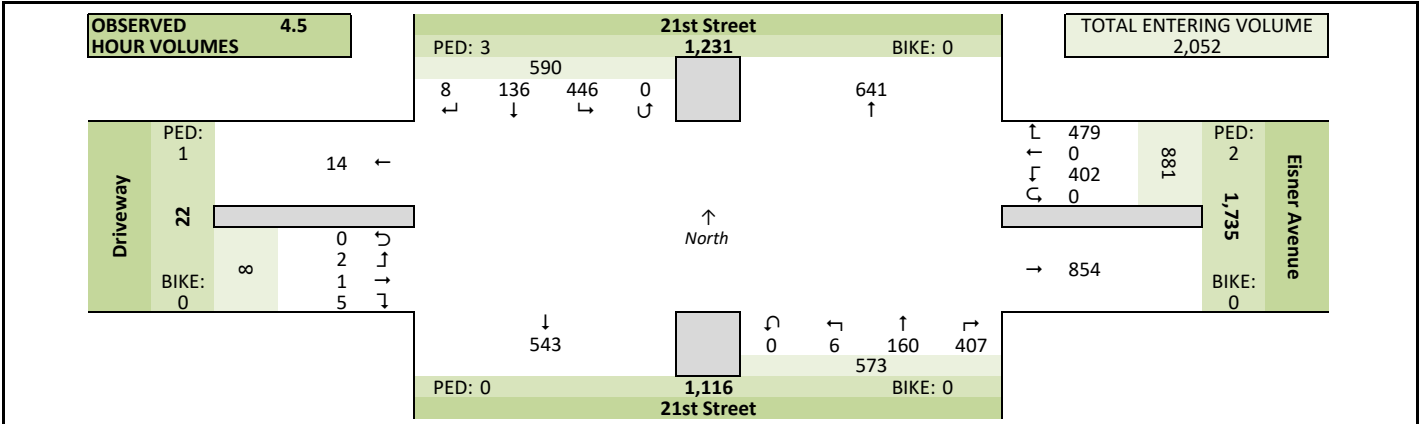
Site Information

Municipality	City of Sheboygan		
County	59 - Sheboygan	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	21st Street		
East Leg	Eisner Avenue		
South Leg	21st Street		
West Leg	Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

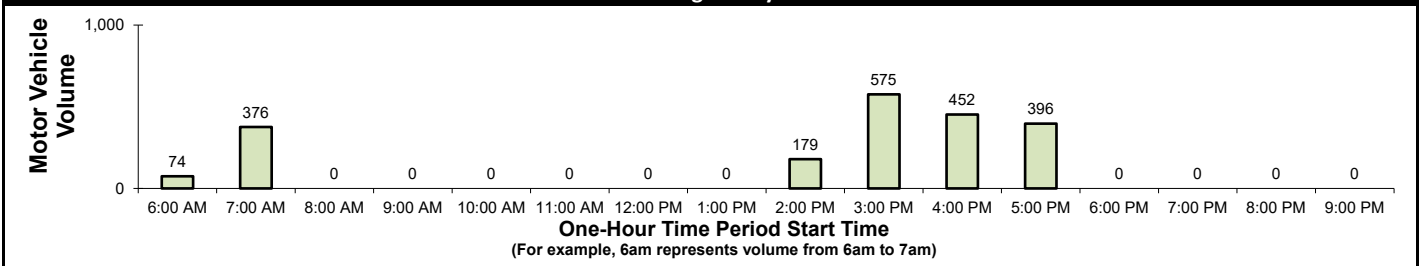
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Lori Atwell	
	Midday Peak Period	None	
	PM Peak Period	Lori Atwell	
Comments	2021 DOT Daily & Seasonal Factors		

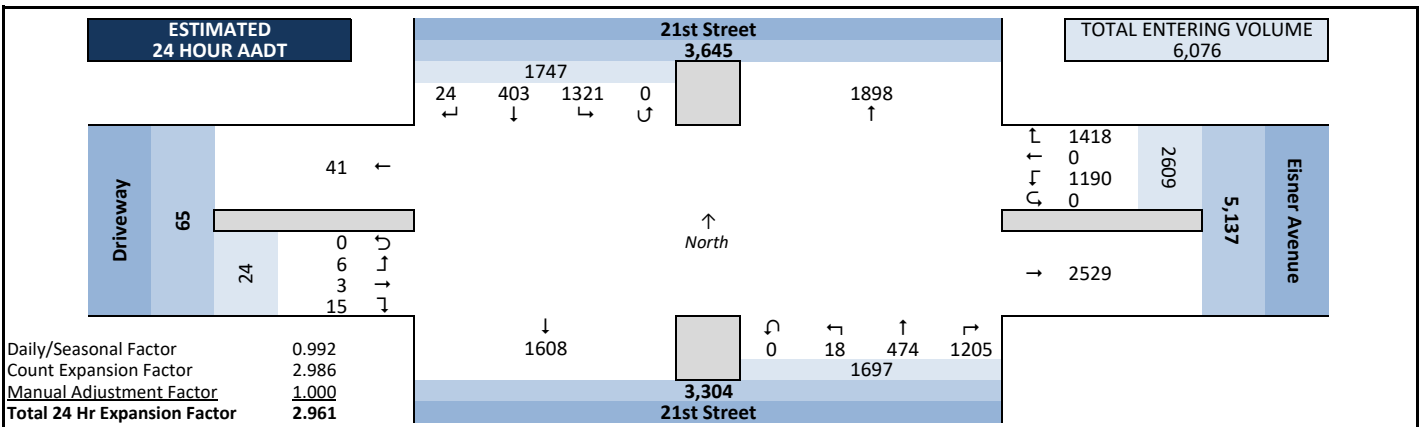
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

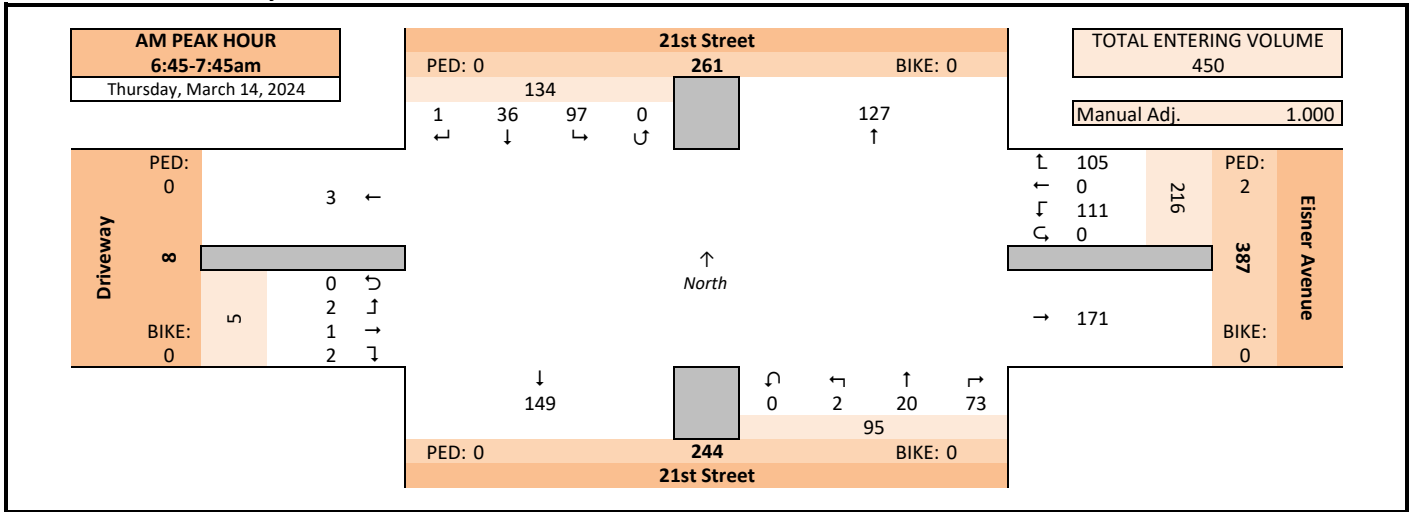
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

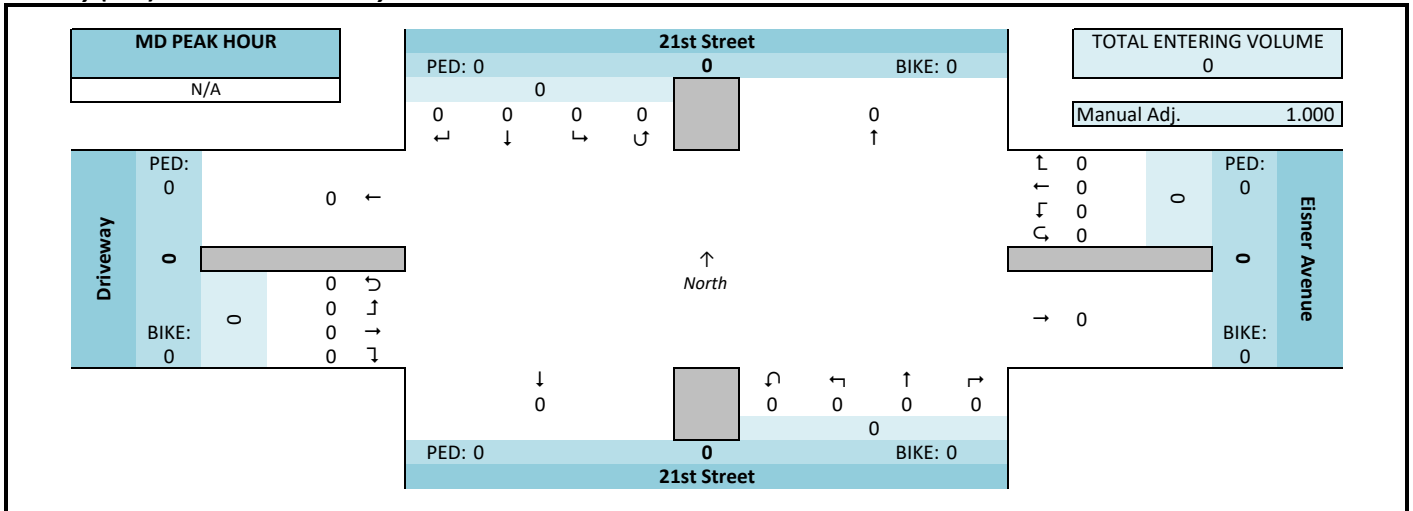
21st Street & Eisner Avenue



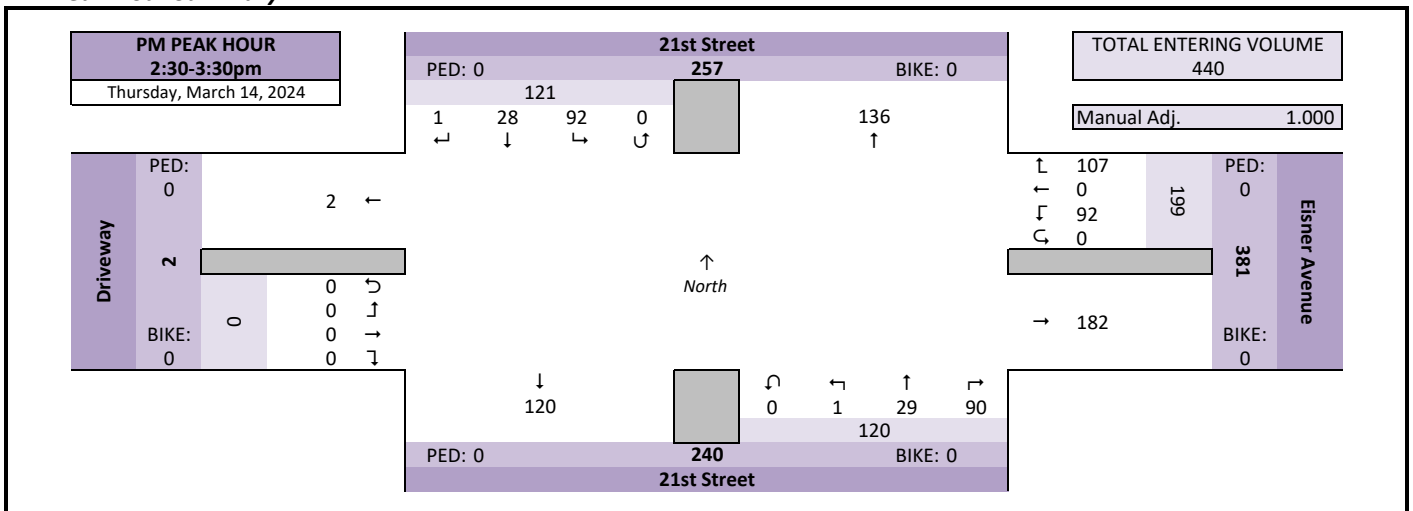
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



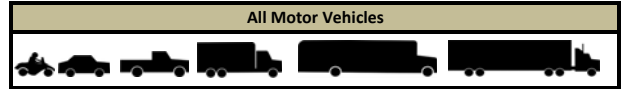
PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

21st Street & Eisner Avenue



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, March 14, 2024		From North 21st Street					From East Eisner Avenue					From South 21st Street					From West Driveway					Totals
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	6:45 AM	0	9	17	0	26	16	0	25	0	41	4	3	0	0	7	0	0	0	0	0	0
	7:00 AM	0	8	17	0	25	22	0	21	0	43	9	5	1	0	15	0	0	1	0	1	84
	7:15 AM	0	9	22	0	31	19	0	25	0	44	28	7	1	0	36	1	1	0	0	2	113
	7:30 AM	1	10	41	0	52	48	0	40	0	88	32	5	0	0	37	1	0	1	0	2	179
	Peak Hour Volume	1	36	97	0	134	105	0	111	0	216	73	20	2	0	95	2	1	2	0	5	450
	Rounded Hourly Volume	0	35	95	0	130	105	0	110	0	215	75	20	0	0	95	0	0	0	0	0	440
	% Single Unit Trucks	0.0	0.0	1.0	0.0	0.7	2.9	0.0	4.5	0.0	3.7	4.1	5.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	2.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
	% Trucks (Total)	0.0	0.0	1.0	0.0	0.7	2.9	0.0	5.4	0.0	4.2	4.1	5.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	3.1
	Peak Hour Factor (PHF)	0.25	0.90	0.59	0.00	0.64	0.55	0.00	0.69	0.00	0.61	0.57	0.71	0.50	0.00	0.64	0.50	0.25	0.50	0.00	0.62	0.63

N/A		From North 21st Street					From East Eisner Avenue					From South 21st Street					From West Driveway					Totals
MD Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	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

Thursday, March 14, 2024		From North 21st Street					From East Eisner Avenue					From South 21st Street					From West Driveway					Totals
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	2:30 PM	0	6	23	0	29	28	0	23	0	51	22	3	0	0	25	0	0	0	0	0	105
	2:45 PM	0	5	22	0	27	17	0	14	0	31	12	4	0	0	16	0	0	0	0	0	74
	3:00 PM	1	9	28	0	38	30	0	25	0	55	24	10	0	0	34	0	0	0	0	0	127
	3:15 PM	0	8	19	0	27	32	0	30	0	62	32	12	1	0	45	0	0	0	0	0	134
	Peak Hour Volume	1	28	92	0	121	107	0	92	0	199	90	29	1	0	120	0	0	0	0	0	440
	Rounded Hourly Volume	0	30	90	0	120	105	0	90	0	195	90	30	0	0	120	0	0	0	0	0	435
	% Single Unit Trucks	0.0	3.6	0.0	0.0	0.8	1.9	0.0	5.4	0.0	3.5	2.2	3.4	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	3.6	0.0	0.0	0.8	1.9	0.0	5.4	0.0	3.5	2.2	3.4	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.5
	Peak Hour Factor (PHF)	0.25	0.78	0.82	0.00	0.80	0.84	0.00	0.77	0.00	0.80	0.70	0.60	0.25	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.82

Peak Hour Pedestrian and Bicyclist Volumes

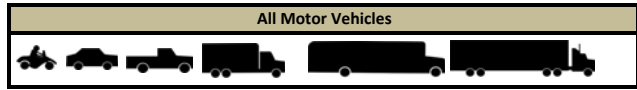
Pedestrians and Bicyclists	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume	
	21st Street			Eisner Avenue			21st Street			Driveway				
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	Total	0	0	0	2	0	2	0	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

21st Street & Eisner Avenue

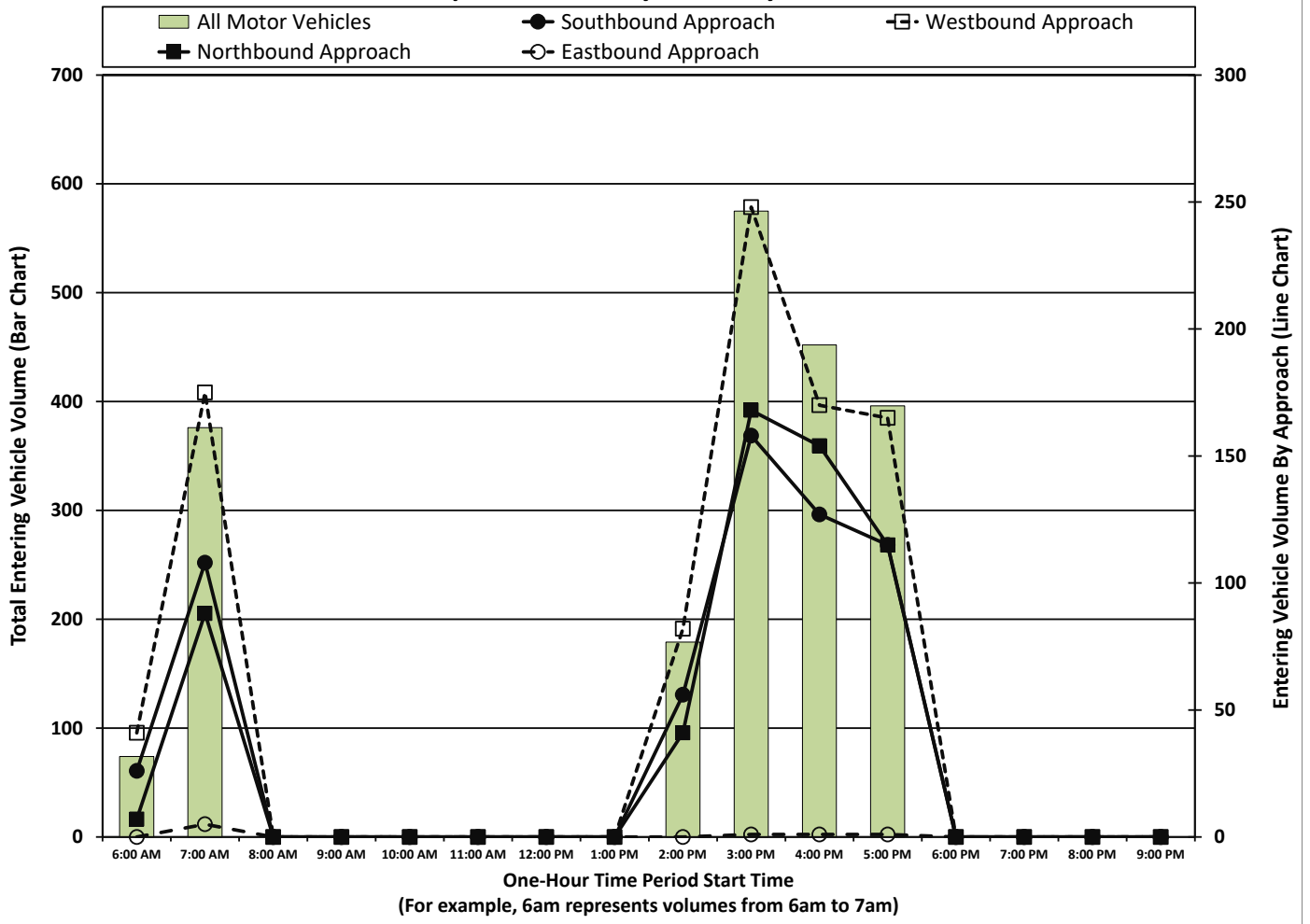
Count Basics			Page 4 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North 21st Street					From East Eisner Avenue					From South 21st Street					From West Driveway					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	9	17	0	26	16	0	25	0	41	4	3	0	0	7	0	0	0		0	0	0
	7:00 AM	1	27	80	0	108	89	0	86	0	175	69	17	2	0	88	2	1	2	0	5	376	180	196	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	11	45	0	56	45	0	37	0	82	34	7	0	41	0	0	0	0	0	0	179	82	97	
	3:00 PM	4	36	118	0	158	139	0	109	0	248	118	49	1	168	1	0	0	0	1	575	249	326		
	4:00 PM	3	25	99	0	127	107	0	63	0	170	100	52	2	154	1	0	0	0	1	452	171	281		
PM	5:00 PM	0	28	87	0	115	83	0	82	0	165	82	32	1	115	1	0	0	0	1	396	166	230		
	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		
	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		
	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		
	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		
Totals		8	136	446	0	590	479	0	402	0	881	407	160	6	573	5	1	2	0	8	2052	889	1163		

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

21st Street & Eisner Avenue



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	21st Street			Eisner Avenue			21st Street			Driveway				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	2
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	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	0	3
5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	
5:30 PM	1	0	1	0	0	0	0	0	0	1	0	1	2	
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	3	0	3	2	0	2	0	0	0	1	0	1	6	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			Page 12 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session	
Total Number of Hours Counted: 4.5		Non-Holiday	No Special Events	

15-Minute Adult & Children Count (Manual Entry)

21st Street & Eisner Avenue



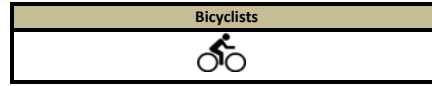
15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	21st Street			Eisner Avenue			21st Street			Driveway				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	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	0	3
5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	3
5:30 PM	1	0	1	0	0	0	0	0	0	1	0	1	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	3	0	3	2	0	2	0	0	0	1	0	1	6	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

21st Street & Eisner Avenue



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	21st Street					Eisner Avenue					21st Street					Driveway						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM					0					0					0					0	0	
6:15 AM					0					0					0					0	0	
6:30 AM					0					0					0					0	0	
6:45 AM					0					0					0					0	0	
7:00 AM					0					0					0					0	0	
7:15 AM					0					0					0					0	0	
7:30 AM					0					0					0					0	0	
7:45 AM					0					0					0					0	0	
8:00 AM					0					0					0					0	0	
8:15 AM					0					0					0					0	0	
8:30 AM					0					0					0					0	0	
8:45 AM					0					0					0					0	0	
9:00 AM					0					0					0					0	0	
9:15 AM					0					0					0					0	0	
9:30 AM					0					0					0					0	0	
9:45 AM					0					0					0					0	0	
10:00 AM					0					0					0					0	0	
10:15 AM					0					0					0					0	0	
10:30 AM					0					0					0					0	0	
10:45 AM					0					0					0					0	0	
11:00 AM					0					0					0					0	0	
11:15 AM					0					0					0					0	0	
11:30 AM					0					0					0					0	0	
11:45 AM					0					0					0					0	0	
12:00 PM					0					0					0					0	0	
12:15 PM					0					0					0					0	0	
12:30 PM					0					0					0					0	0	
12:45 PM					0					0					0					0	0	
1:00 PM					0					0					0					0	0	
1:15 PM					0					0					0					0	0	
1:30 PM					0					0					0					0	0	
1:45 PM					0					0					0					0	0	
2:00 PM					0					0					0					0	0	
2:15 PM					0					0					0					0	0	
2:30 PM					0					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	21st Street					Eisner Avenue					21st Street					Driveway					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: 21st Street
 Minor St: Eisner Avenue
 Intersection of: 21st Street & Eisner Avenue

IX_ID:

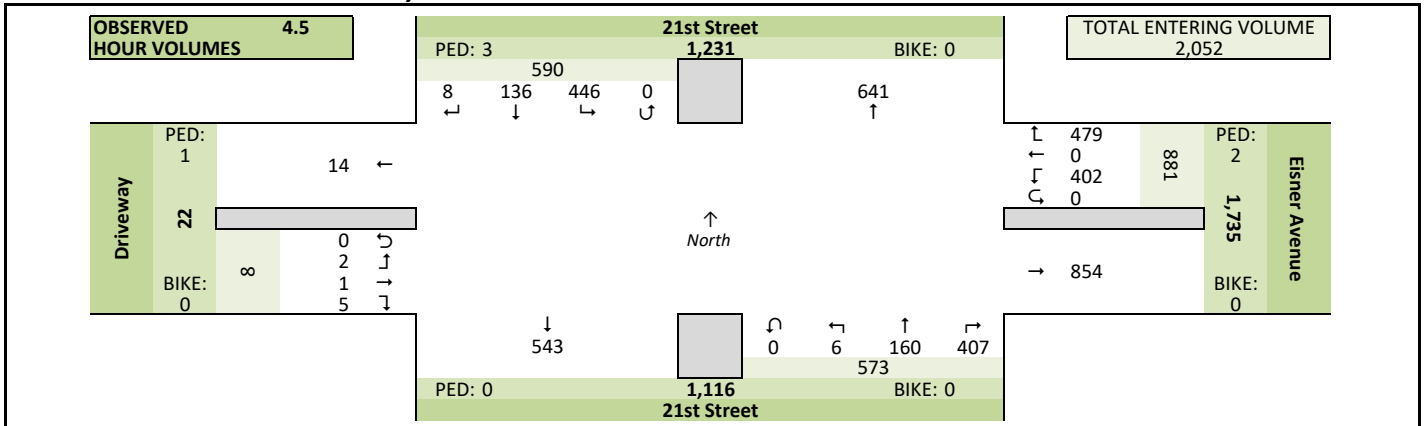
Site Information

Municipality	City of Sheboygan		
County	59 - Sheboygan	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	21st Street		
East Leg	Eisner Avenue		
South Leg	21st Street		
West Leg	Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

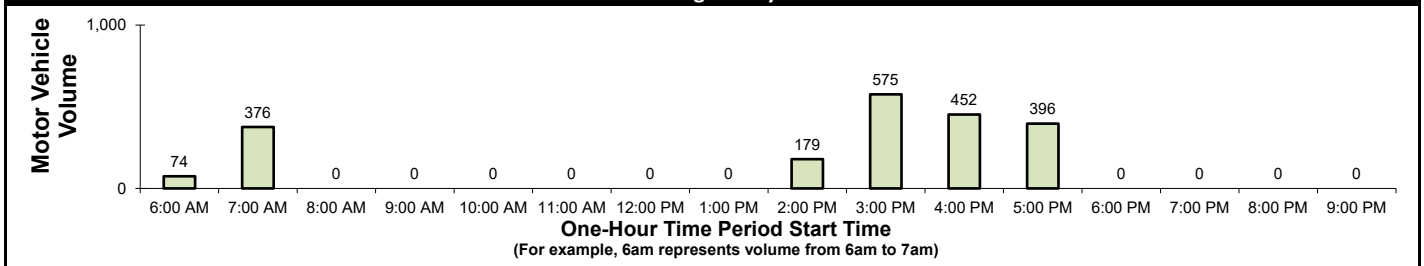
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Lori Atwell	
	Midday Peak Period	None	
	PM Peak Period	Lori Atwell	
Comments	2021 DOT Daily & Seasonal Factors		

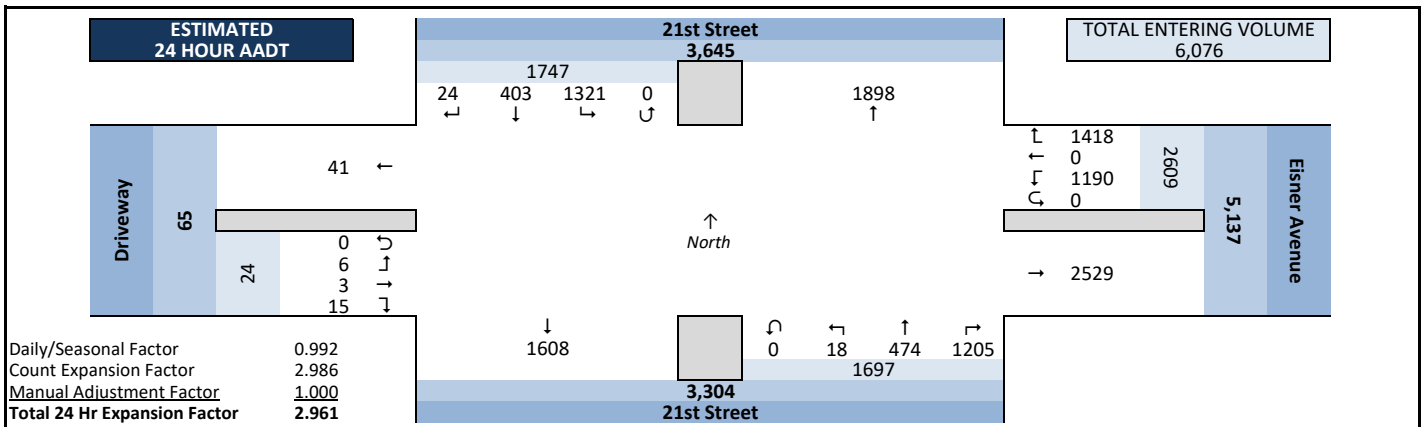
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

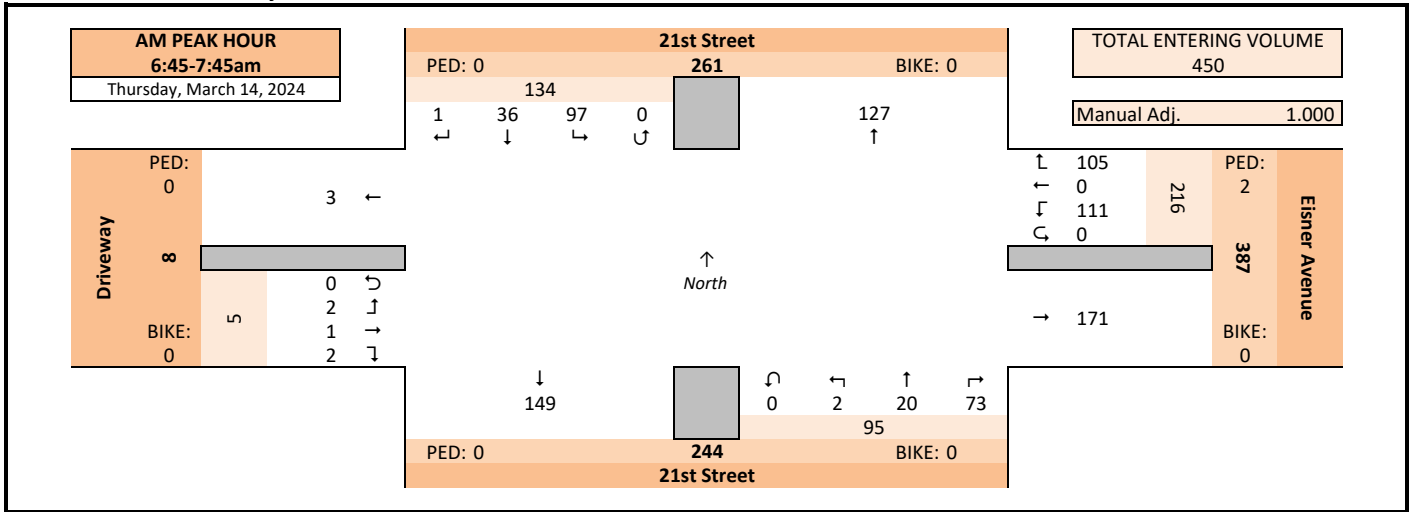
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

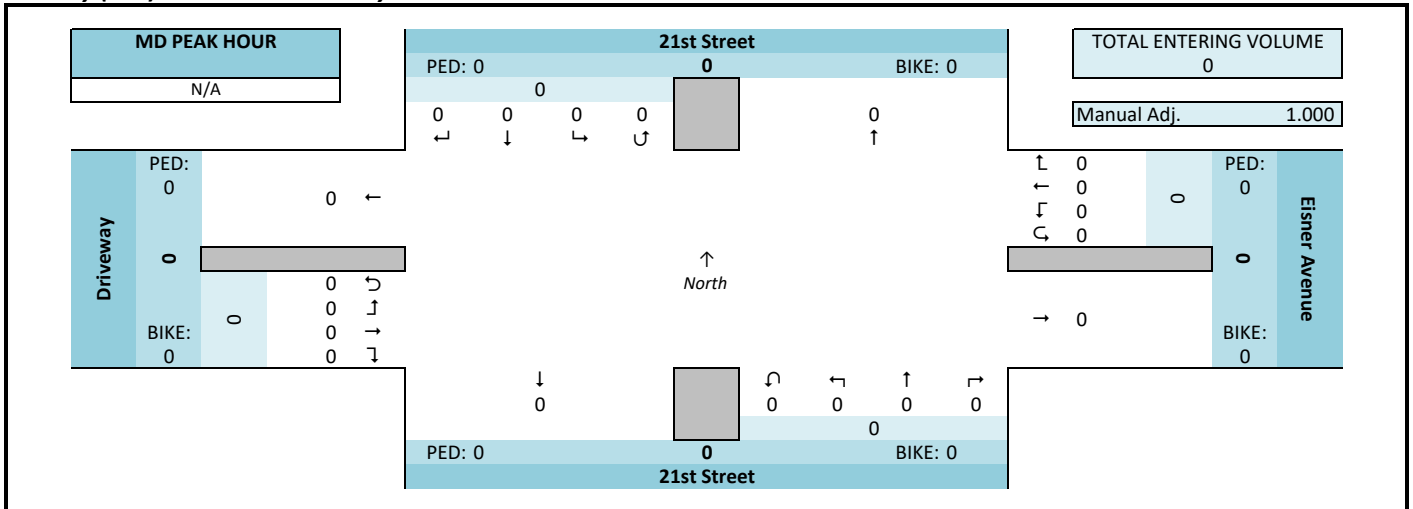
21st Street & Eisner Avenue



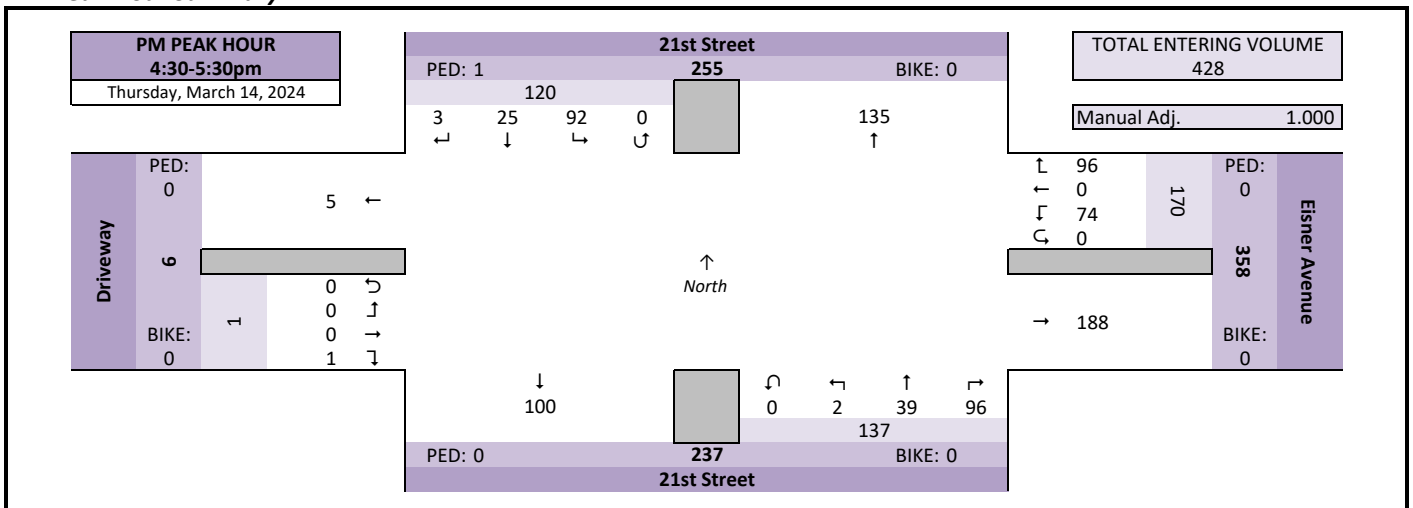
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



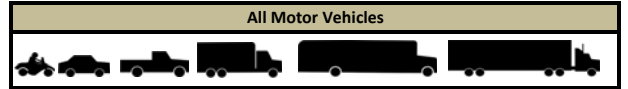
PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

21st Street & Eisner Avenue



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, March 14, 2024		From North 21st Street					From East Eisner Avenue					From South 21st Street					From West Driveway					Totals				
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
	6:45 AM	0	9	17	0	26	16	0	25	0	41	4	3	0	0	7	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	8	17	0	25	22	0	21	0	43	9	5	1	0	15	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	9	22	0	31	19	0	25	0	44	28	7	1	0	36	1	1	0	0	2	0	0	0	0	0
	7:30 AM	1	10	41	0	52	48	0	40	0	88	32	5	0	0	37	1	0	1	0	2	0	0	0	0	0
	Peak Hour Volume	1	36	97	0	134	105	0	111	0	216	73	20	2	0	95	2	1	2	0	5	0	0	0	0	0
	Rounded Hourly Volume	0	35	95	0	130	105	0	110	0	215	75	20	0	0	95	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	1.0	0.0	0.7	2.9	0.0	4.5	0.0	3.7	4.1	5.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	1.0	0.0	0.7	2.9	0.0	5.4	0.0	4.2	4.1	5.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.25	0.90	0.59	0.00	0.64	0.55	0.00	0.69	0.00	0.61	0.57	0.71	0.50	0.00	0.64	0.50	0.25	0.50	0.00	0.62	0.63	0.63	0.63	0.63	0.63

N/A		From North 21st Street					From East Eisner Avenue					From South 21st Street					From West Driveway					Totals				
MD Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, March 14, 2024		From North 21st Street					From East Eisner Avenue					From South 21st Street					From West Driveway					Totals				
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
	4:30 PM	3	5	20	0	28	26	0	16	0	42	23	10	0	0	33	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	4	25	0	29	23	0	12	0	35	26	12	1	0	39	1	0	0	0	1	0	0	0	0	0
	5:00 PM	0	5	21	0	26	20	0	26	0	46	17	8	0	0	25	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	11	26	0	37	27	0	20	0	47	30	9	1	0	40	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	3	25	92	0	120	96	0	74	0	170	96	39	2	0	137	1	0	0	0	1	0	0	0	0	0
	Rounded Hourly Volume	5	25	90	0	120	95	0	75	0	170	95	40	0	0	135	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	2.7	0.0	1.2	1.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	1.2	1.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.25	0.57	0.88	0.00	0.81	0.89	0.00	0.71	0.00	0.90	0.80	0.81	0.50	0.00	0.86	0.25	0.00	0.00	0.00	0.25	0.86	0.86	0.86	0.86	0.86

Peak Hour Pedestrian and Bicyclist Volumes

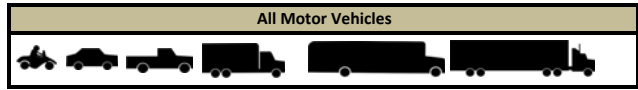
Pedestrians and Bicyclists	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume	
	21st Street			Eisner Avenue			21st Street			Driveway				
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	Total	0	0	0	2	0	2	0	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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	1	0	1	0	0	0	0	0	0	0	0	0	1
	Total	1	0	1	0	0	0	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

21st Street & Eisner Avenue

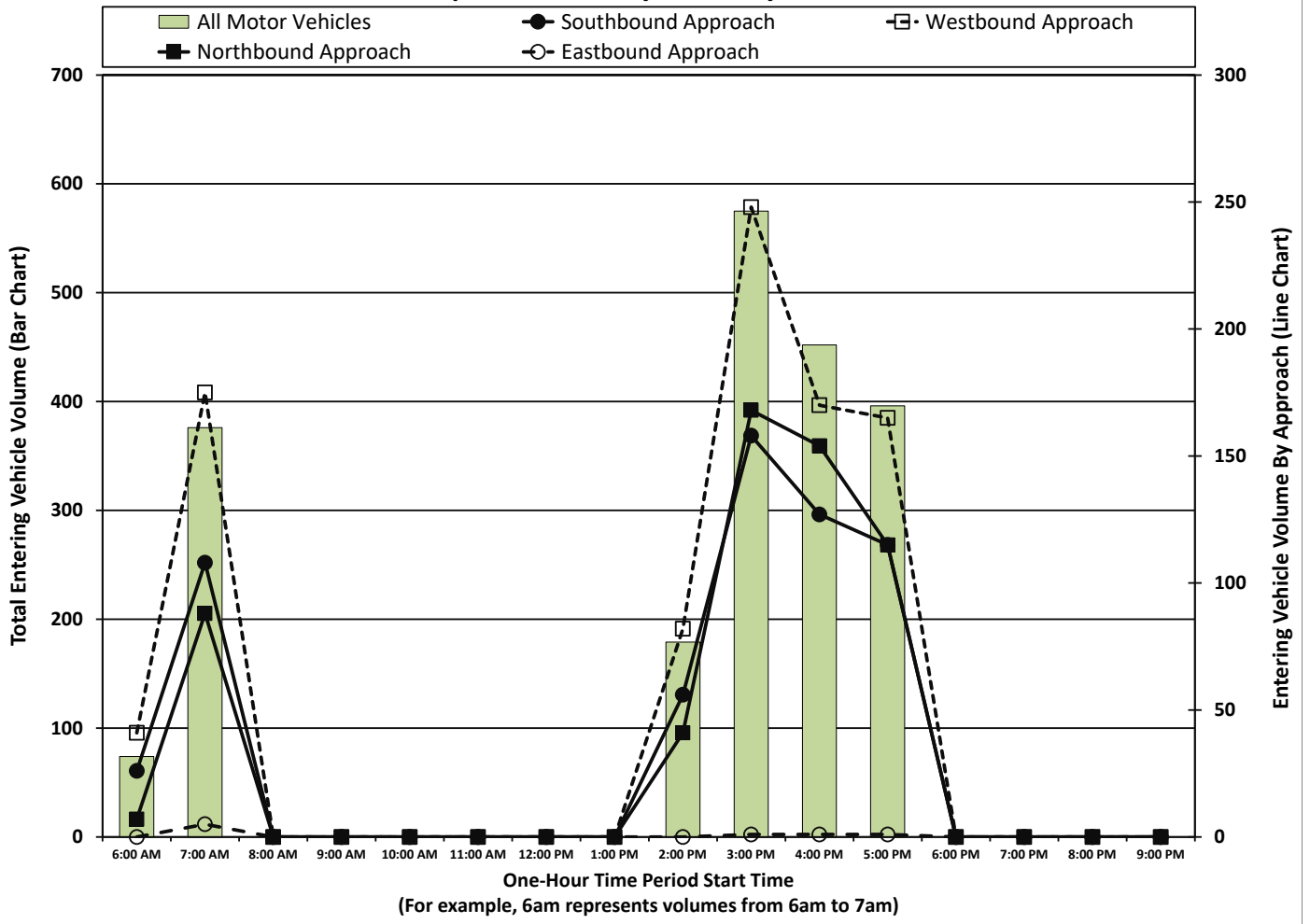
Count Basics		Page 4 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North 21st Street					From East Eisner Avenue					From South 21st Street					From West Driveway					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	9	17	0	26	16	0	25	0	41	4	3	0	0	7	0	0	0		0	0	0
	7:00 AM	1	27	80	0	108	89	0	86	0	175	69	17	2	0	88	2	1	2	0	5	376	180	196	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	11	45	0	56	45	0	37	0	82	34	7	0	41	0	0	0	0	0	0	179	82	97	
	3:00 PM	4	36	118	0	158	139	0	109	0	248	118	49	1	168	1	0	0	0	0	1	575	249	326	
	4:00 PM	3	25	99	0	127	107	0	63	0	170	100	52	2	154	1	0	0	0	0	1	452	171	281	
PM	5:00 PM	0	28	87	0	115	83	0	82	0	165	82	32	1	115	1	0	0	0	0	1	396	166	230	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		8	136	446	0	590	479	0	402	0	881	407	160	6	573	5	1	2	0	8	2052	889	1163		

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics			Page 6 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session	
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events	

21st Street & Eisner Avenue



15-Minute Automobile Data

15-Minute Time Period Start Time	From North 21st Street					From East Eisner Avenue					From South 21st Street					From West Driveway					15-Min Totals	Hourly Sum	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period																							
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	9	17	0	26	14	0	24	0	38	4	3	0	0	7	0	0	0	0	0	71	436	
7:00 AM	0	8	16	0	24	22	0	20	0	42	7	5	1	0	13	0	0	1	0	0	80		
7:15 AM	0	9	22	0	31	19	0	23	0	42	27	7	1	0	35	1	1	0	0	2	110		
7:30 AM	1	10	41	0	52	47	0	38	0	85	32	4	0	0	36	1	0	1	0	2	175		
7:45 AM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period																							
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period																							
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	6	23	0	29	27	0	22	0	49	20	3	0	0	23	0	0	0	0	0	101	429	
2:45 PM	0	5	22	0	27	17	0	12	0	29	12	4	0	0	16	0	0	0	0	0	72	495	
3:00 PM	1	8	28	0	37	29	0	24	0	53	24	9	0	0	33	0	0	0	0	0	123	566	
3:15 PM	0	8	19	0	27	32	0	29	0	61	32	12	1	0	45	0	0	0	0	0	133	576	
3:30 PM	0	9	40	0	49	53	0	28	0	81	23	14	0	0	37	0	0	0	0	0	167	548	
3:45 PM	3	9	30	0	42	24	0	25	0	49	38	13	0	0	51	1	0	0	0	1	143	483	
4:00 PM	0	10	31	0	41	31	0	17	0	48	25	18	1	0	44	0	0	0	0	0	133	443	
4:15 PM	0	6	22	0	28	26	0	16	0	42	23	12	0	0	35	0	0	0	0	0	105	407	
4:30 PM	3	5	20	0	28	26	0	15	0	41	23	10	0	0	33	0	0	0	0	0	102	425	
4:45 PM	0	4	25	0	29	23	0	11	0	34	26	12	1	0	39	1	0	0	0	1	103	417	
5:00 PM	0	5	21	0	26	20	0	26	0	46	17	8	0	0	25	0	0	0	0	0	97	393	
5:15 PM	0	11	26	0	37	27	0	20	0	47	29	9	1	0	39	0	0	0	0	0	123		
5:30 PM	0	6	20	0	26	21	0	15	0	36	20	12	0	0	32	0	0	0	0	0	94		
5:45 PM	0	6	20	0	26	14	0	20	0	34	15	3	0	0	18	1	0	0	0	1	79		
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	8	134	443	0	585	472	0	385	0	857	397	158	6	0	561	5	1	2	0	8	2011		

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	From North 21st Street				From East Eisner Avenue				From South 21st Street				From West Driveway				Total Hourly Volume				
	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn					
AM 6:45 AM	1	36	96	0	133	102	0	105	0	207	70	19	2	0	91	2	1	2	0	5	436
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	3	25	92	0	120	96	0	72	0	168	95	39	2	0	136	1	0	0	0	1	425

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

21st Street & Eisner Avenue



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North 21st Street					From East Eisner Avenue					From South 21st Street					From West Driveway					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		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	0	1	0	1	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	1	0	1	0	2	2	0	0	0	2	0	0	0	0	0	0	4
2:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	4
3:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
3:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	1	0	2	0	3	3	0	0	0	3	0	0	0	0	0	0	6
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	1	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	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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
Totals	0	2	3	0	5	7	0	17	0	24	10	2	0	0	12	0	0	0	0	0	0	41

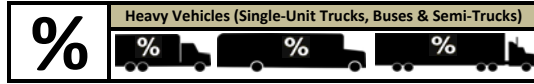
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North 21st Street					From East Eisner Avenue					From South 21st Street					From West Driveway					Total Hourly Volume	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 6:45 AM	0	0	1	0	1	3	0	6	0	9	3	1	0	0	4	0	0	0	0	0	0	14
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
PM 4:30 PM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	3

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

21st Street & Eisner Avenue



15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time	From North 21st Street					From East Eisner Avenue					From South 21st Street					From West Driveway					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							
	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
6:45 AM	0.0	0.0	0.0	0.0	0.0	12.5	0.0	4.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	3.1	
7:00 AM	0.0	0.0	5.9	0.0	4.0	0.0	0.0	4.8	0.0	2.3	22.2	0.0	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8		
7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	4.5	3.6	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7		
7:30 AM	0.0	0.0	0.0	0.0	0.0	2.1	0.0	5.0	0.0	3.4	0.0	20.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2		
7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	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	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	0.0	0.0	0.0	0.0		
10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0.0	0.0	0.0	0.0		
2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0		
2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	4.3	0.0	3.9	9.1	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	2.5	
2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	1.8	
3:00 PM	0.0	11.1	0.0	0.0	2.6	3.3	0.0	4.0	0.0	3.6	10.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	1.6	
3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.9	
3:30 PM	0.0	10.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	2.0	
3:45 PM	0.0	0.0	3.2	0.0	2.3	0.0	0.0	3.8	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	2.0	
4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	10.5	0.0	5.9	10.7	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	2.0	
4:15 PM	0.0	0.0	4.3	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.7	
4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.7	
4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.7	
5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	
5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8		
5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1		
5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3		
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	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	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	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	0.0	0.0	0.0	0.0		
7:00 PM	0.0	0.0	0.0	0.0	0.0																						

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

21st Street & Eisner Avenue



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	21st Street			Eisner Avenue			21st Street			Driveway				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	2
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	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	0	3
5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	
5:30 PM	1	0	1	0	0	0	0	0	0	1	0	1	2	
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	3	0	3	2	0	2	0	0	0	1	0	1	6	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Page 12 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

21st Street & Eisner Avenue



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	21st Street			Eisner Avenue			21st Street			Driveway				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	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	0	3
5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	3
5:30 PM	1	0	1	0	0	0	0	1	0	1	0	1	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	3	0	3	2	0	2	0	0	0	1	0	1	6	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

21st Street & Eisner Avenue



15-Minute Bicycle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	21st Street					Eisner Avenue					21st Street					Driveway						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM					0					0					0					0	0	0
6:15 AM					0					0					0					0	0	0
6:30 AM					0					0					0					0	0	0
6:45 AM					0					0					0					0	0	0
7:00 AM					0					0					0					0	0	0
7:15 AM					0					0					0					0	0	0
7:30 AM					0					0					0					0	0	0
7:45 AM					0					0					0					0	0	0
8:00 AM					0					0					0					0	0	0
8:15 AM					0					0					0					0	0	0
8:30 AM					0					0					0					0	0	0
8:45 AM					0					0					0					0	0	0
9:00 AM					0					0					0					0	0	0
9:15 AM					0					0					0					0	0	0
9:30 AM					0					0					0					0	0	0
9:45 AM					0					0					0					0	0	0
10:00 AM					0					0					0					0	0	0
10:15 AM					0					0					0					0	0	0
10:30 AM					0					0					0					0	0	0
10:45 AM					0					0					0					0	0	0
11:00 AM					0					0					0					0	0	0
11:15 AM					0					0					0					0	0	0
11:30 AM					0					0					0					0	0	0
11:45 AM					0					0					0					0	0	0
12:00 PM					0					0					0					0	0	0
12:15 PM					0					0					0					0	0	0
12:30 PM					0					0					0					0	0	0
12:45 PM					0					0					0					0	0	0
1:00 PM					0					0					0					0	0	0
1:15 PM					0					0					0					0	0	0
1:30 PM					0					0					0					0	0	0
1:45 PM					0					0					0					0	0	0
2:00 PM					0					0					0					0	0	0
2:15 PM					0					0					0					0	0	0
2:30 PM					0					0					0					0	0	0
2:45 PM					0					0					0					0	0	0
3:00 PM					0					0					0					0	0	0
3:15 PM					0					0					0					0	0	0
3:30 PM					0					0					0					0	0	0
3:45 PM					0					0					0					0	0	0
4:00 PM					0					0					0					0	0	0
4:15 PM					0					0					0					0	0	0
4:30 PM					0					0					0					0	0	0
4:45 PM					0					0					0					0	0	0
5:00 PM					0					0					0					0	0	0
5:15 PM					0					0					0					0	0	0
5:30 PM					0					0					0					0	0	0
5:45 PM					0					0					0					0	0	0
6:00 PM					0					0					0					0	0	0
6:15 PM					0					0					0					0	0	0
6:30 PM					0					0					0					0	0	0
6:45 PM					0					0					0					0	0	0
7:00 PM					0					0					0					0	0	0
7:15 PM					0					0					0					0	0	0
7:30 PM					0					0					0					0	0	0
7:45 PM					0					0					0					0	0	0
8:00 PM					0					0					0					0	0	0
8:15 PM					0					0					0					0	0	0
8:30 PM					0					0					0					0	0	0
8:45 PM					0					0					0					0	0	0
9:00 PM					0					0					0					0	0	0
9:15 PM					0					0					0					0	0	0
9:30 PM					0					0					0					0	0	0
9:45 PM					0					0					0					0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume					
	21st Street					Eisner Avenue					21st Street					Driveway										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2023.10		Page 1 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: 21st Street
Minor St: Pigeon River Driveway
Intersection of: 21st Street & Pigeon River Driveway

IX_ID:

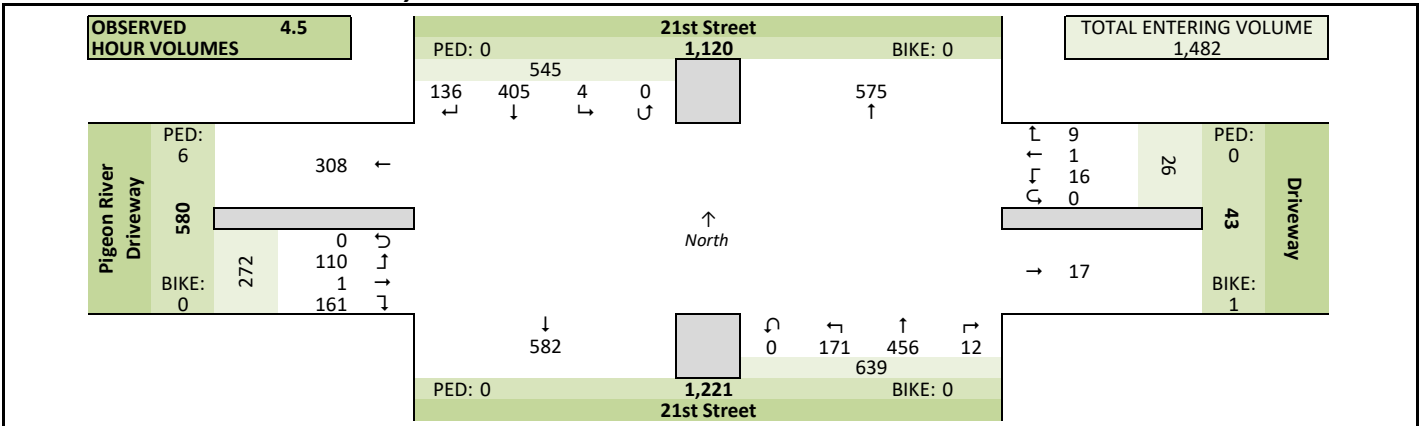
Site Information

Municipality	City of Sheboygan		
County	59 - Sheboygan	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	21st Street		
East Leg	Driveway		
South Leg	21st Street		
West Leg	Pigeon River Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

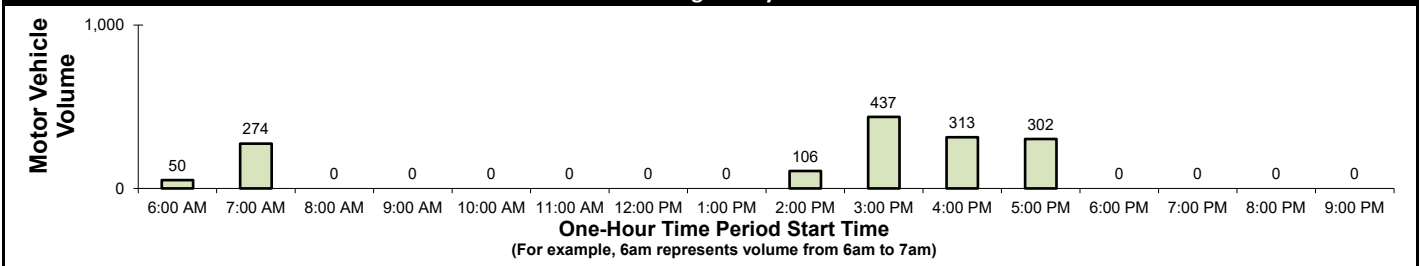
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Lori Atwell	
	Midday Peak Period	None	
	PM Peak Period	Lori Atwell	
Comments	2021 DOT Daily & Seasonal Factors		

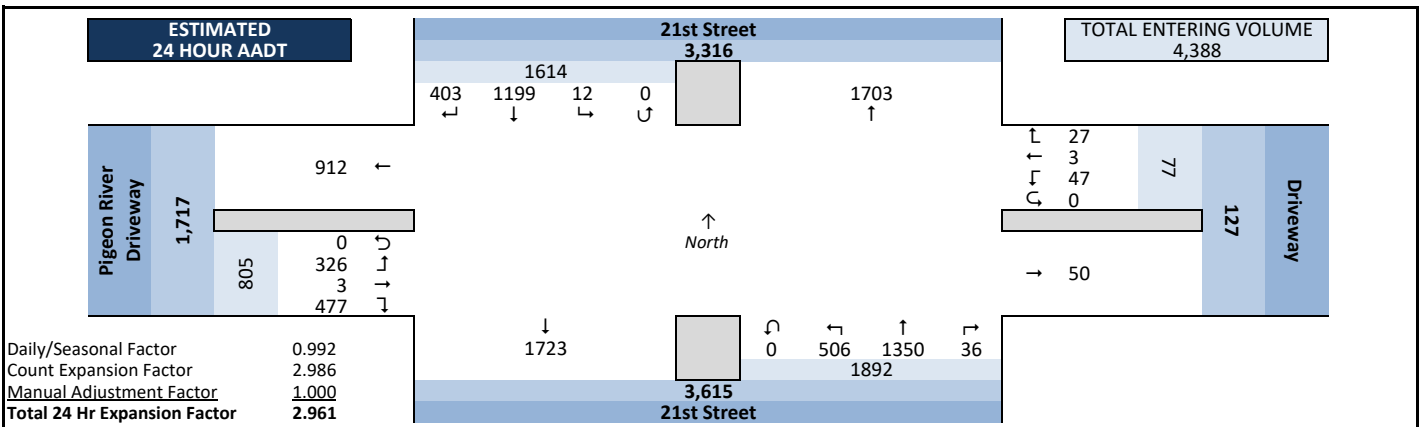
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

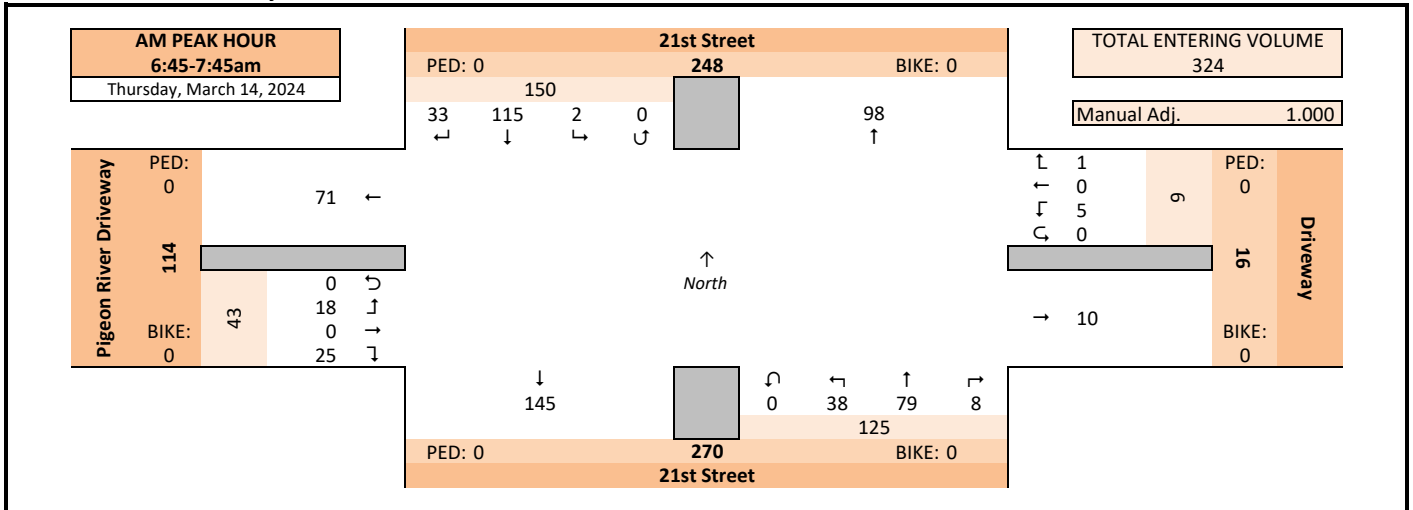
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

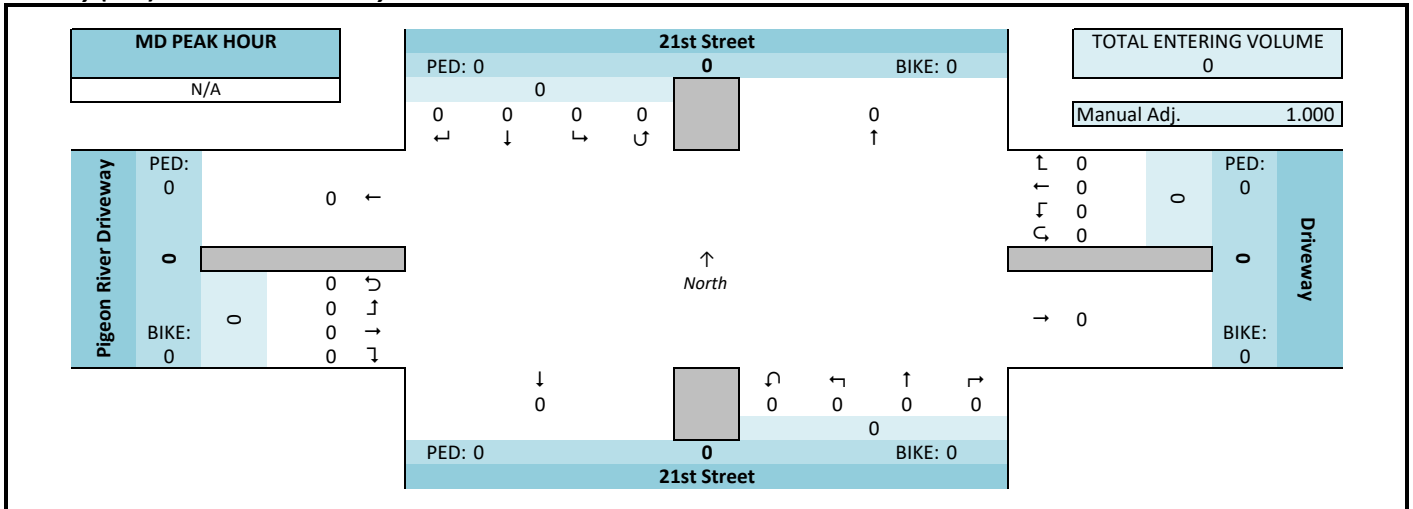
21st Street & Pigeon River Driveway



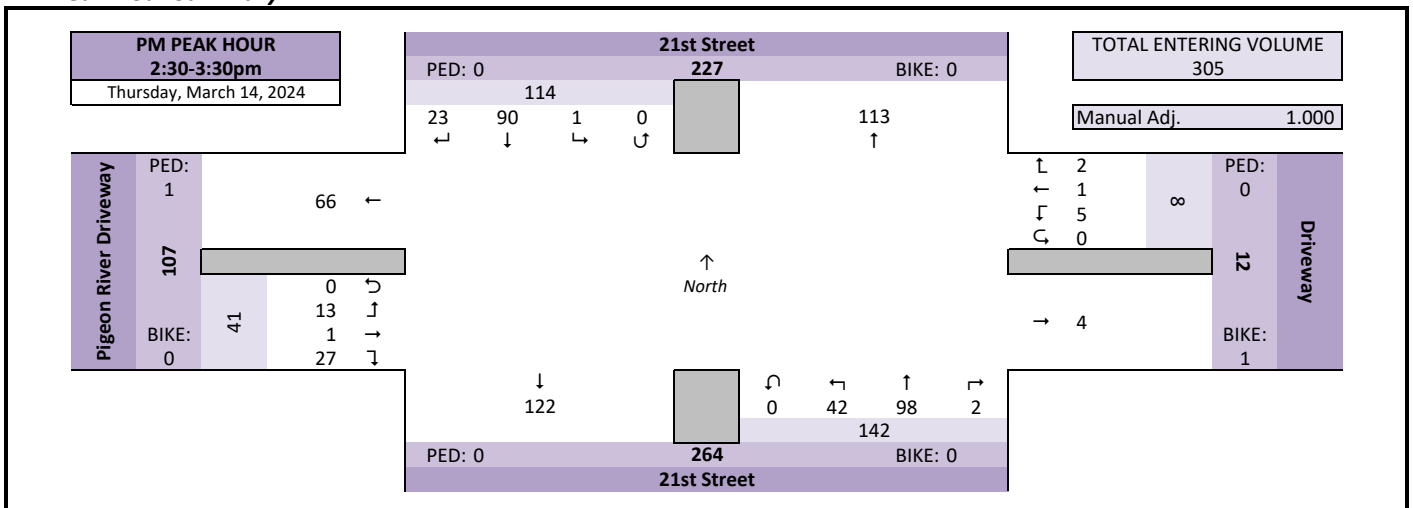
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



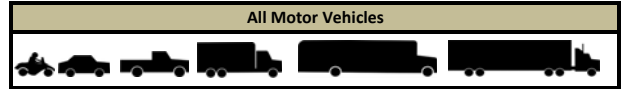
PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

21st Street & Pigeon River Driveway



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, March 14, 2024		From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					Totals	
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	6:45 AM	5	27	2	0	34	0	0	2	0	2	2	0	6	1	0	9	3	0	2	0	5	50
	7:00 AM	4	25	0	0	29	0	0	1	0	1	0	15	5	0	20	3	0	0	0	3	53	
	7:15 AM	9	26	0	0	35	0	0	0	0	0	2	28	13	0	43	8	0	8	0	16	94	
	7:30 AM	15	37	0	0	52	1	0	2	0	3	4	30	19	0	53	11	0	8	0	19	127	
	Peak Hour Volume	33	115	2	0	150	1	0	5	0	6	8	79	38	0	125	25	0	18	0	43	324	
	Rounded Hourly Volume	35	115	0	0	150	0	0	5	0	5	10	80	40	0	130	25	0	20	0	45	330	
	% Single Unit Trucks	0.0	3.5	0.0	0.0	2.7	0.0	0.0	60.0	0.0	50.0	12.5	3.8	2.6	0.0	4.0	0.0	0.0	5.6	0.0	2.3	4.0	
	% Heavy Trucks	0.0	0.9	0.0	0.0	0.7	0.0	0.0	20.0	0.0	16.7	25.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.2	
	% Trucks (Total)	0.0	4.3	0.0	0.0	3.3	0.0	0.0	80.0	0.0	66.7	37.5	3.8	2.6	0.0	5.6	0.0	0.0	5.6	0.0	2.3	5.2	
	Peak Hour Factor (PHF)	0.55	0.78	0.25	0.00	0.72	0.25	0.00	0.62	0.00	0.50	0.50	0.66	0.50	0.00	0.59	0.57	0.00	0.56	0.00	0.57	0.64	

N/A		From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					Totals
MD Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	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

Thursday, March 14, 2024		From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					Totals
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	2:30 PM	3	26	0	0	29	0	1	0	0	1	1	22	3	0	26	2	1	1	0	4	60
	2:45 PM	3	17	0	0	20	0	0	3	0	3	0	16	7	0	23	0	0	0	0	0	46
	3:00 PM	4	22	1	0	27	1	0	0	0	1	1	26	7	0	34	18	0	7	0	25	87
	3:15 PM	13	25	0	0	38	1	0	2	0	3	0	34	25	0	59	7	0	5	0	12	112
	Peak Hour Volume	23	90	1	0	114	2	1	5	0	8	2	98	42	0	142	27	1	13	0	41	305
	Rounded Hourly Volume	25	90	0	0	115	0	0	5	0	5	0	100	40	0	140	25	0	15	0	40	300
	% Single Unit Trucks	0.0	5.6	100.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	100.0	2.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	3.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
	% Trucks (Total)	0.0	5.6	100.0	0.0	5.3	0.0	0.0	20.0	0.0	12.5	100.0	2.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	3.6
	Peak Hour Factor (PHF)	0.44	0.87	0.25	0.00	0.75	0.50	0.25	0.42	0.00	0.67	0.50	0.72	0.42	0.00	0.60	0.37	0.25	0.46	0.00	0.41	0.68

Peak Hour Pedestrian and Bicyclist Volumes

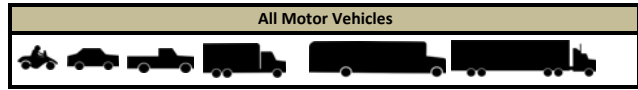
Pedestrians and Bicyclists	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
15-Minute Start Time	21st Street			Driveway			21st Street			Pigeon River Driveway			
AM	6:45 AM	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
	7:15 AM	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
	Total	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
	12:15 PM	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
	12:45 PM	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
PM	2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	1	1	0	0	0	0	0	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	1	1	0	0	0	1	0	2

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

21st Street & Pigeon River Driveway

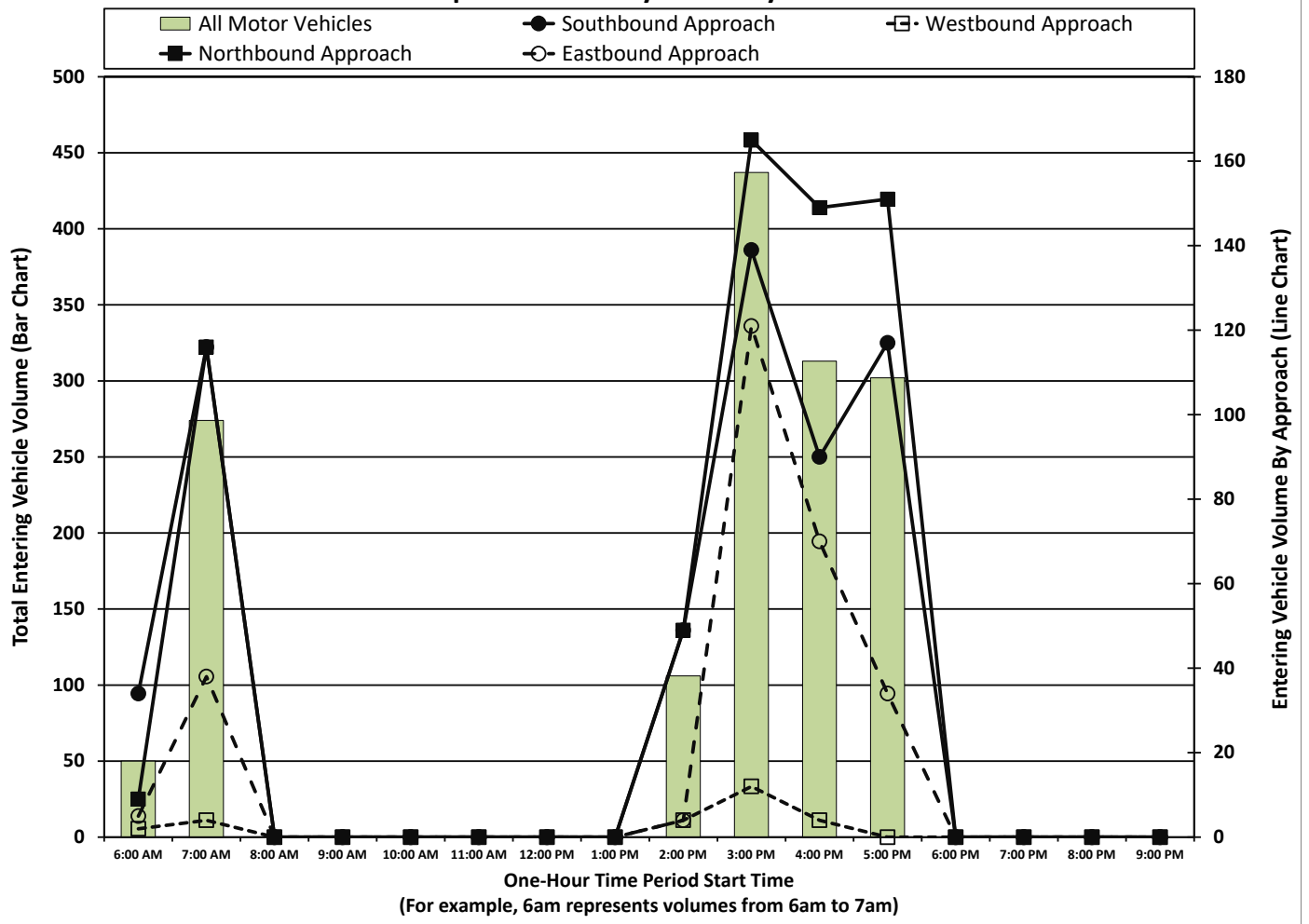
Count Basics			Page 4 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time	From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					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	5	27	2	0	34	0	0	2	0	2	2	6	1	0	9	3	0	2		0	5	50
	7:00 AM	28	88	0	0	116	1	0	3	0	4	6	73	37	0	116	22	0	16	0	38	274	42	232
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	6	43	0	0	49	0	1	3	0	4	1	38	10	0	49	2	1	1	0	4	106	8	98
	3:00 PM	45	92	2	0	139	4	0	8	0	12	1	112	52	0	165	71	0	50	0	121	437	133	304
	4:00 PM	15	75	0	0	90	4	0	0	0	4	2	112	35	0	149	36	0	34	0	70	313	74	239
	5:00 PM	37	80	0	0	117	0	0	0	0	0	0	115	36	0	151	27	0	7	0	34	302	34	268
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
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals	136	405	4	0	545	9	1	16	0	26	12	456	171	0	639	161	1	110	0	272	1482	298	1184

Graphical Summary of Hourly Volumes

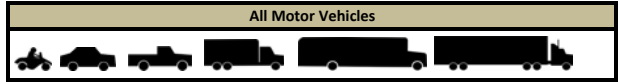


Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

21st Street & Pigeon River Driveway

Count Basics		Page 5 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					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				
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	5	27	2	0	34	0	0	2	0	2	2	6	1	0	9	3	0	2	0	5	50	324	0.64	
7:00 AM	4	25	0	0	29	0	0	1	0	1	0	15	5	0	20	3	0	0	0	3	53			
7:15 AM	9	26	0	0	35	0	0	0	0	0	2	28	13	0	43	8	0	8	0	16	94			
7:30 AM	15	37	0	0	52	1	0	2	0	3	4	30	19	0	53	11	0	8	0	19	127			
7:45 AM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	3	26	0	0	29	0	1	0	0	1	1	22	3	0	26	2	1	1	0	4	60	305	0.68	
2:45 PM	3	17	0	0	20	0	0	3	0	3	0	16	7	0	23	0	0	0	0	46	349	0.78		
3:00 PM	4	22	1	0	27	1	0	0	0	1	1	26	7	0	34	18	0	7	0	87	437	0.82		
3:15 PM	13	25	0	0	38	1	0	2	0	3	0	34	25	0	59	7	0	5	0	112	457	0.85		
3:30 PM	15	24	1	0	40	2	0	3	0	5	0	23	6	0	29	17	0	13	0	104	410	0.76		
3:45 PM	13	21	0	0	34	0	0	3	0	3	0	29	14	0	43	29	0	25	0	134	370	0.69		
4:00 PM	3	26	0	0	29	3	0	0	0	3	2	32	10	0	44	20	0	11	0	107	313	0.73		
4:15 PM	3	19	0	0	22	0	0	0	0	0	0	26	5	0	31	6	0	6	0	65	296	0.82		
4:30 PM	5	16	0	0	21	1	0	0	0	1	0	22	8	0	30	2	0	10	0	64	326	0.86		
4:45 PM	4	14	0	0	18	0	0	0	0	0	0	32	12	0	44	8	0	7	0	77	327	0.86		
5:00 PM	15	22	0	0	37	0	0	0	0	0	0	31	13	0	44	8	0	1	0	90	302	0.79		
5:15 PM	12	19	0	0	31	0	0	0	0	0	0	35	15	0	50	10	0	4	0	95				
5:30 PM	3	18	0	0	21	0	0	0	0	0	0	30	5	0	35	8	0	1	0	65				
5:45 PM	7	21	0	0	28	0	0	0	0	0	0	19	3	0	22	1	0	1	0	52				
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Totals	136	405	4	0	545	9	1	16	0	26	12	456	171	0	639	161	1	110	0	272	1482			

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					Total Hourly Volume	PHF	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
	AM 6:45 AM	33	115	2	0	150	1	0	5	0	6	8	79	38	0	125	25	0	18	0			43
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	
PM 2:30 PM	23	90	1	0	114	2	1	5	0	8	2	98	42	0	142	27	1	13	0	41	305	0.68	

Intersection Traffic Volume Report

Count Basics			Page 6 of 13		
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

15-Minute Automobile Data

21st Street & Pigeon River Driveway



15-Minute Automobile Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	21st Street					Driveway					21st Street					Pigeon River Driveway						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	5	26	2	0	33	0	0	1	0	1	2	6	1	0	9	3	0	2	0	5	48	307
7:00 AM	4	24	0	0	28	0	0	0	0	0	0	13	5	0	18	3	0	0	0	3	49	
7:15 AM	9	25	0	0	34	0	0	0	0	0	1	27	12	0	40	8	0	8	0	16	90	
7:30 AM	15	35	0	0	50	1	0	0	0	1	2	30	19	0	51	11	0	7	0	18	120	
7:45 AM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	3	25	0	0	28	0	1	0	0	1	0	20	3	0	23	2	1	1	0	4	56	294
2:45 PM	3	15	0	0	18	0	0	2	0	2	0	16	7	0	23	0	0	0	0	0	43	339
3:00 PM	4	21	0	0	25	1	0	0	0	1	0	26	7	0	33	18	0	7	0	25	84	429
3:15 PM	13	24	0	0	37	1	0	2	0	3	0	34	25	0	59	7	0	5	0	12	111	446
3:30 PM	15	23	1	0	39	2	0	2	0	4	0	22	6	0	28	17	0	13	0	30	101	400
3:45 PM	13	20	0	0	33	0	0	3	0	3	0	29	14	0	43	29	0	25	0	54	133	362
4:00 PM	3	24	0	0	27	3	0	0	0	3	1	29	10	0	40	20	0	11	0	31	101	305
4:15 PM	3	19	0	0	22	0	0	0	0	0	0	26	5	0	31	6	0	6	0	12	65	294
4:30 PM	5	15	0	0	20	1	0	0	0	1	0	22	8	0	30	2	0	10	0	12	63	323
4:45 PM	4	13	0	0	17	0	0	0	0	0	0	32	12	0	44	8	0	7	0	15	76	325
5:00 PM	15	22	0	0	37	0	0	0	0	0	0	31	13	0	44	8	0	1	0	9	90	300
5:15 PM	12	19	0	0	31	0	0	0	0	0	0	34	15	0	49	10	0	4	0	14	94	
5:30 PM	3	18	0	0	21	0	0	0	0	0	0	30	5	0	35	8	0	1	0	9	65	
5:45 PM	7	20	0	0	27	0	0	0	0	0	0	19	3	0	22	1	0	1	0	2	51	
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	136	388	3	0	527	9	1	10	0	20	6	446	170	0	622	161	1	109	0	271	1440	

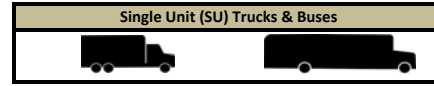
Peak Hour Automobile Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	21st Street					Driveway					21st Street					Pigeon River Driveway					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	33	110	2	0	145	1	0	1	0	2	5	76	37	0	118	25	0	17	0	42	307
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 2:30 PM	23	85	0	0	108	2	1	4	0	7	0	96	42	0	138	27	1	13	0	41	294

Intersection Traffic Volume Report

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

21st Street & Pigeon River Driveway



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

15-Minute Time Period Start Time	From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					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				
	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	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	
6:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	13
7:00 AM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	4	
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	3	
7:30 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	1	0	0	0	1	4	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	4	10
2:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
3:00 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	8
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
3:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	3	9
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	5	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	1	0	0	1	0	0	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	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	16	1	0	17	0	0	4	0	4	3	10	1	0	14	0	0	1	0	1	0	1	36	

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

Hourly Time Period Start Time	From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					Total Hourly Volume	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	AM 6:45 AM	0	4	0	0	4	0	0	3	0	3	1	3	1	0	5	0	0	0	1		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
PM 2:30 PM	0	5	1	0	6	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	10

Intersection Traffic Volume Report

Count Basics		Page 9 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

21st Street & Pigeon River Driveway

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

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	21st Street					Driveway					21st Street					Pigeon River Driveway						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	4
7:30 AM	0	2	0	0	2	0	0	2	0	2	2	0	0	0	2	0	0	1	0	1	1	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
2:45 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	10
3:00 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	8
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
3:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	10
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
4:00 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6	8
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
Totals	0	17	1	0	18	0	0	6	0	6	6	10	1	0	17	0	0	1	0	1	42	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	
	21st Street					Driveway					21st Street					Pigeon River Driveway						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 6:45 AM	0	5	0	0	5	0	0	4	0	4	3	3	1	0	7	0	0	0	1	0	1	17
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	0	5	1	0	6	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	0	11

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

21st Street & Pigeon River Driveway



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	21st Street			Driveway			21st Street			Pigeon River Driveway				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	1	0	1	1	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	3	0	3	3	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	1	0	1	1	1	
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	1	1	0	0	0	6	0	6	7	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Page 12 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

21st Street & Pigeon River Driveway



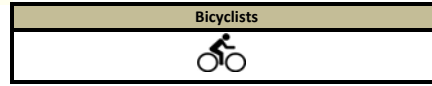
15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	21st Street			Driveway			21st Street			Pigeon River Driveway				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	1	0	1	1	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	1	0	1	1	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	3	0	3	3	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	1	0	1	1	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	6	0	6	6	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

21st Street & Pigeon River Driveway



15-Minute Bicycle Data

15-Minute Time Period Start Time	From North ↓ 21st Street					From East ← Driveway					From South ↑ 21st Street					From West → Pigeon River Driveway					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		
	6:00 AM					0					0					0						
6:15 AM					0					0					0					0	0	0
6:30 AM					0					0					0					0	0	0
6:45 AM					0					0					0					0	0	0
7:00 AM					0					0					0					0	0	0
7:15 AM					0					0					0					0	0	0
7:30 AM					0					0					0					0	0	0
7:45 AM					0					0					0					0	0	0
8:00 AM					0					0					0					0	0	0
8:15 AM					0					0					0					0	0	0
8:30 AM					0					0					0					0	0	0
8:45 AM					0					0					0					0	0	0
9:00 AM					0					0					0					0	0	0
9:15 AM					0					0					0					0	0	0
9:30 AM					0					0					0					0	0	0
9:45 AM					0					0					0					0	0	0
10:00 AM					0					0					0					0	0	0
10:15 AM					0					0					0					0	0	0
10:30 AM					0					0					0					0	0	0
10:45 AM					0					0					0					0	0	0
11:00 AM					0					0					0					0	0	0
11:15 AM					0					0					0					0	0	0
11:30 AM					0					0					0					0	0	0
11:45 AM					0					0					0					0	0	0
12:00 PM					0					0					0					0	0	0
12:15 PM					0					0					0					0	0	0
12:30 PM					0					0					0					0	0	0
12:45 PM					0					0					0					0	0	0
1:00 PM					0					0					0					0	0	0
1:15 PM					0					0					0					0	0	0
1:30 PM					0					0					0					0	0	0
1:45 PM					0					0					0					0	0	0
2:00 PM					0					0					0					0	0	0
2:15 PM					0					0					0					0	0	0
2:30 PM					0					0					0					0	0	0
2:45 PM					0					0					0					0	0	0
3:00 PM					0					0					0					0	0	0
3:15 PM					0					0					0					0	0	0
3:30 PM					0					0					0					0	0	0
3:45 PM					0					0					0					0	0	0
4:00 PM					0					0					0					0	0	0
4:15 PM					0					0					0					0	0	0
4:30 PM					0					0					0					0	0	0
4:45 PM					0					0					0					0	0	0
5:00 PM					0					0					0					0	0	0
5:15 PM					0					0					0					0	0	0
5:30 PM					0					0					0					0	0	0
5:45 PM					0					0					0					0	0	0
6:00 PM					0					0					0					0	0	0
6:15 PM					0					0					0					0	0	0
6:30 PM					0					0					0					0	0	0
6:45 PM					0					0					0					0	0	0
7:00 PM					0					0					0					0	0	0
7:15 PM					0					0					0					0	0	0
7:30 PM					0					0					0					0	0	0
7:45 PM					0					0					0					0	0	0
8:00 PM					0					0					0					0	0	0
8:15 PM					0					0					0					0	0	0
8:30 PM					0					0					0					0	0	0
8:45 PM					0					0					0					0	0	0
9:00 PM					0					0					0					0	0	0
9:15 PM					0					0					0					0	0	0
9:30 PM					0					0					0					0	0	0
9:45 PM					0					0					0					0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North ↓ 21st Street					From East ← Driveway					From South ↑ 21st Street					From West → Pigeon River Driveway					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Version 2023.10	Page 1 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: 21st Street
 Minor St: Pigeon River Driveway
 Intersection of: 21st Street & Pigeon River Driveway

IX_ID:

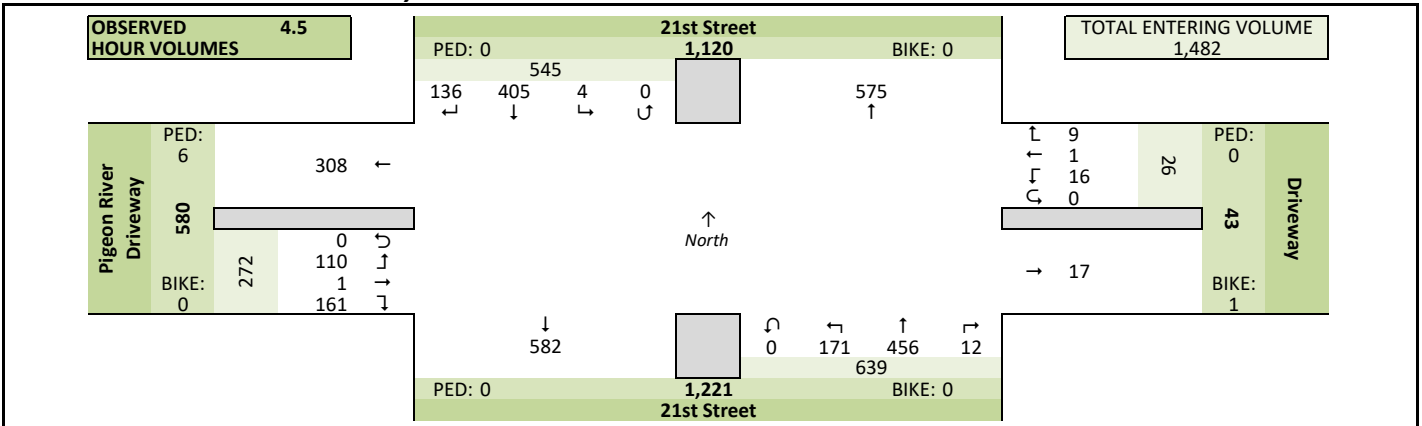
Site Information

Municipality	City of Sheboygan		
County	59 - Sheboygan	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	21st Street		
East Leg	Driveway		
South Leg	21st Street		
West Leg	Pigeon River Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

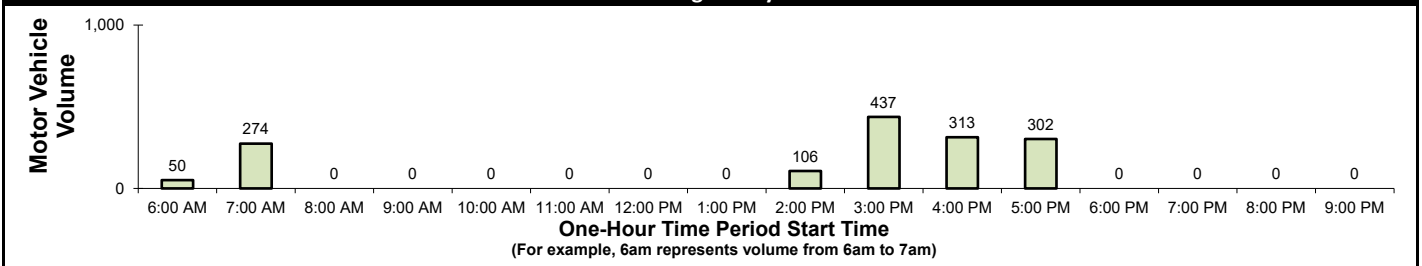
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-06:00 PM		
1st Day of Count	Thursday, March 14, 2024		Weather
AM Peak Period	Thursday, March 14, 2024		Clear & Dry
Midday Peak Period	Thursday, March 14, 2024		Clear & Dry
PM Peak Period	Thursday, March 14, 2024		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am	MD
			PM
			3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	6:45-7:45am	MD
			PM
			4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	2.986
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Lori Atwell	
	Midday Peak Period	None	
	PM Peak Period	Lori Atwell	
Comments	2021 DOT Daily & Seasonal Factors		

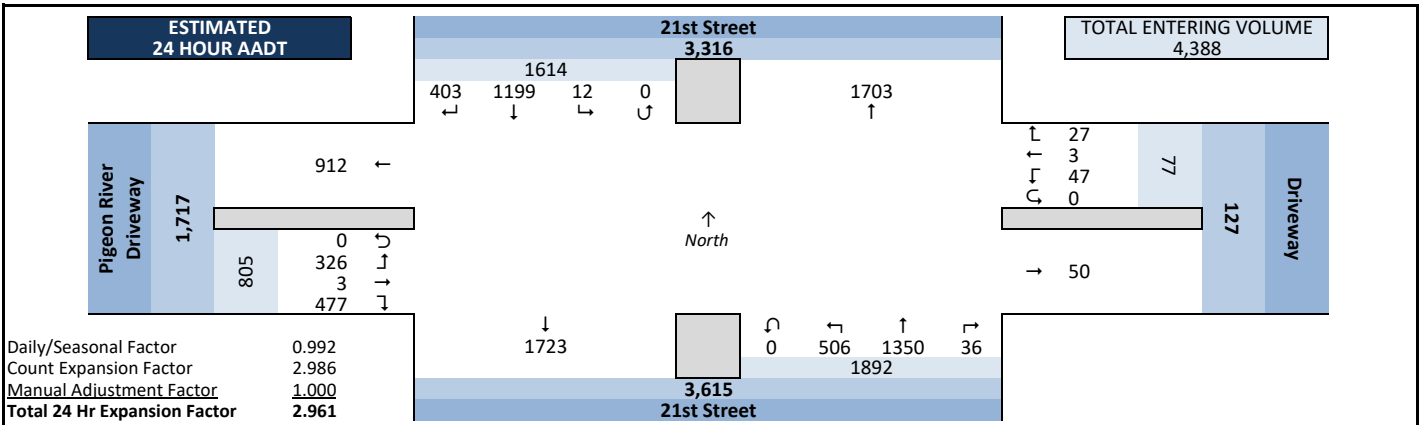
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

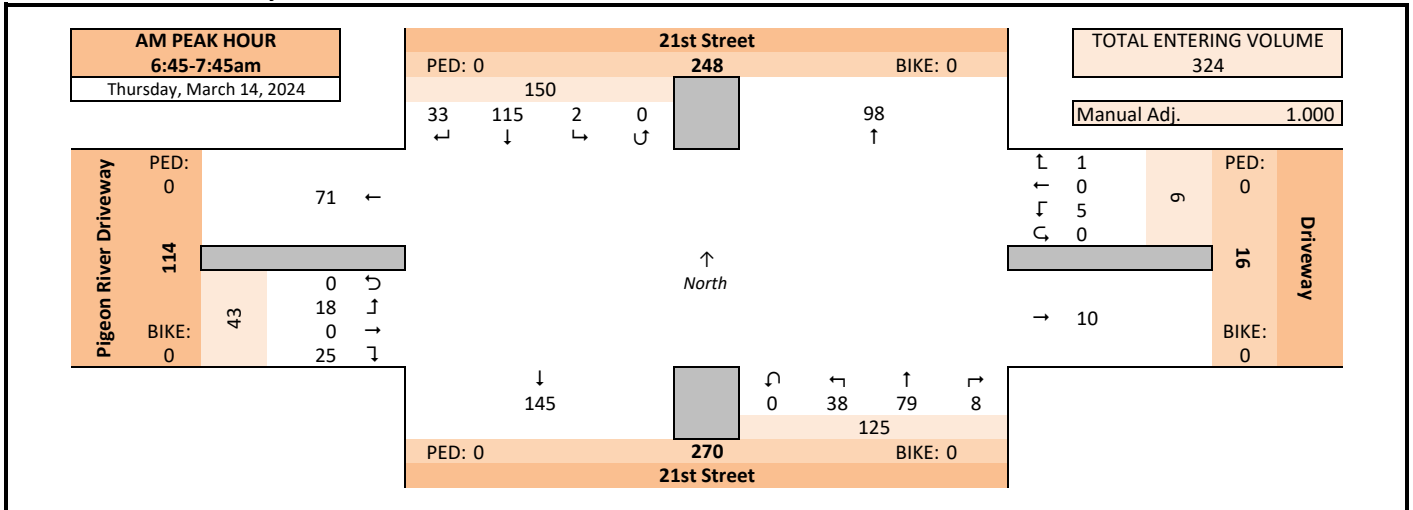
Count Basics		Page 2 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

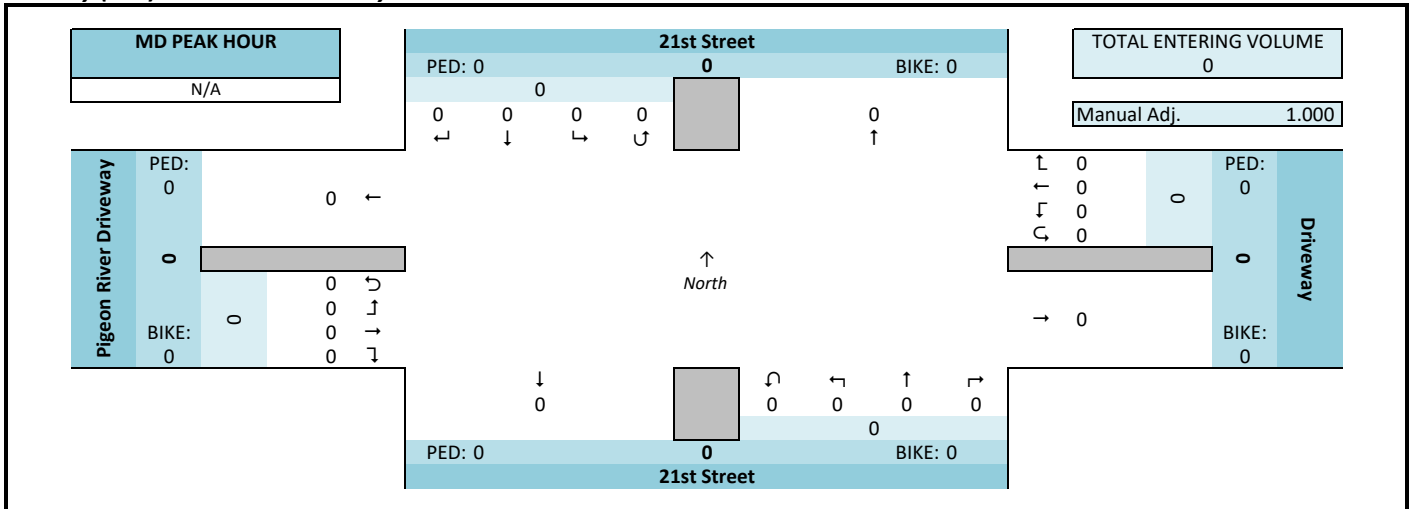
21st Street & Pigeon River Driveway



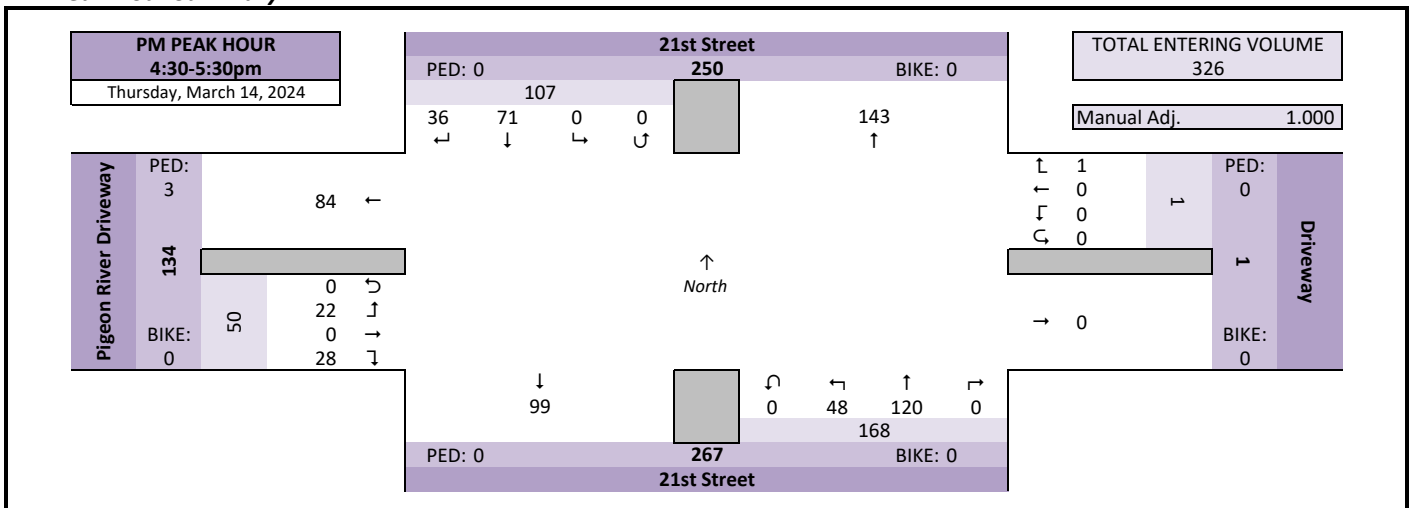
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



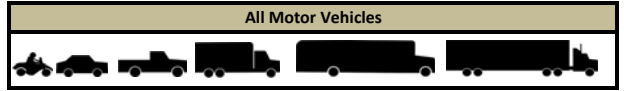
PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

21st Street & Pigeon River Driveway



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, March 14, 2024		From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					Totals
AM Peak Hour		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 Hour	Start Time	5	27	2	0	34	0	0	2	0	2	2	6	1	0	9	3	0	2	0	5	50
	6:45 AM	4	25	0	0	29	0	0	1	0	1	0	15	5	0	20	3	0	0	0	3	53
	7:00 AM	9	26	0	0	35	0	0	0	0	0	2	28	13	0	43	8	0	8	0	16	94
	7:15 AM	15	37	0	0	52	1	0	2	0	3	4	30	19	0	53	11	0	8	0	19	127
	7:30 AM	33	115	2	0	150	1	0	5	0	6	8	79	38	0	125	25	0	18	0	43	324
	Peak Hour Volume	35	115	0	0	150	0	0	5	0	5	10	80	40	0	130	25	0	20	0	45	330
	Rounded Hourly Volume	0.0	3.5	0.0	0.0	2.7	0.0	0.0	60.0	0.0	50.0	12.5	3.8	2.6	0.0	4.0	0.0	0.0	5.6	0.0	2.3	4.0
	% Single Unit Trucks	0.0	0.9	0.0	0.0	0.7	0.0	0.0	20.0	0.0	16.7	25.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.2
	% Heavy Trucks	0.0	4.3	0.0	0.0	3.3	0.0	0.0	80.0	0.0	66.7	37.5	3.8	2.6	0.0	5.6	0.0	0.0	5.6	0.0	2.3	5.2
	% Trucks (Total)	0.55	0.78	0.25	0.00	0.72	0.25	0.00	0.62	0.00	0.50	0.50	0.66	0.50	0.00	0.59	0.57	0.00	0.56	0.00	0.57	0.64
Peak Hour Factor (PHF)																						

N/A		From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					Totals
MD Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
Midday (MD) Peak Hour	Start Time	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
	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	0.0	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)	0.00	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
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	

Thursday, March 14, 2024		From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					Totals
PM Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
PM Peak Hour	Start Time	5	16	0	0	21	1	0	0	0	1	0	22	8	0	30	2	0	10	0	12	64
	4:30 PM	4	14	0	0	18	0	0	0	0	0	0	32	12	0	44	8	0	7	0	15	77
	4:45 PM	15	22	0	0	37	0	0	0	0	0	0	31	13	0	44	8	0	1	0	9	90
	5:00 PM	12	19	0	0	31	0	0	0	0	0	0	35	15	0	50	10	0	4	0	14	95
	5:15 PM	36	71	0	0	107	1	0	0	0	1	0	120	48	0	168	28	0	22	0	50	326
	Peak Hour Volume	35	70	0	0	105	0	0	0	0	0	0	120	50	0	170	30	0	20	0	50	325
	Rounded Hourly Volume	0.0	2.8	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.9
	% 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	2.8	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.9
	% Trucks (Total)	0.60	0.81	0.00	0.00	0.72	0.25	0.00	0.00	0.00	0.25	0.00	0.86	0.80	0.00	0.84	0.70	0.00	0.55	0.00	0.83	0.86
Peak Hour Factor (PHF)																						

Peak Hour Pedestrian and Bicyclist Volumes

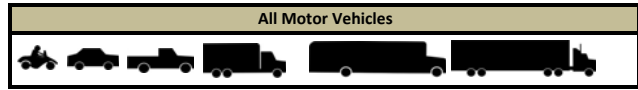
Pedestrians and Bicyclists	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume	
	21st Street			Driveway			21st Street			Pigeon River Driveway				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM	15-Minute Start Time													
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 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	3	0	3	3
	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	3	0	3	3

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

21st Street & Pigeon River Driveway

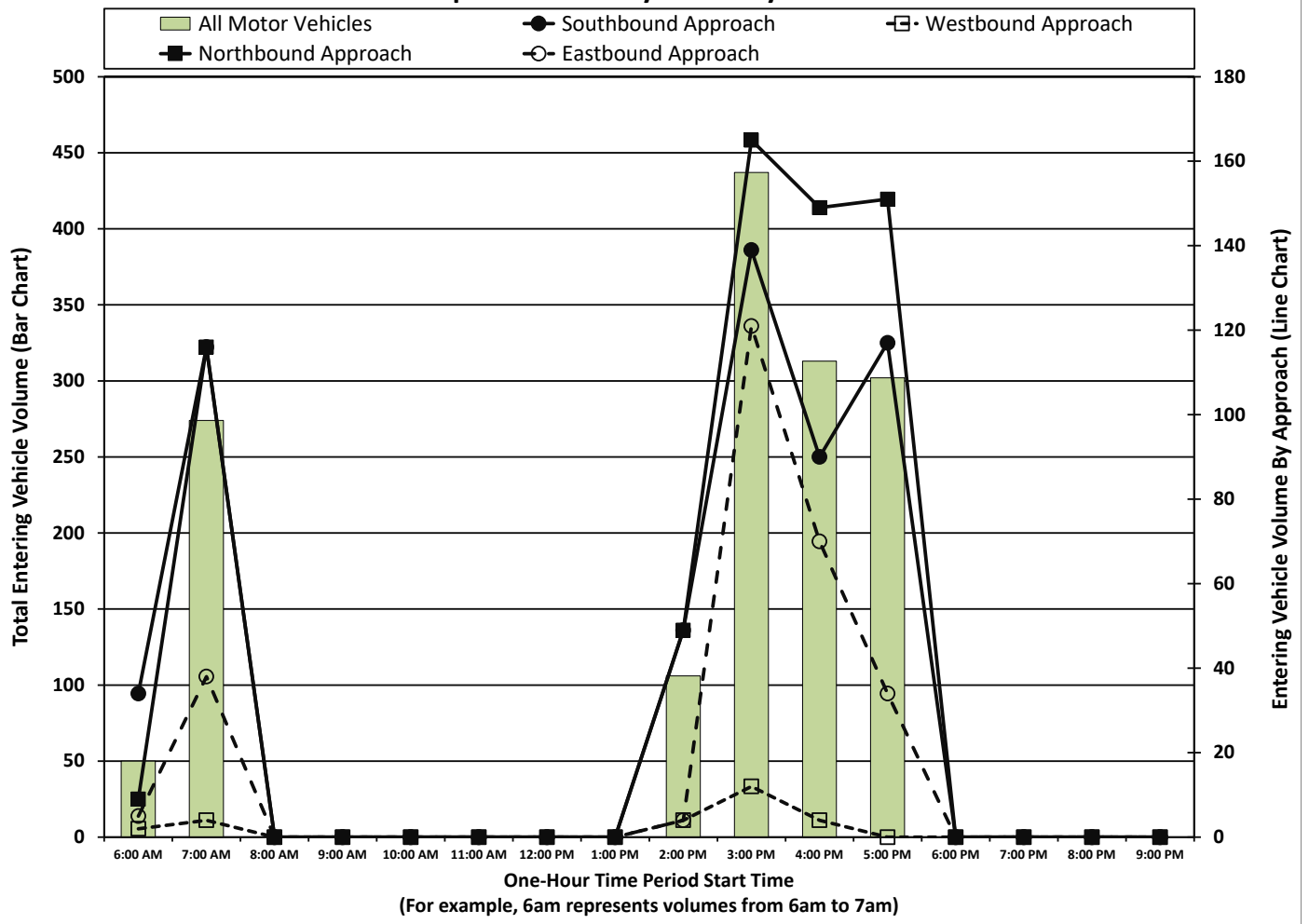
Count Basics			Page 4 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time	From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					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
	6:00 AM	5	27	2	0	34	0	0	2	0	2	2	6	1	0	9	3	0	2	0		5	50
7:00 AM	28	88	0	0	116	1	0	3	0	4	6	73	37	0	116	22	0	16	0	38	274	42	232
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	6	43	0	0	49	0	1	3	0	4	1	38	10	0	49	2	1	1	0	4	106	8	98
3:00 PM	45	92	2	0	139	4	0	8	0	12	1	112	52	0	165	71	0	50	0	121	437	133	304
4:00 PM	15	75	0	0	90	4	0	0	0	4	2	112	35	0	149	36	0	34	0	70	313	74	239
5:00 PM	37	80	0	0	117	0	0	0	0	0	0	115	36	0	151	27	0	7	0	34	302	34	268
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	136	405	4	0	545	9	1	16	0	26	12	456	171	0	639	161	1	110	0	272	1482	298	1184

Graphical Summary of Hourly Volumes

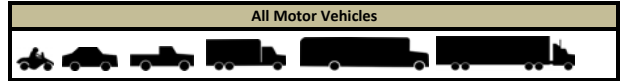


Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

21st Street & Pigeon River Driveway

Count Basics		Page 5 of 13	
Start Date:	Thursday, March 14, 2024	Weekday:	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday:	No Special Events



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF
	21st Street					Driveway					21st Street					Pigeon River Driveway							
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals		
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	5	27	2	0	34	0	0	2	0	2	2	6	1	0	9	3	0	2	0	5	50	324	0.64
7:00 AM	4	25	0	0	29	0	0	1	0	1	0	15	5	0	20	3	0	0	0	3	53		
7:15 AM	9	26	0	0	35	0	0	0	0	0	2	28	13	0	43	8	0	8	0	16	94		
7:30 AM	15	37	0	0	52	1	0	2	0	3	4	30	19	0	53	11	0	8	0	19	127		
7:45 AM	0	0	0	0	0	0	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	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	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			
9:30 AM	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			
10:00 AM	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			
10:30 AM	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			
11:00 AM	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			
11:30 AM	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			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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			
2:30 PM	3	26	0	0	29	0	1	0	0	1	1	22	3	0	26	2	1	1	0	4	60	305	0.68
2:45 PM	3	17	0	0	20	0	0	3	0	3	0	16	7	0	23	0	0	0	0	0	46	349	0.78
3:00 PM	4	22	1	0	27	1	0	0	0	1	1	26	7	0	34	18	0	7	0	25	87	437	0.82
3:15 PM	13	25	0	0	38	1	0	2	0	3	0	34	25	0	59	7	0	5	0	12	112	457	0.85
3:30 PM	15	24	1	0	40	2	0	3	0	5	0	23	6	0	29	17	0	13	0	30	104	410	0.76
3:45 PM	13	21	0	0	34	0	0	3	0	3	0	29	14	0	43	29	0	25	0	54	134	370	0.69
4:00 PM	3	26	0	0	29	3	0	0	0	3	2	32	10	0	44	20	0	11	0	31	107	313	0.73
4:15 PM	3	19	0	0	22	0	0	0	0	0	0	26	5	0	31	6	0	6	0	12	65	296	0.82
4:30 PM	5	16	0	0	21	1	0	0	0	1	0	22	8	0	30	2	0	10	0	12	64	326	0.86
4:45 PM	4	14	0	0	18	0	0	0	0	0	0	32	12	0	44	8	0	7	0	15	77	327	0.86
5:00 PM	15	22	0	0	37	0	0	0	0	0	0	31	13	0	44	8	0	1	0	9	90	302	0.79
5:15 PM	12	19	0	0	31	0	0	0	0	0	0	35	15	0	50	10	0	4	0	14	95		
5:30 PM	3	18	0	0	21	0	0	0	0	0	0	30	5	0	35	8	0	1	0	9	65		
5:45 PM	7	21	0	0	28	0	0	0	0	0	0	19	3	0	22	1	0	1	0	2	52		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	136	405	4	0	545	9	1	16	0	26	12	456	171	0	639	161	1	110	0	272	1482		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF	
	21st Street					Driveway					21st Street					Pigeon River Driveway							
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM 6:45 AM	33	115	2	0	150	1	0	5	0	6	8	79	38	0	125	25	0	18	0	43	324	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	36	71	0	0	107	1	0	0	0	1	0	120	48	0	168	28	0	22	0	50	326	0.86	

Intersection Traffic Volume Report

15-Minute Automobile Data

21st Street & Pigeon River Driveway



15-Minute Automobile Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	21st Street					Driveway					21st Street					Pigeon River Driveway						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	5	26	2	0	33	0	0	1	0	1	2	6	1	0	9	3	0	2	0	5	48	307
7:00 AM	4	24	0	0	28	0	0	0	0	0	0	13	5	0	18	3	0	0	0	3	49	
7:15 AM	9	25	0	0	34	0	0	0	0	0	1	27	12	0	40	8	0	8	0	16	90	
7:30 AM	15	35	0	0	50	1	0	0	0	1	2	30	19	0	51	11	0	7	0	18	120	
7:45 AM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	3	25	0	0	28	0	1	0	0	1	0	20	3	0	23	2	1	1	0	4	56	294
2:45 PM	3	15	0	0	18	0	0	2	0	2	0	16	7	0	23	0	0	0	0	0	43	339
3:00 PM	4	21	0	0	25	1	0	0	0	1	0	26	7	0	33	18	0	7	0	25	84	429
3:15 PM	13	24	0	0	37	1	0	2	0	3	0	34	25	0	59	7	0	5	0	12	111	446
3:30 PM	15	23	1	0	39	2	0	2	0	4	0	22	6	0	28	17	0	13	0	30	101	400
3:45 PM	13	20	0	0	33	0	0	3	0	3	0	29	14	0	43	29	0	25	0	54	133	362
4:00 PM	3	24	0	0	27	3	0	0	0	3	1	29	10	0	40	20	0	11	0	31	101	305
4:15 PM	3	19	0	0	22	0	0	0	0	0	0	26	5	0	31	6	0	6	0	12	65	294
4:30 PM	5	15	0	0	20	1	0	0	0	1	0	22	8	0	30	2	0	10	0	12	63	323
4:45 PM	4	13	0	0	17	0	0	0	0	0	0	32	12	0	44	8	0	7	0	15	76	325
5:00 PM	15	22	0	0	37	0	0	0	0	0	0	31	13	0	44	8	0	1	0	9	90	300
5:15 PM	12	19	0	0	31	0	0	0	0	0	0	34	15	0	49	10	0	4	0	14	94	
5:30 PM	3	18	0	0	21	0	0	0	0	0	0	30	5	0	35	8	0	1	0	9	65	
5:45 PM	7	20	0	0	27	0	0	0	0	0	0	19	3	0	22	1	0	1	0	2	51	
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	136	388	3	0	527	9	1	10	0	20	6	446	170	0	622	161	1	109	0	271	1440	

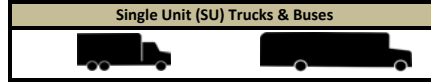
Peak Hour Automobile Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	21st Street					Driveway					21st Street					Pigeon River Driveway					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	33	110	2	0	145	1	0	1	0	2	5	76	37	0	118	25	0	17	0	42	307
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	36	69	0	0	105	1	0	0	0	1	0	119	48	0	167	28	0	22	0	50	323

Intersection Traffic Volume Report

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

21st Street & Pigeon River Driveway



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

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum				
	21st Street					Driveway					21st Street					Pigeon River Driveway										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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
6:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
2:30 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
2:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	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	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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
Totals	0	16	1	0	17	0	0	4	0	4	3	10	1	0	14	0	0	1	0	0	0	0	0	0	0	36

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

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	21st Street					Driveway					21st Street					Pigeon River Driveway					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	0	4	0	0</																	

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

21st Street & Pigeon River Driveway

Count Basics				Page 9 of 13
Start Date:	Thursday, March 14, 2024	Weekday	Schools in Session	
Total Number of Hours Counted: 4.5		Non-Holiday	No Special Events	

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

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					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				
	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	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	
6:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	17
7:00 AM	0	1	0	0	1	0	0	1	0	1	0	2	0	2	0	2	0	0	0	0	0	0	4	
7:15 AM	0	1	0	0	1	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	4	
7:30 AM	0	2	0	0	2	0	0	2	0	2	2	2	0	0	2	0	0	1	0	0	0	1	7	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	4	11
2:45 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	10
3:00 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	8
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
3:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	3	10
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
4:00 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	6	8
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	1	0	0	1	0	0	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	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	17	1	0	18	0	0	6	0	6	6	10	1	0	17	0	0	1	0	0	0	1	42	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North 21st Street					From East Driveway					From South 21st Street					From West Pigeon River Driveway					Total Hourly Volume		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM 6:45 AM	0	5	0	0	5	0	0	4	0	4	3	3	1	0	7	0	0	0	1	0	1	1	17
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

21st Street & Pigeon River Driveway



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	21st Street			Driveway			21st Street			Pigeon River Driveway				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
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	1	1	0	0	0	6	0	6	7	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Page 12 of 13	
Start Date:	Thursday, March 14, 2024	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

21st Street & Pigeon River Driveway



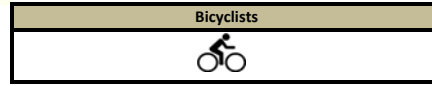
15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	21st Street			Driveway			21st Street			Pigeon River Driveway				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
Start Time														
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	6	0	6	6	

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

21st Street & Pigeon River Driveway



15-Minute Bicycle Data

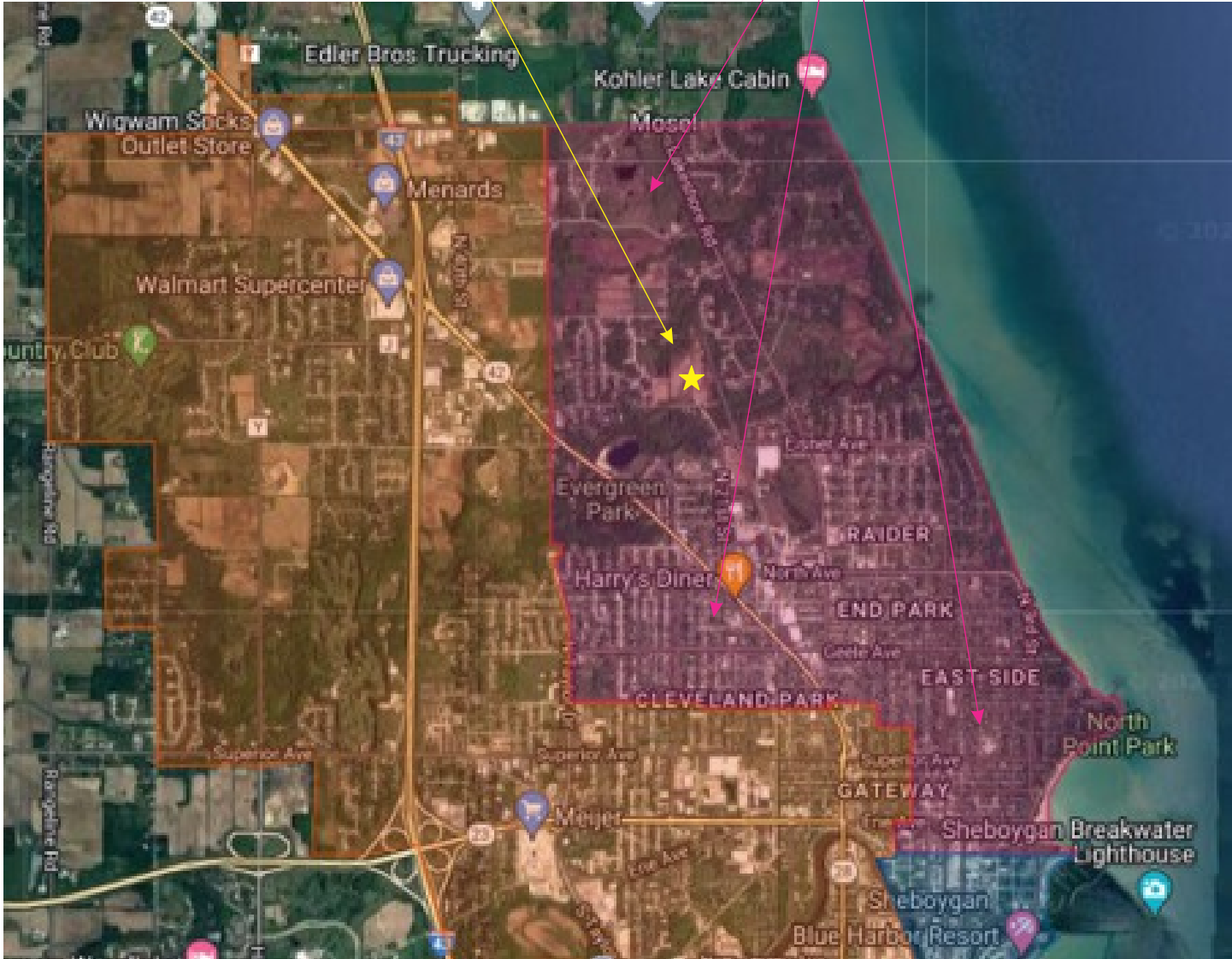
15-Minute Time Period Start Time	From North ↓ 21st Street					From East ← Driveway					From South ↑ 21st Street					From West → Pigeon River Driveway					15-Min Totals	Hourly Sum
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	6:00 AM					0					0					0						
6:15 AM					0					0					0					0	0	0
6:30 AM					0					0					0					0	0	0
6:45 AM					0					0					0					0	0	0
7:00 AM					0					0					0					0	0	0
7:15 AM					0					0					0					0	0	0
7:30 AM					0					0					0					0	0	0
7:45 AM					0					0					0					0	0	0
8:00 AM					0					0					0					0	0	0
8:15 AM					0					0					0					0	0	0
8:30 AM					0					0					0					0	0	0
8:45 AM					0					0					0					0	0	0
9:00 AM					0					0					0					0	0	0
9:15 AM					0					0					0					0	0	0
9:30 AM					0					0					0					0	0	0
9:45 AM					0					0					0					0	0	0
10:00 AM					0					0					0					0	0	0
10:15 AM					0					0					0					0	0	0
10:30 AM					0					0					0					0	0	0
10:45 AM					0					0					0					0	0	0
11:00 AM					0					0					0					0	0	0
11:15 AM					0					0					0					0	0	0
11:30 AM					0					0					0					0	0	0
11:45 AM					0					0					0					0	0	0
12:00 PM					0					0					0					0	0	0
12:15 PM					0					0					0					0	0	0
12:30 PM					0					0					0					0	0	0
12:45 PM					0					0					0					0	0	0
1:00 PM					0					0					0					0	0	0
1:15 PM					0					0					0					0	0	0
1:30 PM					0					0					0					0	0	0
1:45 PM					0					0					0					0	0	0
2:00 PM					0					0					0					0	0	0
2:15 PM					0					0					0					0	0	0
2:30 PM					0					0					0					0	0	0
2:45 PM					0					0					0					0	0	0
3:00 PM					0					0					0					0	0	0
3:15 PM					0					0					0					0	0	0
3:30 PM					0					0					0					0	0	0
3:45 PM					0					0					0					0	0	0
4:00 PM					0					0					0					0	0	0
4:15 PM					0					0					0					0	0	0
4:30 PM					0					0					0					0	0	0
4:45 PM					0					0					0					0	0	0
5:00 PM					0					0					0					0	0	0
5:15 PM					0					0					0					0	0	0
5:30 PM					0					0					0					0	0	0
5:45 PM					0					0					0					0	0	0
6:00 PM					0					0					0					0	0	0
6:15 PM					0					0					0					0	0	0
6:30 PM					0					0					0					0	0	0
6:45 PM					0					0					0					0	0	0
7:00 PM					0					0					0					0	0	0
7:15 PM					0					0					0					0	0	0
7:30 PM					0					0					0					0	0	0
7:45 PM					0					0					0					0	0	0
8:00 PM					0					0					0					0	0	0
8:15 PM					0					0					0					0	0	0
8:30 PM					0					0					0					0	0	0
8:45 PM					0					0					0					0	0	0
9:00 PM					0					0					0					0	0	0
9:15 PM					0					0					0					0	0	0
9:30 PM					0					0					0					0	0	0
9:45 PM					0					0					0					0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North ↓ 21st Street					From East ← Driveway					From South ↑ 21st Street					From West → Pigeon River Driveway					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Proposed Urban Middle School Location

Student Population Boundary for Urban Middle School



Appendix B

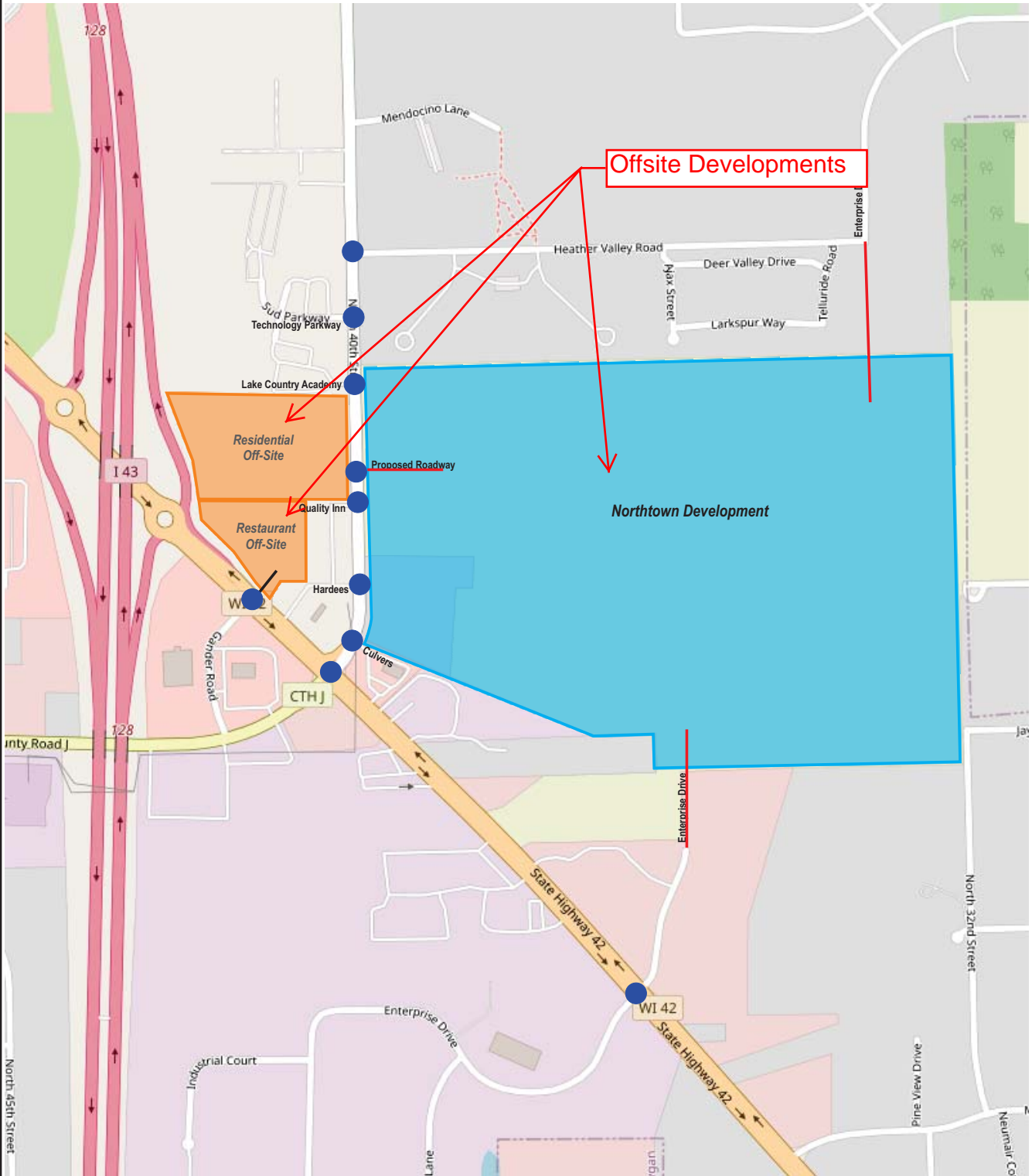
Offsite Development Backup

Location Map
Offsite New Trips



LEGEND

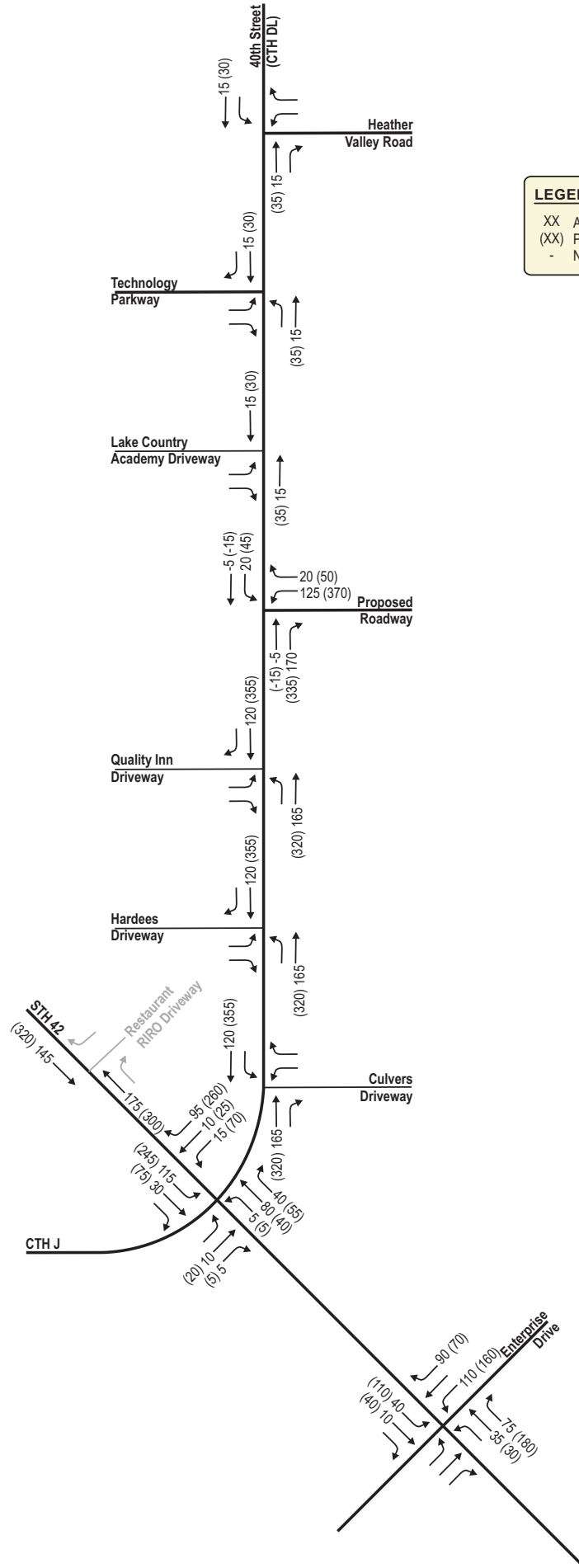
- Study Area Intersection





LEGEND

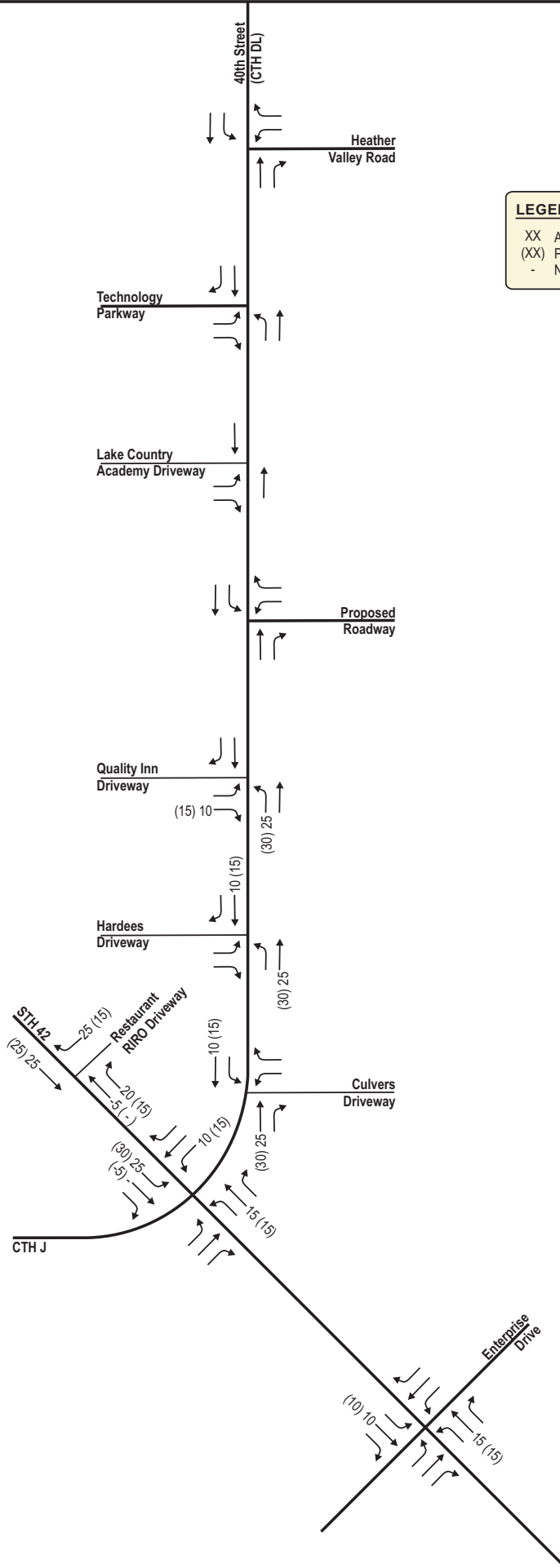
- XX AM Peak Hour Volumes (7:15-8:15 AM)
- (XX) PM Peak Hour Volumes (3:15 PM-4:15 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)





LEGEND

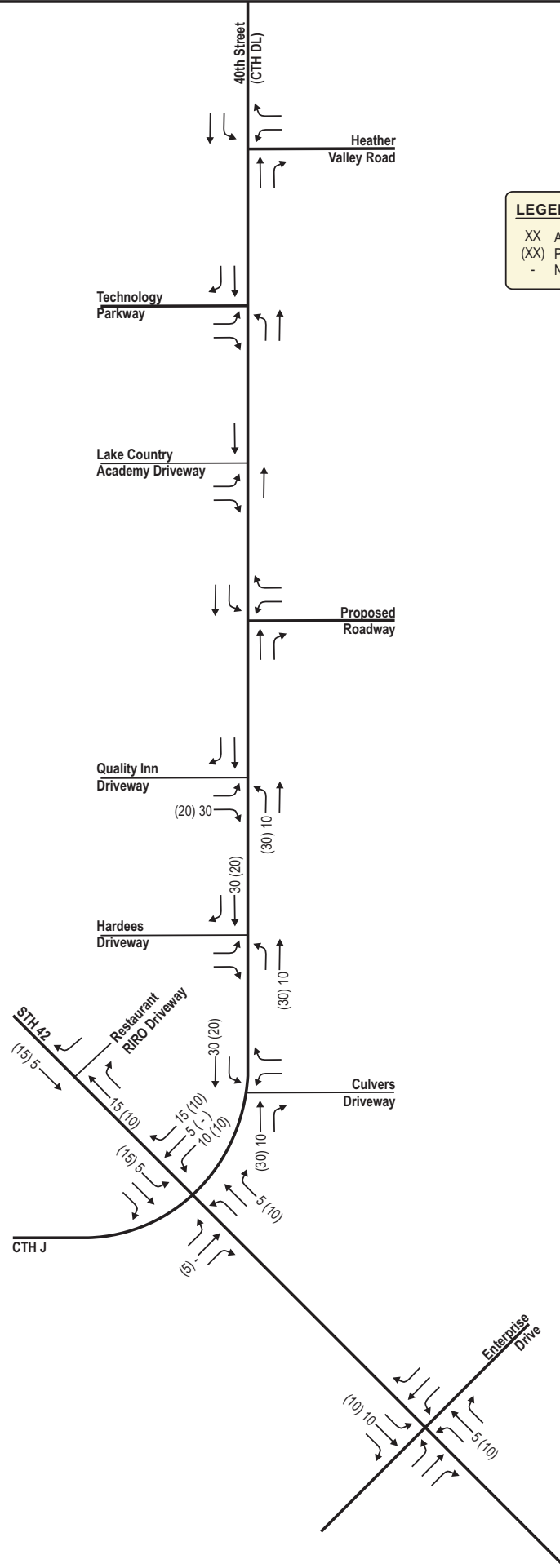
- XX AM Peak Hour Volumes (7:15-8:15 AM)
- (XX) PM Peak Hour Volumes (3:15 PM-4:15 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)





LEGEND

- XX AM Peak Hour Volumes (7:15-8:15 AM)
- (XX) PM Peak Hour Volumes (3:15 PM-4:15 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



Appendix C

Build Traffic

Peak Hour Analysis Outputs

Existing Traffic – Existing School Location

Existing Traffic – Proposed School Location

Background Traffic – Proposed School Location

Full Build Traffic – Proposed School Location

Full Build Traffic – Proposed School Location (Sensitivity Analysis – ITE Rates)

Full Build Traffic – Proposed School Location with Modifications/AWSC

Full Build Traffic – Proposed School Location with Modifications/Signal

Full Build Traffic – Proposed School Location with Modifications/Roundabout

Lanes, Volumes, Timings
10: 13th Street & North Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕	↗		↕	↗
Traffic Volume (vph)	65	195	5	45	215	25	20	60	15	15	30	55
Future Volume (vph)	65	195	5	45	215	25	20	60	15	15	30	55
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		100	0		25	0		25
Storage Lanes	0		1	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected		0.988			0.991			0.988			0.984	
Satd. Flow (prot)	0	1840	1583	0	1846	1583	0	1788	1538	0	1815	1568
Fl _t Permitted		0.988			0.991			0.988			0.984	
Satd. Flow (perm)	0	1840	1583	0	1846	1583	0	1788	1538	0	1815	1568
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		528			635			500			395	
Travel Time (s)		14.4			17.3			13.6			10.8	
Confl. Peds. (#/hr)	32		2	2		32	3		26	26		3
Confl. Bikes (#/hr)			1			1			3			1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	3%	3%	3%
Adj. Flow (vph)	108	325	8	75	358	42	33	100	25	25	50	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	433	8	0	433	42	0	133	25	0	75	92
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	25.4
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↖	↗		↖	↗
Traffic Vol, veh/h	65	195	5	45	215	25	20	60	15	15	30	55
Future Vol, veh/h	65	195	5	45	215	25	20	60	15	15	30	55
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	3	3	3
Mvmt Flow	108	325	8	75	358	42	33	100	25	25	50	92
Number of Lanes	0	1	1	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	31.3	28.7	13.5	11.9
HCM LOS	D	D	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	25%	0%	25%	0%	17%	0%	33%	0%
Vol Thru, %	75%	0%	75%	0%	83%	0%	67%	0%
Vol Right, %	0%	100%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	15	260	5	260	25	45	55
LT Vol	20	0	65	0	45	0	15	0
Through Vol	60	0	195	0	215	0	30	0
RT Vol	0	15	0	5	0	25	0	55
Lane Flow Rate	133	25	433	8	433	42	75	92
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.296	0.05	0.806	0.014	0.797	0.067	0.167	0.181
Departure Headway (Hd)	7.984	7.134	6.693	5.852	6.623	5.821	8.014	7.12
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	449	501	542	611	546	615	447	503
Service Time	5.738	4.887	4.436	3.594	4.366	3.564	5.769	4.875
HCM Lane V/C Ratio	0.296	0.05	0.799	0.013	0.793	0.068	0.168	0.183
HCM Control Delay	14.1	10.3	31.7	8.7	30.6	9	12.4	11.5
HCM Lane LOS	B	B	D	A	D	A	B	B
HCM 95th-tile Q	1.2	0.2	7.8	0	7.6	0.2	0.6	0.7

Lanes, Volumes, Timings
20: 12th Street & North Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗	↘		↗	↘		↗	↘		↗	↘
Traffic Volume (vph)	80	135	5	5	150	30	30	60	15	40	40	105
Future Volume (vph)	80	135	5	5	150	30	30	60	15	40	40	105
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	0		25	0		75
Storage Lanes	0		1	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected		0.982			0.998			0.984			0.976	
Satd. Flow (prot)	0	1811	1568	0	1859	1583	0	1851	1599	0	1818	1583
Fl _t Permitted		0.982			0.998			0.984			0.976	
Satd. Flow (perm)	0	1811	1568	0	1859	1583	0	1851	1599	0	1818	1583
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		635			650			515			398	
Travel Time (s)		17.3			17.7			14.0			10.9	
Confl. Peds. (#/hr)	48		2	2		48	27		7	7		27
Confl. Bikes (#/hr)			1			2			1			3
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	133	225	8	8	250	50	50	100	25	67	67	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	358	8	0	258	50	0	150	25	0	134	175
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	16.8
Intersection LOS	C










Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↖	↗		↖	↗
Traffic Vol, veh/h	80	135	5	5	150	30	30	60	15	40	40	105
Future Vol, veh/h	80	135	5	5	150	30	30	60	15	40	40	105
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles, %	3	3	3	2	2	2	1	1	1	2	2	2
Mvmt Flow	133	225	8	8	250	50	50	100	25	67	67	175
Number of Lanes	0	1	1	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	23.6	15.2	13.2	12.5
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	33%	0%	37%	0%	3%	0%	50%	0%
Vol Thru, %	67%	0%	63%	0%	97%	0%	50%	0%
Vol Right, %	0%	100%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	15	215	5	155	30	80	105
LT Vol	30	0	80	0	5	0	40	0
Through Vol	60	0	135	0	150	0	40	0
RT Vol	0	15	0	5	0	30	0	105
Lane Flow Rate	150	25	358	8	258	50	133	175
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.316	0.047	0.691	0.014	0.496	0.086	0.276	0.314
Departure Headway (Hd)	7.59	6.7	6.94	6.036	6.909	6.177	7.44	6.468
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	474	534	520	592	522	580	483	555
Service Time	5.342	4.451	4.682	3.778	4.654	3.922	5.187	4.214
HCM Lane V/C Ratio	0.316	0.047	0.688	0.014	0.494	0.086	0.275	0.315
HCM Control Delay	13.8	9.8	23.9	8.9	16.3	9.5	13	12.2
HCM Lane LOS	B	A	C	A	C	A	B	B
HCM 95th-tile Q	1.3	0.1	5.3	0	2.7	0.3	1.1	1.3

Lanes, Volumes, Timings
30: 13th Street & North D/W

AM Peak
05/03/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	150	0	0	95
Future Volume (vph)	5	5	150	0	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1694	0	1810	0	0	1845
Flt Permitted	0.976					
Satd. Flow (perm)	1694	0	1810	0	0	1845
Link Speed (mph)	25		25			25
Link Distance (ft)	627		395			552
Travel Time (s)	17.1		10.8			15.1
Confl. Peds. (#/hr)	5	5		5	5	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	2%	2%	5%	5%	3%	3%
Adj. Flow (vph)	8	8	250	0	0	158
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	250	0	0	158
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.3%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	5	5	150	0	0	95
Future Vol, veh/h	5	5	150	0	0	95
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	5	5	3	3
Mvmt Flow	8	8	250	0	0	158

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	413	255	0	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	595	784	-	0	0	-
Stage 1	792	-	-	0	0	-
Stage 2	866	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	592	780	-	-	-	-
Mov Cap-2 Maneuver	592	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 673	-
HCM Lane V/C Ratio	- 0.025	-
HCM Control Delay (s)	- 10.5	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

Lanes, Volumes, Timings
40: 12th Street & North D/W

AM Peak
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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	55	115	185	15
Future Volume (vph)	1	1	55	115	185	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.990	
Flt Protected	0.976			0.984		
Satd. Flow (prot)	1694	0	0	1851	1844	0
Flt Permitted	0.976			0.984		
Satd. Flow (perm)	1694	0	0	1851	1844	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	627			398	512	
Travel Time (s)	17.1			10.9	14.0	
Confl. Peds. (#/hr)	5	5	5			5
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Adj. Flow (vph)	2	2	92	192	308	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	284	333	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	55	115	185	15
Future Vol, veh/h	1	1	55	115	185	15
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	1	1	2	2
Mvmt Flow	2	2	92	192	308	25





















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	707	331	338	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	402	711	1227	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	365	704	1221	-	-	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	2.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1221	-	481	-	-
HCM Lane V/C Ratio	0.075	-	0.007	-	-
HCM Control Delay (s)	8.2	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	-	-

Lanes, Volumes, Timings
10: 13th Street & North Avenue

PM Peak
05/03/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	215	30	25	235	40	25	35	20	25	40	55
Future Volume (vph)	35	215	30	25	235	40	25	35	20	25	40	55
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		100	0		25	0		25
Storage Lanes	0		1	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected		0.993			0.995			0.980			0.981	
Satd. Flow (prot)	0	1850	1583	0	1872	1599	0	1773	1538	0	1845	1599
Fl _t Permitted		0.993			0.995			0.980			0.981	
Satd. Flow (perm)	0	1850	1583	0	1872	1599	0	1773	1538	0	1845	1599
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		528			635			500			395	
Travel Time (s)		14.4			17.3			13.6			10.8	
Confl. Peds. (#/hr)	19		6	6		19	1		49	49		1
Confl. Bikes (#/hr)			1			1			3			1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	5%	5%	5%	1%	1%	1%
Adj. Flow (vph)	64	391	55	45	427	73	45	64	36	45	73	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	455	55	0	472	73	0	109	36	0	118	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	33.4
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↖	↗		↖	↗
Traffic Vol, veh/h	35	215	30	25	235	40	25	35	20	25	40	55
Future Vol, veh/h	35	215	30	25	235	40	25	35	20	25	40	55
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles, %	2	2	2	1	1	1	5	5	5	1	1	1
Mvmt Flow	64	391	55	45	427	73	45	64	36	45	73	100
Number of Lanes	0	1	1	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	39.2	41.3	13.6	13.2
HCM LOS	E	E	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	42%	0%	14%	0%	10%	0%	38%	0%
Vol Thru, %	58%	0%	86%	0%	90%	0%	62%	0%
Vol Right, %	0%	100%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	20	250	30	260	40	65	55
LT Vol	25	0	35	0	25	0	25	0
Through Vol	35	0	215	0	235	0	40	0
RT Vol	0	20	0	30	0	40	0	55
Lane Flow Rate	109	36	455	55	473	73	118	100
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.261	0.077	0.884	0.094	0.908	0.124	0.273	0.205
Departure Headway (Hd)	8.614	7.672	6.999	6.212	6.915	6.15	8.321	7.398
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	416	465	518	575	525	581	431	484
Service Time	6.391	5.448	4.757	3.968	4.672	3.906	6.091	5.167
HCM Lane V/C Ratio	0.262	0.077	0.878	0.096	0.901	0.126	0.274	0.207
HCM Control Delay	14.4	11.1	42.7	9.6	46.2	9.8	14.2	12.1
HCM Lane LOS	B	B	E	A	E	A	B	B
HCM 95th-tile Q	1	0.2	9.8	0.3	10.6	0.4	1.1	0.8

Lanes, Volumes, Timings
20: 12th Street & North Avenue

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕	↗		↕	↗
Traffic Volume (vph)	65	195	20	10	185	15	15	20	15	30	25	45
Future Volume (vph)	65	195	20	10	185	15	15	20	15	30	25	45
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		25	0		25	0		75
Storage Lanes	0		1	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected		0.988			0.997			0.979			0.973	
Satd. Flow (prot)	0	1859	1599	0	1876	1599	0	1842	1599	0	1830	1599
Fl _t Permitted		0.988			0.997			0.979			0.973	
Satd. Flow (perm)	0	1859	1599	0	1876	1599	0	1842	1599	0	1830	1599
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		635			650			515			398	
Travel Time (s)		17.3			17.7			14.0			10.9	
Confl. Peds. (#/hr)	41		5	5		41	63		17	17		63
Confl. Bikes (#/hr)			2			4			1			5
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	118	355	36	18	336	27	27	36	27	55	45	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	473	36	0	354	27	0	63	27	0	100	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	20.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↖	↗		↖	↗
Traffic Vol, veh/h	65	195	20	10	185	15	15	20	15	30	25	45
Future Vol, veh/h	65	195	20	10	185	15	15	20	15	30	25	45
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	118	355	36	18	336	27	27	36	27	55	45	82
Number of Lanes	0	1	1	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	28.1	17.6	11.2	11.4
HCM LOS	D	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	43%	0%	25%	0%	5%	0%	55%	0%
Vol Thru, %	57%	0%	75%	0%	95%	0%	45%	0%
Vol Right, %	0%	100%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	15	260	20	195	15	55	45
LT Vol	15	0	65	0	10	0	30	0
Through Vol	20	0	195	0	185	0	25	0
RT Vol	0	15	0	20	0	15	0	45
Lane Flow Rate	64	27	473	36	355	27	100	82
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.137	0.052	0.805	0.053	0.611	0.041	0.208	0.148
Departure Headway (Hd)	7.778	6.839	6.129	5.293	6.205	5.467	7.496	6.5
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	527	586	672	578	650	476	547
Service Time	5.478	4.539	3.896	3.059	3.979	3.241	5.29	4.293
HCM Lane V/C Ratio	0.138	0.051	0.807	0.054	0.614	0.042	0.21	0.15
HCM Control Delay	11.7	9.9	29.6	8.4	18.3	8.5	12.3	10.4
HCM Lane LOS	B	A	D	A	C	A	B	B
HCM 95th-tile Q	0.5	0.2	7.9	0.2	4.1	0.1	0.8	0.5

Lanes, Volumes, Timings
30: 13th Street & North D/W

PM Peak
05/03/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	5	110	0	0	95
Future Volume (vph)	25	5	110	0	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.977					
Flt Protected	0.960					
Satd. Flow (prot)	1747	0	1810	0	0	1881
Flt Permitted	0.960					
Satd. Flow (perm)	1747	0	1810	0	0	1881
Link Speed (mph)	25		25		25	
Link Distance (ft)	627		395		552	
Travel Time (s)	17.1		10.8		15.1	
Confl. Peds. (#/hr)	5	5		5	5	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	2%	2%	5%	5%	1%	1%
Adj. Flow (vph)	45	9	200	0	0	173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	200	0	0	173
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.5%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑		↑			↑
Traffic Vol, veh/h	25	5	110	0	0	95
Future Vol, veh/h	25	5	110	0	0	95
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	5	5	1	1
Mvmt Flow	45	9	200	0	0	173

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	378	205	0	-	-	-
Stage 1	200	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	624	836	-	0	0	-
Stage 1	834	-	-	0	0	-
Stage 2	853	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	621	832	-	-	-	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	849	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 648	-
HCM Lane V/C Ratio	- 0.084	-
HCM Control Delay (s)	- 11.1	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.3	-

Lanes, Volumes, Timings
40: 12th Street & North D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	10	90	95	5
Future Volume (vph)	1	5	10	90	95	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.890			0.993		
Flt Protected	0.991			0.995		
Satd. Flow (prot)	1659	0	0	1872	1868	0
Flt Permitted	0.991			0.995		
Satd. Flow (perm)	1659	0	0	1872	1868	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	627			398	512	
Travel Time (s)	17.1			10.9	14.0	
Confl. Peds. (#/hr)	5	5	5			5
Confl. Bikes (#/hr)	1					
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	9	18	164	173	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	182	182	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	5	10	90	95	5
Future Vol, veh/h	1	5	10	90	95	5
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	2	9	18	164	173	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	388	188	187	0	-	0
Stage 1	183	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	617	857	1393	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	602	849	1386	-	-	-
Mov Cap-2 Maneuver	602	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1386	-	795	-	-
HCM Lane V/C Ratio	0.013	-	0.014	-	-
HCM Control Delay (s)	7.6	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
100: Najacht Road & Enterprise Drive

AM Peak
05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (vph)	35	25	10	30	10	5
Future Volume (vph)	35	25	10	30	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.943				0.955	
Flt Protected				0.987	0.968	
Satd. Flow (prot)	1757	0	0	1769	1739	0
Flt Permitted				0.987	0.968	
Satd. Flow (perm)	1757	0	0	1769	1739	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.57	0.57	0.57	0.57	0.57	0.57
Heavy Vehicles (%)	2%	2%	6%	6%	1%	1%
Adj. Flow (vph)	61	44	18	53	18	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	0	0	71	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	25	10	30	10	5
Future Vol, veh/h	35	25	10	30	10	5
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	6	6	1	1
Mvmt Flow	61	44	18	53	18	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	106	0	174
Stage 1	-	-	-	-	84
Stage 2	-	-	-	-	90
Critical Hdwy	-	-	4.16	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.254	-	3.509
Pot Cap-1 Maneuver	-	-	1460	-	818
Stage 1	-	-	-	-	942
Stage 2	-	-	-	-	936
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1459	-	806
Mov Cap-2 Maneuver	-	-	-	-	806
Stage 1	-	-	-	-	941
Stage 2	-	-	-	-	923

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	855	-	-	1459	-
HCM Lane V/C Ratio	0.031	-	-	0.012	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (vph)	1	1	1	30	1	140	1	295	10	85	355	1
Future Volume (vph)	1	1	1	30	1	140	1	295	10	85	355	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955				0.850		0.995				
Flt Protected		0.984			0.953		0.950			0.950		
Satd. Flow (prot)	0	1768	0	0	1775	1583	1736	3454	0	1736	3471	0
Flt Permitted		0.984			0.953		0.950			0.950		
Satd. Flow (perm)	0	1768	0	0	1775	1583	1736	3454	0	1736	3471	0
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		11.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	1	1	42	1	194	1	410	14	118	493	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	43	194	1	424	0	118	494	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	1	1	1	30	1	140	1	295	10	85	355	1
Future Vol, veh/h	1	1	1	30	1	140	1	295	10	85	355	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	1	1	1	2	2	2	4	4	4	4	4	4
Mvmt Flow	1	1	1	42	1	194	1	410	14	118	493	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	940	1158	249	904	1151	214	495	0	0	425	0	0
Stage 1	731	731	-	420	420	-	-	-	-	-	-	-
Stage 2	209	427	-	484	731	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.54	6.54	6.94	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.52	4.02	3.32	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	220	196	754	232	197	791	1051	-	-	1117	-	-
Stage 1	382	428	-	581	588	-	-	-	-	-	-	-
Stage 2	776	586	-	533	425	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	151	175	753	211	176	789	1050	-	-	1116	-	-
Mov Cap-2 Maneuver	151	175	-	211	176	-	-	-	-	-	-	-
Stage 1	381	382	-	580	587	-	-	-	-	-	-	-
Stage 2	582	585	-	474	380	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.7		13.8		0		1.7	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1050	-	-	220	210	789	1116	-	-
HCM Lane V/C Ratio	0.001	-	-	0.019	0.205	0.246	0.106	-	-
HCM Control Delay (s)	8.4	-	-	21.7	26.5	11	8.6	-	-
HCM Lane LOS	A	-	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	1	0.4	-	-

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	90	105	5	15	5
Future Volume (vph)	1	90	105	5	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.994		0.965	
Flt Protected		0.999			0.964	
Satd. Flow (prot)	0	1879	1799	0	1683	0
Flt Permitted		0.999			0.964	
Satd. Flow (perm)	0	1879	1799	0	1683	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles (%)	1%	1%	5%	5%	5%	5%
Adj. Flow (vph)	2	155	181	9	26	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	157	190	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	1	90	105	5	15	5
Future Vol, veh/h	1	90	105	5	15	5
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	1	1	5	5	5	5
Mvmt Flow	2	155	181	9	26	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	191	0	-	0	347 188
Stage 1	-	-	-	-	187 -
Stage 2	-	-	-	-	160 -
Critical Hdwy	4.11	-	-	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.209	-	-	-	3.545 3.345
Pot Cap-1 Maneuver	1389	-	-	-	644 846
Stage 1	-	-	-	-	838 -
Stage 2	-	-	-	-	861 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1388	-	-	-	641 844
Mov Cap-2 Maneuver	-	-	-	-	641 -
Stage 1	-	-	-	-	835 -
Stage 2	-	-	-	-	860 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1388	-	-	-	682
HCM Lane V/C Ratio	0.001	-	-	-	0.051
HCM Control Delay (s)	7.6	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	105	110	15	35	1
Future Volume (vph)	1	105	110	15	35	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.867				0.995	
Flt Protected	0.999			0.958		
Satd. Flow (prot)	1629	0	0	1785	1835	0
Flt Permitted	0.999			0.958		
Satd. Flow (perm)	1629	0	0	1785	1835	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			1158	247	
Travel Time (s)	39.2			31.6	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	2	169	177	24	56	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	171	0	0	201	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			L		T
Traffic Vol, veh/h	1	105	110	15	35	1
Future Vol, veh/h	1	105	110	15	35	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	2	169	177	24	56	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	437	59	59	0	-	0
Stage 1	58	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	579	1010	1545	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	511	1008	1544	-	-	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1544	-	999	-	-
HCM Lane V/C Ratio	0.115	-	0.171	-	-
HCM Control Delay (s)	7.6	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.6	-	-

Lanes, Volumes, Timings
500: 21st Street/Mill Road & Eisner Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Volume (vph)	1	1	1	110	1	105	1	20	75	95	45	1
Future Volume (vph)	1	1	1	110	1	105	1	20	75	95	45	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.955			0.934				0.850		0.999	
Fl _t Protected		0.984			0.975			0.997			0.967	
Satd. Flow (prot)	0	1768	0	0	1664	0	0	1821	1553	0	1817	0
Fl _t Permitted		0.984			0.975			0.997			0.967	
Satd. Flow (perm)	0	1768	0	0	1664	0	0	1821	1553	0	1817	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		496			1111			814			1158	
Travel Time (s)		13.5			30.3			22.2			31.6	
Confl. Peds. (#/hr)	1		1	1		1	1		2	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	2	2	2	175	2	167	2	32	119	151	71	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	344	0	0	34	119	0	224	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	1	1	110	1	105	1	20	75	95	45	1
Future Vol, veh/h	1	1	1	110	1	105	1	20	75	95	45	1
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	2	2	2	175	2	167	2	32	119	151	71	2
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	8.3	11.6	8.7	10.7
HCM LOS	A	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	0%	33%	51%	67%
Vol Thru, %	95%	0%	33%	0%	32%
Vol Right, %	0%	100%	33%	49%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	75	3	216	141
LT Vol	1	0	1	110	95
Through Vol	20	0	1	1	45
RT Vol	0	75	1	105	1
Lane Flow Rate	33	119	5	343	224
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.053	0.164	0.007	0.449	0.322
Departure Headway (Hd)	5.69	4.958	5.179	4.712	5.187
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	624	717	682	761	687
Service Time	3.471	2.739	3.276	2.768	3.262
HCM Lane V/C Ratio	0.053	0.166	0.007	0.451	0.326
HCM Control Delay	8.8	8.7	8.3	11.6	10.7
HCM Lane LOS	A	A	A	B	B
HCM 95th-tile Q	0.2	0.6	0	2.3	1.4

Lanes, Volumes, Timings
600: 21st Street & Pigeon River D/W

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	↘
Traffic Volume (vph)	20	0	25	5	0	1	40	75	10	1	120	35
Future Volume (vph)	20	0	25	5	0	1	40	75	10	1	120	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.973			0.989			0.970	
Flt Protected		0.950			0.962			0.984				
Satd. Flow (prot)	0	1081	967	0	1761	0	0	1744	0	0	1789	0
Flt Permitted		0.950			0.962			0.984				
Satd. Flow (perm)	0	1081	967	0	1761	0	0	1744	0	0	1789	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.64	0.34	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles (%)	67%	67%	67%	1%	1%	1%	6%	6%	6%	3%	3%	3%
Adj. Flow (vph)	31	0	39	8	0	2	63	117	16	2	188	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	39	0	10	0	0	196	0	0	245	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	0	25	5	0	1	40	75	10	1	120	35
Future Vol, veh/h	20	0	25	5	0	1	40	75	10	1	120	35
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	34	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	67	67	67	1	1	1	6	6	6	3	3	3
Mvmt Flow	31	0	39	8	0	2	63	117	16	2	188	55

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	474	481	218	492	500	127	244	0	0	134	0	0
Stage 1	221	221	-	252	252	-	-	-	-	-	-	-
Stage 2	253	260	-	240	248	-	-	-	-	-	-	-
Critical Hdwy	7.77	7.17	6.87	7.11	6.51	6.21	4.16	-	-	4.13	-	-
Critical Hdwy Stg 1	6.77	6.17	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.77	6.17	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	4.103	4.603	3.903	3.509	4.009	3.309	2.254	-	-	2.227	-	-
Pot Cap-1 Maneuver	408	402	683	489	474	926	1299	-	-	1444	-	-
Stage 1	655	615	-	754	700	-	-	-	-	-	-	-
Stage 2	628	589	-	766	703	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	390	379	682	441	447	924	1298	-	-	1443	-	-
Mov Cap-2 Maneuver	390	379	-	441	447	-	-	-	-	-	-	-
Stage 1	620	613	-	713	662	-	-	-	-	-	-	-
Stage 2	593	557	-	720	701	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		12.6		2.5		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1298	-	-	390	682	483	1443	-	-
HCM Lane V/C Ratio	0.048	-	-	0.08	0.057	0.019	0.001	-	-
HCM Control Delay (s)	7.9	0	-	15	10.6	12.6	7.5	0	-
HCM Lane LOS	A	A	-	C	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0.1	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	15	35	0
Future Volume (vph)	0	0	0	15	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1863	1845	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1863	1845	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	0	0	0	24	56	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	24	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	0	0	15	35	0
Future Vol, veh/h	0	0	0	15	35	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	0	0	0	24	56	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	82	58	57	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	922	1011	1547	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	920	1009	1546	-	-	-
Mov Cap-2 Maneuver	920	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	15	35	0
Future Volume (vph)	0	0	0	15	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	950	0	0	1863	1845	0
Flt Permitted						
Satd. Flow (perm)	950	0	0	1863	1845	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	100%	100%	2%	2%	3%	3%
Adj. Flow (vph)	0	0	0	24	56	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	24	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	0	0	15	35	0
Future Vol, veh/h	0	0	0	15	35	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	100	100	2	2	3	3
Mvmt Flow	0	0	0	24	56	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	82	58	57	0	0
Stage 1	57	-	-	-	-
Stage 2	25	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-
Pot Cap-1 Maneuver	726	789	1547	-	-
Stage 1	765	-	-	-	-
Stage 2	795	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	725	787	1546	-	-
Mov Cap-2 Maneuver	725	-	-	-	-
Stage 1	764	-	-	-	-
Stage 2	794	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

AM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	15	35	0
Future Volume (vph)	0	0	0	15	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1863	1845	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1863	1845	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	0	0	0	24	56	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	24	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	15	35	0
Future Vol, veh/h	0	0	0	15	35	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	0	0	0	24	56	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	82	58	57	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	922	1011	1547	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	920	1009	1546	-	-	-
Mov Cap-2 Maneuver	920	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	15	35	0
Future Volume (vph)	0	0	0	15	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1863	1845	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1863	1845	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	0	0	0	24	56	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	24	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	15	35	0
Future Vol, veh/h	0	0	0	15	35	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	0	0	0	24	56	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	82	58	57	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	922	1011	1547	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	920	1009	1546	-	-	-
Mov Cap-2 Maneuver	920	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

PM Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	20	5	30	20	15
Future Volume (vph)	40	20	5	30	20	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.955			0.942		
Flt Protected				0.993	0.972	
Satd. Flow (prot)	1779	0	0	1868	1722	0
Flt Permitted				0.993	0.972	
Satd. Flow (perm)	1779	0	0	1868	1722	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)	1		1	1		1
Confl. Bikes (#/hr)	1					1
Peak Hour Factor	0.57	0.57	0.57	0.57	0.57	0.57
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	70	35	9	53	35	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	0	0	62	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	20	5	30	20	15
Future Vol, veh/h	40	20	5	30	20	15
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	70	35	9	53	35	26

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	106	0	161
Stage 1	-	-	-	-	89
Stage 2	-	-	-	-	72
Critical Hdwy	-	-	4.11	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.209	-	3.509
Pot Cap-1 Maneuver	-	-	1491	-	832
Stage 1	-	-	-	-	937
Stage 2	-	-	-	-	953
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1490	-	825
Mov Cap-2 Maneuver	-	-	-	-	825
Stage 1	-	-	-	-	936
Stage 2	-	-	-	-	946

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	881	-	-	1490	-
HCM Lane V/C Ratio	0.07	-	-	0.006	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (vph)	1	1	1	30	1	90	1	470	20	100	505	1
Future Volume (vph)	1	1	1	30	1	90	1	470	20	100	505	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955				0.850		0.994				
Flt Protected		0.984			0.954		0.950			0.950		
Satd. Flow (prot)	0	1768	0	0	1760	1568	1752	3484	0	1770	3539	0
Flt Permitted		0.984			0.954		0.950			0.950		
Satd. Flow (perm)	0	1768	0	0	1760	1568	1752	3484	0	1770	3539	0
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		9.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	1	1	1	34	1	102	1	534	23	114	574	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	35	102	1	557	0	114	575	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	1	1	1	30	1	90	1	470	20	100	505	1
Future Vol, veh/h	1	1	1	30	1	90	1	470	20	100	505	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	3	3	3	3	3	3	2	2	2
Mvmt Flow	1	1	1	34	1	102	1	534	23	114	574	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1075	1364	290	1066	1353	281	576	0	0	558	0	0
Stage 1	804	804	-	549	549	-	-	-	-	-	-	-
Stage 2	271	560	-	517	804	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.56	6.56	6.96	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.53	4.03	3.33	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	175	148	710	175	147	713	987	-	-	1009	-	-
Stage 1	345	396	-	485	512	-	-	-	-	-	-	-
Stage 2	714	511	-	507	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	136	131	709	158	130	712	986	-	-	1008	-	-
Mov Cap-2 Maneuver	136	131	-	158	130	-	-	-	-	-	-	-
Stage 1	344	351	-	484	511	-	-	-	-	-	-	-
Stage 2	609	510	-	447	346	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	25		16.9		0		1.5	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	986	-	-	183	157	712	1008	-	-
HCM Lane V/C Ratio	0.001	-	-	0.019	0.224	0.144	0.113	-	-
HCM Control Delay (s)	8.7	-	-	25	34.4	10.9	9	-	-
HCM Lane LOS	A	-	-	D	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.5	0.4	-	-

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

PM Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	100	100	10	5	1
Future Volume (vph)	1	100	100	10	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.988		0.981	
Flt Protected					0.959	
Satd. Flow (prot)	0	1863	1823	0	1770	0
Flt Permitted					0.959	
Satd. Flow (perm)	0	1863	1823	0	1770	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	2%	2%	3%	3%	1%	1%
Adj. Flow (vph)	1	119	119	12	6	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	120	131	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	100	100	10	5	1
Future Vol, veh/h	1	100	100	10	5	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	3	3	1	1
Mvmt Flow	1	119	119	12	6	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	132	0	0 248 127
Stage 1	-	-	- 126 -
Stage 2	-	-	- 122 -
Critical Hdwy	4.12	-	- 6.41 6.21
Critical Hdwy Stg 1	-	-	- 5.41 -
Critical Hdwy Stg 2	-	-	- 5.41 -
Follow-up Hdwy	2.218	-	- 3.509 3.309
Pot Cap-1 Maneuver	1453	-	- 743 926
Stage 1	-	-	- 902 -
Stage 2	-	-	- 906 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1452	-	- 741 924
Mov Cap-2 Maneuver	-	-	- 741 -
Stage 1	-	-	- 900 -
Stage 2	-	-	- 905 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1452	-	-	-	766
HCM Lane V/C Ratio	0.001	-	-	-	0.009
HCM Control Delay (s)	7.5	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	100	105	30	20	5
Future Volume (vph)	5	100	105	30	20	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.871			0.974		
Flt Protected	0.998			0.963		
Satd. Flow (prot)	1635	0	0	1794	1832	0
Flt Permitted	0.998			0.963		
Satd. Flow (perm)	1635	0	0	1794	1832	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			1158	247	
Travel Time (s)	39.2			31.6	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	6	127	133	38	25	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	133	0	0	171	31	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	100	105	30	20	5
Future Vol, veh/h	5	100	105	30	20	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	6	127	133	38	25	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	334	30	32	0	0
Stage 1	29	-	-	-	-
Stage 2	305	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	663	1047	1580	-	-
Stage 1	996	-	-	-	-
Stage 2	750	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	605	1045	1578	-	-
Mov Cap-2 Maneuver	605	-	-	-	-
Stage 1	909	-	-	-	-
Stage 2	749	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	5.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1578	-	1010	-	-
HCM Lane V/C Ratio	0.084	-	0.132	-	-
HCM Control Delay (s)	7.5	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Lanes, Volumes, Timings
500: 21st Street/Mill Road & Eisner Avenue

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↗		↕	
Traffic Volume (vph)	1	1	1	90	1	105	1	30	90	90	30	1
Future Volume (vph)	1	1	1	90	1	105	1	30	90	90	30	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.928				0.850		0.999	
Flt Protected		0.984			0.978			0.999			0.964	
Satd. Flow (prot)	0	1768	0	0	1658	0	0	1843	1568	0	1812	0
Flt Permitted		0.984			0.978			0.999			0.964	
Satd. Flow (perm)	0	1768	0	0	1658	0	0	1843	1568	0	1812	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		496			1111			814			1158	
Travel Time (s)		11.3			30.3			22.2			31.6	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	1	1	1	110	1	128	1	37	110	110	37	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	239	0	0	38	110	0	148	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	1	1	90	1	105	1	30	90	90	30	1
Future Vol, veh/h	1	1	1	90	1	105	1	30	90	90	30	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	1	1	1	4	4	4	3	3	3	1	1	1
Mvmt Flow	1	1	1	110	1	128	1	37	110	110	37	1
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.8	9.3	8.1	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	33%	46%	74%
Vol Thru, %	97%	0%	33%	1%	25%
Vol Right, %	0%	100%	33%	54%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	90	3	196	121
LT Vol	1	0	1	90	90
Through Vol	30	0	1	1	30
RT Vol	0	90	1	105	1
Lane Flow Rate	38	110	4	239	148
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.055	0.139	0.005	0.295	0.201
Departure Headway (Hd)	5.275	4.554	4.771	4.44	4.896
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	679	786	748	810	732
Service Time	3.01	2.289	2.816	2.468	2.932
HCM Lane V/C Ratio	0.056	0.14	0.005	0.295	0.202
HCM Control Delay	8.3	8	7.8	9.3	9.2
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0	1.2	0.7

Lanes, Volumes, Timings
600: 21st Street & Pigeon River D/W

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	15	0	25	5	0	1	40	105	1	1	95	25
Future Volume (vph)	15	0	25	5	0	1	40	105	1	1	95	25
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.983			0.999			0.972	
Flt Protected		0.950			0.958			0.986				
Satd. Flow (prot)	0	1805	1615	0	1583	0	0	1817	0	0	1759	0
Flt Permitted		0.950			0.958			0.986				
Satd. Flow (perm)	0	1805	1615	0	1583	0	0	1817	0	0	1759	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles (%)	0%	0%	0%	13%	13%	13%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	22	0	37	7	0	1	59	154	1	1	140	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	37	0	8	0	0	214	0	0	178	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	15	0	25	5	0	1	40	105	1	1	95	25
Future Vol, veh/h	15	0	25	5	0	1	40	105	1	1	95	25
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	13	13	13	3	3	3	5	5	5
Mvmt Flow	22	0	37	7	0	1	59	154	1	1	140	37

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	436	436	161	454	454	157	178	0	0	156	0	0
Stage 1	162	162	-	274	274	-	-	-	-	-	-	-
Stage 2	274	274	-	180	180	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.13	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.227	-	-	2.245	-	-
Pot Cap-1 Maneuver	534	517	889	498	486	860	1392	-	-	1406	-	-
Stage 1	845	768	-	709	664	-	-	-	-	-	-	-
Stage 2	736	687	-	797	730	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	513	492	887	459	462	858	1391	-	-	1405	-	-
Mov Cap-2 Maneuver	513	492	-	459	462	-	-	-	-	-	-	-
Stage 1	805	766	-	676	633	-	-	-	-	-	-	-
Stage 2	700	655	-	762	729	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		12.4		2.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1391	-	-	513	887	498	1405	-	-
HCM Lane V/C Ratio	0.042	-	-	0.043	0.041	0.018	0.001	-	-
HCM Control Delay (s)	7.7	0	-	12.3	9.2	12.4	7.6	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0.1	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	35	25	0
Future Volume (vph)	0	0	0	35	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1863	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1863	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	0	0	0	44	32	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	44	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	35	25	0
Future Vol, veh/h	0	0	0	35	25	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	0	0	0	44	32	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	78	34	33	0	0
Stage 1	33	-	-	-	-
Stage 2	45	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	927	1042	1579	-	-
Stage 1	992	-	-	-	-
Stage 2	980	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	925	1040	1577	-	-
Mov Cap-2 Maneuver	925	-	-	-	-
Stage 1	991	-	-	-	-
Stage 2	979	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1577	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	35	25	0
Future Volume (vph)	0	0	0	35	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	950	0	0	1863	1881	0
Flt Permitted						
Satd. Flow (perm)	950	0	0	1863	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	100%	100%	2%	2%	1%	1%
Adj. Flow (vph)	0	0	0	44	32	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	44	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	35	25	0
Future Vol, veh/h	0	0	0	35	25	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	100	100	2	2	1	1
Mvmt Flow	0	0	0	44	32	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	78	34	33	0	0
Stage 1	33	-	-	-	-
Stage 2	45	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-
Pot Cap-1 Maneuver	731	817	1579	-	-
Stage 1	787	-	-	-	-
Stage 2	776	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	730	815	1577	-	-
Mov Cap-2 Maneuver	730	-	-	-	-
Stage 1	786	-	-	-	-
Stage 2	775	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1577	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

PM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	35	25	0
Future Volume (vph)	0	0	0	35	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1863	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1863	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	0	0	0	44	32	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	44	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	35	25	0
Future Vol, veh/h	0	0	0	35	25	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	0	0	0	44	32	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	78	34	33	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	927	1042	1579	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	925	1040	1577	-	-	-
Mov Cap-2 Maneuver	925	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1577	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	35	25	0
Future Volume (vph)	0	0	0	35	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1863	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1863	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	0	0	0	44	32	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	44	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	35	25	0
Future Vol, veh/h	0	0	0	35	25	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	0	0	0	44	32	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	78	34	33	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	927	1042	1579	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	925	1040	1577	-	-	-
Mov Cap-2 Maneuver	925	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1577	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

PMSE Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	45	10	5	30	20	5
Future Volume (vph)	45	10	5	30	20	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.976			0.971		
Flt Protected				0.992	0.962	
Satd. Flow (prot)	1836	0	0	1866	1707	0
Flt Permitted				0.992	0.962	
Satd. Flow (perm)	1836	0	0	1866	1707	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)	1		1	1		1
Confl. Bikes (#/hr)	1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	4%	4%
Adj. Flow (vph)	50	11	6	33	22	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	39	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	10	5	30	20	5
Future Vol, veh/h	45	10	5	30	20	5
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	4	4
Mvmt Flow	50	11	6	33	22	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	62	0	103
Stage 1	-	-	-	-	57
Stage 2	-	-	-	-	46
Critical Hdwy	-	-	4.11	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.209	-	3.536
Pot Cap-1 Maneuver	-	-	1547	-	890
Stage 1	-	-	-	-	960
Stage 2	-	-	-	-	971
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1546	-	885
Mov Cap-2 Maneuver	-	-	-	-	885
Stage 1	-	-	-	-	959
Stage 2	-	-	-	-	966

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	906	-	-	1546	-
HCM Lane V/C Ratio	0.031	-	-	0.004	-
HCM Control Delay (s)	9.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (vph)	1	1	1	20	1	105	1	520	25	125	470	1
Future Volume (vph)	1	1	1	20	1	105	1	520	25	125	470	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955				0.850		0.993				
Flt Protected		0.984			0.954		0.950			0.950		
Satd. Flow (prot)	0	1768	0	0	1795	1599	1787	3549	0	1787	3574	0
Flt Permitted		0.984			0.954		0.950			0.950		
Satd. Flow (perm)	0	1768	0	0	1795	1599	1787	3549	0	1787	3574	0
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		9.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	22	1	113	1	559	27	134	505	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	23	113	1	586	0	134	506	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	1	1	1	20	1	105	1	520	25	125	470	1
Future Vol, veh/h	1	1	1	20	1	105	1	520	25	125	470	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	22	1	113	1	559	27	134	505	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1058	1364	255	1098	1351	295	507	0	0	587	0	0
Stage 1	775	775	-	576	576	-	-	-	-	-	-	-
Stage 2	283	589	-	522	775	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	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	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	180	148	747	169	150	704	1061	-	-	991	-	-
Stage 1	359	408	-	472	503	-	-	-	-	-	-	-
Stage 2	703	496	-	508	408	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	134	128	746	150	129	703	1060	-	-	990	-	-
Mov Cap-2 Maneuver	134	128	-	150	129	-	-	-	-	-	-	-
Stage 1	358	353	-	471	502	-	-	-	-	-	-	-
Stage 2	588	495	-	437	353	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	25.3		14.8		0		1.9	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1060	-	-	181	149	703	990	-	-
HCM Lane V/C Ratio	0.001	-	-	0.018	0.152	0.161	0.136	-	-
HCM Control Delay (s)	8.4	-	-	25.3	33.4	11.1	9.2	-	-
HCM Lane LOS	A	-	-	D	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.6	0.5	-	-

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	95	95	15	10	1
Future Volume (vph)	5	95	95	15	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.982		0.989	
Flt Protected		0.998			0.956	
Satd. Flow (prot)	0	1877	1847	0	1779	0
Flt Permitted		0.998			0.956	
Satd. Flow (perm)	0	1877	1847	0	1779	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	5	103	103	16	11	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	108	119	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	95	95	15	10	1
Future Vol, veh/h	5	95	95	15	10	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	5	103	103	16	11	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	120	0	0 226 113
Stage 1	-	-	- 112 -
Stage 2	-	-	- 114 -
Critical Hdwy	4.11	-	- 6.41 6.21
Critical Hdwy Stg 1	-	-	- 5.41 -
Critical Hdwy Stg 2	-	-	- 5.41 -
Follow-up Hdwy	2.209	-	- 3.509 3.309
Pot Cap-1 Maneuver	1474	-	- 764 943
Stage 1	-	-	- 915 -
Stage 2	-	-	- 913 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1473	-	- 759 941
Mov Cap-2 Maneuver	-	-	- 759 -
Stage 1	-	-	- 910 -
Stage 2	-	-	- 912 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1473	-	-	-	773
HCM Lane V/C Ratio	0.004	-	-	-	0.015
HCM Control Delay (s)	7.5	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	105	110	25	15	1
Future Volume (vph)	1	105	110	25	15	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.866			0.992		
Flt Protected				0.961		
Satd. Flow (prot)	1629	0	0	1808	1866	0
Flt Permitted				0.961		
Satd. Flow (perm)	1629	0	0	1808	1866	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			1158	247	
Travel Time (s)	39.2			31.6	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)	1			1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	118	124	28	17	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	152	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	105	110	25	15	1
Future Vol, veh/h	1	105	110	25	15	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	118	124	28	17	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	296	20	19	0	0
Stage 1	19	-	-	-	-
Stage 2	277	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	697	1061	1604	-	-
Stage 1	1006	-	-	-	-
Stage 2	772	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	641	1059	1602	-	-
Mov Cap-2 Maneuver	641	-	-	-	-
Stage 1	926	-	-	-	-
Stage 2	771	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	6.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1602	-	1053	-	-
HCM Lane V/C Ratio	0.077	-	0.113	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Lanes, Volumes, Timings
500: 21st Street/Mill Road & Eisner Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↗		↕	
Traffic Volume (vph)	1	1	1	75	1	95	1	40	95	90	30	1
Future Volume (vph)	1	1	1	75	1	95	1	40	95	90	30	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.925				0.850		0.999	
Flt Protected		0.984			0.979			0.999			0.964	
Satd. Flow (prot)	0	1768	0	0	1704	0	0	1879	1599	0	1812	0
Flt Permitted		0.984			0.979			0.999			0.964	
Satd. Flow (perm)	0	1768	0	0	1704	0	0	1879	1599	0	1812	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		496			1111			814			1158	
Travel Time (s)		11.3			30.3			22.2			31.6	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	87	1	110	1	47	110	105	35	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	198	0	0	48	110	0	141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	1	1	75	1	95	1	40	95	90	30	1
Future Vol, veh/h	1	1	1	75	1	95	1	40	95	90	30	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	87	1	110	1	47	110	105	35	1
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.8	8.8	7.9	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	0%	33%	44%	74%
Vol Thru, %	98%	0%	33%	1%	25%
Vol Right, %	0%	100%	33%	56%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	95	3	171	121
LT Vol	1	0	1	75	90
Through Vol	40	0	1	1	30
RT Vol	0	95	1	95	1
Lane Flow Rate	48	110	3	199	141
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.068	0.135	0.005	0.241	0.187
Departure Headway (Hd)	5.118	4.402	4.711	4.365	4.797
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	700	814	758	823	747
Service Time	2.848	2.131	2.747	2.389	2.828
HCM Lane V/C Ratio	0.069	0.135	0.004	0.242	0.189
HCM Control Delay	8.2	7.8	7.8	8.8	8.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0	0.9	0.7

Lanes, Volumes, Timings
600: 21st Street & Pigeon River D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	20	0	30	1	0	1	50	115	1	1	70	35
Future Volume (vph)	20	0	30	1	0	1	50	115	1	1	70	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.932			0.999			0.955	
Flt Protected		0.950			0.976			0.985				
Satd. Flow (prot)	0	1787	1599	0	1711	0	0	1851	0	0	1779	0
Flt Permitted		0.950			0.976			0.985				
Satd. Flow (perm)	0	1787	1599	0	1711	0	0	1851	0	0	1779	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	23	0	35	1	0	1	58	134	1	1	81	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	35	0	2	0	0	193	0	0	123	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	0	30	1	0	1	50	115	1	1	70	35
Future Vol, veh/h	20	0	30	1	0	1	50	115	1	1	70	35
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	2	2	2
Mvmt Flow	23	0	35	1	0	1	58	134	1	1	81	41

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	357	357	104	374	377	137	123	0	0	136	0	0
Stage 1	105	105	-	252	252	-	-	-	-	-	-	-
Stage 2	252	252	-	122	125	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	600	571	953	585	556	914	1470	-	-	1448	-	-
Stage 1	903	810	-	754	700	-	-	-	-	-	-	-
Stage 2	754	700	-	885	794	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	578	545	951	543	530	912	1469	-	-	1447	-	-
Mov Cap-2 Maneuver	578	545	-	543	530	-	-	-	-	-	-	-
Stage 1	863	808	-	721	669	-	-	-	-	-	-	-
Stage 2	720	669	-	851	792	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.9		10.3		2.3		0.1	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	578	951	681	1447	-	-
HCM Lane V/C Ratio	0.04	-	-	0.04	0.037	0.003	0.001	-	-
HCM Control Delay (s)	7.6	0	-	11.5	8.9	10.3	7.5	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	25	15	0
Future Volume (vph)	0	0	0	25	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	28	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	28	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	25	15	0
Future Vol, veh/h	0	0	0	25	15	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	28	17	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	47	19	18	0	0
Stage 1	18	-	-	-	-
Stage 2	29	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	965	1062	1605	-	-
Stage 1	1007	-	-	-	-
Stage 2	996	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	963	1060	1603	-	-
Mov Cap-2 Maneuver	963	-	-	-	-
Stage 1	1006	-	-	-	-
Stage 2	995	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	25	15	0
Future Volume (vph)	0	0	0	25	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	28	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	28	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	0	0	25	15	0
Future Vol, veh/h	0	0	0	25	15	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	28	17	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	47	19	18	0	0
Stage 1	18	-	-	-	-
Stage 2	29	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	965	1062	1605	-	-
Stage 1	1007	-	-	-	-
Stage 2	996	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	963	1060	1603	-	-
Mov Cap-2 Maneuver	963	-	-	-	-
Stage 1	1006	-	-	-	-
Stage 2	995	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

PMSE Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	25	15	0
Future Volume (vph)	0	0	0	25	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	28	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	28	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	0	0	25	15	0
Future Vol, veh/h	0	0	0	25	15	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	28	17	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	47	19	18	0	0
Stage 1	18	-	-	-	-
Stage 2	29	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	965	1062	1605	-	-
Stage 1	1007	-	-	-	-
Stage 2	996	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	963	1060	1603	-	-
Mov Cap-2 Maneuver	963	-	-	-	-
Stage 1	1006	-	-	-	-
Stage 2	995	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	25	15	0
Future Volume (vph)	0	0	0	25	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	28	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	28	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	25	15	0
Future Vol, veh/h	0	0	0	25	15	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	28	17	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	47	19	18	0	0
Stage 1	18	-	-	-	-
Stage 2	29	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	965	1062	1605	-	-
Stage 1	1007	-	-	-	-
Stage 2	996	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	963	1060	1603	-	-
Mov Cap-2 Maneuver	963	-	-	-	-
Stage 1	1006	-	-	-	-
Stage 2	995	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
100: Najacht Road & Enterprise Drive

AM Peak
05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	25	10	35	10	5
Future Volume (vph)	40	25	10	35	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.948			0.955		
Flt Protected				0.989	0.968	
Satd. Flow (prot)	1766	0	0	1773	1739	0
Flt Permitted				0.989	0.968	
Satd. Flow (perm)	1766	0	0	1773	1739	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)	1		1	1		1
Confl. Bikes (#/hr)	1					1
Peak Hour Factor	0.57	0.57	0.57	0.57	0.57	0.57
Heavy Vehicles (%)	2%	2%	6%	6%	1%	1%
Adj. Flow (vph)	70	44	18	61	18	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	0	79	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	25	10	35	10	5
Future Vol, veh/h	40	25	10	35	10	5
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	6	6	1	1
Mvmt Flow	70	44	18	61	18	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	115	0	191
Stage 1	-	-	-	-	93
Stage 2	-	-	-	-	98
Critical Hdwy	-	-	4.16	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.254	-	3.509
Pot Cap-1 Maneuver	-	-	1449	-	800
Stage 1	-	-	-	-	933
Stage 2	-	-	-	-	928
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1448	-	788
Mov Cap-2 Maneuver	-	-	-	-	788
Stage 1	-	-	-	-	932
Stage 2	-	-	-	-	915

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	839	-	-	1448	-
HCM Lane V/C Ratio	0.031	-	-	0.012	-
HCM Control Delay (s)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕		↖	↕	
Traffic Volume (vph)	1	1	1	30	1	145	1	420	10	90	490	1
Future Volume (vph)	1	1	1	30	1	145	1	420	10	90	490	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955				0.850		0.996				
Flt Protected		0.984			0.953		0.950			0.950		
Satd. Flow (prot)	0	1768	0	0	1775	1583	1736	3457	0	1736	3471	0
Flt Permitted		0.984			0.953		0.950			0.950		
Satd. Flow (perm)	0	1768	0	0	1775	1583	1736	3457	0	1736	3471	0
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		11.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	1	1	42	1	201	1	583	14	125	681	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	43	201	1	597	0	125	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	1	1	1	30	1	145	1	420	10	90	490	1
Future Vol, veh/h	1	1	1	30	1	145	1	420	10	90	490	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	1	1	1	2	2	2	4	4	4	4	4	4
Mvmt Flow	1	1	1	42	1	201	1	583	14	125	681	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1228	1533	343	1185	1526	301	683	0	0	598	0	0
Stage 1	933	933	-	593	593	-	-	-	-	-	-	-
Stage 2	295	600	-	592	933	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.54	6.54	6.94	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.52	4.02	3.32	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	135	117	656	144	117	695	893	-	-	961	-	-
Stage 1	288	345	-	459	492	-	-	-	-	-	-	-
Stage 2	692	491	-	460	343	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	85	101	655	128	101	694	892	-	-	960	-	-
Mov Cap-2 Maneuver	85	101	-	128	101	-	-	-	-	-	-	-
Stage 1	287	300	-	458	491	-	-	-	-	-	-	-
Stage 2	489	490	-	397	298	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	33.8		18.4		0		1.4	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	129	127	694	960	-	-
HCM Lane V/C Ratio	0.002	-	-	0.032	0.339	0.29	0.13	-	-
HCM Control Delay (s)	9	-	-	33.8	47.2	12.3	9.3	-	-
HCM Lane LOS	A	-	-	D	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.4	1.2	0.4	-	-

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	95	110	5	15	5
Future Volume (vph)	1	95	110	5	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.994		0.965	
Flt Protected		0.999			0.964	
Satd. Flow (prot)	0	1879	1799	0	1683	0
Flt Permitted		0.999			0.964	
Satd. Flow (perm)	0	1879	1799	0	1683	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles (%)	1%	1%	5%	5%	5%	5%
Adj. Flow (vph)	2	164	190	9	26	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	166	199	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	95	110	5	15	5
Future Vol, veh/h	1	95	110	5	15	5
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	1	1	5	5	5	5
Mvmt Flow	2	164	190	9	26	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	200	0	-	0	365 197
Stage 1	-	-	-	-	196 -
Stage 2	-	-	-	-	169 -
Critical Hdwy	4.11	-	-	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.209	-	-	-	3.545 3.345
Pot Cap-1 Maneuver	1378	-	-	-	629 837
Stage 1	-	-	-	-	830 -
Stage 2	-	-	-	-	854 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1377	-	-	-	626 835
Mov Cap-2 Maneuver	-	-	-	-	626 -
Stage 1	-	-	-	-	828 -
Stage 2	-	-	-	-	853 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1377	-	-	-	668
HCM Lane V/C Ratio	0.001	-	-	-	0.052
HCM Control Delay (s)	7.6	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	110	115	15	35	1
Future Volume (vph)	1	110	115	15	35	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.867				0.995	
Flt Protected	0.999			0.958		
Satd. Flow (prot)	1629	0	0	1785	1835	0
Flt Permitted	0.999			0.958		
Satd. Flow (perm)	1629	0	0	1785	1835	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			1158	247	
Travel Time (s)	39.2			31.6	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	2	177	185	24	56	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	0	0	209	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	110	115	15	35	1
Future Vol, veh/h	1	110	115	15	35	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	2	177	185	24	56	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	453	59	59	0	-	0
Stage 1	58	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	566	1010	1545	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	496	1008	1544	-	-	-
Mov Cap-2 Maneuver	496	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	6.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1544	-	999	-	-
HCM Lane V/C Ratio	0.12	-	0.179	-	-
HCM Control Delay (s)	7.7	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.7	-	-

Lanes, Volumes, Timings
500: 21st Street/Mill Road & Eisner Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Volume (vph)	1	1	1	110	1	110	1	20	75	100	45	1
Future Volume (vph)	1	1	1	110	1	110	1	20	75	100	45	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.933				0.850		0.999	
Flt Protected		0.984			0.976			0.997			0.967	
Satd. Flow (prot)	0	1768	0	0	1664	0	0	1821	1553	0	1817	0
Flt Permitted		0.984			0.976			0.997			0.967	
Satd. Flow (perm)	0	1768	0	0	1664	0	0	1821	1553	0	1817	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		496			1111			814			1158	
Travel Time (s)		13.5			30.3			22.2			31.6	
Confl. Peds. (#/hr)	1		1	1		1	1		2	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	2	2	2	175	2	175	2	32	119	159	71	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	352	0	0	34	119	0	232	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection

Intersection Delay, s/veh	10.9
Intersection LOS	B


















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	1	1	110	1	110	1	20	75	100	45	1
Future Vol, veh/h	1	1	1	110	1	110	1	20	75	100	45	1
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	2	2	2	175	2	175	2	32	119	159	71	2
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	8.4	11.8	8.8	10.9
HCM LOS	A	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	0%	33%	50%	68%
Vol Thru, %	95%	0%	33%	0%	31%
Vol Right, %	0%	100%	33%	50%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	75	3	221	146
LT Vol	1	0	1	110	100
Through Vol	20	0	1	1	45
RT Vol	0	75	1	110	1
Lane Flow Rate	33	119	5	351	232
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.053	0.165	0.007	0.461	0.335
Departure Headway (Hd)	5.722	4.99	5.319	4.726	5.211
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	620	711	677	758	684
Service Time	3.509	2.777	3.319	2.784	3.29
HCM Lane V/C Ratio	0.053	0.167	0.007	0.463	0.339
HCM Control Delay	8.8	8.8	8.4	11.8	10.9
HCM Lane LOS	A	A	A	B	B
HCM 95th-tile Q	0.2	0.6	0	2.4	1.5

Lanes, Volumes, Timings
600: 21st Street & Pigeon River D/W

AM Peak
05/03/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	25	5	0	1	40	75	10	1	120	35
Future Volume (vph)	20	0	25	5	0	1	40	75	10	1	120	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.973			0.989			0.970	
Flt Protected		0.950			0.962			0.984				
Satd. Flow (prot)	0	1081	967	0	1761	0	0	1744	0	0	1789	0
Flt Permitted		0.950			0.962			0.984				
Satd. Flow (perm)	0	1081	967	0	1761	0	0	1744	0	0	1789	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.64	0.34	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles (%)	67%	67%	67%	1%	1%	1%	6%	6%	6%	3%	3%	3%
Adj. Flow (vph)	31	0	39	8	0	2	63	117	16	2	188	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	39	0	10	0	0	196	0	0	245	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	0	25	5	0	1	40	75	10	1	120	35
Future Vol, veh/h	20	0	25	5	0	1	40	75	10	1	120	35
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	34	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	67	67	67	1	1	1	6	6	6	3	3	3
Mvmt Flow	31	0	39	8	0	2	63	117	16	2	188	55

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	474	481	218	492	500	127	244	0	0	134	0	0
Stage 1	221	221	-	252	252	-	-	-	-	-	-	-
Stage 2	253	260	-	240	248	-	-	-	-	-	-	-
Critical Hdwy	7.77	7.17	6.87	7.11	6.51	6.21	4.16	-	-	4.13	-	-
Critical Hdwy Stg 1	6.77	6.17	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.77	6.17	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	4.103	4.603	3.903	3.509	4.009	3.309	2.254	-	-	2.227	-	-
Pot Cap-1 Maneuver	408	402	683	489	474	926	1299	-	-	1444	-	-
Stage 1	655	615	-	754	700	-	-	-	-	-	-	-
Stage 2	628	589	-	766	703	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	390	379	682	441	447	924	1298	-	-	1443	-	-
Mov Cap-2 Maneuver	390	379	-	441	447	-	-	-	-	-	-	-
Stage 1	620	613	-	713	662	-	-	-	-	-	-	-
Stage 2	593	557	-	720	701	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		12.6		2.5		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1298	-	-	390	682	483	1443	-	-
HCM Lane V/C Ratio	0.048	-	-	0.08	0.057	0.019	0.001	-	-
HCM Control Delay (s)	7.9	0	-	15	10.6	12.6	7.5	0	-
HCM Lane LOS	A	A	-	C	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0.1	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	15	35	0
Future Volume (vph)	0	0	0	15	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1863	1845	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1863	1845	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	0	0	0	24	56	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	24	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	0	0	15	35	0
Future Vol, veh/h	0	0	0	15	35	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	0	0	0	24	56	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	82	58	57	0	0
Stage 1	57	-	-	-	-
Stage 2	25	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	922	1011	1547	-	-
Stage 1	968	-	-	-	-
Stage 2	1000	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	920	1009	1546	-	-
Mov Cap-2 Maneuver	920	-	-	-	-
Stage 1	967	-	-	-	-
Stage 2	999	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	15	35	0
Future Volume (vph)	0	0	0	15	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	950	0	0	1863	1845	0
Flt Permitted						
Satd. Flow (perm)	950	0	0	1863	1845	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	100%	100%	2%	2%	3%	3%
Adj. Flow (vph)	0	0	0	24	56	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	24	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	0	0	15	35	0
Future Vol, veh/h	0	0	0	15	35	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	100	100	2	2	3	3
Mvmt Flow	0	0	0	24	56	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	82	58	57	0	0
Stage 1	57	-	-	-	-
Stage 2	25	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-
Pot Cap-1 Maneuver	726	789	1547	-	-
Stage 1	765	-	-	-	-
Stage 2	795	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	725	787	1546	-	-
Mov Cap-2 Maneuver	725	-	-	-	-
Stage 1	764	-	-	-	-
Stage 2	794	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

AM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	15	35	0
Future Volume (vph)	0	0	0	15	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1863	1845	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1863	1845	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	0	0	0	24	56	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	24	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	0	0	0	15	35	0
Future Vol, veh/h	0	0	0	15	35	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	0	0	0	24	56	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	82	58	57	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	922	1011	1547	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	920	1009	1546	-	-	-
Mov Cap-2 Maneuver	920	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
 1000: Najacht Road & South D/W

AM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	15	35	0
Future Volume (vph)	0	0	0	15	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1863	1845	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1863	1845	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	0	0	0	24	56	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	24	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	15	35	0
Future Vol, veh/h	0	0	0	15	35	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	0	0	0	24	56	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	82	58	57	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	922	1011	1547	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	920	1009	1546	-	-	-
Mov Cap-2 Maneuver	920	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

PM Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	45	20	5	35	20	15
Future Volume (vph)	45	20	5	35	20	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959			0.942		
Flt Protected				0.994	0.972	
Satd. Flow (prot)	1786	0	0	1870	1722	0
Flt Permitted				0.994	0.972	
Satd. Flow (perm)	1786	0	0	1870	1722	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)	1		1	1		1
Confl. Bikes (#/hr)	1					1
Peak Hour Factor	0.57	0.57	0.57	0.57	0.57	0.57
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	79	35	9	61	35	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	0	70	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	20	5	35	20	15
Future Vol, veh/h	45	20	5	35	20	15
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	79	35	9	61	35	26

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	115	0	178
Stage 1	-	-	-	-	98
Stage 2	-	-	-	-	80
Critical Hdwy	-	-	4.11	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.209	-	3.509
Pot Cap-1 Maneuver	-	-	1480	-	814
Stage 1	-	-	-	-	928
Stage 2	-	-	-	-	946
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1479	-	807
Mov Cap-2 Maneuver	-	-	-	-	807
Stage 1	-	-	-	-	927
Stage 2	-	-	-	-	939

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	865	-	-	1479	-
HCM Lane V/C Ratio	0.071	-	-	0.006	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PM Peak
05/03/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	30	1	95	1	700	20	105	720	1
Future Volume (vph)	1	1	1	30	1	95	1	700	20	105	720	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955				0.850		0.996				
Flt Protected		0.984			0.954		0.950			0.950		
Satd. Flow (prot)	0	1768	0	0	1760	1568	1752	3491	0	1770	3539	0
Flt Permitted		0.984			0.954		0.950			0.950		
Satd. Flow (perm)	0	1768	0	0	1760	1568	1752	3491	0	1770	3539	0
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		9.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	1	1	1	34	1	108	1	795	23	119	818	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	35	108	1	818	0	119	819	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

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

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	1	1	1	30	1	95	1	700	20	105	720	1
Future Vol, veh/h	1	1	1	30	1	95	1	700	20	105	720	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	3	3	3	3	3	3	2	2	2
Mvmt Flow	1	1	1	34	1	108	1	795	23	119	818	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1459	1879	412	1459	1868	411	820	0	0	819	0	0
Stage 1	1058	1058	-	810	810	-	-	-	-	-	-	-
Stage 2	401	821	-	649	1058	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.56	6.56	6.96	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.53	4.03	3.33	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	91	71	592	90	71	587	798	-	-	805	-	-
Stage 1	242	302	-	338	389	-	-	-	-	-	-	-
Stage 2	599	389	-	422	297	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	65	60	591	78	60	586	797	-	-	804	-	-
Mov Cap-2 Maneuver	65	60	-	78	60	-	-	-	-	-	-	-
Stage 1	242	257	-	337	388	-	-	-	-	-	-	-
Stage 2	486	388	-	357	253	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	47.1		30.7		0			1.3		
HCM LOS	E		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	797	-	-	89	77	586	804	-	-
HCM Lane V/C Ratio	0.001	-	-	0.038	0.457	0.184	0.148	-	-
HCM Control Delay (s)	9.5	-	-	47.1	86.3	12.5	10.3	-	-
HCM Lane LOS	A	-	-	E	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.9	0.7	0.5	-	-

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

PM Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	
Traffic Volume (vph)	1	105	105	10	5	1
Future Volume (vph)	1	105	105	10	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.988		0.981	
Flt Protected					0.959	
Satd. Flow (prot)	0	1863	1823	0	1770	0
Flt Permitted					0.959	
Satd. Flow (perm)	0	1863	1823	0	1770	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	2%	2%	3%	3%	1%	1%
Adj. Flow (vph)	1	125	125	12	6	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	126	137	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	105	105	10	5	1
Future Vol, veh/h	1	105	105	10	5	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	3	3	1	1
Mvmt Flow	1	125	125	12	6	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	138	0	-	0	260
Stage 1	-	-	-	-	132
Stage 2	-	-	-	-	128
Critical Hdwy	4.12	-	-	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	2.218	-	-	-	3.509
Pot Cap-1 Maneuver	1446	-	-	-	731
Stage 1	-	-	-	-	897
Stage 2	-	-	-	-	900
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1445	-	-	-	729
Mov Cap-2 Maneuver	-	-	-	-	729
Stage 1	-	-	-	-	895
Stage 2	-	-	-	-	899

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1445	-	-	-	755
HCM Lane V/C Ratio	0.001	-	-	-	0.009
HCM Control Delay (s)	7.5	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	105	110	30	20	5
Future Volume (vph)	5	105	110	30	20	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.871			0.974		
Flt Protected	0.998			0.962		
Satd. Flow (prot)	1635	0	0	1792	1832	0
Flt Permitted	0.998			0.962		
Satd. Flow (perm)	1635	0	0	1792	1832	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			1158	247	
Travel Time (s)	39.2			31.6	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	6	133	139	38	25	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	0	0	177	31	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	105	110	30	20	5
Future Vol, veh/h	5	105	110	30	20	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	6	133	139	38	25	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	346	30	32	0	0
Stage 1	29	-	-	-	-
Stage 2	317	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	653	1047	1580	-	-
Stage 1	996	-	-	-	-
Stage 2	741	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	593	1045	1578	-	-
Mov Cap-2 Maneuver	593	-	-	-	-
Stage 1	905	-	-	-	-
Stage 2	740	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	5.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1578	-	1010	-	-
HCM Lane V/C Ratio	0.088	-	0.138	-	-
HCM Control Delay (s)	7.5	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Lanes, Volumes, Timings
500: 21st Street/Mill Road & Eisner Avenue

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↗		↕	
Traffic Volume (vph)	1	1	1	90	1	110	1	30	90	95	30	1
Future Volume (vph)	1	1	1	90	1	110	1	30	90	95	30	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.926				0.850		0.999	
Flt Protected		0.984			0.978			0.999			0.964	
Satd. Flow (prot)	0	1768	0	0	1655	0	0	1843	1568	0	1812	0
Flt Permitted		0.984			0.978			0.999			0.964	
Satd. Flow (perm)	0	1768	0	0	1655	0	0	1843	1568	0	1812	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		496			1111			814			1158	
Travel Time (s)		11.3			30.3			22.2			31.6	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	1	1	1	110	1	134	1	37	110	116	37	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	245	0	0	38	110	0	154	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	1	1	90	1	110	1	30	90	95	30	1
Future Vol, veh/h	1	1	1	90	1	110	1	30	90	95	30	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	1	1	1	4	4	4	3	3	3	1	1	1
Mvmt Flow	1	1	1	110	1	134	1	37	110	116	37	1
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.9	9.4	8.2	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	33%	45%	75%
Vol Thru, %	97%	0%	33%	0%	24%
Vol Right, %	0%	100%	33%	55%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	90	3	201	126
LT Vol	1	0	1	90	95
Through Vol	30	0	1	1	30
RT Vol	0	90	1	110	1
Lane Flow Rate	38	110	4	245	154
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.056	0.139	0.005	0.303	0.21
Departure Headway (Hd)	5.296	4.574	4.798	4.449	4.914
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	676	783	743	809	730
Service Time	3.034	2.313	2.844	2.477	2.952
HCM Lane V/C Ratio	0.056	0.14	0.005	0.303	0.211
HCM Control Delay	8.4	8.1	7.9	9.4	9.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0	1.3	0.8

Lanes, Volumes, Timings
600: 21st Street & Pigeon River D/W

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	15	0	25	5	0	1	40	105	1	1	95	25
Future Volume (vph)	15	0	25	5	0	1	40	105	1	1	95	25
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.983			0.999			0.972	
Flt Protected		0.950			0.958			0.986				
Satd. Flow (prot)	0	1805	1615	0	1583	0	0	1817	0	0	1759	0
Flt Permitted		0.950			0.958			0.986				
Satd. Flow (perm)	0	1805	1615	0	1583	0	0	1817	0	0	1759	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles (%)	0%	0%	0%	13%	13%	13%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	22	0	37	7	0	1	59	154	1	1	140	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	37	0	8	0	0	214	0	0	178	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	15	0	25	5	0	1	40	105	1	1	95	25
Future Vol, veh/h	15	0	25	5	0	1	40	105	1	1	95	25
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	13	13	13	3	3	3	5	5	5
Mvmt Flow	22	0	37	7	0	1	59	154	1	1	140	37

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	436	436	161	454	454	157	178	0	0	156	0	0
Stage 1	162	162	-	274	274	-	-	-	-	-	-	-
Stage 2	274	274	-	180	180	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.13	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.227	-	-	2.245	-	-
Pot Cap-1 Maneuver	534	517	889	498	486	860	1392	-	-	1406	-	-
Stage 1	845	768	-	709	664	-	-	-	-	-	-	-
Stage 2	736	687	-	797	730	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	513	492	887	459	462	858	1391	-	-	1405	-	-
Mov Cap-2 Maneuver	513	492	-	459	462	-	-	-	-	-	-	-
Stage 1	805	766	-	676	633	-	-	-	-	-	-	-
Stage 2	700	655	-	762	729	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		12.4		2.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1391	-	-	513	887	498	1405	-	-
HCM Lane V/C Ratio	0.042	-	-	0.043	0.041	0.018	0.001	-	-
HCM Control Delay (s)	7.7	0	-	12.3	9.2	12.4	7.6	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0.1	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	35	25	0
Future Volume (vph)	0	0	0	35	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1863	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1863	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	0	0	0	44	32	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	44	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	35	25	0
Future Vol, veh/h	0	0	0	35	25	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	0	0	0	44	32	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	78	34	33	0	0
Stage 1	33	-	-	-	-
Stage 2	45	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	927	1042	1579	-	-
Stage 1	992	-	-	-	-
Stage 2	980	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	925	1040	1577	-	-
Mov Cap-2 Maneuver	925	-	-	-	-
Stage 1	991	-	-	-	-
Stage 2	979	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1577	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	35	25	0
Future Volume (vph)	0	0	0	35	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	950	0	0	1863	1881	0
Flt Permitted						
Satd. Flow (perm)	950	0	0	1863	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	100%	100%	2%	2%	1%	1%
Adj. Flow (vph)	0	0	0	44	32	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	44	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	0	0	35	25	0
Future Vol, veh/h	0	0	0	35	25	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	100	100	2	2	1	1
Mvmt Flow	0	0	0	44	32	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	78	34	33	0	0
Stage 1	33	-	-	-	-
Stage 2	45	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-
Pot Cap-1 Maneuver	731	817	1579	-	-
Stage 1	787	-	-	-	-
Stage 2	776	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	730	815	1577	-	-
Mov Cap-2 Maneuver	730	-	-	-	-
Stage 1	786	-	-	-	-
Stage 2	775	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1577	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

PM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	35	25	0
Future Volume (vph)	0	0	0	35	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1863	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1863	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	0	0	0	44	32	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	44	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	35	25	0
Future Vol, veh/h	0	0	0	35	25	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	0	0	0	44	32	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	78	34	33	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	927	1042	1579	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	925	1040	1577	-	-	-
Mov Cap-2 Maneuver	925	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1577	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	35	25	0
Future Volume (vph)	0	0	0	35	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1863	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1863	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	0	0	0	44	32	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	44	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	0	0	35	25	0
Future Vol, veh/h	0	0	0	35	25	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	0	0	0	44	32	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	78	34	33	0	0
Stage 1	33	-	-	-	-
Stage 2	45	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	927	1042	1579	-	-
Stage 1	992	-	-	-	-
Stage 2	980	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	925	1040	1577	-	-
Mov Cap-2 Maneuver	925	-	-	-	-
Stage 1	991	-	-	-	-
Stage 2	979	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1577	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

PMSE Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	50	10	5	35	20	5
Future Volume (vph)	50	10	5	35	20	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.978				0.971	
Flt Protected				0.993	0.962	
Satd. Flow (prot)	1840	0	0	1868	1707	0
Flt Permitted				0.993	0.962	
Satd. Flow (perm)	1840	0	0	1868	1707	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	4%	4%
Adj. Flow (vph)	56	11	6	39	22	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	0	45	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	10	5	35	20	5
Future Vol, veh/h	50	10	5	35	20	5
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	4	4
Mvmt Flow	56	11	6	39	22	6

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	68	0	115	64
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.11	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.209	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1540	-	876	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1539	-	871	993
Mov Cap-2 Maneuver	-	-	-	-	871	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	893	-	-	1539	-
HCM Lane V/C Ratio	0.031	-	-	0.004	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (vph)	1	1	1	20	1	110	1	750	25	130	685	1
Future Volume (vph)	1	1	1	20	1	110	1	750	25	130	685	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955				0.850		0.995				
Flt Protected		0.984			0.954		0.950			0.950		
Satd. Flow (prot)	0	1768	0	0	1795	1599	1787	3556	0	1787	3574	0
Flt Permitted		0.984			0.954		0.950			0.950		
Satd. Flow (perm)	0	1768	0	0	1795	1599	1787	3556	0	1787	3574	0
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		9.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	22	1	118	1	806	27	140	737	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	23	118	1	833	0	140	738	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	1	1	1	20	1	110	1	750	25	130	685	1
Future Vol, veh/h	1	1	1	20	1	110	1	750	25	130	685	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	22	1	118	1	806	27	140	737	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1426	1855	371	1473	1842	419	739	0	0	834	0	0
Stage 1	1019	1019	-	823	823	-	-	-	-	-	-	-
Stage 2	407	836	-	650	1019	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	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	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	97	74	629	89	75	586	870	-	-	801	-	-
Stage 1	256	315	-	336	388	-	-	-	-	-	-	-
Stage 2	595	383	-	427	315	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	66	61	628	76	62	585	869	-	-	800	-	-
Mov Cap-2 Maneuver	66	61	-	76	62	-	-	-	-	-	-	-
Stage 1	255	260	-	335	387	-	-	-	-	-	-	-
Stage 2	472	382	-	350	260	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	46	22.3	0	1.7
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	869	-	-	91	75	585	800	-	-
HCM Lane V/C Ratio	0.001	-	-	0.035	0.301	0.202	0.175	-	-
HCM Control Delay (s)	9.1	-	-	46	72.5	12.7	10.4	-	-
HCM Lane LOS	A	-	-	E	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	0.8	0.6	-	-

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	100	100	15	10	1
Future Volume (vph)	5	100	100	15	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.983		0.989	
Flt Protected		0.998			0.956	
Satd. Flow (prot)	0	1877	1849	0	1779	0
Flt Permitted		0.998			0.956	
Satd. Flow (perm)	0	1877	1849	0	1779	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	5	109	109	16	11	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	114	125	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	5	100	100	15	10	1
Future Vol, veh/h	5	100	100	15	10	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	5	109	109	16	11	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	126	0	0 238 119
Stage 1	-	-	- 118 -
Stage 2	-	-	- 120 -
Critical Hdwy	4.11	-	- 6.41 6.21
Critical Hdwy Stg 1	-	-	- 5.41 -
Critical Hdwy Stg 2	-	-	- 5.41 -
Follow-up Hdwy	2.209	-	- 3.509 3.309
Pot Cap-1 Maneuver	1467	-	- 752 935
Stage 1	-	-	- 910 -
Stage 2	-	-	- 908 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1466	-	- 747 933
Mov Cap-2 Maneuver	-	-	- 747 -
Stage 1	-	-	- 905 -
Stage 2	-	-	- 907 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1466	-	-	-	761
HCM Lane V/C Ratio	0.004	-	-	-	0.016
HCM Control Delay (s)	7.5	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	110	115	25	15	1
Future Volume (vph)	1	110	115	25	15	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.866				0.992	
Flt Protected				0.961		
Satd. Flow (prot)	1629	0	0	1808	1866	0
Flt Permitted				0.961		
Satd. Flow (perm)	1629	0	0	1808	1866	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			1158	247	
Travel Time (s)	39.2			31.6	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	124	129	28	17	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	157	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	110	115	25	15	1
Future Vol, veh/h	1	110	115	25	15	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	124	129	28	17	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	306	20	19	0	0
Stage 1	19	-	-	-	-
Stage 2	287	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	688	1061	1604	-	-
Stage 1	1006	-	-	-	-
Stage 2	764	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	630	1059	1602	-	-
Mov Cap-2 Maneuver	630	-	-	-	-
Stage 1	923	-	-	-	-
Stage 2	763	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	6.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1602	-	1053	-	-
HCM Lane V/C Ratio	0.081	-	0.118	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	-	-

Lanes, Volumes, Timings
500: 21st Street/Mill Road & Eisner Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↗		↕	
Traffic Volume (vph)	1	1	1	75	1	100	1	40	95	95	30	1
Future Volume (vph)	1	1	1	75	1	100	1	40	95	95	30	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.923				0.850		0.999	
Flt Protected		0.984			0.979			0.999			0.964	
Satd. Flow (prot)	0	1768	0	0	1700	0	0	1879	1599	0	1812	0
Flt Permitted		0.984			0.979			0.999			0.964	
Satd. Flow (perm)	0	1768	0	0	1700	0	0	1879	1599	0	1812	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		496			1111			814			1158	
Travel Time (s)		11.3			30.3			22.2			31.6	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	87	1	116	1	47	110	110	35	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	204	0	0	48	110	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	1	1	75	1	100	1	40	95	95	30	1
Future Vol, veh/h	1	1	1	75	1	100	1	40	95	95	30	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	87	1	116	1	47	110	110	35	1
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	7.8	8.8	8	9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	0%	33%	43%	75%
Vol Thru, %	98%	0%	33%	1%	24%
Vol Right, %	0%	100%	33%	57%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	95	3	176	126
LT Vol	1	0	1	75	95
Through Vol	40	0	1	1	30
RT Vol	0	95	1	100	1
Lane Flow Rate	48	110	3	205	147
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.068	0.136	0.005	0.249	0.196
Departure Headway (Hd)	5.139	4.422	4.736	4.372	4.815
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	697	810	754	823	744
Service Time	2.871	2.154	2.775	2.397	2.847
HCM Lane V/C Ratio	0.069	0.136	0.004	0.249	0.198
HCM Control Delay	8.2	7.9	7.8	8.8	9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0	1	0.7

Lanes, Volumes, Timings
600: 21st Street & Pigeon River D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	20	0	30	1	0	1	50	115	1	1	70	35
Future Volume (vph)	20	0	30	1	0	1	50	115	1	1	70	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.932			0.999			0.955	
Flt Protected		0.950			0.976			0.985				
Satd. Flow (prot)	0	1787	1599	0	1711	0	0	1851	0	0	1779	0
Flt Permitted		0.950			0.976			0.985				
Satd. Flow (perm)	0	1787	1599	0	1711	0	0	1851	0	0	1779	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	23	0	35	1	0	1	58	134	1	1	81	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	35	0	2	0	0	193	0	0	123	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	0	30	1	0	1	50	115	1	1	70	35
Future Vol, veh/h	20	0	30	1	0	1	50	115	1	1	70	35
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	2	2	2
Mvmt Flow	23	0	35	1	0	1	58	134	1	1	81	41

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	357	357	104	374	377	137	123	0	0	136	0	0
Stage 1	105	105	-	252	252	-	-	-	-	-	-	-
Stage 2	252	252	-	122	125	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	600	571	953	585	556	914	1470	-	-	1448	-	-
Stage 1	903	810	-	754	700	-	-	-	-	-	-	-
Stage 2	754	700	-	885	794	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	578	545	951	543	530	912	1469	-	-	1447	-	-
Mov Cap-2 Maneuver	578	545	-	543	530	-	-	-	-	-	-	-
Stage 1	863	808	-	721	669	-	-	-	-	-	-	-
Stage 2	720	669	-	851	792	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.9		10.3		2.3		0.1	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	578	951	681	1447	-	-
HCM Lane V/C Ratio	0.04	-	-	0.04	0.037	0.003	0.001	-	-
HCM Control Delay (s)	7.6	0	-	11.5	8.9	10.3	7.5	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	25	15	0
Future Volume (vph)	0	0	0	25	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	28	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	28	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	25	15	0
Future Vol, veh/h	0	0	0	25	15	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	28	17	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	47	19	18	0	0
Stage 1	18	-	-	-	-
Stage 2	29	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	965	1062	1605	-	-
Stage 1	1007	-	-	-	-
Stage 2	996	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	963	1060	1603	-	-
Mov Cap-2 Maneuver	963	-	-	-	-
Stage 1	1006	-	-	-	-
Stage 2	995	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	25	15	0
Future Volume (vph)	0	0	0	25	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	28	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	28	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	25	15	0
Future Vol, veh/h	0	0	0	25	15	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	28	17	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	47	19	18	0	0
Stage 1	18	-	-	-	-
Stage 2	29	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	965	1062	1605	-	-
Stage 1	1007	-	-	-	-
Stage 2	996	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	963	1060	1603	-	-
Mov Cap-2 Maneuver	963	-	-	-	-
Stage 1	1006	-	-	-	-
Stage 2	995	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

PMSE Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	25	15	0
Future Volume (vph)	0	0	0	25	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	28	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	28	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	0	0	25	15	0
Future Vol, veh/h	0	0	0	25	15	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	28	17	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	47	19	18	0	0
Stage 1	18	-	-	-	-
Stage 2	29	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	965	1062	1605	-	-
Stage 1	1007	-	-	-	-
Stage 2	996	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	963	1060	1603	-	-
Mov Cap-2 Maneuver	963	-	-	-	-
Stage 1	1006	-	-	-	-
Stage 2	995	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	25	15	0
Future Volume (vph)	0	0	0	25	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	1881	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	28	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	28	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	14.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	0	0	25	15	0
Future Vol, veh/h	0	0	0	25	15	0
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	28	17	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	47	19	18	0	0
Stage 1	18	-	-	-	-
Stage 2	29	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	965	1062	1605	-	-
Stage 1	1007	-	-	-	-
Stage 2	996	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	963	1060	1603	-	-
Mov Cap-2 Maneuver	963	-	-	-	-
Stage 1	1006	-	-	-	-
Stage 2	995	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

AM Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	25	30	35	10	15
Future Volume (vph)	40	25	30	35	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.948				0.920	
Flt Protected				0.977	0.980	
Satd. Flow (prot)	1766	0	0	1751	1696	0
Flt Permitted				0.977	0.980	
Satd. Flow (perm)	1766	0	0	1751	1696	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.57	0.57	0.57	0.57	0.57	0.57
Heavy Vehicles (%)	2%	2%	6%	6%	1%	1%
Adj. Flow (vph)	70	44	53	61	18	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	0	114	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	25	30	35	10	15
Future Vol, veh/h	40	25	30	35	10	15
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	6	6	1	1
Mvmt Flow	70	44	53	61	18	26

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	115	0	261 94
Stage 1	-	-	-	-	93 -
Stage 2	-	-	-	-	168 -
Critical Hdwy	-	-	4.16	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.254	-	3.509 3.309
Pot Cap-1 Maneuver	-	-	1449	-	730 966
Stage 1	-	-	-	-	933 -
Stage 2	-	-	-	-	864 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1448	-	701 964
Mov Cap-2 Maneuver	-	-	-	-	701 -
Stage 1	-	-	-	-	932 -
Stage 2	-	-	-	-	830 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	838	-	-	1448	-
HCM Lane V/C Ratio	0.052	-	-	0.036	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕		↗	↕	↗
Traffic Volume (vph)	1	1	1	115	1	175	1	420	30	90	490	1
Future Volume (vph)	1	1	1	115	1	175	1	420	30	90	490	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955				0.850		0.990				
Flt Protected		0.984			0.953					0.950		
Satd. Flow (prot)	0	1768	0	0	1775	1583	0	3436	0	1736	3471	0
Flt Permitted		0.984			0.953					0.950		
Satd. Flow (perm)	0	1768	0	0	1775	1583	0	3436	0	1736	3471	0
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		11.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	1	1	160	1	243	1	583	42	125	681	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	161	243	0	626	0	125	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	23.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↔		↕	↕↔	
Traffic Vol, veh/h	1	1	1	115	1	175	1	420	30	90	490	1
Future Vol, veh/h	1	1	1	115	1	175	1	420	30	90	490	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	1	1	1	2	2	2	4	4	4	4	4	4
Mvmt Flow	1	1	1	160	1	243	1	583	42	125	681	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1228	1561	343	1199	1540	315	683	0	0	626	0	0
Stage 1	933	933	-	607	607	-	-	-	-	-	-	-
Stage 2	295	628	-	592	933	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.54	6.54	6.94	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.52	4.02	3.32	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	135	112	656	~ 141	114	681	893	-	-	938	-	-
Stage 1	288	345	-	450	485	-	-	-	-	-	-	-
Stage 2	692	476	-	460	343	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	77	97	655	~ 125	98	680	892	-	-	937	-	-
Mov Cap-2 Maneuver	77	97	-	~ 125	98	-	-	-	-	-	-	-
Stage 1	287	299	-	449	484	-	-	-	-	-	-	-
Stage 2	442	475	-	396	297	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	35.8		105		0		1.5	
HCM LOS	E		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	121	125	680	937	-	-
HCM Lane V/C Ratio	0.002	-	-	0.034	1.289	0.357	0.133	-	-
HCM Control Delay (s)	9	-	-	35.8	243.5	13.2	9.4	-	-
HCM Lane LOS	A	-	-	E	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	10.4	1.6	0.5	-	-

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

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	115	225	5	15	5
Future Volume (vph)	1	115	225	5	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.997		0.965	
Flt Protected					0.964	
Satd. Flow (prot)	0	1881	1804	0	1683	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	1881	1804	0	1683	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles (%)	1%	1%	5%	5%	5%	5%
Adj. Flow (vph)	2	198	388	9	26	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	397	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	115	225	5	15	5
Future Vol, veh/h	1	115	225	5	15	5
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	1	1	5	5	5	5
Mvmt Flow	2	198	388	9	26	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	398	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.11	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.209	-	-
Pot Cap-1 Maneuver	1166	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1165	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1165	-	-	-	495
HCM Lane V/C Ratio	0.001	-	-	-	0.07
HCM Control Delay (s)	8.1	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	110	115	365	230	115
Future Volume (vph)	20	110	115	365	230	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.886				0.955	
Flt Protected	0.992			0.988		
Satd. Flow (prot)	1653	0	0	1840	1762	0
Flt Permitted	0.992			0.988		
Satd. Flow (perm)	1653	0	0	1840	1762	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			1158	247	
Travel Time (s)	39.2			31.6	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	33	183	192	608	383	192
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	800	575	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.9%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	110	115	365	230	115
Future Vol, veh/h	20	110	115	365	230	115
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	33	183	192	608	383	192

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1473	481	576	0	-	0
Stage 1	480	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	140	587	997	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	586	996	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.7	2.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	996	-	334	-	-
HCM Lane V/C Ratio	0.192	-	0.649	-	-
HCM Control Delay (s)	9.5	0	33.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.7	-	4.3	-	-

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↗		↕	
Traffic Volume (vph)	1	1	1	110	1	355	1	125	75	240	100	1
Future Volume (vph)	1	1	1	110	1	355	1	125	75	240	100	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.897				0.850			
Flt Protected		0.984			0.988						0.966	
Satd. Flow (prot)	0	1768	0	0	1619	0	0	1827	1553	0	1817	0
Flt Permitted		0.984			0.988						0.966	
Satd. Flow (perm)	0	1768	0	0	1619	0	0	1827	1553	0	1817	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		496			1111			814			1158	
Travel Time (s)		13.5			30.3			22.2			31.6	
Confl. Peds. (#/hr)	1		1	1		1	1		2	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	2	2	2	183	2	592	2	208	125	400	167	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	777	0	0	210	125	0	569	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	69.0%
ICU Level of Service	C
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	116.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	1	1	110	1	355	1	125	75	240	100	1
Future Vol, veh/h	1	1	1	110	1	355	1	125	75	240	100	1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	2	2	2	183	2	592	2	208	125	400	167	2
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	12.6	180.2	16.7	88.8
HCM LOS	B	F	C	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	33%	24%	70%
Vol Thru, %	99%	0%	33%	0%	29%
Vol Right, %	0%	100%	33%	76%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	75	3	466	341
LT Vol	1	0	1	110	240
Through Vol	125	0	1	1	100
RT Vol	0	75	1	355	1
Lane Flow Rate	210	125	5	777	568
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.449	0.243	0.012	1.33	1.069
Departure Headway (Hd)	8.849	8.115	9.458	6.371	7.644
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	410	445	381	575	477
Service Time	6.549	5.815	7.458	4.371	5.644
HCM Lane V/C Ratio	0.512	0.281	0.013	1.351	1.191
HCM Control Delay	18.6	13.4	12.6	180.2	88.8
HCM Lane LOS	C	B	B	F	F
HCM 95th-tile Q	2.3	0.9	0	32.1	15.9

Lanes, Volumes, Timings
600: Najacht Road & Pigeon River D/W

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	20	0	25	5	0	1	40	180	10	1	175	35
Future Volume (vph)	20	0	25	5	0	1	40	180	10	1	175	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.973			0.994			0.978	
Flt Protected		0.950			0.962			0.991				
Satd. Flow (prot)	0	1081	967	0	1761	0	0	1766	0	0	1804	0
Flt Permitted		0.950			0.962			0.991				
Satd. Flow (perm)	0	1081	967	0	1761	0	0	1766	0	0	1804	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	67%	67%	67%	1%	1%	1%	6%	6%	6%	3%	3%	3%
Adj. Flow (vph)	33	0	42	8	0	2	67	300	17	2	292	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	42	0	10	0	0	384	0	0	352	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.6%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	0	25	5	0	1	40	180	10	1	175	35
Future Vol, veh/h	20	0	25	5	0	1	40	180	10	1	175	35
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	67	67	67	1	1	1	6	6	6	3	3	3
Mvmt Flow	33	0	42	8	0	2	67	300	17	2	292	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	771	778	323	791	799	311	351	0	0	318	0	0
Stage 1	326	326	-	444	444	-	-	-	-	-	-	-
Stage 2	445	452	-	347	355	-	-	-	-	-	-	-
Critical Hdwy	7.77	7.17	6.87	7.11	6.51	6.21	4.16	-	-	4.13	-	-
Critical Hdwy Stg 1	6.77	6.17	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.77	6.17	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	4.103	4.603	3.903	3.509	4.009	3.309	2.254	-	-	2.227	-	-
Pot Cap-1 Maneuver	250	262	590	309	320	731	1186	-	-	1236	-	-
Stage 1	569	547	-	595	577	-	-	-	-	-	-	-
Stage 2	484	475	-	671	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	236	243	589	271	297	730	1185	-	-	1235	-	-
Mov Cap-2 Maneuver	236	243	-	271	297	-	-	-	-	-	-	-
Stage 1	529	545	-	553	537	-	-	-	-	-	-	-
Stage 2	449	442	-	622	629	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.5		17.3		1.4		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1185	-	-	236	589	303	1235	-	-
HCM Lane V/C Ratio	0.056	-	-	0.141	0.071	0.033	0.001	-	-
HCM Control Delay (s)	8.2	0	-	22.7	11.6	17.3	7.9	0	-
HCM Lane LOS	A	A	-	C	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.2	0.1	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	25	55	1
Future Volume (vph)	1	1	5	25	55	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.997	
Flt Protected	0.976			0.992		
Satd. Flow (prot)	1711	0	0	1848	1839	0
Flt Permitted	0.976			0.992		
Satd. Flow (perm)	1711	0	0	1848	1839	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	2	2	8	42	92	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	50	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	5	25	55	1
Future Vol, veh/h	1	1	5	25	55	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	2	2	8	42	92	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	153	95	95	0	0
Stage 1	94	-	-	-	-
Stage 2	59	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	841	964	1499	-	-
Stage 1	932	-	-	-	-
Stage 2	966	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	835	962	1498	-	-
Mov Cap-2 Maneuver	835	-	-	-	-
Stage 1	926	-	-	-	-
Stage 2	965	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1498	-	894	-	-
HCM Lane V/C Ratio	0.006	-	0.004	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	1	30	55	1
Future Volume (vph)	1	5	1	30	55	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892				0.997	
Flt Protected	0.990			0.998		
Satd. Flow (prot)	839	0	0	1859	1839	0
Flt Permitted	0.990			0.998		
Satd. Flow (perm)	839	0	0	1859	1839	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	100%	100%	2%	2%	3%	3%
Adj. Flow (vph)	2	8	2	50	92	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	52	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	1	30	55	1
Future Vol, veh/h	1	5	1	30	55	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	100	100	2	2	3	3
Mvmt Flow	2	8	2	50	92	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	149	95	95	0	0
Stage 1	94	-	-	-	-
Stage 2	55	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-
Pot Cap-1 Maneuver	659	749	1499	-	-
Stage 1	733	-	-	-	-
Stage 2	767	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	657	748	1498	-	-
Mov Cap-2 Maneuver	657	-	-	-	-
Stage 1	732	-	-	-	-
Stage 2	766	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1498	-	731	-	-
HCM Lane V/C Ratio	0.001	-	0.014	-	-
HCM Control Delay (s)	7.4	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

AM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	345	30	40	20
Future Volume (vph)	1	1	345	30	40	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.955	
Flt Protected	0.976			0.956		
Satd. Flow (prot)	1711	0	0	1781	1762	0
Flt Permitted	0.976			0.956		
Satd. Flow (perm)	1711	0	0	1781	1762	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	2	2	575	50	67	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	625	100	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	7.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	345	30	40	20
Future Vol, veh/h	1	1	345	30	40	20
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	2	2	575	50	67	33

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1286	86	101	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	1201	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	182	976	1491	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	974	1490	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	286	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.5	8.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1490	-	198	-	-
HCM Lane V/C Ratio	0.386	-	0.017	-	-
HCM Control Delay (s)	8.9	0	23.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	1.9	-	0.1	-	-

Lanes, Volumes, Timings
 1000: Najacht Road & South D/W

AM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	305	20	365	40	1
Future Volume (vph)	10	305	20	365	40	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.869				0.996	
Flt Protected	0.998			0.997		
Satd. Flow (prot)	1631	0	0	1857	1837	0
Flt Permitted	0.998			0.997		
Satd. Flow (perm)	1631	0	0	1857	1837	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	17	508	33	608	67	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	525	0	0	641	69	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	305	20	365	40	1
Future Vol, veh/h	10	305	20	365	40	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	17	508	33	608	67	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	744	70	70	0	0
Stage 1	69	-	-	-	-
Stage 2	675	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	384	996	1531	-	-
Stage 1	956	-	-	-	-
Stage 2	508	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	371	994	1530	-	-
Mov Cap-2 Maneuver	371	-	-	-	-
Stage 1	923	-	-	-	-
Stage 2	507	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1530	-	944	-	-
HCM Lane V/C Ratio	0.022	-	0.556	-	-
HCM Control Delay (s)	7.4	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	3.5	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

PM Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	45	20	10	35	20	25
Future Volume (vph)	45	20	10	35	20	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959			0.925		
Flt Protected				0.989	0.978	
Satd. Flow (prot)	1786	0	0	1860	1702	0
Flt Permitted				0.989	0.978	
Satd. Flow (perm)	1786	0	0	1860	1702	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)	1		1	1		1
Confl. Bikes (#/hr)	1					1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	82	36	18	64	36	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	0	82	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	20	10	35	20	25
Future Vol, veh/h	45	20	10	35	20	25
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	82	36	18	64	36	45

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	119	0	202
Stage 1	-	-	-	-	101
Stage 2	-	-	-	-	101
Critical Hdwy	-	-	4.11	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.209	-	3.509
Pot Cap-1 Maneuver	-	-	1475	-	789
Stage 1	-	-	-	-	926
Stage 2	-	-	-	-	926
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1474	-	777
Mov Cap-2 Maneuver	-	-	-	-	777
Stage 1	-	-	-	-	925
Stage 2	-	-	-	-	913

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	866	-	-	1474	-
HCM Lane V/C Ratio	0.094	-	-	0.012	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↔		↕	↕↔	
Traffic Volume (vph)	1	1	1	40	1	95	1	700	30	105	720	1
Future Volume (vph)	1	1	1	40	1	95	1	700	30	105	720	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955				0.850		0.994				
Flt Protected		0.984			0.953					0.950		
Satd. Flow (prot)	0	1768	0	0	1758	1568	0	3484	0	1770	3539	0
Flt Permitted		0.984			0.953					0.950		
Satd. Flow (perm)	0	1768	0	0	1758	1568	0	3484	0	1770	3539	0
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		9.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	1	1	1	45	1	108	1	795	34	119	818	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	46	108	0	830	0	119	819	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.1%
ICU Level of Service	B
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	1	1	40	1	95	1	700	30	105	720	1
Future Vol, veh/h	1	1	1	40	1	95	1	700	30	105	720	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	3	3	3	3	3	3	2	2	2
Mvmt Flow	1	1	1	45	1	108	1	795	34	119	818	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1459	1890	412	1464	1873	417	820	0	0	830	0	0
Stage 1	1058	1058	-	815	815	-	-	-	-	-	-	-
Stage 2	401	832	-	649	1058	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.56	6.56	6.96	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.53	4.03	3.33	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	91	70	592	89	70	582	798	-	-	798	-	-
Stage 1	242	302	-	335	387	-	-	-	-	-	-	-
Stage 2	599	385	-	422	297	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	64	59	591	77	59	581	797	-	-	797	-	-
Mov Cap-2 Maneuver	64	59	-	77	59	-	-	-	-	-	-	-
Stage 1	241	257	-	334	386	-	-	-	-	-	-	-
Stage 2	485	384	-	356	252	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	47.6		41.7		0		1.3	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	797	-	-	88	76	581	797	-	-
HCM Lane V/C Ratio	0.001	-	-	0.039	0.613	0.186	0.15	-	-
HCM Control Delay (s)	9.5	-	-	47.6	109	12.6	10.3	-	-
HCM Lane LOS	A	-	-	E	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.7	0.7	0.5	-	-

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

PM Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	115	115	10	5	1
Future Volume (vph)	1	115	115	10	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.989		0.975	
Flt Protected					0.961	
Satd. Flow (prot)	0	1863	1824	0	1763	0
Flt Permitted					0.961	
Satd. Flow (perm)	0	1863	1824	0	1763	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	2%	2%	3%	3%	1%	1%
Adj. Flow (vph)	2	209	209	18	9	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	211	227	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	17.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	115	115	10	5	1
Future Vol, veh/h	1	115	115	10	5	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	3	3	1	1
Mvmt Flow	2	209	209	18	9	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	228	0	-	0	433 220
Stage 1	-	-	-	-	219 -
Stage 2	-	-	-	-	214 -
Critical Hdwy	4.12	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.218	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1340	-	-	-	582 822
Stage 1	-	-	-	-	820 -
Stage 2	-	-	-	-	824 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1339	-	-	-	580 820
Mov Cap-2 Maneuver	-	-	-	-	580 -
Stage 1	-	-	-	-	818 -
Stage 2	-	-	-	-	823 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1339	-	-	-	610
HCM Lane V/C Ratio	0.001	-	-	-	0.018
HCM Control Delay (s)	7.7	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	105	110	185	180	15
Future Volume (vph)	15	105	110	185	180	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.882				0.990	
Flt Protected	0.994			0.982		
Satd. Flow (prot)	1649	0	0	1829	1862	0
Flt Permitted	0.994			0.982		
Satd. Flow (perm)	1649	0	0	1829	1862	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			1158	247	
Travel Time (s)	39.2			31.6	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	27	191	200	336	327	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	0	0	536	354	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	43.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	15	105	110	185	180	15
Future Vol, veh/h	15	105	110	185	180	15
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	27	191	200	336	327	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1079	343	355	0	-	0
Stage 1	342	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	243	702	1204	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	193	701	1203	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	475	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	3.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1203	-	527	-	-
HCM Lane V/C Ratio	0.166	-	0.414	-	-
HCM Control Delay (s)	8.6	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.6	-	2	-	-

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Volume (vph)	1	1	1	90	1	220	1	75	90	210	75	1
Future Volume (vph)	1	1	1	90	1	220	1	75	90	210	75	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.955			0.905				0.850		0.999	
Fl _t Protected		0.984			0.986			0.999			0.965	
Satd. Flow (prot)	0	1768	0	0	1630	0	0	1843	1568	0	1814	0
Fl _t Permitted		0.984			0.986			0.999			0.965	
Satd. Flow (perm)	0	1768	0	0	1630	0	0	1843	1568	0	1814	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		496			1111			814			1158	
Travel Time (s)		11.3			30.3			22.2			31.6	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	2	2	2	164	2	400	2	136	164	382	136	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	566	0	0	138	164	0	520	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	45.3
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	1	1	90	1	220	1	75	90	210	75	1
Future Vol, veh/h	1	1	1	90	1	220	1	75	90	210	75	1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles, %	1	1	1	4	4	4	3	3	3	1	1	1
Mvmt Flow	2	2	2	164	2	400	2	136	164	382	136	2
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	11.3	52.7	13.1	56.3
HCM LOS	B	F	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	33%	29%	73%
Vol Thru, %	99%	0%	33%	0%	26%
Vol Right, %	0%	100%	33%	71%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	90	3	311	286
LT Vol	1	0	1	90	210
Through Vol	75	0	1	1	75
RT Vol	0	90	1	220	1
Lane Flow Rate	138	164	5	565	520
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.292	0.313	0.012	0.961	0.964
Departure Headway (Hd)	7.608	6.879	8.213	6.116	6.676
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	471	520	438	594	541
Service Time	5.384	4.655	6.213	4.159	4.734
HCM Lane V/C Ratio	0.293	0.315	0.011	0.951	0.961
HCM Control Delay	13.5	12.8	11.3	52.7	56.3
HCM Lane LOS	B	B	B	F	F
HCM 95th-tile Q	1.2	1.3	0	13.2	12.8

Lanes, Volumes, Timings
600: Najacht Road & Pigeon River D/W

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	15	0	25	5	0	1	40	150	1	1	140	25
Future Volume (vph)	15	0	25	5	0	1	40	150	1	1	140	25
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.975			0.999			0.980	
Flt Protected		0.950			0.961			0.990				
Satd. Flow (prot)	0	1805	1615	0	1575	0	0	1824	0	0	1773	0
Flt Permitted		0.950			0.961			0.990				
Satd. Flow (perm)	0	1805	1615	0	1575	0	0	1824	0	0	1773	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	0%	0%	0%	13%	13%	13%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	27	0	45	9	0	2	73	273	2	2	255	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	45	0	11	0	0	348	0	0	302	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	15	0	25	5	0	1	40	150	1	1	140	25
Future Vol, veh/h	15	0	25	5	0	1	40	150	1	1	140	25
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	55	55	55	55	55	55	55	55	55
Heavy Vehicles, %	0	0	0	13	13	13	3	3	3	5	5	5
Mvmt Flow	27	0	45	9	0	2	73	273	2	2	255	45

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	705	705	280	726	726	276	301	0	0	276	0	0
Stage 1	283	283	-	421	421	-	-	-	-	-	-	-
Stage 2	422	422	-	305	305	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.13	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.227	-	-	2.245	-	-
Pot Cap-1 Maneuver	354	363	764	326	338	737	1254	-	-	1270	-	-
Stage 1	728	681	-	589	570	-	-	-	-	-	-	-
Stage 2	613	592	-	682	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	333	337	763	289	313	736	1253	-	-	1269	-	-
Mov Cap-2 Maneuver	333	337	-	289	313	-	-	-	-	-	-	-
Stage 1	677	679	-	548	530	-	-	-	-	-	-	-
Stage 2	569	551	-	639	641	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	12.6		16.6			1.7			0		
HCM LOS	B		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1253	-	-	333	763	322	1269	-	-
HCM Lane V/C Ratio	0.058	-	-	0.082	0.06	0.034	0.001	-	-
HCM Control Delay (s)	8.1	0	-	16.8	10	16.6	7.8	0	-
HCM Lane LOS	A	A	-	C	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0.1	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	45	30	1
Future Volume (vph)	1	1	5	45	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.995	
Flt Protected	0.976			0.995		
Satd. Flow (prot)	1711	0	0	1853	1872	0
Flt Permitted	0.976			0.995		
Satd. Flow (perm)	1711	0	0	1853	1872	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	2	2	9	82	55	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	91	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	5	45	30	1
Future Vol, veh/h	1	1	5	45	30	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	2	2	9	82	55	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	158	58	58	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	836	1011	1546	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	829	1009	1545	-	-	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	910	-	-
HCM Lane V/C Ratio	0.006	-	0.004	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	1	50	30	1
Future Volume (vph)	1	5	1	50	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.890				0.995	
Flt Protected	0.991			0.999		
Satd. Flow (prot)	838	0	0	1861	1872	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	838	0	0	1861	1872	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	100%	100%	2%	2%	1%	1%
Adj. Flow (vph)	2	9	2	91	55	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	93	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	5	1	50	30	1
Future Vol, veh/h	1	5	1	50	30	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	100	100	2	2	1	1
Mvmt Flow	2	9	2	91	55	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	153	58	58	0	0
Stage 1	57	-	-	-	-
Stage 2	96	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-
Pot Cap-1 Maneuver	655	789	1546	-	-
Stage 1	765	-	-	-	-
Stage 2	731	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	653	787	1545	-	-
Mov Cap-2 Maneuver	653	-	-	-	-
Stage 1	763	-	-	-	-
Stage 2	730	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	761	-	-
HCM Lane V/C Ratio	0.001	-	0.014	-	-
HCM Control Delay (s)	7.3	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

PM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	150	50	30	5
Future Volume (vph)	1	1	150	50	30	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932			0.981		
Flt Protected	0.976			0.964		
Satd. Flow (prot)	1711	0	0	1796	1845	0
Flt Permitted	0.976			0.964		
Satd. Flow (perm)	1711	0	0	1796	1845	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	2	2	273	91	55	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	364	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	150	50	30	5
Future Vol, veh/h	1	1	150	50	30	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	2	2	273	91	55	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	699	62	65	0	0
Stage 1	61	-	-	-	-
Stage 2	638	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	408	1006	1537	-	-
Stage 1	964	-	-	-	-
Stage 2	528	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	331	1004	1536	-	-
Mov Cap-2 Maneuver	331	-	-	-	-
Stage 1	783	-	-	-	-
Stage 2	527	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	5.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1536	-	498	-	-
HCM Lane V/C Ratio	0.178	-	0.007	-	-
HCM Control Delay (s)	7.8	0	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	165	10	190	30	1
Future Volume (vph)	10	165	10	190	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.873			0.995		
Flt Protected	0.997			0.998		
Satd. Flow (prot)	1637	0	0	1859	1872	0
Flt Permitted	0.997			0.998		
Satd. Flow (perm)	1637	0	0	1859	1872	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	18	300	18	345	55	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	318	0	0	363	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	34.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	165	10	190	30	1
Future Vol, veh/h	10	165	10	190	30	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	18	300	18	345	55	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	439	58	58	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	577	1011	1546	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	1009	1545	-	-	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	966	-	-
HCM Lane V/C Ratio	0.012	-	0.329	-	-
HCM Control Delay (s)	7.4	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-

Lanes, Volumes, Timings
100: Najacht Road & Enterprise Drive

PMSE Peak
05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	50	10	10	35	20	10
Future Volume (vph)	50	10	10	35	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.978				0.955	
Flt Protected				0.989	0.968	
Satd. Flow (prot)	1840	0	0	1860	1689	0
Flt Permitted				0.989	0.968	
Satd. Flow (perm)	1840	0	0	1860	1689	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	4%	4%
Adj. Flow (vph)	56	11	11	39	22	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	0	50	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	10	10	35	20	10
Future Vol, veh/h	50	10	10	35	20	10
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	4	4
Mvmt Flow	56	11	11	39	22	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	68	0	125	64
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.11	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.209	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1540	-	865	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1539	-	857	993
Mov Cap-2 Maneuver	-	-	-	-	857	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	948	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	898	-	-	1539	-
HCM Lane V/C Ratio	0.037	-	-	0.007	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕		↗	↕	↗
Traffic Volume (vph)	1	1	1	25	1	110	1	750	30	130	685	1
Future Volume (vph)	1	1	1	25	1	110	1	750	30	130	685	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955				0.850		0.994				
Flt Protected		0.984			0.954					0.950		
Satd. Flow (prot)	0	1768	0	0	1795	1599	0	3553	0	1787	3574	0
Flt Permitted		0.984			0.954					0.950		
Satd. Flow (perm)	0	1768	0	0	1795	1599	0	3553	0	1787	3574	0
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		9.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	27	1	118	1	806	32	140	737	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	28	118	0	839	0	140	738	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↔		↕	↕↔	
Traffic Vol, veh/h	1	1	1	25	1	110	1	750	30	130	685	1
Future Vol, veh/h	1	1	1	25	1	110	1	750	30	130	685	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	27	1	118	1	806	32	140	737	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1426	1860	371	1475	1844	421	739	0	0	839	0	0
Stage 1	1019	1019	-	825	825	-	-	-	-	-	-	-
Stage 2	407	841	-	650	1019	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	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	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	97	73	629	89	75	584	870	-	-	798	-	-
Stage 1	256	315	-	335	387	-	-	-	-	-	-	-
Stage 2	595	381	-	427	315	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	66	60	628	76	62	583	869	-	-	797	-	-
Mov Cap-2 Maneuver	66	60	-	76	62	-	-	-	-	-	-	-
Stage 1	255	259	-	334	386	-	-	-	-	-	-	-
Stage 2	472	380	-	350	259	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	46.5		25.4		0		1.7	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	869	-	-	90	75	583	797	-	-
HCM Lane V/C Ratio	0.001	-	-	0.036	0.373	0.203	0.175	-	-
HCM Control Delay (s)	9.1	-	-	46.5	79.1	12.7	10.5	-	-
HCM Lane LOS	A	-	-	E	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.4	0.8	0.6	-	-

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	105	105	15	10	1
Future Volume (vph)	5	105	105	15	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.983		0.989	
Flt Protected		0.998			0.956	
Satd. Flow (prot)	0	1877	1849	0	1779	0
Flt Permitted		0.998			0.956	
Satd. Flow (perm)	0	1877	1849	0	1779	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	5	114	114	16	11	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	119	130	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	5	105	105	15	10	1
Future Vol, veh/h	5	105	105	15	10	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	5	114	114	16	11	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	131	0	-	0	248
Stage 1	-	-	-	-	123
Stage 2	-	-	-	-	125
Critical Hdwy	4.11	-	-	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	2.209	-	-	-	3.509
Pot Cap-1 Maneuver	1460	-	-	-	743
Stage 1	-	-	-	-	905
Stage 2	-	-	-	-	903
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1459	-	-	-	739
Mov Cap-2 Maneuver	-	-	-	-	739
Stage 1	-	-	-	-	900
Stage 2	-	-	-	-	902

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1459	-	-	-	753
HCM Lane V/C Ratio	0.004	-	-	-	0.016
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	110	115	120	110	5
Future Volume (vph)	5	110	115	120	110	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.871				0.994	
Flt Protected	0.998			0.976		
Satd. Flow (prot)	1635	0	0	1836	1870	0
Flt Permitted	0.998			0.976		
Satd. Flow (perm)	1635	0	0	1836	1870	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			1158	247	
Travel Time (s)	39.2			31.6	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	124	129	135	124	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	0	264	130	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	110	115	120	110	5
Future Vol, veh/h	5	110	115	120	110	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	124	129	135	124	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	522	129	131	0	0
Stage 1	128	-	-	-	-
Stage 2	394	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	517	924	1460	-	-
Stage 1	900	-	-	-	-
Stage 2	683	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	466	922	1459	-	-
Mov Cap-2 Maneuver	466	-	-	-	-
Stage 1	813	-	-	-	-
Stage 2	682	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	3.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	884	-	-
HCM Lane V/C Ratio	0.089	-	0.146	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Volume (vph)	1	1	1	75	1	165	1	70	95	160	60	1
Future Volume (vph)	1	1	1	75	1	165	1	70	95	160	60	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.907				0.850		0.999	
Flt Protected		0.984			0.985			0.999			0.965	
Satd. Flow (prot)	0	1768	0	0	1681	0	0	1879	1599	0	1814	0
Flt Permitted		0.984			0.985			0.999			0.965	
Satd. Flow (perm)	0	1768	0	0	1681	0	0	1879	1599	0	1814	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		496			1111			814			1158	
Travel Time (s)		11.3			30.3			22.2			31.6	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	87	1	192	1	81	110	186	70	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	280	0	0	82	110	0	257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	1	1	75	1	165	1	70	95	160	60	1
Future Vol, veh/h	1	1	1	75	1	165	1	70	95	160	60	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	87	1	192	1	81	110	186	70	1
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	8.4	10.3	8.6	11
HCM LOS	A	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	33%	31%	72%
Vol Thru, %	99%	0%	33%	0%	27%
Vol Right, %	0%	100%	33%	68%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	95	3	241	221
LT Vol	1	0	1	75	160
Through Vol	70	0	1	1	60
RT Vol	0	95	1	165	1
Lane Flow Rate	83	110	3	280	257
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.125	0.146	0.005	0.362	0.362
Departure Headway (Hd)	5.464	4.75	5.251	4.646	5.065
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	651	748	673	771	704
Service Time	3.239	2.525	3.347	2.702	3.134
HCM Lane V/C Ratio	0.127	0.147	0.004	0.363	0.365
HCM Control Delay	9	8.3	8.4	10.3	11
HCM Lane LOS	A	A	A	B	B
HCM 95th-tile Q	0.4	0.5	0	1.7	1.7

Lanes, Volumes, Timings
600: Najacht Road & Pigeon River D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	20	0	30	1	0	1	50	145	1	1	100	35
Future Volume (vph)	20	0	30	1	0	1	50	145	1	1	100	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.932			0.999			0.965	
Flt Protected		0.950			0.976			0.987				
Satd. Flow (prot)	0	1787	1599	0	1711	0	0	1855	0	0	1798	0
Flt Permitted		0.950			0.976			0.987				
Satd. Flow (perm)	0	1787	1599	0	1711	0	0	1855	0	0	1798	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	23	0	35	1	0	1	58	169	1	1	116	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	35	0	2	0	0	228	0	0	158	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	0	30	1	0	1	50	145	1	1	100	35
Future Vol, veh/h	20	0	30	1	0	1	50	145	1	1	100	35
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	2	2	2
Mvmt Flow	23	0	35	1	0	1	58	169	1	1	116	41

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	427	427	139	444	447	172	158	0	0	171	0	0
Stage 1	140	140	-	287	287	-	-	-	-	-	-	-
Stage 2	287	287	-	157	160	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	540	521	912	526	508	874	1428	-	-	1406	-	-
Stage 1	865	783	-	723	676	-	-	-	-	-	-	-
Stage 2	723	676	-	848	767	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	519	496	910	487	484	872	1427	-	-	1405	-	-
Mov Cap-2 Maneuver	519	496	-	487	484	-	-	-	-	-	-	-
Stage 1	825	781	-	690	645	-	-	-	-	-	-	-
Stage 2	689	645	-	814	765	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		10.8		1.9		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1427	-	-	519	910	625	1405	-	-
HCM Lane V/C Ratio	0.041	-	-	0.045	0.038	0.004	0.001	-	-
HCM Control Delay (s)	7.6	0	-	12.3	9.1	10.8	7.6	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	30	20	1
Future Volume (vph)	1	1	1	30	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1879	1870	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1879	1870	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	34	22	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	30	20	1
Future Vol, veh/h	1	1	1	30	20	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	1	34	22	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	61	25	24	0	0
Stage 1	24	-	-	-	-
Stage 2	37	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	948	1054	1597	-	-
Stage 1	1001	-	-	-	-
Stage 2	988	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	945	1052	1595	-	-
Mov Cap-2 Maneuver	945	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	996	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	30	20	1
Future Volume (vph)	1	1	1	30	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1879	1870	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1879	1870	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	34	22	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	1	30	20	1
Future Vol, veh/h	1	1	1	30	20	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	1	34	22	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	61	25	24	0	0
Stage 1	24	-	-	-	-
Stage 2	37	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	948	1054	1597	-	-
Stage 1	1001	-	-	-	-
Stage 2	988	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	945	1052	1595	-	-
Mov Cap-2 Maneuver	945	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	996	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

PMSE Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	30	20	1
Future Volume (vph)	1	1	1	30	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1879	1870	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1879	1870	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	34	22	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	1	30	20	1
Future Vol, veh/h	1	1	1	30	20	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	1	34	22	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	61	25	24	0	0
Stage 1	24	-	-	-	-
Stage 2	37	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	948	1054	1597	-	-
Stage 1	1001	-	-	-	-
Stage 2	988	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	945	1052	1595	-	-
Mov Cap-2 Maneuver	945	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	996	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	100	100	25	15	5
Future Volume (vph)	5	100	100	25	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.872				0.965	
Flt Protected	0.997			0.962		
Satd. Flow (prot)	1635	0	0	1810	1815	0
Flt Permitted	0.997			0.962		
Satd. Flow (perm)	1635	0	0	1810	1815	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	112	112	28	17	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	0	140	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	100	100	25	15	5
Future Vol, veh/h	5	100	100	25	15	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	112	112	28	17	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	274	22	24	0	0
Stage 1	21	-	-	-	-
Stage 2	253	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	718	1058	1597	-	-
Stage 1	1004	-	-	-	-
Stage 2	791	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	666	1056	1595	-	-
Mov Cap-2 Maneuver	666	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	790	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	5.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	1027	-	-
HCM Lane V/C Ratio	0.07	-	0.115	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

AM Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	25	25	35	10	10
Future Volume (vph)	40	25	25	35	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.948			0.932		
Flt Protected				0.979	0.976	
Satd. Flow (prot)	1766	0	0	1755	1711	0
Flt Permitted				0.979	0.976	
Satd. Flow (perm)	1766	0	0	1755	1711	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)	1		1	1		1
Confl. Bikes (#/hr)	1					1
Peak Hour Factor	0.57	0.57	0.57	0.57	0.57	0.57
Heavy Vehicles (%)	2%	2%	6%	6%	1%	1%
Adj. Flow (vph)	70	44	44	61	18	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	0	105	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	25	25	35	10	10
Future Vol, veh/h	40	25	25	35	10	10
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	6	6	1	1
Mvmt Flow	70	44	44	61	18	18

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	115	0	243
Stage 1	-	-	-	-	93
Stage 2	-	-	-	-	150
Critical Hdwy	-	-	4.16	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.254	-	3.509
Pot Cap-1 Maneuver	-	-	1449	-	748
Stage 1	-	-	-	-	933
Stage 2	-	-	-	-	880
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1448	-	723
Mov Cap-2 Maneuver	-	-	-	-	723
Stage 1	-	-	-	-	932
Stage 2	-	-	-	-	852

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	826	-	-	1448	-
HCM Lane V/C Ratio	0.042	-	-	0.03	-
HCM Control Delay (s)	9.6	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↔		↕	↕↔	
Traffic Volume (vph)	1	1	1	100	1	165	1	420	25	90	490	1
Future Volume (vph)	1	1	1	100	1	165	1	420	25	90	490	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955				0.850		0.992				
Flt Protected		0.984			0.953					0.950		
Satd. Flow (prot)	0	1768	0	0	1775	1583	0	3443	0	1736	3471	0
Flt Permitted		0.984			0.953					0.950		
Satd. Flow (perm)	0	1768	0	0	1775	1583	0	3443	0	1736	3471	0
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		11.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	1	1	139	1	229	1	583	35	125	681	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	140	229	0	619	0	125	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	16.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	1	1	100	1	165	1	420	25	90	490	1
Future Vol, veh/h	1	1	1	100	1	165	1	420	25	90	490	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	1	1	1	2	2	2	4	4	4	4	4	4
Mvmt Flow	1	1	1	139	1	229	1	583	35	125	681	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1228	1554	343	1196	1537	311	683	0	0	619	0	0
Stage 1	933	933	-	604	604	-	-	-	-	-	-	-
Stage 2	295	621	-	592	933	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.54	6.54	6.94	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.52	4.02	3.32	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	135	113	656	142	115	685	893	-	-	944	-	-
Stage 1	288	345	-	452	486	-	-	-	-	-	-	-
Stage 2	692	480	-	460	343	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	80	98	655	~ 126	99	684	892	-	-	943	-	-
Mov Cap-2 Maneuver	80	98	-	~ 126	99	-	-	-	-	-	-	-
Stage 1	287	299	-	451	485	-	-	-	-	-	-	-
Stage 2	457	479	-	396	297	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35	76.9	0	1.5
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	124	126	684	943	-	-
HCM Lane V/C Ratio	0.002	-	-	0.034	1.113	0.335	0.133	-	-
HCM Control Delay (s)	9	-	-	35	181.4	12.9	9.4	-	-
HCM Lane LOS	A	-	-	E	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	8.2	1.5	0.5	-	-

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

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	110	200	5	15	5
Future Volume (vph)	1	110	200	5	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.997		0.965	
Flt Protected		0.999			0.964	
Satd. Flow (prot)	0	1879	1804	0	1683	0
Flt Permitted		0.999			0.964	
Satd. Flow (perm)	0	1879	1804	0	1683	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles (%)	1%	1%	5%	5%	5%	5%
Adj. Flow (vph)	2	190	345	9	26	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	192	354	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	110	200	5	15	5
Future Vol, veh/h	1	110	200	5	15	5
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	1	1	5	5	5	5
Mvmt Flow	2	190	345	9	26	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	355	0	-	0	546 352
Stage 1	-	-	-	-	351 -
Stage 2	-	-	-	-	195 -
Critical Hdwy	4.11	-	-	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.209	-	-	-	3.545 3.345
Pot Cap-1 Maneuver	1209	-	-	-	494 685
Stage 1	-	-	-	-	706 -
Stage 2	-	-	-	-	831 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1208	-	-	-	492 684
Mov Cap-2 Maneuver	-	-	-	-	492 -
Stage 1	-	-	-	-	704 -
Stage 2	-	-	-	-	830 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1208	-	-	-	529
HCM Lane V/C Ratio	0.001	-	-	-	0.065
HCM Control Delay (s)	8	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	110	115	275	175	90
Future Volume (vph)	15	110	115	275	175	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.881				0.954	
Flt Protected	0.994			0.985		
Satd. Flow (prot)	1647	0	0	1835	1760	0
Flt Permitted	0.994			0.985		
Satd. Flow (perm)	1647	0	0	1835	1760	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			1158	247	
Travel Time (s)	39.2			31.6	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)	1					
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	25	183	192	458	292	150
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	0	650	442	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	15	110	115	275	175	90
Future Vol, veh/h	15	110	115	275	175	90
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	25	183	192	458	292	150

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1211	369	443	0	-	0
Stage 1	368	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	202	679	1117	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	678	1116	-	-	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	2.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1116	-	483	-	-
HCM Lane V/C Ratio	0.172	-	0.431	-	-
HCM Control Delay (s)	8.9	0	18	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.6	-	2.1	-	-

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↗		↕	
Traffic Volume (vph)	1	1	1	110	1	295	1	95	75	200	85	1
Future Volume (vph)	1	1	1	110	1	295	1	95	75	200	85	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.902				0.850		0.999	
Flt Protected		0.984			0.987			0.999			0.966	
Satd. Flow (prot)	0	1768	0	0	1626	0	0	1825	1553	0	1815	0
Flt Permitted		0.984			0.987			0.999			0.966	
Satd. Flow (perm)	0	1768	0	0	1626	0	0	1825	1553	0	1815	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		496			1111			814			1158	
Travel Time (s)		13.5			30.3			22.2			31.6	
Confl. Peds. (#/hr)	1		1	1		1	1		2	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	2	2	2	183	2	492	2	158	125	333	142	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	677	0	0	160	125	0	477	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.9%
ICU Level of Service	B
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	60.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	1	1	110	1	295	1	95	75	200	85	1
Future Vol, veh/h	1	1	1	110	1	295	1	95	75	200	85	1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	2	2	2	183	2	492	2	158	125	333	142	2
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	11.3	94.4	13.5	42.1
HCM LOS	B	F	B	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	33%	27%	70%
Vol Thru, %	99%	0%	33%	0%	30%
Vol Right, %	0%	100%	33%	73%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	75	3	406	286
LT Vol	1	0	1	110	200
Through Vol	95	0	1	1	85
RT Vol	0	75	1	295	1
Lane Flow Rate	160	125	5	677	477
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.334	0.237	0.011	1.112	0.879
Departure Headway (Hd)	7.986	7.256	8.225	5.914	7.029
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	453	498	438	616	520
Service Time	5.686	4.956	6.225	3.975	5.029
HCM Lane V/C Ratio	0.353	0.251	0.011	1.099	0.917
HCM Control Delay	14.6	12.2	11.3	94.4	42.1
HCM Lane LOS	B	B	B	F	E
HCM 95th-tile Q	1.4	0.9	0	20.6	9.7

Lanes, Volumes, Timings
600: Najacht Road & Pigeon River D/W

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	20	0	25	5	0	1	40	150	10	1	160	35
Future Volume (vph)	20	0	25	5	0	1	40	150	10	1	160	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.973			0.993			0.976	
Flt Protected		0.950			0.962			0.990				
Satd. Flow (prot)	0	1081	967	0	1761	0	0	1762	0	0	1800	0
Flt Permitted		0.950			0.962			0.990				
Satd. Flow (perm)	0	1081	967	0	1761	0	0	1762	0	0	1800	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	67%	67%	67%	1%	1%	1%	6%	6%	6%	3%	3%	3%
Adj. Flow (vph)	33	0	42	8	0	2	67	250	17	2	267	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	42	0	10	0	0	334	0	0	327	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	0	25	5	0	1	40	150	10	1	160	35
Future Vol, veh/h	20	0	25	5	0	1	40	150	10	1	160	35
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	67	67	67	1	1	1	6	6	6	3	3	3
Mvmt Flow	33	0	42	8	0	2	67	250	17	2	267	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	696	703	298	716	724	261	326	0	0	268	0	0
Stage 1	301	301	-	394	394	-	-	-	-	-	-	-
Stage 2	395	402	-	322	330	-	-	-	-	-	-	-
Critical Hdwy	7.77	7.17	6.87	7.11	6.51	6.21	4.16	-	-	4.13	-	-
Critical Hdwy Stg 1	6.77	6.17	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.77	6.17	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	4.103	4.603	3.903	3.509	4.009	3.309	2.254	-	-	2.227	-	-
Pot Cap-1 Maneuver	283	292	611	347	353	780	1211	-	-	1290	-	-
Stage 1	588	562	-	633	607	-	-	-	-	-	-	-
Stage 2	518	502	-	692	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	267	272	610	306	329	779	1210	-	-	1289	-	-
Mov Cap-2 Maneuver	267	272	-	306	329	-	-	-	-	-	-	-
Stage 1	549	560	-	591	567	-	-	-	-	-	-	-
Stage 2	483	469	-	643	646	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.3		15.9		1.6		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1210	-	-	267	610	340	1289	-	-
HCM Lane V/C Ratio	0.055	-	-	0.125	0.068	0.029	0.001	-	-
HCM Control Delay (s)	8.1	0	-	20.4	11.3	15.9	7.8	0	-
HCM Lane LOS	A	A	-	C	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.2	0.1	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	20	50	1
Future Volume (vph)	1	1	5	20	50	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.997	
Flt Protected	0.976			0.990		
Satd. Flow (prot)	1711	0	0	1844	1839	0
Flt Permitted	0.976			0.990		
Satd. Flow (perm)	1711	0	0	1844	1839	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	2	2	8	33	83	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	41	85	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	5	20	50	1
Future Vol, veh/h	1	1	5	20	50	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	2	2	8	33	83	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	135	86	86	0	0
Stage 1	85	-	-	-	-
Stage 2	50	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	861	976	1510	-	-
Stage 1	941	-	-	-	-
Stage 2	975	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	855	974	1509	-	-
Mov Cap-2 Maneuver	855	-	-	-	-
Stage 1	935	-	-	-	-
Stage 2	974	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	911	-	-
HCM Lane V/C Ratio	0.006	-	0.004	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	1	25	50	1
Future Volume (vph)	1	5	1	25	50	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892				0.997	
Flt Protected	0.990			0.998		
Satd. Flow (prot)	839	0	0	1859	1839	0
Flt Permitted	0.990			0.998		
Satd. Flow (perm)	839	0	0	1859	1839	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	100%	100%	2%	2%	3%	3%
Adj. Flow (vph)	2	8	2	42	83	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	44	85	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	5	1	25	50	1
Future Vol, veh/h	1	5	1	25	50	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	100	100	2	2	3	3
Mvmt Flow	2	8	2	42	83	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	132	86	86	0	0
Stage 1	85	-	-	-	-
Stage 2	47	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-
Pot Cap-1 Maneuver	675	759	1510	-	-
Stage 1	741	-	-	-	-
Stage 2	774	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	673	758	1509	-	-
Mov Cap-2 Maneuver	673	-	-	-	-
Stage 1	740	-	-	-	-
Stage 2	773	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	742	-	-
HCM Lane V/C Ratio	0.001	-	0.013	-	-
HCM Control Delay (s)	7.4	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

AM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	255	25	40	15
Future Volume (vph)	1	1	255	25	40	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.963	
Flt Protected	0.976			0.956		
Satd. Flow (prot)	1711	0	0	1781	1776	0
Flt Permitted	0.976			0.956		
Satd. Flow (perm)	1711	0	0	1781	1776	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	2	2	425	42	67	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	467	92	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	255	25	40	15
Future Vol, veh/h	1	1	255	25	40	15
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	2	2	425	42	67	25

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	974	82	93	0	0
Stage 1	81	-	-	-	-
Stage 2	893	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	280	980	1501	-	-
Stage 1	945	-	-	-	-
Stage 2	402	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	199	978	1500	-	-
Mov Cap-2 Maneuver	199	-	-	-	-
Stage 1	670	-	-	-	-
Stage 2	402	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16	7.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1500	-	331	-	-
HCM Lane V/C Ratio	0.283	-	0.01	-	-
HCM Control Delay (s)	8.3	0	16	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	1.2	-	0	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	225	15	275	40	1
Future Volume (vph)	5	225	15	275	40	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.868			0.996		
Flt Protected	0.999			0.997		
Satd. Flow (prot)	1631	0	0	1857	1837	0
Flt Permitted	0.999			0.997		
Satd. Flow (perm)	1631	0	0	1857	1837	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	8	375	25	458	67	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	383	0	0	483	69	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	42.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			L		T
Traffic Vol, veh/h	5	225	15	275	40	1
Future Vol, veh/h	5	225	15	275	40	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	8	375	25	458	67	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	578	70	70	0	0
Stage 1	69	-	-	-	-
Stage 2	509	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	479	996	1531	-	-
Stage 1	956	-	-	-	-
Stage 2	606	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	468	994	1530	-	-
Mov Cap-2 Maneuver	468	-	-	-	-
Stage 1	934	-	-	-	-
Stage 2	605	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1530	-	970	-	-
HCM Lane V/C Ratio	0.016	-	0.395	-	-
HCM Control Delay (s)	7.4	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

PM Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	45	20	10	35	20	20
Future Volume (vph)	45	20	10	35	20	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959			0.932		
Flt Protected				0.989	0.976	
Satd. Flow (prot)	1786	0	0	1860	1711	0
Flt Permitted				0.989	0.976	
Satd. Flow (perm)	1786	0	0	1860	1711	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)	1		1	1		1
Confl. Bikes (#/hr)	1					1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	82	36	18	64	36	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	0	82	72	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	20	10	35	20	20
Future Vol, veh/h	45	20	10	35	20	20
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	82	36	18	64	36	36

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	119	0	202
Stage 1	-	-	-	-	101
Stage 2	-	-	-	-	101
Critical Hdwy	-	-	4.11	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.209	-	3.509
Pot Cap-1 Maneuver	-	-	1475	-	789
Stage 1	-	-	-	-	926
Stage 2	-	-	-	-	926
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1474	-	777
Mov Cap-2 Maneuver	-	-	-	-	777
Stage 1	-	-	-	-	925
Stage 2	-	-	-	-	913

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	856	-	-	1474	-
HCM Lane V/C Ratio	0.085	-	-	0.012	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↗		↕	↕↗	
Traffic Volume (vph)	1	1	1	35	1	95	1	700	25	105	720	1
Future Volume (vph)	1	1	1	35	1	95	1	700	25	105	720	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955				0.850		0.995				
Flt Protected		0.984			0.953					0.950		
Satd. Flow (prot)	0	1768	0	0	1758	1568	0	3487	0	1770	3539	0
Flt Permitted		0.984			0.953					0.950		
Satd. Flow (perm)	0	1768	0	0	1758	1568	0	3487	0	1770	3539	0
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		9.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	1	1	1	40	1	108	1	795	28	119	818	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	41	108	0	824	0	119	819	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	55.3%
ICU Level of Service	B
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	1	1	35	1	95	1	700	25	105	720	1
Future Vol, veh/h	1	1	1	35	1	95	1	700	25	105	720	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	3	3	3	3	3	3	2	2	2
Mvmt Flow	1	1	1	40	1	108	1	795	28	119	818	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1459	1884	412	1461	1870	414	820	0	0	824	0	0
Stage 1	1058	1058	-	812	812	-	-	-	-	-	-	-
Stage 2	401	826	-	649	1058	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.56	6.56	6.96	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.53	4.03	3.33	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	91	71	592	89	71	584	798	-	-	802	-	-
Stage 1	242	302	-	337	388	-	-	-	-	-	-	-
Stage 2	599	387	-	422	297	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	65	60	591	77	60	583	797	-	-	801	-	-
Mov Cap-2 Maneuver	65	60	-	77	60	-	-	-	-	-	-	-
Stage 1	241	257	-	336	387	-	-	-	-	-	-	-
Stage 2	485	386	-	357	252	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	47.1		36		0		1.3	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	797	-	-	89	76	583	801	-	-
HCM Lane V/C Ratio	0.001	-	-	0.038	0.538	0.185	0.149	-	-
HCM Control Delay (s)	9.5	-	-	47.1	97.7	12.6	10.3	-	-
HCM Lane LOS	A	-	-	E	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.3	0.7	0.5	-	-

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

PM Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	110	110	10	5	1
Future Volume (vph)	1	110	110	10	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.989		0.975	
Flt Protected					0.961	
Satd. Flow (prot)	0	1863	1824	0	1763	0
Flt Permitted					0.961	
Satd. Flow (perm)	0	1863	1824	0	1763	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	2%	2%	3%	3%	1%	1%
Adj. Flow (vph)	2	200	200	18	9	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	202	218	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	110	110	10	5	1
Future Vol, veh/h	1	110	110	10	5	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	3	3	1	1
Mvmt Flow	2	200	200	18	9	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	219	0	-	0	415
Stage 1	-	-	-	-	210
Stage 2	-	-	-	-	205
Critical Hdwy	4.12	-	-	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	2.218	-	-	-	3.509
Pot Cap-1 Maneuver	1350	-	-	-	596
Stage 1	-	-	-	-	827
Stage 2	-	-	-	-	832
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1349	-	-	-	594
Mov Cap-2 Maneuver	-	-	-	-	594
Stage 1	-	-	-	-	825
Stage 2	-	-	-	-	831

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1349	-	-	-	624
HCM Lane V/C Ratio	0.001	-	-	-	0.017
HCM Control Delay (s)	7.7	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	105	110	145	140	10
Future Volume (vph)	10	105	110	145	140	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.877				0.991	
Flt Protected	0.996			0.979		
Satd. Flow (prot)	1643	0	0	1824	1864	0
Flt Permitted	0.996			0.979		
Satd. Flow (perm)	1643	0	0	1824	1864	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			1158	247	
Travel Time (s)	39.2			31.6	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	18	191	200	264	255	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	0	0	464	273	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	105	110	145	140	10
Future Vol, veh/h	10	105	110	145	140	10
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	18	191	200	264	255	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	930	266	274	0	-	0
Stage 1	265	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	298	775	1289	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	243	774	1288	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	3.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1288	-	650	-	-
HCM Lane V/C Ratio	0.155	-	0.322	-	-
HCM Control Delay (s)	8.3	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	1.4	-	-

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Volume (vph)	1	1	1	90	1	190	1	65	90	180	65	1
Future Volume (vph)	1	1	1	90	1	190	1	65	90	180	65	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.955			0.909				0.850		0.999	
Fl _t Protected		0.984			0.984			0.999			0.965	
Satd. Flow (prot)	0	1768	0	0	1634	0	0	1843	1568	0	1814	0
Fl _t Permitted		0.984			0.984			0.999			0.965	
Satd. Flow (perm)	0	1768	0	0	1634	0	0	1843	1568	0	1814	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		496			1111			814			1158	
Travel Time (s)		11.3			30.3			22.2			31.6	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	2	2	2	164	2	345	2	118	164	327	118	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	511	0	0	120	164	0	447	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	24.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	1	1	90	1	190	1	65	90	180	65	1
Future Vol, veh/h	1	1	1	90	1	190	1	65	90	180	65	1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles, %	1	1	1	4	4	4	3	3	3	1	1	1
Mvmt Flow	2	2	2	164	2	345	2	118	164	327	118	2
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	10.4	28.6	11.7	27.6
HCM LOS	B	D	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	0%	33%	32%	73%
Vol Thru, %	98%	0%	33%	0%	26%
Vol Right, %	0%	100%	33%	68%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	90	3	281	246
LT Vol	1	0	1	90	180
Through Vol	65	0	1	1	65
RT Vol	0	90	1	190	1
Lane Flow Rate	120	164	5	511	447
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.235	0.288	0.011	0.808	0.773
Departure Headway (Hd)	7.053	6.328	7.306	5.695	6.225
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	512	571	492	628	577
Service Time	4.753	4.028	5.322	3.791	4.323
HCM Lane V/C Ratio	0.234	0.287	0.01	0.814	0.775
HCM Control Delay	11.9	11.6	10.4	28.6	27.6
HCM Lane LOS	B	B	B	D	D
HCM 95th-tile Q	0.9	1.2	0	8.2	7.1

Lanes, Volumes, Timings
600: Najacht Road & Pigeon River D/W

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	15	0	25	5	0	1	40	140	1	1	130	25
Future Volume (vph)	15	0	25	5	0	1	40	140	1	1	130	25
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.975			0.999			0.979	
Flt Protected		0.950			0.961			0.989				
Satd. Flow (prot)	0	1805	1615	0	1575	0	0	1823	0	0	1772	0
Flt Permitted		0.950			0.961			0.989				
Satd. Flow (perm)	0	1805	1615	0	1575	0	0	1823	0	0	1772	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	0%	0%	0%	13%	13%	13%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	27	0	45	9	0	2	73	255	2	2	236	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	45	0	11	0	0	330	0	0	283	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.1%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	15	0	25	5	0	1	40	140	1	1	130	25
Future Vol, veh/h	15	0	25	5	0	1	40	140	1	1	130	25
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	55	55	55	55	55	55	55	55	55
Heavy Vehicles, %	0	0	0	13	13	13	3	3	3	5	5	5
Mvmt Flow	27	0	45	9	0	2	73	255	2	2	236	45

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	668	668	261	689	689	258	282	0	0	258	0	0
Stage 1	264	264	-	403	403	-	-	-	-	-	-	-
Stage 2	404	404	-	286	286	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.13	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.227	-	-	2.245	-	-
Pot Cap-1 Maneuver	375	382	783	346	355	755	1275	-	-	1289	-	-
Stage 1	746	694	-	603	581	-	-	-	-	-	-	-
Stage 2	627	603	-	698	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	354	355	782	308	330	754	1274	-	-	1288	-	-
Mov Cap-2 Maneuver	354	355	-	308	330	-	-	-	-	-	-	-
Stage 1	695	692	-	562	541	-	-	-	-	-	-	-
Stage 2	583	562	-	655	653	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.2		15.9		1.8		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1274	-	-	354	782	342	1288	-	-
HCM Lane V/C Ratio	0.057	-	-	0.077	0.058	0.032	0.001	-	-
HCM Control Delay (s)	8	0	-	16	9.9	15.9	7.8	0	-
HCM Lane LOS	A	A	-	C	A	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.2	0.1	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	40	30	1
Future Volume (vph)	1	1	5	40	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.995	
Flt Protected	0.976			0.995		
Satd. Flow (prot)	1711	0	0	1853	1872	0
Flt Permitted	0.976			0.995		
Satd. Flow (perm)	1711	0	0	1853	1872	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	2	2	9	73	55	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	82	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	5	40	30	1
Future Vol, veh/h	1	1	5	40	30	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	2	2	9	73	55	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	149	58	58	0	0
Stage 1	57	-	-	-	-
Stage 2	92	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	845	1011	1546	-	-
Stage 1	968	-	-	-	-
Stage 2	934	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	838	1009	1545	-	-
Mov Cap-2 Maneuver	838	-	-	-	-
Stage 1	961	-	-	-	-
Stage 2	933	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	916	-	-
HCM Lane V/C Ratio	0.006	-	0.004	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	1	45	30	1
Future Volume (vph)	1	5	1	45	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.890				0.995	
Flt Protected	0.991			0.999		
Satd. Flow (prot)	838	0	0	1861	1872	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	838	0	0	1861	1872	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	100%	100%	2%	2%	1%	1%
Adj. Flow (vph)	2	9	2	82	55	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	84	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	5	1	45	30	1
Future Vol, veh/h	1	5	1	45	30	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	100	100	2	2	1	1
Mvmt Flow	2	9	2	82	55	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	144	58	58	0	0
Stage 1	57	-	-	-	-
Stage 2	87	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-
Pot Cap-1 Maneuver	664	789	1546	-	-
Stage 1	765	-	-	-	-
Stage 2	739	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	662	787	1545	-	-
Mov Cap-2 Maneuver	662	-	-	-	-
Stage 1	763	-	-	-	-
Stage 2	738	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	763	-	-
HCM Lane V/C Ratio	0.001	-	0.014	-	-
HCM Control Delay (s)	7.3	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

PM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	110	45	30	5
Future Volume (vph)	1	1	110	45	30	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932			0.981		
Flt Protected	0.976			0.966		
Satd. Flow (prot)	1711	0	0	1799	1845	0
Flt Permitted	0.976			0.966		
Satd. Flow (perm)	1711	0	0	1799	1845	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	2	2	200	82	55	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	282	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	110	45	30	5
Future Vol, veh/h	1	1	110	45	30	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	2	2	200	82	55	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	544	62	65	0	0
Stage 1	61	-	-	-	-
Stage 2	483	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	502	1006	1537	-	-
Stage 1	964	-	-	-	-
Stage 2	622	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	433	1004	1536	-	-
Mov Cap-2 Maneuver	433	-	-	-	-
Stage 1	832	-	-	-	-
Stage 2	621	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	5.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1536	-	605	-	-
HCM Lane V/C Ratio	0.13	-	0.006	-	-
HCM Control Delay (s)	7.7	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	120	5	150	30	1
Future Volume (vph)	5	120	5	150	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.870			0.995		
Flt Protected	0.998			0.998		
Satd. Flow (prot)	1633	0	0	1859	1872	0
Flt Permitted	0.998			0.998		
Satd. Flow (perm)	1633	0	0	1859	1872	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	9	218	9	273	55	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	227	0	0	282	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	120	5	150	30	1
Future Vol, veh/h	5	120	5	150	30	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	9	218	9	273	55	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	349	58	58	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	650	1011	1546	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	644	1009	1545	-	-	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	987	-	-
HCM Lane V/C Ratio	0.006	-	0.23	-	-
HCM Control Delay (s)	7.3	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Lanes, Volumes, Timings
100: Najacht Road & Enterprise Drive

PMSE Peak
05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↷	
Traffic Volume (vph)	50	10	10	35	20	10
Future Volume (vph)	50	10	10	35	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.978				0.955	
Flt Protected				0.989	0.968	
Satd. Flow (prot)	1840	0	0	1860	1689	0
Flt Permitted				0.989	0.968	
Satd. Flow (perm)	1840	0	0	1860	1689	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	4%	4%
Adj. Flow (vph)	56	11	11	39	22	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	0	50	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	10	10	35	20	10
Future Vol, veh/h	50	10	10	35	20	10
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	4	4
Mvmt Flow	56	11	11	39	22	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	68	0	125	64
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.11	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.209	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1540	-	865	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1539	-	857	993
Mov Cap-2 Maneuver	-	-	-	-	857	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	948	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	898	-	-	1539	-
HCM Lane V/C Ratio	0.037	-	-	0.007	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕		↗	↕	↗
Traffic Volume (vph)	1	1	1	25	1	110	1	750	30	130	685	1
Future Volume (vph)	1	1	1	25	1	110	1	750	30	130	685	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955				0.850		0.994				
Flt Protected		0.984			0.954					0.950		
Satd. Flow (prot)	0	1768	0	0	1795	1599	0	3553	0	1787	3574	0
Flt Permitted		0.984			0.954					0.950		
Satd. Flow (perm)	0	1768	0	0	1795	1599	0	3553	0	1787	3574	0
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		9.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	27	1	118	1	806	32	140	737	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	28	118	0	839	0	140	738	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕↔		↕	↕↔	
Traffic Vol, veh/h	1	1	1	25	1	110	1	750	30	130	685	1
Future Vol, veh/h	1	1	1	25	1	110	1	750	30	130	685	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	27	1	118	1	806	32	140	737	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1426	1860	371	1475	1844	421	739	0	0	839	0	0
Stage 1	1019	1019	-	825	825	-	-	-	-	-	-	-
Stage 2	407	841	-	650	1019	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	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	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	97	73	629	89	75	584	870	-	-	798	-	-
Stage 1	256	315	-	335	387	-	-	-	-	-	-	-
Stage 2	595	381	-	427	315	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	66	60	628	76	62	583	869	-	-	797	-	-
Mov Cap-2 Maneuver	66	60	-	76	62	-	-	-	-	-	-	-
Stage 1	255	259	-	334	386	-	-	-	-	-	-	-
Stage 2	472	380	-	350	259	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	46.5		25.4		0		1.7	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	869	-	-	90	75	583	797	-	-
HCM Lane V/C Ratio	0.001	-	-	0.036	0.373	0.203	0.175	-	-
HCM Control Delay (s)	9.1	-	-	46.5	79.1	12.7	10.5	-	-
HCM Lane LOS	A	-	-	E	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.4	0.8	0.6	-	-

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	105	105	15	10	1
Future Volume (vph)	5	105	105	15	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.983		0.989	
Flt Protected		0.998			0.956	
Satd. Flow (prot)	0	1877	1849	0	1779	0
Flt Permitted		0.998			0.956	
Satd. Flow (perm)	0	1877	1849	0	1779	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	5	114	114	16	11	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	119	130	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.9%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	5	105	105	15	10	1
Future Vol, veh/h	5	105	105	15	10	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	5	114	114	16	11	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	131	0	-	0	248
Stage 1	-	-	-	-	123
Stage 2	-	-	-	-	125
Critical Hdwy	4.11	-	-	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	2.209	-	-	-	3.509
Pot Cap-1 Maneuver	1460	-	-	-	743
Stage 1	-	-	-	-	905
Stage 2	-	-	-	-	903
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1459	-	-	-	739
Mov Cap-2 Maneuver	-	-	-	-	739
Stage 1	-	-	-	-	900
Stage 2	-	-	-	-	902

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1459	-	-	-	753
HCM Lane V/C Ratio	0.004	-	-	-	0.016
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	110	115	120	110	5
Future Volume (vph)	5	110	115	120	110	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.871				0.994	
Flt Protected	0.998			0.976		
Satd. Flow (prot)	1635	0	0	1836	1870	0
Flt Permitted	0.998			0.976		
Satd. Flow (perm)	1635	0	0	1836	1870	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			1158	247	
Travel Time (s)	39.2			31.6	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	124	129	135	124	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	0	264	130	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	110	115	120	110	5
Future Vol, veh/h	5	110	115	120	110	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	124	129	135	124	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	522	129	131	0	0
Stage 1	128	-	-	-	-
Stage 2	394	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	517	924	1460	-	-
Stage 1	900	-	-	-	-
Stage 2	683	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	466	922	1459	-	-
Mov Cap-2 Maneuver	466	-	-	-	-
Stage 1	813	-	-	-	-
Stage 2	682	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	3.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	884	-	-
HCM Lane V/C Ratio	0.089	-	0.146	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Volume (vph)	1	1	1	75	1	165	1	70	95	160	60	1
Future Volume (vph)	1	1	1	75	1	165	1	70	95	160	60	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.955			0.907				0.850		0.999	
Fl _t Protected		0.984			0.985			0.999			0.965	
Satd. Flow (prot)	0	1768	0	0	1681	0	0	1879	1599	0	1814	0
Fl _t Permitted		0.984			0.985			0.999			0.965	
Satd. Flow (perm)	0	1768	0	0	1681	0	0	1879	1599	0	1814	0
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		496			1111			814			1158	
Travel Time (s)		11.3			30.3			22.2			31.6	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	87	1	192	1	81	110	186	70	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	280	0	0	82	110	0	257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	1	1	75	1	165	1	70	95	160	60	1
Future Vol, veh/h	1	1	1	75	1	165	1	70	95	160	60	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	87	1	192	1	81	110	186	70	1
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	8.4	10.3	8.6	11
HCM LOS	A	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	33%	31%	72%
Vol Thru, %	99%	0%	33%	0%	27%
Vol Right, %	0%	100%	33%	68%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	95	3	241	221
LT Vol	1	0	1	75	160
Through Vol	70	0	1	1	60
RT Vol	0	95	1	165	1
Lane Flow Rate	83	110	3	280	257
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.125	0.146	0.005	0.362	0.362
Departure Headway (Hd)	5.464	4.75	5.251	4.646	5.065
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	651	748	673	771	704
Service Time	3.239	2.525	3.347	2.702	3.134
HCM Lane V/C Ratio	0.127	0.147	0.004	0.363	0.365
HCM Control Delay	9	8.3	8.4	10.3	11
HCM Lane LOS	A	A	A	B	B
HCM 95th-tile Q	0.4	0.5	0	1.7	1.7

Lanes, Volumes, Timings
600: Najacht Road & Pigeon River D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	20	0	30	1	0	1	50	145	1	1	100	35
Future Volume (vph)	20	0	30	1	0	1	50	145	1	1	100	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.932			0.999			0.965	
Flt Protected		0.950			0.976			0.987				
Satd. Flow (prot)	0	1787	1599	0	1711	0	0	1855	0	0	1798	0
Flt Permitted		0.950			0.976			0.987				
Satd. Flow (perm)	0	1787	1599	0	1711	0	0	1855	0	0	1798	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	23	0	35	1	0	1	58	169	1	1	116	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	35	0	2	0	0	228	0	0	158	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	0	30	1	0	1	50	145	1	1	100	35
Future Vol, veh/h	20	0	30	1	0	1	50	145	1	1	100	35
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	2	2	2
Mvmt Flow	23	0	35	1	0	1	58	169	1	1	116	41

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	427	427	139	444	447	172	158	0	0	171	0	0
Stage 1	140	140	-	287	287	-	-	-	-	-	-	-
Stage 2	287	287	-	157	160	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	540	521	912	526	508	874	1428	-	-	1406	-	-
Stage 1	865	783	-	723	676	-	-	-	-	-	-	-
Stage 2	723	676	-	848	767	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	519	496	910	487	484	872	1427	-	-	1405	-	-
Mov Cap-2 Maneuver	519	496	-	487	484	-	-	-	-	-	-	-
Stage 1	825	781	-	690	645	-	-	-	-	-	-	-
Stage 2	689	645	-	814	765	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		10.8		1.9		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1427	-	-	519	910	625	1405	-	-
HCM Lane V/C Ratio	0.041	-	-	0.045	0.038	0.004	0.001	-	-
HCM Control Delay (s)	7.6	0	-	12.3	9.1	10.8	7.6	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	30	20	1
Future Volume (vph)	1	1	1	30	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1879	1870	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1879	1870	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	34	22	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	1	30	20	1
Future Vol, veh/h	1	1	1	30	20	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	1	34	22	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	61	25	24	0	0
Stage 1	24	-	-	-	-
Stage 2	37	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	948	1054	1597	-	-
Stage 1	1001	-	-	-	-
Stage 2	988	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	945	1052	1595	-	-
Mov Cap-2 Maneuver	945	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	996	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	30	20	1
Future Volume (vph)	1	1	1	30	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1879	1870	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1879	1870	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	34	22	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	1	30	20	1
Future Vol, veh/h	1	1	1	30	20	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	1	34	22	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	61	25	24	0	0
Stage 1	24	-	-	-	-
Stage 2	37	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	948	1054	1597	-	-
Stage 1	1001	-	-	-	-
Stage 2	988	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	945	1052	1595	-	-
Mov Cap-2 Maneuver	945	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	996	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

PMSE Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	30	20	1
Future Volume (vph)	1	1	1	30	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1879	1870	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1879	1870	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	34	22	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	1	30	20	1
Future Vol, veh/h	1	1	1	30	20	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	1	34	22	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	61	25	24	0	0
Stage 1	24	-	-	-	-
Stage 2	37	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	948	1054	1597	-	-
Stage 1	1001	-	-	-	-
Stage 2	988	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	945	1052	1595	-	-
Mov Cap-2 Maneuver	945	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	996	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	100	100	25	15	5
Future Volume (vph)	5	100	100	25	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.872				0.965	
Flt Protected	0.997			0.962		
Satd. Flow (prot)	1635	0	0	1810	1815	0
Flt Permitted	0.997			0.962		
Satd. Flow (perm)	1635	0	0	1810	1815	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	112	112	28	17	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	0	140	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	100	100	25	15	5
Future Vol, veh/h	5	100	100	25	15	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	112	112	28	17	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	274	22	24	0	0
Stage 1	21	-	-	-	-
Stage 2	253	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	718	1058	1597	-	-
Stage 1	1004	-	-	-	-
Stage 2	791	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	666	1056	1595	-	-
Mov Cap-2 Maneuver	666	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	790	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	5.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	1027	-	-
HCM Lane V/C Ratio	0.07	-	0.115	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

AM Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	25	30	35	10	15
Future Volume (vph)	40	25	30	35	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.948			0.920		
Flt Protected				0.977	0.980	
Satd. Flow (prot)	1766	0	0	1751	1696	0
Flt Permitted				0.977	0.980	
Satd. Flow (perm)	1766	0	0	1751	1696	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)	1		1	1		1
Confl. Bikes (#/hr)	1					1
Peak Hour Factor	0.57	0.57	0.57	0.57	0.57	0.57
Heavy Vehicles (%)	2%	2%	6%	6%	1%	1%
Adj. Flow (vph)	70	44	53	61	18	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	0	114	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	25	30	35	10	15
Future Vol, veh/h	40	25	30	35	10	15
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	6	6	1	1
Mvmt Flow	70	44	53	61	18	26

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	115	0	261 94
Stage 1	-	-	-	-	93 -
Stage 2	-	-	-	-	168 -
Critical Hdwy	-	-	4.16	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.254	-	3.509 3.309
Pot Cap-1 Maneuver	-	-	1449	-	730 966
Stage 1	-	-	-	-	933 -
Stage 2	-	-	-	-	864 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1448	-	701 964
Mov Cap-2 Maneuver	-	-	-	-	701 -
Stage 1	-	-	-	-	932 -
Stage 2	-	-	-	-	830 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	838	-	-	1448	-
HCM Lane V/C Ratio	0.052	-	-	0.036	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (vph)	1	1	1	115	1	175	1	420	30	90	490	1
Future Volume (vph)	1	1	1	115	1	175	1	420	30	90	490	1
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.99	1.00	1.00		1.00	1.00	
Frt		0.955				0.850		0.990				
Flt Protected		0.984			0.953		0.950			0.950		
Satd. Flow (prot)	0	1621	0	0	1635	1458	1599	3161	0	1599	3197	0
Flt Permitted		0.908			0.726		0.390			0.415		
Satd. Flow (perm)	0	1495	0	0	1245	1439	656	3161	0	698	3197	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		11.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	1	1	160	1	151	1	583	42	125	681	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	161	151	1	625	0	125	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
200: STH 42 & Mill Road

AM Peak
05/03/2024

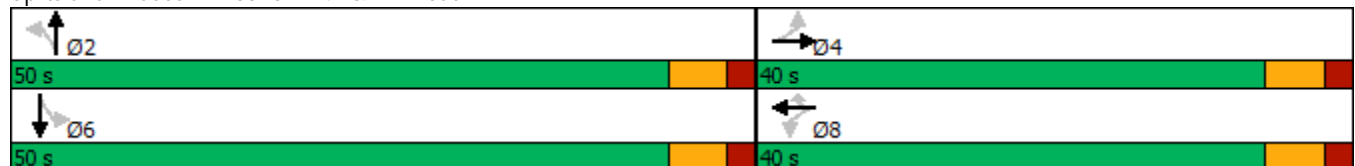


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	21.0	21.0		21.0	21.0	
Total Split (s)	40.0	40.0		40.0	40.0	40.0	50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%	44.4%	55.6%	55.6%		55.6%	55.6%	
Maximum Green (s)	34.0	34.0		34.0	34.0	34.0	44.0	44.0		44.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Act Effect Green (s)		12.5			12.5	12.5	18.4	18.4		18.4	18.4	
Actuated g/C Ratio		0.29			0.29	0.29	0.42	0.42		0.42	0.42	
v/c Ratio		0.01			0.45	0.36	0.00	0.47		0.42	0.50	
Control Delay		12.5			18.2	16.1	8.0	10.5		14.6	10.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		12.5			18.2	16.1	8.0	10.5		14.6	10.8	
LOS		B			B	B	A	B		B	B	
Approach Delay		12.5			17.2			10.4			11.4	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	43.4
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	12.1
Intersection LOS:	B
Intersection Capacity Utilization:	55.9%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 200: STH 42 & Mill Road



HCM 6th Signalized Intersection Summary
200: STH 42 & Mill Road

AM Peak
05/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	1	1	1	115	1	175	1	420	30	90	490	1
Future Volume (veh/h)	1	1	1	115	1	175	1	420	30	90	490	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
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	1736	1736	1736	1723	1723	1723	1695	1695	1695	1695	1695	1695
Adj Flow Rate, veh/h	1	1	1	160	1	151	1	583	42	125	681	1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	1	1	1	2	2	2	4	4	4	4	4	4
Cap, veh/h	193	166	119	523	3	350	396	1385	100	417	1503	2
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	298	683	491	1408	11	1439	688	3042	219	725	3300	5
Grp Volume(v), veh/h	3	0	0	161	0	151	1	308	317	125	332	350
Grp Sat Flow(s),veh/h/ln	1472	0	0	1419	0	1439	688	1611	1650	725	1611	1694
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.5	0.0	5.1	5.2	5.6	5.6	5.6
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.3	0.0	3.5	5.7	5.1	5.2	10.7	5.6	5.6
Prop In Lane	0.33		0.33	0.99		1.00	1.00		0.13	1.00		0.00
Lane Grp Cap(c), veh/h	479	0	0	526	0	350	396	733	751	417	733	772
V/C Ratio(X)	0.01	0.00	0.00	0.31	0.00	0.43	0.00	0.42	0.42	0.30	0.45	0.45
Avail Cap(c_a), veh/h	1335	0	0	1321	0	1229	843	1779	1823	888	1779	1872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	12.6	0.0	12.7	9.4	7.3	7.3	10.9	7.4	7.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.8	0.0	0.4	0.4	0.4	0.4	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	0.0	0.0	0.0	1.9	0.0	1.9	0.0	2.0	2.0	1.2	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	13.0	0.0	13.6	9.4	7.7	7.7	11.3	7.9	7.9
LnGrp LOS	B	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		3			312			626			807	
Approach Delay, s/veh		11.4			13.3			7.7			8.4	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.1		15.7		24.1		15.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		34.0		44.0		34.0				
Max Q Clear Time (g_c+I1), s		7.7		5.5		12.7		5.5				
Green Ext Time (p_c), s		3.9		0.0		5.4		1.5				
Intersection Summary												
HCM 6th Ctrl Delay				9.0								
HCM 6th LOS				A								

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	115	225	5	15	5
Future Volume (vph)	1	115	225	5	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.997		0.965	
Flt Protected					0.964	
Satd. Flow (prot)	0	1881	1804	0	1683	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	1881	1804	0	1683	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles (%)	1%	1%	5%	5%	5%	5%
Adj. Flow (vph)	2	198	388	9	26	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	397	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	115	225	5	15	5
Future Vol, veh/h	1	115	225	5	15	5
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	1	1	5	5	5	5
Mvmt Flow	2	198	388	9	26	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	398	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.11	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.209	-	-
Pot Cap-1 Maneuver	1166	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1165	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1165	-	-	-	495
HCM Lane V/C Ratio	0.001	-	-	-	0.07
HCM Control Delay (s)	8.1	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	110	115	365	230	115
Future Volume (vph)	20	110	115	365	230	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.886				0.955	
Flt Protected	0.992			0.988		
Satd. Flow (prot)	1653	0	0	1840	1762	0
Flt Permitted	0.992			0.988		
Satd. Flow (perm)	1653	0	0	1840	1762	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			467	247	
Travel Time (s)	39.2			12.7	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	33	183	192	608	383	192
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	800	575	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.9%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	20	110	115	365	230	115
Future Vol, veh/h	20	110	115	365	230	115
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	33	183	192	608	383	192

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1473	481	576	0	-	0
Stage 1	480	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	140	587	997	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	586	996	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.7	2.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	996	-	334	-	-
HCM Lane V/C Ratio	0.192	-	0.649	-	-
HCM Control Delay (s)	9.5	0	33.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.7	-	4.3	-	-

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕	↕	↕	
Traffic Volume (vph)	1	1	1	110	1	355	1	125	75	240	100	1
Future Volume (vph)	1	1	1	110	1	355	1	125	75	240	100	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		400	0		100	400		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955				0.850			0.850		0.998	
Flt Protected		0.984			0.953					0.950		
Satd. Flow (prot)	0	1768	0	0	1741	1553	0	1827	1553	1787	1877	0
Flt Permitted		0.984			0.953					0.950		
Satd. Flow (perm)	0	1768	0	0	1741	1553	0	1827	1553	1787	1877	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		496			1111			814			691	
Travel Time (s)		13.5			30.3			22.2			18.8	
Confl. Peds. (#/hr)	1		1	1		1	1		2	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	2	2	2	183	2	592	2	208	125	400	167	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	185	592	0	210	125	400	169	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	47.3
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕	↕	↕	
Traffic Vol, veh/h	1	1	1	110	1	355	1	125	75	240	100	1
Future Vol, veh/h	1	1	1	110	1	355	1	125	75	240	100	1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	2	2	2	183	2	592	2	208	125	400	167	2
Number of Lanes	0	1	0	0	1	1	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	12.2	69.4	15.6	36.1
HCM LOS	B	F	C	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	1%	0%	33%	99%	0%	100%	0%
Vol Thru, %	99%	0%	33%	1%	0%	0%	99%
Vol Right, %	0%	100%	33%	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	75	3	111	355	240	101
LT Vol	1	0	1	110	0	240	0
Through Vol	125	0	1	1	0	0	100
RT Vol	0	75	1	0	355	0	1
Lane Flow Rate	210	125	5	185	592	400	168
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.456	0.247	0.012	0.4	1.078	0.871	0.343
Departure Headway (Hd)	8.147	7.418	9.081	7.781	6.562	8.144	7.622
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	488	397	461	550	448	475
Service Time	5.847	5.118	7.081	5.547	4.327	5.844	5.322
HCM Lane V/C Ratio	0.472	0.256	0.013	0.401	1.076	0.893	0.354
HCM Control Delay	17.5	12.5	12.2	15.7	86.2	45.3	14.2
HCM Lane LOS	C	B	B	C	F	E	B
HCM 95th-tile Q	2.3	1	0	1.9	17.7	9	1.5

Lanes, Volumes, Timings
600: Najacht Road & Pigeon River D/W

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	20	0	25	5	0	1	40	180	10	1	175	35
Future Volume (vph)	20	0	25	5	0	1	40	180	10	1	175	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.973			0.994			0.978	
Flt Protected		0.950			0.962			0.991				
Satd. Flow (prot)	0	1081	967	0	1761	0	0	1766	0	0	1804	0
Flt Permitted		0.950			0.962			0.991				
Satd. Flow (perm)	0	1081	967	0	1761	0	0	1766	0	0	1804	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	67%	67%	67%	1%	1%	1%	6%	6%	6%	3%	3%	3%
Adj. Flow (vph)	33	0	42	8	0	2	67	300	17	2	292	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	42	0	10	0	0	384	0	0	352	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.6%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	0	25	5	0	1	40	180	10	1	175	35
Future Vol, veh/h	20	0	25	5	0	1	40	180	10	1	175	35
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	67	67	67	1	1	1	6	6	6	3	3	3
Mvmt Flow	33	0	42	8	0	2	67	300	17	2	292	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	771	778	323	791	799	311	351	0	0	318	0	0
Stage 1	326	326	-	444	444	-	-	-	-	-	-	-
Stage 2	445	452	-	347	355	-	-	-	-	-	-	-
Critical Hdwy	7.77	7.17	6.87	7.11	6.51	6.21	4.16	-	-	4.13	-	-
Critical Hdwy Stg 1	6.77	6.17	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.77	6.17	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	4.103	4.603	3.903	3.509	4.009	3.309	2.254	-	-	2.227	-	-
Pot Cap-1 Maneuver	250	262	590	309	320	731	1186	-	-	1236	-	-
Stage 1	569	547	-	595	577	-	-	-	-	-	-	-
Stage 2	484	475	-	671	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	236	243	589	271	297	730	1185	-	-	1235	-	-
Mov Cap-2 Maneuver	236	243	-	271	297	-	-	-	-	-	-	-
Stage 1	529	545	-	553	537	-	-	-	-	-	-	-
Stage 2	449	442	-	622	629	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.5		17.3		1.4		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1185	-	-	236	589	303	1235	-	-
HCM Lane V/C Ratio	0.056	-	-	0.141	0.071	0.033	0.001	-	-
HCM Control Delay (s)	8.2	0	-	22.7	11.6	17.3	7.9	0	-
HCM Lane LOS	A	A	-	C	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.2	0.1	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	25	55	1
Future Volume (vph)	1	1	5	25	55	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.997	
Flt Protected	0.976			0.992		
Satd. Flow (prot)	1711	0	0	1848	1839	0
Flt Permitted	0.976			0.992		
Satd. Flow (perm)	1711	0	0	1848	1839	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	2	2	8	42	92	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	50	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	5	25	55	1
Future Vol, veh/h	1	1	5	25	55	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	2	2	8	42	92	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	153	95	95	0	0
Stage 1	94	-	-	-	-
Stage 2	59	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	841	964	1499	-	-
Stage 1	932	-	-	-	-
Stage 2	966	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	835	962	1498	-	-
Mov Cap-2 Maneuver	835	-	-	-	-
Stage 1	926	-	-	-	-
Stage 2	965	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1498	-	894	-	-
HCM Lane V/C Ratio	0.006	-	0.004	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	1	30	55	1
Future Volume (vph)	1	5	1	30	55	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892				0.997	
Flt Protected	0.990			0.998		
Satd. Flow (prot)	839	0	0	1859	1839	0
Flt Permitted	0.990			0.998		
Satd. Flow (perm)	839	0	0	1859	1839	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	100%	100%	2%	2%	3%	3%
Adj. Flow (vph)	2	8	2	50	92	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	52	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	5	1	30	55	1
Future Vol, veh/h	1	5	1	30	55	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	100	100	2	2	3	3
Mvmt Flow	2	8	2	50	92	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	149	95	95	0	0
Stage 1	94	-	-	-	-
Stage 2	55	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-
Pot Cap-1 Maneuver	659	749	1499	-	-
Stage 1	733	-	-	-	-
Stage 2	767	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	657	748	1498	-	-
Mov Cap-2 Maneuver	657	-	-	-	-
Stage 1	732	-	-	-	-
Stage 2	766	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1498	-	731	-	-
HCM Lane V/C Ratio	0.001	-	0.014	-	-
HCM Control Delay (s)	7.4	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

AM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	345	30	40	20
Future Volume (vph)	1	1	345	30	40	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.955	
Flt Protected	0.976			0.956		
Satd. Flow (prot)	1711	0	0	3383	1762	0
Flt Permitted	0.976			0.956		
Satd. Flow (perm)	1711	0	0	3383	1762	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	2	2	575	50	67	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	625	100	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	7.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	345	30	40	20
Future Vol, veh/h	1	1	345	30	40	20
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	2	2	575	50	67	33

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1261	86	101	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	1176	-	-	-	-	-
Critical Hdwy	6.615	6.215	4.13	-	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.219	-	-	-
Pot Cap-1 Maneuver	176	975	1490	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	973	1489	-	-	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	258	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.2	8.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1489	-	191	-	-
HCM Lane V/C Ratio	0.386	-	0.017	-	-
HCM Control Delay (s)	8.9	0.1	24.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	1.9	-	0.1	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	305	20	365	40	1
Future Volume (vph)	10	305	20	365	40	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.869				0.996	
Flt Protected	0.998			0.997		
Satd. Flow (prot)	1631	0	0	3529	1837	0
Flt Permitted	0.998			0.997		
Satd. Flow (perm)	1631	0	0	3529	1837	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	17	508	33	608	67	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	525	0	0	641	69	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	305	20	365	40	1
Future Vol, veh/h	10	305	20	365	40	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	17	508	33	608	67	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	440	70	70	0	0
Stage 1	69	-	-	-	-
Stage 2	371	-	-	-	-
Critical Hdwy	6.615	6.215	4.13	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.219	-	-
Pot Cap-1 Maneuver	562	995	1530	-	-
Stage 1	956	-	-	-	-
Stage 2	671	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	542	993	1529	-	-
Mov Cap-2 Maneuver	542	-	-	-	-
Stage 1	923	-	-	-	-
Stage 2	670	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1529	-	967	-	-
HCM Lane V/C Ratio	0.022	-	0.543	-	-
HCM Control Delay (s)	7.4	0.1	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	3.4	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

PM Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	45	20	10	35	20	25
Future Volume (vph)	45	20	10	35	20	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959				0.925	
Flt Protected				0.989	0.978	
Satd. Flow (prot)	1786	0	0	1860	1702	0
Flt Permitted				0.989	0.978	
Satd. Flow (perm)	1786	0	0	1860	1702	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	82	36	18	64	36	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	0	82	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	20	10	35	20	25
Future Vol, veh/h	45	20	10	35	20	25
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	82	36	18	64	36	45

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	119	0	202
Stage 1	-	-	-	-	101
Stage 2	-	-	-	-	101
Critical Hdwy	-	-	4.11	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.209	-	3.509
Pot Cap-1 Maneuver	-	-	1475	-	789
Stage 1	-	-	-	-	926
Stage 2	-	-	-	-	926
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1474	-	777
Mov Cap-2 Maneuver	-	-	-	-	777
Stage 1	-	-	-	-	925
Stage 2	-	-	-	-	913

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	866	-	-	1474	-
HCM Lane V/C Ratio	0.094	-	-	0.012	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (vph)	1	1	1	40	1	95	1	700	30	105	720	1
Future Volume (vph)	1	1	1	40	1	95	1	700	30	105	720	1
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.99	1.00	1.00		1.00	1.00	
Frt		0.955				0.850		0.994				
Flt Protected		0.984			0.953		0.950			0.950		
Satd. Flow (prot)	0	1621	0	0	1619	1444	1614	3206	0	1630	3260	0
Flt Permitted		0.895			0.729		0.339			0.335		
Satd. Flow (perm)	0	1473	0	0	1237	1424	576	3206	0	575	3260	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		9.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	1	1	1	45	1	67	1	795	34	119	818	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	46	67	1	829	0	119	819	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	60		60	15		9	60		9	15		60
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	21.0	21.0		21.0	21.0	
Total Split (s)	27.0	27.0		27.0	27.0	27.0	63.0	63.0		63.0	63.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%	30.0%	70.0%	70.0%		70.0%	70.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0	21.0	57.0	57.0		57.0	57.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Act Effect Green (s)		10.3			10.3	10.3	26.7	26.7		26.7	26.7	
Actuated g/C Ratio		0.23			0.23	0.23	0.61	0.61		0.61	0.61	
v/c Ratio		0.01			0.16	0.20	0.00	0.43		0.34	0.41	
Control Delay		14.7			16.3	16.6	5.0	7.5		10.5	7.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		14.7			16.3	16.6	5.0	7.5		10.5	7.3	
LOS		B			B	B	A	A		B	A	
Approach Delay		14.7			16.5			7.4			7.7	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	43.9
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.43
Intersection Signal Delay:	8.1
Intersection LOS:	A
Intersection Capacity Utilization:	57.9%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 200: STH 42 & Mill Road



Queues
200: STH 42 & Mill Road

PM Peak
05/03/2024



Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	46	67	1	829	119	819
v/c Ratio	0.01	0.16	0.20	0.00	0.43	0.34	0.41
Control Delay	14.7	16.3	16.6	5.0	7.5	10.5	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	16.3	16.6	5.0	7.5	10.5	7.3
Queue Length 50th (ft)	1	8	11	0	65	17	63
Queue Length 95th (ft)	6	33	43	2	97	46	95
Internal Link Dist (ft)	356	2746			1070		917
Turn Bay Length (ft)			50			150	
Base Capacity (vph)	720	605	696	576	3206	575	3260
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.08	0.10	0.00	0.26	0.21	0.25
Intersection Summary							

HCM 6th Signalized Intersection Summary
200: STH 42 & Mill Road

PM Peak
05/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	1	1	1	40	1	95	1	700	30	105	720	1
Future Volume (veh/h)	1	1	1	40	1	95	1	700	30	105	720	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
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	1736	1736	1736	1709	1709	1709	1709	1709	1709	1723	1723	1723
Adj Flow Rate, veh/h	1	1	1	45	1	67	1	795	34	119	818	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	1	3	3	3	3	3	3	2	2	2
Cap, veh/h	167	133	92	398	7	255	406	1681	72	402	1779	2
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	285	743	514	1263	38	1428	610	3169	136	609	3354	4
Grp Volume(v), veh/h	3	0	0	46	0	67	1	407	422	119	399	420
Grp Sat Flow(s),veh/h/ln	1543	0	0	1301	0	1428	610	1624	1681	609	1637	1722
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	1.7	0.0	6.5	6.5	6.3	6.2	6.2
Cycle Q Clear(g_c), s	0.1	0.0	0.0	1.2	0.0	1.7	6.3	6.5	6.5	12.8	6.2	6.2
Prop In Lane	0.33		0.33	0.98		1.00	1.00		0.08	1.00		0.00
Lane Grp Cap(c), veh/h	392	0	0	405	0	255	406	861	892	402	868	913
V/C Ratio(X)	0.01	0.00	0.00	0.11	0.00	0.26	0.00	0.47	0.47	0.30	0.46	0.46
Avail Cap(c_a), veh/h	882	0	0	835	0	728	926	2246	2325	922	2264	2382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	0.0	14.4	0.0	14.6	8.0	6.1	6.1	10.1	6.0	6.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.5	0.0	0.4	0.4	0.4	0.4	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	0.0	0.0	0.0	0.6	0.0	0.9	0.0	2.1	2.2	1.1	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	0.0	0.0	14.5	0.0	15.1	8.0	6.5	6.5	10.5	6.4	6.4
LnGrp LOS	B	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		3			113			830			938	
Approach Delay, s/veh		13.9			14.9			6.5			6.9	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.9		13.3		27.9		13.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		8.5		2.1		14.8		3.7				
Green Ext Time (p_c), s		5.7		0.0		7.1		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				7.2								
HCM 6th LOS				A								

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

PM Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	115	115	10	5	1
Future Volume (vph)	1	115	115	10	5	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.989		0.975	
Flt Protected					0.961	
Satd. Flow (prot)	0	1863	1824	0	1763	0
Flt Permitted					0.961	
Satd. Flow (perm)	0	1863	1824	0	1763	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	2%	2%	3%	3%	1%	1%
Adj. Flow (vph)	2	209	209	18	9	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	211	227	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	17.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	115	115	10	5	1
Future Vol, veh/h	1	115	115	10	5	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	3	3	1	1
Mvmt Flow	2	209	209	18	9	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	228	0	-	0	433 220
Stage 1	-	-	-	-	219 -
Stage 2	-	-	-	-	214 -
Critical Hdwy	4.12	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.218	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1340	-	-	-	582 822
Stage 1	-	-	-	-	820 -
Stage 2	-	-	-	-	824 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1339	-	-	-	580 820
Mov Cap-2 Maneuver	-	-	-	-	580 -
Stage 1	-	-	-	-	818 -
Stage 2	-	-	-	-	823 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1339	-	-	-	610
HCM Lane V/C Ratio	0.001	-	-	-	0.018
HCM Control Delay (s)	7.7	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	105	110	185	180	15
Future Volume (vph)	15	105	110	185	180	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.882				0.990	
Flt Protected	0.994			0.982		
Satd. Flow (prot)	1649	0	0	1829	1862	0
Flt Permitted	0.994			0.982		
Satd. Flow (perm)	1649	0	0	1829	1862	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			467	247	
Travel Time (s)	39.2			12.7	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	27	191	200	336	327	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	0	0	536	354	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	43.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	15	105	110	185	180	15
Future Vol, veh/h	15	105	110	185	180	15
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	27	191	200	336	327	27

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1079	343	355	0	0
Stage 1	342	-	-	-	-
Stage 2	737	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	243	702	1204	-	-
Stage 1	722	-	-	-	-
Stage 2	475	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	193	701	1203	-	-
Mov Cap-2 Maneuver	193	-	-	-	-
Stage 1	574	-	-	-	-
Stage 2	475	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	3.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1203	-	527	-	-
HCM Lane V/C Ratio	0.166	-	0.414	-	-
HCM Control Delay (s)	8.6	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.6	-	2	-	-

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕	↕	↕	
Traffic Volume (vph)	1	1	1	90	1	220	1	75	90	210	75	1
Future Volume (vph)	1	1	1	90	1	220	1	75	90	210	75	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		400	0		100	400		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955				0.850			0.850		0.998	
Flt Protected		0.984			0.953			0.999		0.950		
Satd. Flow (prot)	0	1768	0	0	1741	1553	0	1843	1568	1787	1877	0
Flt Permitted		0.984			0.953			0.999		0.950		
Satd. Flow (perm)	0	1768	0	0	1741	1553	0	1843	1568	1787	1877	0
Link Speed (mph)		30			25			25		25		25
Link Distance (ft)		496			1111			814		691		
Travel Time (s)		11.3			30.3			22.2		18.8		
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	2	2	2	164	2	400	2	136	164	382	136	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	166	400	0	138	164	382	138	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12		12		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection

Intersection Delay, s/veh	20.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕	↕	↕	
Traffic Vol, veh/h	1	1	1	90	1	220	1	75	90	210	75	1
Future Vol, veh/h	1	1	1	90	1	220	1	75	90	210	75	1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles, %	1	1	1	4	4	4	3	3	3	1	1	1
Mvmt Flow	2	2	2	164	2	400	2	136	164	382	136	2
Number of Lanes	0	1	0	0	1	1	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	11.2	19.5	12.3	25.5
HCM LOS	B	C	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	1%	0%	33%	99%	0%	100%	0%
Vol Thru, %	99%	0%	33%	1%	0%	0%	99%
Vol Right, %	0%	100%	33%	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	90	3	91	220	210	76
LT Vol	1	0	1	90	0	210	0
Through Vol	75	0	1	1	0	0	75
RT Vol	0	90	1	0	220	0	1
Lane Flow Rate	138	164	5	165	400	382	138
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.276	0.294	0.012	0.341	0.69	0.769	0.258
Departure Headway (Hd)	7.185	6.46	8.119	7.426	6.212	7.249	6.73
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	496	551	444	481	576	496	531
Service Time	4.981	4.256	6.119	5.21	3.995	5.033	4.513
HCM Lane V/C Ratio	0.278	0.298	0.011	0.343	0.694	0.77	0.26
HCM Control Delay	12.7	12	11.2	14	21.8	30.4	11.9
HCM Lane LOS	B	B	B	B	C	D	B
HCM 95th-tile Q	1.1	1.2	0	1.5	5.4	6.8	1

Lanes, Volumes, Timings
600: Najacht Road & Pigeon River D/W

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	15	0	25	5	0	1	40	150	1	1	140	25
Future Volume (vph)	15	0	25	5	0	1	40	150	1	1	140	25
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.975			0.999			0.980	
Flt Protected		0.950			0.961			0.990				
Satd. Flow (prot)	0	1805	1615	0	1575	0	0	1824	0	0	1773	0
Flt Permitted		0.950			0.961			0.990				
Satd. Flow (perm)	0	1805	1615	0	1575	0	0	1824	0	0	1773	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	0%	0%	0%	13%	13%	13%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	27	0	45	9	0	2	73	273	2	2	255	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	45	0	11	0	0	348	0	0	302	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	15	0	25	5	0	1	40	150	1	1	140	25
Future Vol, veh/h	15	0	25	5	0	1	40	150	1	1	140	25
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	55	55	55	55	55	55	55	55	55
Heavy Vehicles, %	0	0	0	13	13	13	3	3	3	5	5	5
Mvmt Flow	27	0	45	9	0	2	73	273	2	2	255	45

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	705	705	280	726	726	276	301	0	0	276	0	0
Stage 1	283	283	-	421	421	-	-	-	-	-	-	-
Stage 2	422	422	-	305	305	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.13	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.227	-	-	2.245	-	-
Pot Cap-1 Maneuver	354	363	764	326	338	737	1254	-	-	1270	-	-
Stage 1	728	681	-	589	570	-	-	-	-	-	-	-
Stage 2	613	592	-	682	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	333	337	763	289	313	736	1253	-	-	1269	-	-
Mov Cap-2 Maneuver	333	337	-	289	313	-	-	-	-	-	-	-
Stage 1	677	679	-	548	530	-	-	-	-	-	-	-
Stage 2	569	551	-	639	641	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	12.6		16.6			1.7			0		
HCM LOS	B		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1253	-	-	333	763	322	1269	-	-
HCM Lane V/C Ratio	0.058	-	-	0.082	0.06	0.034	0.001	-	-
HCM Control Delay (s)	8.1	0	-	16.8	10	16.6	7.8	0	-
HCM Lane LOS	A	A	-	C	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0.1	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	45	30	1
Future Volume (vph)	1	1	5	45	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.995	
Flt Protected	0.976			0.995		
Satd. Flow (prot)	1711	0	0	1853	1872	0
Flt Permitted	0.976			0.995		
Satd. Flow (perm)	1711	0	0	1853	1872	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	2	2	9	82	55	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	91	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	5	45	30	1
Future Vol, veh/h	1	1	5	45	30	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	2	2	9	82	55	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	158	58	58	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	836	1011	1546	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	829	1009	1545	-	-	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	910	-	-
HCM Lane V/C Ratio	0.006	-	0.004	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	1	50	30	1
Future Volume (vph)	1	5	1	50	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.890				0.995	
Flt Protected	0.991			0.999		
Satd. Flow (prot)	838	0	0	1861	1872	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	838	0	0	1861	1872	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	100%	100%	2%	2%	1%	1%
Adj. Flow (vph)	2	9	2	91	55	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	93	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	5	1	50	30	1
Future Vol, veh/h	1	5	1	50	30	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	100	100	2	2	1	1
Mvmt Flow	2	9	2	91	55	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	153	58	58	0	0
Stage 1	57	-	-	-	-
Stage 2	96	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-
Pot Cap-1 Maneuver	655	789	1546	-	-
Stage 1	765	-	-	-	-
Stage 2	731	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	653	787	1545	-	-
Mov Cap-2 Maneuver	653	-	-	-	-
Stage 1	763	-	-	-	-
Stage 2	730	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	761	-	-
HCM Lane V/C Ratio	0.001	-	0.014	-	-
HCM Control Delay (s)	7.3	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

PM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	150	50	30	5
Future Volume (vph)	1	1	150	50	30	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.932			0.981		
Flt Protected	0.976			0.964		
Satd. Flow (prot)	1711	0	0	3412	1845	0
Flt Permitted	0.976			0.964		
Satd. Flow (perm)	1711	0	0	3412	1845	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	2	2	273	91	55	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	364	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	150	50	30	5
Future Vol, veh/h	1	1	150	50	30	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	2	2	273	91	55	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	654	62	65	0	-	0
Stage 1	61	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Critical Hdwy	6.615	6.215	4.13	-	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.219	-	-	-
Pot Cap-1 Maneuver	417	1005	1536	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	338	1003	1535	-	-	-
Mov Cap-2 Maneuver	338	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	5.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	506	-	-
HCM Lane V/C Ratio	0.178	-	0.007	-	-
HCM Control Delay (s)	7.9	0.1	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	165	10	190	30	1
Future Volume (vph)	10	165	10	190	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.873				0.995	
Flt Protected	0.997			0.998		
Satd. Flow (prot)	1637	0	0	3532	1872	0
Flt Permitted	0.997			0.998		
Satd. Flow (perm)	1637	0	0	3532	1872	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	18	300	18	345	55	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	318	0	0	363	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	165	10	190	30	1
Future Vol, veh/h	10	165	10	190	30	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	18	300	18	345	55	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	267	58	58	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.615	6.215	4.13	-	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.219	-	-	-
Pot Cap-1 Maneuver	713	1011	1545	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	1009	1544	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1544	-	984	-	-
HCM Lane V/C Ratio	0.012	-	0.323	-	-
HCM Control Delay (s)	7.4	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

PMSE Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	50	10	10	35	20	10
Future Volume (vph)	50	10	10	35	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.978				0.955	
Flt Protected				0.989	0.968	
Satd. Flow (prot)	1840	0	0	1860	1689	0
Flt Permitted				0.989	0.968	
Satd. Flow (perm)	1840	0	0	1860	1689	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	4%	4%
Adj. Flow (vph)	56	11	11	39	22	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	0	50	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	10	10	35	20	10
Future Vol, veh/h	50	10	10	35	20	10
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	4	4
Mvmt Flow	56	11	11	39	22	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	68	0	125	64
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.11	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.209	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1540	-	865	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1539	-	857	993
Mov Cap-2 Maneuver	-	-	-	-	857	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	948	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	898	-	-	1539	-
HCM Lane V/C Ratio	0.037	-	-	0.007	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕	↕	↖	↕	↕
Traffic Volume (vph)	1	1	1	25	1	110	1	750	30	130	685	1
Future Volume (vph)	1	1	1	25	1	110	1	750	30	130	685	1
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.99	1.00	1.00		1.00	1.00	
Frt		0.955				0.850		0.994				
Flt Protected		0.984			0.954		0.950			0.950		
Satd. Flow (prot)	0	1620	0	0	1653	1473	1646	3270	0	1646	3292	0
Flt Permitted		0.901			0.732		0.371			0.331		
Satd. Flow (perm)	0	1483	0	0	1267	1452	643	3270	0	573	3292	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			25			40				40
Link Distance (ft)		436			2826			1150				997
Travel Time (s)		9.9			77.1			19.6				17.0
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
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%	100%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	27	1	73	1	806	32	140	737	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	28	73	1	838	0	140	738	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	60		60	15		9	60		9	15		60
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0		15.0
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	21.0	21.0		21.0		21.0
Total Split (s)	26.0	26.0		26.0	26.0	26.0	64.0	64.0		64.0		64.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%	28.9%	71.1%	71.1%		71.1%		71.1%
Maximum Green (s)	20.0	20.0		20.0	20.0	20.0	58.0	58.0		58.0		58.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		3.0
Recall Mode	None	None		None	None	None	Min	Min		Min		Min
Act Effect Green (s)		10.4			10.4	10.4	28.0	28.0		28.0		28.0
Actuated g/C Ratio		0.23			0.23	0.23	0.62	0.62		0.62		0.62
v/c Ratio		0.01			0.10	0.22	0.00	0.41		0.40		0.36
Control Delay		15.7			16.4	17.7	5.0	7.2		11.5		6.8
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0		0.0
Total Delay		15.7			16.4	17.7	5.0	7.2		11.5		6.8
LOS		B			B	B	A	A		B		A
Approach Delay		15.7			17.4			7.2				7.6
Approach LOS		B			B			A				A

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	45.2
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.41
Intersection Signal Delay:	8.0
Intersection LOS:	A
Intersection Capacity Utilization:	59.4%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 200: STH 42 & Mill Road





Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	28	73	1	838	140	738
v/c Ratio	0.01	0.10	0.22	0.00	0.41	0.40	0.36
Control Delay	15.7	16.4	17.7	5.0	7.2	11.5	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	16.4	17.7	5.0	7.2	11.5	6.8
Queue Length 50th (ft)	1	5	13	0	65	21	55
Queue Length 95th (ft)	6	25	50	2	104	60	88
Internal Link Dist (ft)	356	2746			1070		917
Turn Bay Length (ft)			50			150	
Base Capacity (vph)	673	575	659	643	3270	573	3292
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.05	0.11	0.00	0.26	0.24	0.22
Intersection Summary							

HCM 6th Signalized Intersection Summary
200: STH 42 & Mill Road

PMSE Peak
05/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	1	1	1	25	1	110	1	750	30	130	685	1
Future Volume (veh/h)	1	1	1	25	1	110	1	750	30	130	685	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
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	1736	1736	1736	1736	1736	1736	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	1	1	1	27	1	73	1	806	32	140	737	1
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	163	126	87	383	11	244	451	1753	70	411	1834	2
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	279	751	515	1262	65	1451	668	3231	128	609	3380	5
Grp Volume(v), veh/h	3	0	0	28	0	73	1	411	427	140	360	378
Grp Sat Flow(s),veh/h/ln	1545	0	0	1327	0	1451	668	1650	1710	609	1650	1735
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	1.8	0.0	6.3	6.3	7.6	5.3	5.3
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.7	0.0	1.8	5.3	6.3	6.3	13.9	5.3	5.3
Prop In Lane	0.33		0.33	0.96		1.00	1.00		0.08	1.00		0.00
Lane Grp Cap(c), veh/h	376	0	0	394	0	244	451	895	928	411	895	941
V/C Ratio(X)	0.01	0.00	0.00	0.07	0.00	0.30	0.00	0.46	0.46	0.34	0.40	0.40
Avail Cap(c_a), veh/h	840	0	0	809	0	699	1023	2306	2390	932	2306	2426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	0.0	14.6	0.0	15.1	7.1	5.8	5.8	10.0	5.6	5.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.7	0.0	0.4	0.4	0.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.4	0.0	1.0	0.0	2.1	2.1	1.3	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	0.0	0.0	14.7	0.0	15.8	7.1	6.2	6.1	10.5	5.8	5.8
LnGrp LOS	B	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		3			101			839			878	
Approach Delay, s/veh		14.4			15.5			6.2			6.6	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.5		13.0		28.5		13.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		58.0		20.0		58.0		20.0				
Max Q Clear Time (g_c+I1), s		8.3		2.1		15.9		3.8				
Green Ext Time (p_c), s		5.7		0.0		6.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				6.9								
HCM 6th LOS				A								

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	105	105	15	10	1
Future Volume (vph)	5	105	105	15	10	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.983		0.989	
Flt Protected		0.998			0.956	
Satd. Flow (prot)	0	1877	1849	0	1779	0
Flt Permitted		0.998			0.956	
Satd. Flow (perm)	0	1877	1849	0	1779	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	5	114	114	16	11	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	119	130	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	105	105	15	10	1
Future Vol, veh/h	5	105	105	15	10	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	5	114	114	16	11	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	131	0	0 248 124
Stage 1	-	-	- 123 -
Stage 2	-	-	- 125 -
Critical Hdwy	4.11	-	- 6.41 6.21
Critical Hdwy Stg 1	-	-	- 5.41 -
Critical Hdwy Stg 2	-	-	- 5.41 -
Follow-up Hdwy	2.209	-	- 3.509 3.309
Pot Cap-1 Maneuver	1460	-	- 743 929
Stage 1	-	-	- 905 -
Stage 2	-	-	- 903 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1459	-	- 739 927
Mov Cap-2 Maneuver	-	-	- 739 -
Stage 1	-	-	- 900 -
Stage 2	-	-	- 902 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1459	-	-	-	753
HCM Lane V/C Ratio	0.004	-	-	-	0.016
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	110	115	120	110	5
Future Volume (vph)	5	110	115	120	110	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.871				0.994	
Flt Protected	0.998			0.976		
Satd. Flow (prot)	1635	0	0	1836	1870	0
Flt Permitted	0.998			0.976		
Satd. Flow (perm)	1635	0	0	1836	1870	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			467	247	
Travel Time (s)	39.2			12.7	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	124	129	135	124	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	0	264	130	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	110	115	120	110	5
Future Vol, veh/h	5	110	115	120	110	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	124	129	135	124	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	522	129	131	0	0
Stage 1	128	-	-	-	-
Stage 2	394	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	517	924	1460	-	-
Stage 1	900	-	-	-	-
Stage 2	683	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	466	922	1459	-	-
Mov Cap-2 Maneuver	466	-	-	-	-
Stage 1	813	-	-	-	-
Stage 2	682	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	3.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	884	-	-
HCM Lane V/C Ratio	0.089	-	0.146	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔	↔	↔	↔	
Traffic Volume (vph)	1	1	1	75	1	165	1	70	95	160	60	1
Future Volume (vph)	1	1	1	75	1	165	1	70	95	160	60	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		400	0		100	400		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955				0.850			0.850		0.998	
Flt Protected		0.984			0.953			0.999		0.950		
Satd. Flow (prot)	0	1768	0	0	1793	1599	0	1879	1599	1787	1877	0
Flt Permitted		0.984			0.953			0.999		0.950		
Satd. Flow (perm)	0	1768	0	0	1793	1599	0	1879	1599	1787	1877	0
Link Speed (mph)		30			25			25		25		25
Link Distance (ft)		496			1111			814		691		
Travel Time (s)		11.3			30.3			22.2		18.8		
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	87	1	192	1	81	110	186	70	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	88	192	0	82	110	186	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕	↕	↕	
Traffic Vol, veh/h	1	1	1	75	1	165	1	70	95	160	60	1
Future Vol, veh/h	1	1	1	75	1	165	1	70	95	160	60	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	87	1	192	1	81	110	186	70	1
Number of Lanes	0	1	0	0	1	1	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	9	9.7	8.8	10.7
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	1%	0%	33%	99%	0%	100%	0%
Vol Thru, %	99%	0%	33%	1%	0%	0%	98%
Vol Right, %	0%	100%	33%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	95	3	76	165	160	61
LT Vol	1	0	1	75	0	160	0
Through Vol	70	0	1	1	0	0	60
RT Vol	0	95	1	0	165	0	1
Lane Flow Rate	83	110	3	88	192	186	71
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.127	0.148	0.006	0.151	0.263	0.307	0.107
Departure Headway (Hd)	5.549	4.835	6.005	6.145	4.943	5.939	5.424
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	641	735	600	581	721	601	655
Service Time	3.329	2.615	4.005	3.913	2.711	3.715	3.199
HCM Lane V/C Ratio	0.129	0.15	0.005	0.151	0.266	0.309	0.108
HCM Control Delay	9.1	8.5	9	10	9.5	11.4	8.9
HCM Lane LOS	A	A	A	A	A	B	A
HCM 95th-tile Q	0.4	0.5	0	0.5	1.1	1.3	0.4

Lanes, Volumes, Timings
600: Najacht Road & Pigeon River D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	20	0	30	1	0	1	50	145	1	1	100	35
Future Volume (vph)	20	0	30	1	0	1	50	145	1	1	100	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.932			0.999			0.965	
Flt Protected		0.950			0.976			0.987				
Satd. Flow (prot)	0	1787	1599	0	1711	0	0	1855	0	0	1798	0
Flt Permitted		0.950			0.976			0.987				
Satd. Flow (perm)	0	1787	1599	0	1711	0	0	1855	0	0	1798	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	23	0	35	1	0	1	58	169	1	1	116	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	35	0	2	0	0	228	0	0	158	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	0	30	1	0	1	50	145	1	1	100	35
Future Vol, veh/h	20	0	30	1	0	1	50	145	1	1	100	35
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	2	2	2
Mvmt Flow	23	0	35	1	0	1	58	169	1	1	116	41

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	427	427	139	444	447	172	158	0	0	171	0	0
Stage 1	140	140	-	287	287	-	-	-	-	-	-	-
Stage 2	287	287	-	157	160	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	540	521	912	526	508	874	1428	-	-	1406	-	-
Stage 1	865	783	-	723	676	-	-	-	-	-	-	-
Stage 2	723	676	-	848	767	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	519	496	910	487	484	872	1427	-	-	1405	-	-
Mov Cap-2 Maneuver	519	496	-	487	484	-	-	-	-	-	-	-
Stage 1	825	781	-	690	645	-	-	-	-	-	-	-
Stage 2	689	645	-	814	765	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		10.8		1.9		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1427	-	-	519	910	625	1405	-	-
HCM Lane V/C Ratio	0.041	-	-	0.045	0.038	0.004	0.001	-	-
HCM Control Delay (s)	7.6	0	-	12.3	9.1	10.8	7.6	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	30	20	1
Future Volume (vph)	1	1	1	30	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1879	1870	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1879	1870	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	34	22	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	1	30	20	1
Future Vol, veh/h	1	1	1	30	20	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	1	34	22	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	61	25	24	0	0
Stage 1	24	-	-	-	-
Stage 2	37	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	948	1054	1597	-	-
Stage 1	1001	-	-	-	-
Stage 2	988	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	945	1052	1595	-	-
Mov Cap-2 Maneuver	945	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	996	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	30	20	1
Future Volume (vph)	1	1	1	30	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1879	1870	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1879	1870	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	34	22	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	1	30	20	1
Future Vol, veh/h	1	1	1	30	20	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	1	34	22	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	61	25	24	0	0
Stage 1	24	-	-	-	-
Stage 2	37	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	948	1054	1597	-	-
Stage 1	1001	-	-	-	-
Stage 2	988	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	945	1052	1595	-	-
Mov Cap-2 Maneuver	945	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	996	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

PMSE Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	30	20	1
Future Volume (vph)	1	1	1	30	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	3571	1870	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	3571	1870	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	34	22	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↕	↕	
Traffic Vol, veh/h	1	1	1	30	20	1
Future Vol, veh/h	1	1	1	30	20	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	1	34	22	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	44	25	24	0	0
Stage 1	24	-	-	-	-
Stage 2	20	-	-	-	-
Critical Hdwy	6.615	6.215	4.115	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.2095	-	-
Pot Cap-1 Maneuver	967	1054	1597	-	-
Stage 1	1001	-	-	-	-
Stage 2	1003	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	964	1052	1595	-	-
Mov Cap-2 Maneuver	964	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	1002	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	1006	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	100	100	25	15	5
Future Volume (vph)	5	100	100	25	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.872				0.965	
Flt Protected	0.997			0.962		
Satd. Flow (prot)	1635	0	0	3438	1815	0
Flt Permitted	0.997			0.962		
Satd. Flow (perm)	1635	0	0	3438	1815	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	112	112	28	17	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	0	140	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↕↑	↑	
Traffic Vol, veh/h	5	100	100	25	15	5
Future Vol, veh/h	5	100	100	25	15	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	112	112	28	17	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	260	22	24	0	0
Stage 1	21	-	-	-	-
Stage 2	239	-	-	-	-
Critical Hdwy	6.615	6.215	4.115	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.2095	-	-
Pot Cap-1 Maneuver	720	1058	1597	-	-
Stage 1	1004	-	-	-	-
Stage 2	782	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	667	1056	1595	-	-
Mov Cap-2 Maneuver	667	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	781	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	5.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	1027	-	-
HCM Lane V/C Ratio	0.07	-	0.115	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Lanes, Volumes, Timings
100: Najacht Road & Enterprise Drive

AM Peak
05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	25	30	35	10	15
Future Volume (vph)	40	25	30	35	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.948			0.920		
Flt Protected				0.977	0.980	
Satd. Flow (prot)	1766	0	0	1751	1696	0
Flt Permitted				0.977	0.980	
Satd. Flow (perm)	1766	0	0	1751	1696	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)	1		1	1		1
Confl. Bikes (#/hr)	1					1
Peak Hour Factor	0.57	0.57	0.57	0.57	0.57	0.57
Heavy Vehicles (%)	2%	2%	6%	6%	1%	1%
Adj. Flow (vph)	70	44	53	61	18	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	0	114	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	25	30	35	10	15
Future Vol, veh/h	40	25	30	35	10	15
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	6	6	1	1
Mvmt Flow	70	44	53	61	18	26

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	115	0	261
Stage 1	-	-	-	-	93
Stage 2	-	-	-	-	168
Critical Hdwy	-	-	4.16	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.254	-	3.509
Pot Cap-1 Maneuver	-	-	1449	-	730
Stage 1	-	-	-	-	933
Stage 2	-	-	-	-	864
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1448	-	701
Mov Cap-2 Maneuver	-	-	-	-	701
Stage 1	-	-	-	-	932
Stage 2	-	-	-	-	830

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	838	-	-	1448	-
HCM Lane V/C Ratio	0.052	-	-	0.036	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↕↔		↖	↕↔	
Traffic Volume (vph)	1	1	1	115	1	175	1	420	30	90	490	1
Future Volume (vph)	1	1	1	115	1	175	1	420	30	90	490	1
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.99	1.00	1.00		1.00	1.00	
Frt		0.955				0.850		0.990				
Flt Protected		0.984			0.953		0.950			0.950		
Satd. Flow (prot)	0	1621	0	0	1635	1458	1599	3161	0	1599	3197	0
Flt Permitted		0.906			0.726		0.392			0.415		
Satd. Flow (perm)	0	1492	0	0	1244	1438	659	3161	0	698	3197	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		11.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	1	1	160	1	151	1	583	42	125	681	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	161	151	1	625	0	125	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
200: STH 42 & Mill Road

AM Peak
05/03/2024

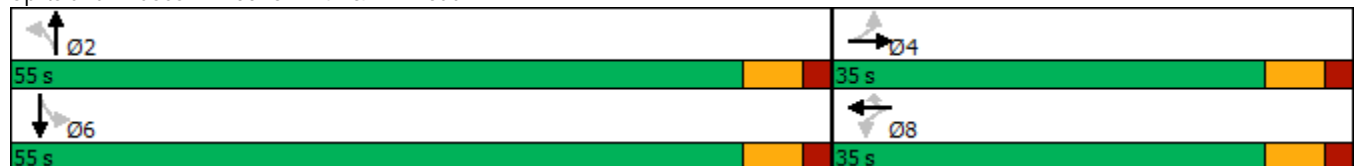


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0		35.0	35.0	35.0	55.0	55.0		55.0	55.0	
Total Split (%)	38.9%	38.9%		38.9%	38.9%	38.9%	61.1%	61.1%		61.1%	61.1%	
Maximum Green (s)	29.0	29.0		29.0	29.0	29.0	49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Act Effect Green (s)		12.2			12.2	12.2	18.4	18.4		18.4	18.4	
Actuated g/C Ratio		0.28			0.28	0.28	0.43	0.43		0.43	0.43	
v/c Ratio		0.01			0.45	0.37	0.00	0.46		0.42	0.50	
Control Delay		12.5			18.5	16.3	8.0	10.2		14.2	10.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		12.5			18.5	16.3	8.0	10.2		14.2	10.6	
LOS		B			B	B	A	B		B	B	
Approach Delay		12.5			17.4			10.2			11.1	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	43
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	11.9
Intersection LOS:	B
Intersection Capacity Utilization:	55.9%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 200: STH 42 & Mill Road



Queues
200: STH 42 & Mill Road

AM Peak
05/03/2024



Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	161	151	1	625	125	682
v/c Ratio	0.01	0.45	0.37	0.00	0.46	0.42	0.50
Control Delay	12.5	18.5	16.3	8.0	10.2	14.2	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.5	18.5	16.3	8.0	10.2	14.2	10.6
Queue Length 50th (ft)	1	27	25	0	47	18	52
Queue Length 95th (ft)	4	68	63	2	78	46	85
Internal Link Dist (ft)	356	2746			1070		917
Turn Bay Length (ft)			50			150	
Base Capacity (vph)	1039	866	1002	637	3054	674	3089
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.19	0.15	0.00	0.20	0.19	0.22
Intersection Summary							

HCM 6th Signalized Intersection Summary
200: STH 42 & Mill Road

AM Peak
05/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	1	1	1	115	1	175	1	420	30	90	490	1
Future Volume (veh/h)	1	1	1	115	1	175	1	420	30	90	490	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
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	1736	1736	1736	1723	1723	1723	1695	1695	1695	1695	1695	1695
Adj Flow Rate, veh/h	1	1	1	160	1	151	1	583	42	125	681	1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	1	1	1	2	2	2	4	4	4	4	4	4
Cap, veh/h	193	167	120	522	3	349	397	1390	100	418	1508	2
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	302	687	494	1412	11	1439	688	3042	219	725	3300	5
Grp Volume(v), veh/h	3	0	0	161	0	151	1	308	317	125	332	350
Grp Sat Flow(s),veh/h/ln	1483	0	0	1423	0	1439	688	1611	1650	725	1611	1694
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.5	0.0	5.1	5.2	5.6	5.6	5.6
Cycle Q Clear(g_c), s	0.1	0.0	0.0	3.3	0.0	3.5	5.7	5.1	5.2	10.8	5.6	5.6
Prop In Lane	0.33		0.33	0.99		1.00	1.00		0.13	1.00		0.00
Lane Grp Cap(c), veh/h	480	0	0	525	0	349	397	736	754	418	736	774
V/C Ratio(X)	0.01	0.00	0.00	0.31	0.00	0.43	0.00	0.42	0.42	0.30	0.45	0.45
Avail Cap(c_a), veh/h	1158	0	0	1155	0	1045	926	1975	2024	976	1975	2078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	12.7	0.0	12.8	9.4	7.3	7.3	10.9	7.4	7.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.8	0.0	0.4	0.4	0.4	0.4	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	0.0	0.0	0.0	1.9	0.0	1.9	0.0	2.0	2.0	1.2	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	13.0	0.0	13.6	9.4	7.7	7.7	11.3	7.9	7.8
LnGrp LOS	B	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		3			312			626			807	
Approach Delay, s/veh		11.5			13.3			7.7			8.4	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.3		15.7		24.3		15.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		49.0		29.0		49.0		29.0				
Max Q Clear Time (g_c+I1), s		7.7		2.1		12.8		5.5				
Green Ext Time (p_c), s		3.9		0.0		5.5		1.5				
Intersection Summary												
HCM 6th Ctrl Delay				9.0								
HCM 6th LOS				A								

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	115	225	5	15	5
Future Volume (vph)	1	115	225	5	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.997		0.965	
Flt Protected					0.964	
Satd. Flow (prot)	0	1881	1804	0	1683	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	1881	1804	0	1683	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles (%)	1%	1%	5%	5%	5%	5%
Adj. Flow (vph)	2	198	388	9	26	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	397	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	115	225	5	15	5
Future Vol, veh/h	1	115	225	5	15	5
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	1	1	5	5	5	5
Mvmt Flow	2	198	388	9	26	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	398	0	0	597	395
Stage 1	-	-	-	394	-
Stage 2	-	-	-	203	-
Critical Hdwy	4.11	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	5.45	-
Follow-up Hdwy	2.209	-	-	3.545	3.345
Pot Cap-1 Maneuver	1166	-	-	461	648
Stage 1	-	-	-	675	-
Stage 2	-	-	-	824	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1165	-	-	459	647
Mov Cap-2 Maneuver	-	-	-	459	-
Stage 1	-	-	-	673	-
Stage 2	-	-	-	823	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1165	-	-	-	495
HCM Lane V/C Ratio	0.001	-	-	-	0.07
HCM Control Delay (s)	8.1	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	110	115	365	230	115
Future Volume (vph)	20	110	115	365	230	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.886				0.955	
Flt Protected	0.992			0.988		
Satd. Flow (prot)	1653	0	0	3497	1762	0
Flt Permitted	0.992			0.988		
Satd. Flow (perm)	1653	0	0	3497	1762	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			398	247	
Travel Time (s)	39.2			10.9	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	33	183	192	608	383	192
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	800	575	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	50.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	20	110	115	365	230	115
Future Vol, veh/h	20	110	115	365	230	115
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	33	183	192	608	383	192

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1169	481	576	0	-	0
Stage 1	480	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.615	6.215	4.13	-	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.219	-	-	-
Pot Cap-1 Maneuver	201	587	995	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	142	586	994	-	-	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	441	-	-	-	-	-
Stage 2	463	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.5	2.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	994	-	396	-	-
HCM Lane V/C Ratio	0.193	-	0.547	-	-
HCM Control Delay (s)	9.5	0.8	24.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.7	-	3.2	-	-

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕		↕	
Traffic Volume (vph)	1	1	1	110	1	355	1	125	75	240	100	1
Future Volume (vph)	1	1	1	110	1	355	1	125	75	240	100	1
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		400	0		100	400		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00	0.98		1.00	0.98		1.00	
Frt		0.955				0.850			0.850			
Flt Protected		0.984			0.953						0.966	
Satd. Flow (prot)	0	1616	0	0	1604	1430	0	1683	1430	0	1674	0
Flt Permitted		0.931			0.725			0.996			0.665	
Satd. Flow (perm)	0	1528	0	0	1218	1398	0	1676	1398	0	1152	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		496			1111			814			760	
Travel Time (s)		13.5			30.3			22.2			20.7	
Confl. Peds. (#/hr)	1		1	1		1	1		2	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	2	2	2	183	2	367	2	208	78	400	167	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	185	367	0	210	78	0	569	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1		2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

AM Peak
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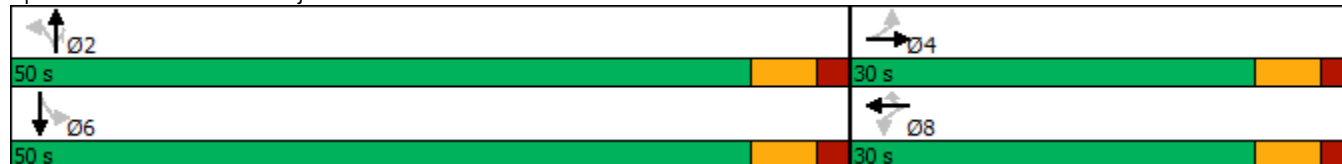


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm		NA
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	16.0	16.0	16.0	16.0		16.0
Total Split (s)	30.0	30.0		30.0	30.0	30.0	50.0	50.0	50.0	50.0		50.0
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%		62.5%
Maximum Green (s)	24.0	24.0		24.0	24.0	24.0	44.0	44.0	44.0	44.0		44.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0			6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min		Min
Act Effect Green (s)		22.3			22.3	22.3		39.5	39.5			39.5
Actuated g/C Ratio		0.30			0.30	0.30		0.53	0.53			0.53
v/c Ratio		0.01			0.51	0.87		0.24	0.10			0.93
Control Delay		20.0			28.5	49.6		10.1	9.1			40.7
Queue Delay		0.0			0.0	0.0		0.0	0.0			0.0
Total Delay		20.0			28.5	49.6		10.1	9.1			40.7
LOS		B			C	D		B	A			D
Approach Delay		20.0			42.5			9.9				40.7
Approach LOS		B			D			A				D

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	74.1
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	35.0
Intersection LOS:	D
Intersection Capacity Utilization:	56.9%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 500: Najacht Road/Mill Road & Eisner Avenue



Queues
500: Najacht Road/Mill Road & Eisner Avenue

AM Peak
05/03/2024



Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	6	185	367	210	78	569
v/c Ratio	0.01	0.51	0.87	0.24	0.10	0.93
Control Delay	20.0	28.5	49.6	10.1	9.1	40.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	28.5	49.6	10.1	9.1	40.7
Queue Length 50th (ft)	2	76	173	50	17	235
Queue Length 95th (ft)	7	84	160	53	24	184
Internal Link Dist (ft)	416	1031		734		680
Turn Bay Length (ft)			400		100	
Base Capacity (vph)	507	404	464	1019	850	701
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.46	0.79	0.21	0.09	0.81
Intersection Summary						

HCM 6th Signalized Intersection Summary
500: Najacht Road/Mill Road & Eisner Avenue

AM Peak
05/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕		↕	
Traffic Volume (veh/h)	1	1	1	110	1	355	1	125	75	240	100	1
Future Volume (veh/h)	1	1	1	110	1	355	1	125	75	240	100	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1736	1736	1736	1695	1695	1695	1695	1695	1695	1736	1736	1736
Adj Flow Rate, veh/h	2	2	2	183	2	367	2	208	78	400	167	2
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Percent Heavy Veh, %	1	1	1	4	4	4	4	4	4	1	1	1
Cap, veh/h	63	57	30	277	3	421	47	931	772	472	165	2
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	10	189	100	626	8	1404	2	1693	1405	719	300	4
Grp Volume(v), veh/h	6	0	0	185	0	367	210	0	78	569	0	0
Grp Sat Flow(s),veh/h/ln	300	0	0	634	0	1404	1695	0	1405	1022	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.3	0.0	19.8	0.0	0.0	2.1	38.9	0.0	0.0
Cycle Q Clear(g_c), s	23.5	0.0	0.0	23.6	0.0	19.8	5.1	0.0	2.1	44.0	0.0	0.0
Prop In Lane	0.33		0.33	0.99		1.00	0.01		1.00	0.70		0.00
Lane Grp Cap(c), veh/h	150	0	0	280	0	421	978	0	772	639	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.66	0.00	0.87	0.21	0.00	0.10	0.89	0.00	0.00
Avail Cap(c_a), veh/h	150	0	0	280	0	421	978	0	772	639	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	28.0	0.0	26.5	9.2	0.0	8.6	20.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	5.7	0.0	17.7	0.1	0.0	0.1	14.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	6.9	0.0	13.2	3.2	0.0	1.1	18.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	0.0	33.7	0.0	44.2	9.4	0.0	8.6	35.4	0.0	0.0
LnGrp LOS	C	A	A	C	A	D	A	A	A	D	A	A
Approach Vol, veh/h		6			552			288			569	
Approach Delay, s/veh		22.2			40.7			9.2			35.4	
Approach LOS		C			D			A			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		30.0		50.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0				
Max Q Clear Time (g_c+I1), s		7.1		25.5		46.0		25.6				
Green Ext Time (p_c), s		1.6		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				32.1								
HCM 6th LOS				C								

Lanes, Volumes, Timings
600: Najacht Road & Pigeon River D/W

AM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	20	0	25	5	0	1	40	180	10	1	175	35
Future Volume (vph)	20	0	25	5	0	1	40	180	10	1	175	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.973			0.994			0.978	
Flt Protected		0.950			0.962			0.991				
Satd. Flow (prot)	0	1081	967	0	1761	0	0	1766	0	0	1804	0
Flt Permitted		0.950			0.962			0.991				
Satd. Flow (perm)	0	1081	967	0	1761	0	0	1766	0	0	1804	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	67%	67%	67%	1%	1%	1%	6%	6%	6%	3%	3%	3%
Adj. Flow (vph)	33	0	42	8	0	2	67	300	17	2	292	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	42	0	10	0	0	384	0	0	352	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.6%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	0	25	5	0	1	40	180	10	1	175	35
Future Vol, veh/h	20	0	25	5	0	1	40	180	10	1	175	35
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	67	67	67	1	1	1	6	6	6	3	3	3
Mvmt Flow	33	0	42	8	0	2	67	300	17	2	292	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	771	778	323	791	799	311	351	0	0	318	0	0
Stage 1	326	326	-	444	444	-	-	-	-	-	-	-
Stage 2	445	452	-	347	355	-	-	-	-	-	-	-
Critical Hdwy	7.77	7.17	6.87	7.11	6.51	6.21	4.16	-	-	4.13	-	-
Critical Hdwy Stg 1	6.77	6.17	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.77	6.17	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	4.103	4.603	3.903	3.509	4.009	3.309	2.254	-	-	2.227	-	-
Pot Cap-1 Maneuver	250	262	590	309	320	731	1186	-	-	1236	-	-
Stage 1	569	547	-	595	577	-	-	-	-	-	-	-
Stage 2	484	475	-	671	631	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	236	243	589	271	297	730	1185	-	-	1235	-	-
Mov Cap-2 Maneuver	236	243	-	271	297	-	-	-	-	-	-	-
Stage 1	529	545	-	553	537	-	-	-	-	-	-	-
Stage 2	449	442	-	622	629	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	16.5		17.3		1.4		0			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1185	-	-	236	589	303	1235	-	-
HCM Lane V/C Ratio	0.056	-	-	0.141	0.071	0.033	0.001	-	-
HCM Control Delay (s)	8.2	0	-	22.7	11.6	17.3	7.9	0	-
HCM Lane LOS	A	A	-	C	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.2	0.1	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	25	55	1
Future Volume (vph)	1	1	5	25	55	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.997	
Flt Protected	0.976			0.992		
Satd. Flow (prot)	1711	0	0	1848	1839	0
Flt Permitted	0.976			0.992		
Satd. Flow (perm)	1711	0	0	1848	1839	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	2	2	8	42	92	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	50	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	5	25	55	1
Future Vol, veh/h	1	1	5	25	55	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	2	2	8	42	92	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	153	95	95	0	0
Stage 1	94	-	-	-	-
Stage 2	59	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-
Pot Cap-1 Maneuver	841	964	1499	-	-
Stage 1	932	-	-	-	-
Stage 2	966	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	835	962	1498	-	-
Mov Cap-2 Maneuver	835	-	-	-	-
Stage 1	926	-	-	-	-
Stage 2	965	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1498	-	894	-	-
HCM Lane V/C Ratio	0.006	-	0.004	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	1	30	55	1
Future Volume (vph)	1	5	1	30	55	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892				0.997	
Flt Protected	0.990			0.998		
Satd. Flow (prot)	839	0	0	1859	1839	0
Flt Permitted	0.990			0.998		
Satd. Flow (perm)	839	0	0	1859	1839	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	100%	100%	2%	2%	3%	3%
Adj. Flow (vph)	2	8	2	50	92	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	52	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	1	30	55	1
Future Vol, veh/h	1	5	1	30	55	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	100	100	2	2	3	3
Mvmt Flow	2	8	2	50	92	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	149	95	95	0	0
Stage 1	94	-	-	-	-
Stage 2	55	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-
Pot Cap-1 Maneuver	659	749	1499	-	-
Stage 1	733	-	-	-	-
Stage 2	767	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	657	748	1498	-	-
Mov Cap-2 Maneuver	657	-	-	-	-
Stage 1	732	-	-	-	-
Stage 2	766	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1498	-	731	-	-
HCM Lane V/C Ratio	0.001	-	0.014	-	-
HCM Control Delay (s)	7.4	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

AM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	345	30	40	20
Future Volume (vph)	1	1	345	30	40	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.955	
Flt Protected	0.976			0.956		
Satd. Flow (prot)	1711	0	0	3383	1762	0
Flt Permitted	0.976			0.956		
Satd. Flow (perm)	1711	0	0	3383	1762	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	2	2	575	50	67	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	625	100	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	7.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	345	30	40	20
Future Vol, veh/h	1	1	345	30	40	20
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	2	2	575	50	67	33

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1261	86	101	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	1176	-	-	-	-	-
Critical Hdwy	6.615	6.215	4.13	-	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.219	-	-	-
Pot Cap-1 Maneuver	176	975	1490	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	973	1489	-	-	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	258	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.2	8.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1489	-	191	-	-
HCM Lane V/C Ratio	0.386	-	0.017	-	-
HCM Control Delay (s)	8.9	0.1	24.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	1.9	-	0.1	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

AM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	305	20	365	40	1
Future Volume (vph)	10	305	20	365	40	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.869				0.996	
Flt Protected	0.998			0.997		
Satd. Flow (prot)	1631	0	0	3529	1837	0
Flt Permitted	0.998			0.997		
Satd. Flow (perm)	1631	0	0	3529	1837	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles (%)	1%	1%	2%	2%	3%	3%
Adj. Flow (vph)	17	508	33	608	67	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	525	0	0	641	69	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	305	20	365	40	1
Future Vol, veh/h	10	305	20	365	40	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	17	508	33	608	67	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	440	70	70	0	-	0
Stage 1	69	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	6.615	6.215	4.13	-	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.219	-	-	-
Pot Cap-1 Maneuver	562	995	1530	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	542	993	1529	-	-	-
Mov Cap-2 Maneuver	542	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	670	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1529	-	967	-	-
HCM Lane V/C Ratio	0.022	-	0.543	-	-
HCM Control Delay (s)	7.4	0.1	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	3.4	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

PM Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	45	20	10	35	20	25
Future Volume (vph)	45	20	10	35	20	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959				0.925	
Flt Protected				0.989	0.978	
Satd. Flow (prot)	1786	0	0	1860	1702	0
Flt Permitted				0.989	0.978	
Satd. Flow (perm)	1786	0	0	1860	1702	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	82	36	18	64	36	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	0	82	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	20	10	35	20	25
Future Vol, veh/h	45	20	10	35	20	25
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	82	36	18	64	36	45

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	119	0	202
Stage 1	-	-	-	-	101
Stage 2	-	-	-	-	101
Critical Hdwy	-	-	4.11	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.209	-	3.509
Pot Cap-1 Maneuver	-	-	1475	-	789
Stage 1	-	-	-	-	926
Stage 2	-	-	-	-	926
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1474	-	777
Mov Cap-2 Maneuver	-	-	-	-	777
Stage 1	-	-	-	-	925
Stage 2	-	-	-	-	913

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	866	-	-	1474	-
HCM Lane V/C Ratio	0.094	-	-	0.012	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (vph)	1	1	1	40	1	95	1	700	30	105	720	1
Future Volume (vph)	1	1	1	40	1	95	1	700	30	105	720	1
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.99	1.00	1.00		1.00	1.00	
Frt		0.955				0.850		0.994				
Flt Protected		0.984			0.953		0.950			0.950		
Satd. Flow (prot)	0	1620	0	0	1619	1444	1614	3206	0	1630	3260	0
Flt Permitted		0.894			0.729		0.340			0.335		
Satd. Flow (perm)	0	1471	0	0	1237	1423	578	3206	0	575	3260	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		436			2826			1150			997	
Travel Time (s)		9.9			77.1			19.6			17.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	1	1	1	45	1	67	1	795	34	119	818	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	46	67	1	829	0	119	819	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	60		60	15		9	60		9	15		60
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	21.0	21.0		21.0	21.0	
Total Split (s)	24.0	24.0		24.0	24.0	24.0	66.0	66.0		66.0	66.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%	26.7%	73.3%	73.3%		73.3%	73.3%	
Maximum Green (s)	18.0	18.0		18.0	18.0	18.0	60.0	60.0		60.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Act Effect Green (s)		10.2			10.2	10.2	26.5	26.5		26.5	26.5	
Actuated g/C Ratio		0.23			0.23	0.23	0.61	0.61		0.61	0.61	
v/c Ratio		0.01			0.16	0.20	0.00	0.43		0.34	0.41	
Control Delay		14.7			16.2	16.5	5.0	7.5		10.5	7.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		14.7			16.2	16.5	5.0	7.5		10.5	7.3	
LOS		B			B	B	A	A		B	A	
Approach Delay		14.7			16.4			7.4			7.7	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	43.7
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.43
Intersection Signal Delay:	8.1
Intersection LOS:	A
Intersection Capacity Utilization:	57.9%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 200: STH 42 & Mill Road



Queues
200: STH 42 & Mill Road

PM Peak
05/03/2024



Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	46	67	1	829	119	819
v/c Ratio	0.01	0.16	0.20	0.00	0.43	0.34	0.41
Control Delay	14.7	16.2	16.5	5.0	7.5	10.5	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	16.2	16.5	5.0	7.5	10.5	7.3
Queue Length 50th (ft)	1	8	11	0	65	17	63
Queue Length 95th (ft)	6	33	43	2	96	46	94
Internal Link Dist (ft)	356	2746			1070		917
Turn Bay Length (ft)			50			150	
Base Capacity (vph)	618	520	598	578	3206	575	3260
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.09	0.11	0.00	0.26	0.21	0.25
Intersection Summary							

HCM 6th Signalized Intersection Summary
200: STH 42 & Mill Road

PM Peak
05/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	1	1	1	40	1	95	1	700	30	105	720	1
Future Volume (veh/h)	1	1	1	40	1	95	1	700	30	105	720	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
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	1736	1736	1736	1709	1709	1709	1709	1709	1709	1723	1723	1723
Adj Flow Rate, veh/h	1	1	1	45	1	67	1	795	34	119	818	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	1	3	3	3	3	3	3	2	2	2
Cap, veh/h	167	132	92	398	7	254	406	1683	72	402	1781	2
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	285	743	514	1263	38	1428	610	3169	136	609	3354	4
Grp Volume(v), veh/h	3	0	0	46	0	67	1	407	422	119	399	420
Grp Sat Flow(s),veh/h/ln	1543	0	0	1301	0	1428	610	1624	1681	609	1637	1722
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	1.7	0.0	6.5	6.5	6.3	6.2	6.2
Cycle Q Clear(g_c), s	0.1	0.0	0.0	1.2	0.0	1.7	6.3	6.5	6.5	12.8	6.2	6.2
Prop In Lane	0.33		0.33	0.98		1.00	1.00		0.08	1.00		0.00
Lane Grp Cap(c), veh/h	391	0	0	404	0	254	406	862	893	402	869	914
V/C Ratio(X)	0.01	0.00	0.00	0.11	0.00	0.26	0.00	0.47	0.47	0.30	0.46	0.46
Avail Cap(c_a), veh/h	773	0	0	739	0	623	969	2361	2445	965	2380	2504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	14.4	0.0	14.6	8.0	6.1	6.1	10.1	6.0	6.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.5	0.0	0.4	0.4	0.4	0.4	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	0.0	0.0	0.0	0.6	0.0	0.9	0.0	2.2	2.2	1.1	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	0.0	0.0	14.6	0.0	15.2	8.0	6.5	6.4	10.5	6.4	6.4
LnGrp LOS	B	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		3			113			830			938	
Approach Delay, s/veh		14.0			14.9			6.5			6.9	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.9		13.4		27.9		13.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		60.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s		8.5		2.1		14.8		3.7				
Green Ext Time (p_c), s		5.7		0.0		7.2		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				7.2								
HCM 6th LOS				A								

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

PM Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	115	115	10	5	1
Future Volume (vph)	1	115	115	10	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.989		0.975	
Flt Protected					0.961	
Satd. Flow (prot)	0	1863	1824	0	1763	0
Flt Permitted					0.961	
Satd. Flow (perm)	0	1863	1824	0	1763	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	2%	2%	3%	3%	1%	1%
Adj. Flow (vph)	2	209	209	18	9	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	211	227	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	115	115	10	5	1
Future Vol, veh/h	1	115	115	10	5	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	3	3	1	1
Mvmt Flow	2	209	209	18	9	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	228	0	-	0	433 220
Stage 1	-	-	-	-	219 -
Stage 2	-	-	-	-	214 -
Critical Hdwy	4.12	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.218	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1340	-	-	-	582 822
Stage 1	-	-	-	-	820 -
Stage 2	-	-	-	-	824 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1339	-	-	-	580 820
Mov Cap-2 Maneuver	-	-	-	-	580 -
Stage 1	-	-	-	-	818 -
Stage 2	-	-	-	-	823 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1339	-	-	-	610
HCM Lane V/C Ratio	0.001	-	-	-	0.018
HCM Control Delay (s)	7.7	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	105	110	185	180	15
Future Volume (vph)	15	105	110	185	180	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.882				0.990	
Flt Protected	0.994			0.982		
Satd. Flow (prot)	1649	0	0	3476	1862	0
Flt Permitted	0.994			0.982		
Satd. Flow (perm)	1649	0	0	3476	1862	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			398	247	
Travel Time (s)	39.2			10.9	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	27	191	200	336	327	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	0	0	536	354	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	15	105	110	185	180	15
Future Vol, veh/h	15	105	110	185	180	15
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	27	191	200	336	327	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	911	343	355	0	-	0
Stage 1	342	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Critical Hdwy	6.615	6.215	4.13	-	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.219	-	-	-
Pot Cap-1 Maneuver	290	702	1202	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	230	701	1201	-	-	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	3.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1201	-	558	-	-
HCM Lane V/C Ratio	0.167	-	0.391	-	-
HCM Control Delay (s)	8.6	0.4	15.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.6	-	1.8	-	-

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

PM Peak
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕		↕	
Traffic Volume (vph)	1	1	1	90	1	220	1	75	90	210	75	1
Future Volume (vph)	1	1	1	90	1	220	1	75	90	210	75	1
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		400	0		100	400		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00	0.98		1.00	0.98		1.00	
Frt		0.955				0.850			0.850		0.999	
Flt Protected		0.984			0.953			0.999			0.965	
Satd. Flow (prot)	0	1616	0	0	1604	1430	0	1697	1444	0	1670	0
Flt Permitted		0.918			0.725			0.994			0.697	
Satd. Flow (perm)	0	1506	0	0	1218	1397	0	1689	1413	0	1206	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		496			1111			814			760	
Travel Time (s)		11.3			30.3			22.2			20.7	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	3%	3%	3%	1%	1%	1%
Adj. Flow (vph)	2	2	2	164	2	248	2	136	101	382	136	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	166	248	0	138	101	0	520	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	60		60	15		9	60		9	15		60
Number of Detectors	1	2		1	2	1	1	2	1	1		2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

PM Peak
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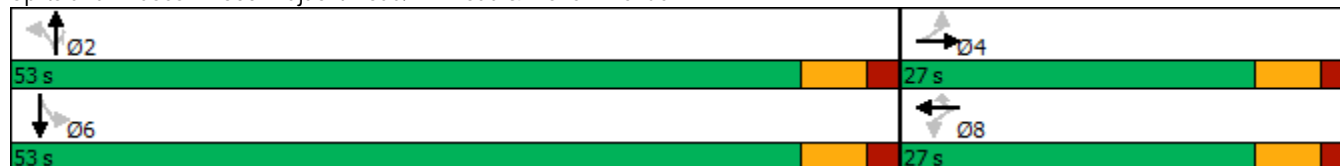


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm		NA
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	16.0	16.0	16.0	16.0		16.0
Total Split (s)	27.0	27.0		27.0	27.0	27.0	53.0	53.0	53.0	53.0		53.0
Total Split (%)	33.8%	33.8%		33.8%	33.8%	33.8%	66.3%	66.3%	66.3%	66.3%		66.3%
Maximum Green (s)	21.0	21.0		21.0	21.0	21.0	47.0	47.0	47.0	47.0		47.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0			6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min		Min
Act Effect Green (s)		16.1			16.1	16.1		31.2	31.2			31.2
Actuated g/C Ratio		0.27			0.27	0.27		0.52	0.52			0.52
v/c Ratio		0.01			0.51	0.67		0.16	0.14			0.83
Control Delay		20.7			28.6	32.8		8.0	7.9			25.5
Queue Delay		0.0			0.0	0.0		0.0	0.0			0.0
Total Delay		20.7			28.6	32.8		8.0	7.9			25.5
LOS		C			C	C		A	A			C
Approach Delay		20.7			31.1			8.0				25.5
Approach LOS		C			C			A				C

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	60.3
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	23.9
Intersection LOS:	C
Intersection Capacity Utilization:	48.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 500: Najacht Road/Mill Road & Eisner Avenue



Queues
500: Najacht Road/Mill Road & Eisner Avenue

PM Peak
05/03/2024



Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	6	166	248	138	101	520
v/c Ratio	0.01	0.51	0.67	0.16	0.14	0.83
Control Delay	20.7	28.6	32.8	8.0	7.9	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	28.6	32.8	8.0	7.9	25.5
Queue Length 50th (ft)	2	51	80	23	17	141
Queue Length 95th (ft)	7	72	102	30	24	123
Internal Link Dist (ft)	416	1031		734		680
Turn Bay Length (ft)			400		100	
Base Capacity (vph)	569	460	528	1337	1119	955
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.36	0.47	0.10	0.09	0.54
Intersection Summary						

HCM 6th Signalized Intersection Summary
500: Najacht Road/Mill Road & Eisner Avenue

PM Peak
05/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔	↔		↔	
Traffic Volume (veh/h)	1	1	1	90	1	220	1	75	90	210	75	1
Future Volume (veh/h)	1	1	1	90	1	220	1	75	90	210	75	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1736	1736	1736	1695	1695	1695	1709	1709	1709	1736	1736	1736
Adj Flow Rate, veh/h	2	2	2	164	2	248	2	136	101	382	136	2
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Percent Heavy Veh, %	1	1	1	4	4	4	3	3	3	1	1	1
Cap, veh/h	174	158	120	428	4	323	72	921	766	554	163	2
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	357	686	521	1267	19	1403	3	1704	1417	804	302	4
Grp Volume(v), veh/h	6	0	0	166	0	248	138	0	101	520	0	0
Grp Sat Flow(s),veh/h/ln	1564	0	0	1286	0	1403	1707	0	1417	1110	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.8	0.0	8.6	0.0	0.0	1.8	19.8	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	5.9	0.0	8.6	2.1	0.0	1.8	21.9	0.0	0.0
Prop In Lane	0.33		0.33	0.99		1.00	0.01		1.00	0.73		0.00
Lane Grp Cap(c), veh/h	452	0	0	433	0	323	993	0	766	719	0	0
V/C Ratio(X)	0.01	0.00	0.00	0.38	0.00	0.77	0.14	0.00	0.13	0.72	0.00	0.00
Avail Cap(c_a), veh/h	705	0	0	653	0	564	1602	0	1274	1143	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.6	0.0	0.0	17.8	0.0	18.8	6.0	0.0	5.9	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	3.9	0.1	0.0	0.1	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	3.0	0.0	5.2	1.1	0.0	0.8	8.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	0.0	0.0	18.3	0.0	22.7	6.1	0.0	6.0	12.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	C	A	A	A	B	A	A
Approach Vol, veh/h		6			414			239			520	
Approach Delay, s/veh		15.6			20.9			6.0			12.7	
Approach LOS		B			C			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.2		18.0		34.2		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		47.0		21.0		47.0		21.0				
Max Q Clear Time (g_c+I1), s		4.1		2.1		23.9		10.6				
Green Ext Time (p_c), s		1.2		0.0		4.3		1.4				

Intersection Summary

HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
600: Najacht Road & Pigeon River D/W

PM Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	15	0	25	5	0	1	40	150	1	1	140	25
Future Volume (vph)	15	0	25	5	0	1	40	150	1	1	140	25
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.975			0.999			0.980	
Flt Protected		0.950			0.961			0.990				
Satd. Flow (prot)	0	1805	1615	0	1575	0	0	1824	0	0	1773	0
Flt Permitted		0.950			0.961			0.990				
Satd. Flow (perm)	0	1805	1615	0	1575	0	0	1824	0	0	1773	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	0%	0%	0%	13%	13%	13%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	27	0	45	9	0	2	73	273	2	2	255	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	45	0	11	0	0	348	0	0	302	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	15	0	25	5	0	1	40	150	1	1	140	25
Future Vol, veh/h	15	0	25	5	0	1	40	150	1	1	140	25
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	55	55	55	55	55	55	55	55	55
Heavy Vehicles, %	0	0	0	13	13	13	3	3	3	5	5	5
Mvmt Flow	27	0	45	9	0	2	73	273	2	2	255	45

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	705	705	280	726	726	276	301	0	0	276	0	0
Stage 1	283	283	-	421	421	-	-	-	-	-	-	-
Stage 2	422	422	-	305	305	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.63	6.33	4.13	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4.117	3.417	2.227	-	-	2.245	-	-
Pot Cap-1 Maneuver	354	363	764	326	338	737	1254	-	-	1270	-	-
Stage 1	728	681	-	589	570	-	-	-	-	-	-	-
Stage 2	613	592	-	682	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	333	337	763	289	313	736	1253	-	-	1269	-	-
Mov Cap-2 Maneuver	333	337	-	289	313	-	-	-	-	-	-	-
Stage 1	677	679	-	548	530	-	-	-	-	-	-	-
Stage 2	569	551	-	639	641	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	12.6		16.6			1.7			0		
HCM LOS	B		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1253	-	-	333	763	322	1269	-	-
HCM Lane V/C Ratio	0.058	-	-	0.082	0.06	0.034	0.001	-	-
HCM Control Delay (s)	8.1	0	-	16.8	10	16.6	7.8	0	-
HCM Lane LOS	A	A	-	C	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0.1	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	45	30	1
Future Volume (vph)	1	1	5	45	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.995	
Flt Protected	0.976			0.995		
Satd. Flow (prot)	1711	0	0	1853	1872	0
Flt Permitted	0.976			0.995		
Satd. Flow (perm)	1711	0	0	1853	1872	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	2	2	9	82	55	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	91	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	5	45	30	1
Future Vol, veh/h	1	1	5	45	30	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	2	2	9	82	55	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	158	58	58	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	836	1011	1546	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	829	1009	1545	-	-	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	910	-	-
HCM Lane V/C Ratio	0.006	-	0.004	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	1	50	30	1
Future Volume (vph)	1	5	1	50	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.890				0.995	
Flt Protected	0.991			0.999		
Satd. Flow (prot)	838	0	0	1861	1872	0
Flt Permitted	0.991			0.999		
Satd. Flow (perm)	838	0	0	1861	1872	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	100%	100%	2%	2%	1%	1%
Adj. Flow (vph)	2	9	2	91	55	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	93	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	5	1	50	30	1
Future Vol, veh/h	1	5	1	50	30	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	100	100	2	2	1	1
Mvmt Flow	2	9	2	91	55	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	153	58	58	0	0
Stage 1	57	-	-	-	-
Stage 2	96	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-
Pot Cap-1 Maneuver	655	789	1546	-	-
Stage 1	765	-	-	-	-
Stage 2	731	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	653	787	1545	-	-
Mov Cap-2 Maneuver	653	-	-	-	-
Stage 1	763	-	-	-	-
Stage 2	730	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	761	-	-
HCM Lane V/C Ratio	0.001	-	0.014	-	-
HCM Control Delay (s)	7.3	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

PM Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	150	50	30	5
Future Volume (vph)	1	1	150	50	30	5
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.981	
Flt Protected	0.976			0.964		
Satd. Flow (prot)	1711	0	0	3412	1845	0
Flt Permitted	0.976			0.964		
Satd. Flow (perm)	1711	0	0	3412	1845	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	2	2	273	91	55	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	364	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	150	50	30	5
Future Vol, veh/h	1	1	150	50	30	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	2	2	273	91	55	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	654	62	65	0	-	0
Stage 1	61	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Critical Hdwy	6.615	6.215	4.13	-	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.219	-	-	-
Pot Cap-1 Maneuver	417	1005	1536	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	338	1003	1535	-	-	-
Mov Cap-2 Maneuver	338	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	5.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	506	-	-
HCM Lane V/C Ratio	0.178	-	0.007	-	-
HCM Control Delay (s)	7.9	0.1	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

PM Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	165	10	190	30	1
Future Volume (vph)	10	165	10	190	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.873			0.995		
Flt Protected	0.997			0.998		
Satd. Flow (prot)	1637	0	0	3532	1872	0
Flt Permitted	0.997			0.998		
Satd. Flow (perm)	1637	0	0	3532	1872	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	18	300	18	345	55	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	318	0	0	363	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	165	10	190	30	1
Future Vol, veh/h	10	165	10	190	30	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	18	300	18	345	55	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	267	58	58	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.615	6.215	4.13	-	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.219	-	-	-
Pot Cap-1 Maneuver	713	1011	1545	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	1009	1544	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1544	-	984	-	-
HCM Lane V/C Ratio	0.012	-	0.323	-	-
HCM Control Delay (s)	7.4	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-

Lanes, Volumes, Timings
 100: Najacht Road & Enterprise Drive

PMSE Peak
 05/03/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	50	10	10	35	20	10
Future Volume (vph)	50	10	10	35	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.978				0.955	
Flt Protected				0.989	0.968	
Satd. Flow (prot)	1840	0	0	1860	1689	0
Flt Permitted				0.989	0.968	
Satd. Flow (perm)	1840	0	0	1860	1689	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	720			814	3308	
Travel Time (s)	19.6			22.2	64.4	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	4%	4%
Adj. Flow (vph)	56	11	11	39	22	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	0	50	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	10	10	35	20	10
Future Vol, veh/h	50	10	10	35	20	10
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	4	4
Mvmt Flow	56	11	11	39	22	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	68	0	125	64
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.11	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.209	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1540	-	865	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1539	-	857	993
Mov Cap-2 Maneuver	-	-	-	-	857	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	948	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	898	-	-	1539	-
HCM Lane V/C Ratio	0.037	-	-	0.007	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕	↕	↖	↕	↕
Traffic Volume (vph)	1	1	1	25	1	110	1	750	30	130	685	1
Future Volume (vph)	1	1	1	25	1	110	1	750	30	130	685	1
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		50	0		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.99	1.00	1.00		1.00	1.00	
Frt		0.955				0.850		0.994				
Flt Protected		0.984			0.954		0.950			0.950		
Satd. Flow (prot)	0	1620	0	0	1653	1473	1646	3270	0	1646	3292	0
Flt Permitted		0.901			0.732		0.371			0.331		
Satd. Flow (perm)	0	1483	0	0	1266	1451	643	3270	0	573	3292	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			25			40				40
Link Distance (ft)		436			2826			1150				997
Travel Time (s)		9.9			77.1			19.6				17.0
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
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%	100%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	27	1	73	1	806	32	140	737	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	28	73	1	838	0	140	738	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	60		60	15		9	60		9	15		60
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
200: STH 42 & Mill Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	21.0	21.0		21.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0	22.0	68.0	68.0		68.0	68.0	
Total Split (%)	24.4%	24.4%		24.4%	24.4%	24.4%	75.6%	75.6%		75.6%	75.6%	
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	62.0	62.0		62.0	62.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Act Effect Green (s)		10.4			10.4	10.4	27.7	27.7		27.7	27.7	
Actuated g/C Ratio		0.23			0.23	0.23	0.62	0.62		0.62	0.62	
v/c Ratio		0.01			0.10	0.22	0.00	0.42		0.40	0.36	
Control Delay		15.7			16.3	17.6	5.0	7.2		11.5	6.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		15.7			16.3	17.6	5.0	7.2		11.5	6.8	
LOS		B			B	B	A	A		B	A	
Approach Delay		15.7			17.2			7.2			7.5	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	44.9
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.42
Intersection Signal Delay:	7.9
Intersection LOS:	A
Intersection Capacity Utilization:	59.4%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 200: STH 42 & Mill Road



Queues
200: STH 42 & Mill Road

PMSE Peak
05/03/2024



Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	28	73	1	838	140	738
v/c Ratio	0.01	0.10	0.22	0.00	0.42	0.40	0.36
Control Delay	15.7	16.3	17.6	5.0	7.2	11.5	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	16.3	17.6	5.0	7.2	11.5	6.8
Queue Length 50th (ft)	1	5	13	0	65	21	55
Queue Length 95th (ft)	6	25	50	2	101	59	86
Internal Link Dist (ft)	356	2746			1070		917
Turn Bay Length (ft)			50			150	
Base Capacity (vph)	542	462	530	643	3270	573	3292
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.06	0.14	0.00	0.26	0.24	0.22
Intersection Summary							

HCM 6th Signalized Intersection Summary
200: STH 42 & Mill Road

PMSE Peak
05/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕		↕	↕↕	
Traffic Volume (veh/h)	1	1	1	25	1	110	1	750	30	130	685	1
Future Volume (veh/h)	1	1	1	25	1	110	1	750	30	130	685	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
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	1736	1736	1736	1736	1736	1736	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	1	1	1	27	1	73	1	806	32	140	737	1
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	163	126	87	382	11	244	451	1754	70	411	1835	2
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	279	750	515	1262	65	1451	668	3231	128	609	3380	5
Grp Volume(v), veh/h	3	0	0	28	0	73	1	411	427	140	360	378
Grp Sat Flow(s),veh/h/ln	1545	0	0	1327	0	1451	668	1650	1710	609	1650	1735
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	1.8	0.0	6.3	6.3	7.6	5.3	5.3
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.7	0.0	1.8	5.3	6.3	6.3	13.9	5.3	5.3
Prop In Lane	0.33		0.33	0.96		1.00	1.00		0.08	1.00		0.00
Lane Grp Cap(c), veh/h	375	0	0	393	0	244	451	896	928	411	896	942
V/C Ratio(X)	0.01	0.00	0.00	0.07	0.00	0.30	0.00	0.46	0.46	0.34	0.40	0.40
Avail Cap(c_a), veh/h	696	0	0	680	0	559	1085	2461	2552	989	2461	2590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	0.0	14.7	0.0	15.1	7.1	5.8	5.8	10.0	5.5	5.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.7	0.0	0.4	0.4	0.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.4	0.0	1.0	0.0	2.1	2.1	1.3	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	0.0	0.0	14.7	0.0	15.8	7.1	6.1	6.1	10.5	5.8	5.8
LnGrp LOS	B	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		3			101			839			878	
Approach Delay, s/veh		14.4			15.5			6.1			6.6	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.6		13.0		28.6		13.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		62.0		16.0		62.0		16.0				
Max Q Clear Time (g_c+I1), s		8.3		2.1		15.9		3.8				
Green Ext Time (p_c), s		5.7		0.0		6.7		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				6.9								
HCM 6th LOS				A								

Lanes, Volumes, Timings
300: Mill Road & Lisa Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	105	105	15	10	1
Future Volume (vph)	5	105	105	15	10	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.983		0.989	
Flt Protected		0.998			0.956	
Satd. Flow (prot)	0	1877	1849	0	1779	0
Flt Permitted		0.998			0.956	
Satd. Flow (perm)	0	1877	1849	0	1779	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		2826	1438		897	
Travel Time (s)		77.1	39.2		24.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	5	114	114	16	11	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	119	130	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	105	105	15	10	1
Future Vol, veh/h	5	105	105	15	10	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	5	114	114	16	11	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	131	0	-	0	248
Stage 1	-	-	-	-	123
Stage 2	-	-	-	-	125
Critical Hdwy	4.11	-	-	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	2.209	-	-	-	3.509
Pot Cap-1 Maneuver	1460	-	-	-	743
Stage 1	-	-	-	-	905
Stage 2	-	-	-	-	903
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1459	-	-	-	739
Mov Cap-2 Maneuver	-	-	-	-	739
Stage 1	-	-	-	-	900
Stage 2	-	-	-	-	902

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1459	-	-	-	753
HCM Lane V/C Ratio	0.004	-	-	-	0.016
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
400: Mill Road & Najacht Road

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	110	115	120	110	5
Future Volume (vph)	5	110	115	120	110	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.871			0.994		
Flt Protected	0.998			0.976		
Satd. Flow (prot)	1635	0	0	3488	1870	0
Flt Permitted	0.998			0.976		
Satd. Flow (perm)	1635	0	0	3488	1870	0
Link Speed (mph)	25			25	35	
Link Distance (ft)	1438			398	247	
Travel Time (s)	39.2			10.9	4.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	124	129	135	124	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	0	264	130	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	110	115	120	110	5
Future Vol, veh/h	5	110	115	120	110	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	124	129	135	124	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	455	129	131	0	0
Stage 1	128	-	-	-	-
Stage 2	327	-	-	-	-
Critical Hdwy	6.615	6.215	4.115	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.2095	-	-
Pot Cap-1 Maneuver	550	923	1460	-	-
Stage 1	900	-	-	-	-
Stage 2	706	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	496	921	1459	-	-
Mov Cap-2 Maneuver	496	-	-	-	-
Stage 1	813	-	-	-	-
Stage 2	705	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	3.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	888	-	-
HCM Lane V/C Ratio	0.089	-	0.146	-	-
HCM Control Delay (s)	7.7	0.1	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕		↕	
Traffic Volume (vph)	1	1	1	75	1	165	1	70	95	160	60	1
Future Volume (vph)	1	1	1	75	1	165	1	70	95	160	60	1
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		400	0		100	400		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00	0.98		1.00	0.98		1.00	
Frt		0.955				0.850			0.850		0.999	
Flt Protected		0.984			0.953			0.999			0.965	
Satd. Flow (prot)	0	1616	0	0	1651	1473	0	1731	1473	0	1670	0
Flt Permitted		0.887			0.727			0.996			0.734	
Satd. Flow (perm)	0	1456	0	0	1257	1439	0	1726	1441	0	1270	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			25			25			25	
Link Distance (ft)		496			1111			814			760	
Travel Time (s)		11.3			30.3			22.2			20.7	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	87	1	119	1	81	68	186	70	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	88	119	0	82	68	0	257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	60		60	15		9	60		9	15		60
Number of Detectors	1	2		1	2	1	1	2	1	1		2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
500: Najacht Road/Mill Road & Eisner Avenue

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	16.0	16.0	16.0	16.0		16.0
Total Split (s)	29.0	29.0		29.0	29.0	29.0	51.0	51.0	51.0	51.0		51.0
Total Split (%)	36.3%	36.3%		36.3%	36.3%	36.3%	63.8%	63.8%	63.8%	63.8%		63.8%
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	45.0	45.0	45.0	45.0		45.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0			6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min		Min
Act Effect Green (s)		10.4			10.4	10.4		17.8	17.8			17.8
Actuated g/C Ratio		0.29			0.29	0.29		0.50	0.50			0.50
v/c Ratio		0.01			0.24	0.28		0.09	0.09			0.40
Control Delay		10.7			12.8	13.0		7.6	7.7			10.8
Queue Delay		0.0			0.0	0.0		0.0	0.0			0.0
Total Delay		10.7			12.8	13.0		7.6	7.7			10.8
LOS		B			B	B		A	A			B
Approach Delay		10.7			12.9			7.6				10.8
Approach LOS		B			B			A				B

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	35.4
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.40
Intersection Signal Delay:	10.7
Intersection LOS:	B
Intersection Capacity Utilization:	44.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 500: Najacht Road/Mill Road & Eisner Avenue



Queues
500: Najacht Road/Mill Road & Eisner Avenue

PMSE Peak
05/03/2024



Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	3	88	119	82	68	257
v/c Ratio	0.01	0.24	0.28	0.09	0.09	0.40
Control Delay	10.7	12.8	13.0	7.6	7.7	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.7	12.8	13.0	7.6	7.7	10.8
Queue Length 50th (ft)	0	12	16	10	8	36
Queue Length 95th (ft)	4	41	51	26	23	80
Internal Link Dist (ft)	416	1031		734		680
Turn Bay Length (ft)			400		100	
Base Capacity (vph)	957	826	946	1726	1441	1270
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.11	0.13	0.05	0.05	0.20
Intersection Summary						

HCM 6th Signalized Intersection Summary
500: Najacht Road/Mill Road & Eisner Avenue

PMSE Peak
05/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕		↕	
Traffic Volume (veh/h)	1	1	1	75	1	165	1	70	95	160	60	1
Future Volume (veh/h)	1	1	1	75	1	165	1	70	95	160	60	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1736	1736	1736	1736	1736	1736	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	1	1	1	87	1	119	1	81	68	186	70	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	240	198	140	591	5	394	122	571	475	477	146	2
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	299	724	511	1297	20	1438	5	1730	1438	824	442	5
Grp Volume(v), veh/h	3	0	0	88	0	119	82	0	68	257	0	0
Grp Sat Flow(s),veh/h/ln	1534	0	0	1317	0	1438	1734	0	1438	1271	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	2.0	0.0	0.0	1.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.6	0.0	2.0	1.0	0.0	1.0	5.1	0.0	0.0
Prop In Lane	0.33		0.33	0.99		1.00	0.01		1.00	0.72		0.00
Lane Grp Cap(c), veh/h	578	0	0	597	0	394	693	0	475	624	0	0
V/C Ratio(X)	0.01	0.00	0.00	0.15	0.00	0.30	0.12	0.00	0.14	0.41	0.00	0.00
Avail Cap(c_a), veh/h	1295	0	0	1235	0	1092	2689	0	2137	2088	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	8.6	0.0	8.7	7.1	0.0	7.1	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.4	0.1	0.0	0.1	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.6	0.0	0.9	0.5	0.0	0.4	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	0.0	0.0	8.7	0.0	9.1	7.2	0.0	7.3	8.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		3			207			150			257	
Approach Delay, s/veh		8.0			8.9			7.2			8.9	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.0		14.3		16.0		14.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		3.0		2.0		7.1		4.0				
Green Ext Time (p_c), s		0.7		0.0		1.9		0.8				

Intersection Summary

HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
600: Najacht Road & Pigeon River D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Volume (vph)	20	0	30	1	0	1	50	145	1	1	100	35
Future Volume (vph)	20	0	30	1	0	1	50	145	1	1	100	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.932			0.999			0.965	
Flt Protected		0.950			0.976			0.987				
Satd. Flow (prot)	0	1787	1599	0	1711	0	0	1855	0	0	1798	0
Flt Permitted		0.950			0.976			0.987				
Satd. Flow (perm)	0	1787	1599	0	1711	0	0	1855	0	0	1798	0
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		869			823			734			814	
Travel Time (s)		23.7			18.7			20.0			22.2	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	23	0	35	1	0	1	58	169	1	1	116	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	35	0	2	0	0	228	0	0	158	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	0	30	1	0	1	50	145	1	1	100	35
Future Vol, veh/h	20	0	30	1	0	1	50	145	1	1	100	35
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	2	2	2
Mvmt Flow	23	0	35	1	0	1	58	169	1	1	116	41

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	427	427	139	444	447	172	158	0	0	171	0	0
Stage 1	140	140	-	287	287	-	-	-	-	-	-	-
Stage 2	287	287	-	157	160	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	540	521	912	526	508	874	1428	-	-	1406	-	-
Stage 1	865	783	-	723	676	-	-	-	-	-	-	-
Stage 2	723	676	-	848	767	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	519	496	910	487	484	872	1427	-	-	1405	-	-
Mov Cap-2 Maneuver	519	496	-	487	484	-	-	-	-	-	-	-
Stage 1	825	781	-	690	645	-	-	-	-	-	-	-
Stage 2	689	645	-	814	765	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		10.8		1.9		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1427	-	-	519	910	625	1405	-	-
HCM Lane V/C Ratio	0.041	-	-	0.045	0.038	0.004	0.001	-	-
HCM Control Delay (s)	7.6	0	-	12.3	9.1	10.8	7.6	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	0	-	-

Lanes, Volumes, Timings
700: Najacht Road & North D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	30	20	1
Future Volume (vph)	1	1	1	30	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1879	1870	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1879	1870	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	589			300	3308	
Travel Time (s)	16.1			5.8	64.4	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	34	22	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	1	30	20	1
Future Vol, veh/h	1	1	1	30	20	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	1	34	22	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	61	25	24	0	0
Stage 1	24	-	-	-	-
Stage 2	37	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	948	1054	1597	-	-
Stage 1	1001	-	-	-	-
Stage 2	988	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	945	1052	1595	-	-
Mov Cap-2 Maneuver	945	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	996	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
800: Najacht Road & Bus D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	30	20	1
Future Volume (vph)	1	1	1	30	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1879	1870	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1879	1870	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	602			258	300	
Travel Time (s)	16.4			5.0	5.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	34	22	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	1	30	20	1
Future Vol, veh/h	1	1	1	30	20	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	1	34	22	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	61	25	24	0	0
Stage 1	24	-	-	-	-
Stage 2	37	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-
Pot Cap-1 Maneuver	948	1054	1597	-	-
Stage 1	1001	-	-	-	-
Stage 2	988	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	945	1052	1595	-	-
Mov Cap-2 Maneuver	945	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	987	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	996	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 900: Najacht Road & Middle D/W

PMSE Peak
 05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	30	20	1
Future Volume (vph)	1	1	1	30	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.994	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	3571	1870	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	3571	1870	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	662			290	258	
Travel Time (s)	18.1			5.6	5.0	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	34	22	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	1	30	20	1
Future Vol, veh/h	1	1	1	30	20	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	1	1	34	22	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	44	25	24	0	0
Stage 1	24	-	-	-	-
Stage 2	20	-	-	-	-
Critical Hdwy	6.615	6.215	4.115	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.2095	-	-
Pot Cap-1 Maneuver	967	1054	1597	-	-
Stage 1	1001	-	-	-	-
Stage 2	1003	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	964	1052	1595	-	-
Mov Cap-2 Maneuver	964	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	1002	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	1006	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
1000: Najacht Road & South D/W

PMSE Peak
05/03/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	100	100	25	15	5
Future Volume (vph)	5	100	100	25	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.872				0.965	
Flt Protected	0.997			0.962		
Satd. Flow (prot)	1635	0	0	3438	1815	0
Flt Permitted	0.997			0.962		
Satd. Flow (perm)	1635	0	0	3438	1815	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	678			247	290	
Travel Time (s)	18.5			4.8	5.6	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	112	112	28	17	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	0	140	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.7%			ICU Level of Service A		
Analysis Period (min)	15					


Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	100	100	25	15	5
Future Vol, veh/h	5	100	100	25	15	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	112	112	28	17	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	260	22	24	0	0
Stage 1	21	-	-	-	-
Stage 2	239	-	-	-	-
Critical Hdwy	6.615	6.215	4.115	-	-
Critical Hdwy Stg 1	5.415	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	2.2095	-	-
Pot Cap-1 Maneuver	720	1058	1597	-	-
Stage 1	1004	-	-	-	-
Stage 2	782	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	667	1056	1595	-	-
Mov Cap-2 Maneuver	667	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	781	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	5.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	1027	-	-
HCM Lane V/C Ratio	0.07	-	0.115	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

HCS Roundabouts Report

General Information				Site Information				
Analyst	DJL				Intersection	STH 42 & Mill Rd		
Agency or Co.	TADI				E/W Street Name	Mill Rd		
Date Performed	4/25/2024				N/S Street Name	STH 42		
Analysis Year	2024				Analysis Time Period, hrs	0.25		
Time Analyzed	AM Peak				Peak Hour Factor	0.72		
Project Description	SASD Urban Middle School				Jurisdiction	Sheboygan		

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LTR				LTR				LT		TR		LT		TR	
Volume (V), veh/h	1	1	1	1	1	115	1	175	1	1	420	30	1	90	490	1
Percent Heavy Vehicles, %	1	1	1	1	2	2	2	2	4	4	4	4	4	4	4	4
Flow Rate (v _{PCE}), pc/h	1	1	1	1	1	163	1	248	1	1	607	43	1	130	708	1
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000		4.6000	4.3000		4.6000	4.3000	
Follow-Up Headway, s		2.6000			2.6000		2.6000	2.6000		2.6000	2.6000	


Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		4			413		306	346		395	445	
Entry Volume, veh/h		4			405		295	332		380	428	
Circulating Flow (v _c), pc/h	1004			612			135			168		
Exiting Flow (v _{ex}), pc/h	175			4			857			873		
Capacity (c _{PCE}), pc/h		536			777		1223	1237		1187	1204	
Capacity (c), veh/h		531			762		1176	1190		1141	1157	
v/c Ratio (x)		0.01			0.53		0.25	0.28		0.33	0.37	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.9			12.6		5.3	5.6		6.4	6.8	
Lane LOS		A			B		A	A		A	A	
95% Queue, veh		0.0			3.2		1.0	1.2		1.5	1.7	
Approach Delay, s/veh	6.9			12.6			5.5			6.6		
Approach LOS	A			B			A			A		
Intersection Delay, s/veh LOS	7.5						A					

HCS Roundabouts Report

General Information				Site Information				
Analyst	DJL				Intersection	STH 42 & Mill Road		
Agency or Co.	TADI				E/W Street Name	Mill Road		
Date Performed	4/9/2024				N/S Street Name	STH 42		
Analysis Year	2024				Analysis Time Period, hrs	0.25		
Time Analyzed	PM Peak				Peak Hour Factor	0.88		
Project Description	SASD Urban Middle School				Jurisdiction	Sheboygan		

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LTR				LTR				LT		TR		LT		TR	
Volume (V), veh/h	1	1	1	1	1	40	1	95	1	1	700	30	1	105	720	1
Percent Heavy Vehicles, %	1	1	1	1	3	3	3	3	3	3	3	3	2	2	2	2
Flow Rate (v _{PCE}), pc/h	1	1	1	1	1	47	1	111	1	1	819	35	1	122	835	1
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000		4.6000	4.3000		4.6000	4.3000	
Follow-Up Headway, s		2.6000			2.6000		2.6000	2.6000		2.6000	2.6000	


Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		4			160		402	454		451	508	
Entry Volume, veh/h		4			155		391	440		442	498	
Circulating Flow (v _c), pc/h	1007			824			127			52		
Exiting Flow (v _e), pc/h	159			4			932			884		
Capacity (c _{PCE}), pc/h		535			636		1232	1246		1320	1326	
Capacity (c), veh/h		530			617		1197	1209		1294	1300	
v/c Ratio (x)		0.01			0.25		0.33	0.36		0.34	0.38	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.9			9.0		6.1	6.5		5.9	6.4	
Lane LOS		A			A		A	A		A	A	
95% Queue, veh		0.0			1.0		1.4	1.7		1.5	1.8	
Approach Delay, s/veh	6.9			9.0			6.3			6.2		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	6.5						A					

HCS Roundabouts Report

General Information				Site Information				
Analyst	DJL				Intersection		STH 42 & Mill Road	
Agency or Co.	TADI				E/W Street Name		Mill Road	
Date Performed	4/9/2024				N/S Street Name		STH 42	
Analysis Year	2024				Analysis Time Period, hrs		0.25	
Time Analyzed	Special Event PM Peak				Peak Hour Factor		0.93	
Project Description	SASD Urban Middle School				Jurisdiction		Sheboygan	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LTR				LTR				LT		TR		LT		TR	
Volume (V), veh/h	1	1	1	1	1	25	1	110	1	1	750	30	1	130	685	1
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v _{PCE}), pc/h	1	1	1	1	1	27	1	119	1	1	815	33	1	141	744	1
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000		4.6000	4.3000		4.6000	4.3000	
Follow-Up Headway, s		2.6000			2.6000		2.6000	2.6000		2.6000	2.6000	


Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		4			148		400	451		417	470	
Entry Volume, veh/h		4			147		396	446		413	465	
Circulating Flow (v _c), pc/h	915			820			146			32		
Exiting Flow (v _{ex}), pc/h	176			4			936			773		
Capacity (c _{PCE}), pc/h		583			638		1211	1226		1345	1348	
Capacity (c), veh/h		578			632		1199	1214		1331	1335	
v/c Ratio (x)		0.01			0.23		0.33	0.37		0.31	0.35	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.3			8.6		6.1	6.5		5.5	5.9	
Lane LOS		A			A		A	A		A	A	
95% Queue, veh		0.0			0.9		1.5	1.7		1.3	1.6	
Approach Delay, s/veh	6.3			8.6			6.3			5.7		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	6.2						A					

HCS Roundabouts Report

General Information				Site Information			
Analyst	DJL		Intersection	21st/Mill Rd & Eisner Ave			
Agency or Co.	TADI		E/W Street Name	Eisner Avenue			
Date Performed	4/9/2024		N/S Street Name	21st Street/Mill Road			
Analysis Year	2024		Analysis Time Period, hrs	0.25			
Time Analyzed	AM Peak		Peak Hour Factor	0.60			
Project Description	SASD Urban Middle School		Jurisdiction	Sheboygan			


Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	1	1	1	1	1	110	1	355	1	1	125	75	1	240	100	1
Percent Heavy Vehicles, %	1	1	1	1	4	4	4	4	4	4	4	4	1	1	1	1
Flow Rate (v _{PCE}), pc/h	2	2	2	2	2	191	2	615	2	2	217	130	2	404	168	2
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Critical Headway, s		4.7000			4.7000			4.7000			4.7000		
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000		

Flow Computations, Capacity and v/c Ratios													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Entry Flow (v _e), pc/h		8			810			351			576		
Entry Volume, veh/h		8			779			338			570		
Circulating Flow (v _c), pc/h	769			227			414			201			
Exiting Flow (v _{ex}), pc/h	538			8			836			363			
Capacity (c _{PCE}), pc/h		670			1117			937			1145		
Capacity (c), veh/h		663			1074			901			1134		
v/c Ratio (x)		0.01			0.72			0.37			0.50		

Delay and Level of Service													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Lane Control Delay (d), s/veh		5.6			15.2			8.2			8.9		
Lane LOS		A			C			A			A		
95% Queue, veh		0.0			6.7			1.8			2.9		
Approach Delay, s/veh	5.6			15.2			8.2			8.9			
Approach LOS	A			C			A			A			
Intersection Delay, s/veh LOS	11.7						B						

HCS Roundabouts Report

General Information				Site Information				
Analyst	DJL				Intersection	21st/Mill Rd & Eisner Ave		
Agency or Co.	TADI				E/W Street Name	Eisner Avenue		
Date Performed	4/9/2024				N/S Street Name	21st Street/Mill Road		
Analysis Year	2024				Analysis Time Period, hrs	0.25		
Time Analyzed	PM Peak				Peak Hour Factor	0.55		
Project Description	SASD Urban Middle School				Jurisdiction	Sheboygan		


Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	1	1	1	1	1	90	1	220	1	1	75	90	1	210	75	1
Percent Heavy Vehicles, %	1	1	1	1	4	4	4	4	3	3	3	3	1	1	1	1
Flow Rate (V _{PCE}), pc/h	2	2	2	2	2	170	2	416	2	2	140	169	2	386	138	2
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Critical Headway, s		4.7000			4.7000			4.7000			4.7000		
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000		

Flow Computations, Capacity and v/c Ratios													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Entry Flow (v _e), pc/h		8			590			313			528		
Entry Volume, veh/h		8			567			304			523		
Circulating Flow (v _c), pc/h	700			150			396			180			
Exiting Flow (v _{ex}), pc/h	559			8			560			312			
Capacity (C _{PCE}), pc/h		715			1202			953			1168		
Capacity (c), veh/h		708			1156			925			1157		
v/c Ratio (x)		0.01			0.49			0.33			0.45		

Delay and Level of Service													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Lane Control Delay (d), s/veh		5.2			8.5			7.4			7.9		
Lane LOS		A			A			A			A		
95% Queue, veh		0.0			2.8			1.4			2.4		
Approach Delay, s/veh	5.2			8.5			7.4			7.9			
Approach LOS	A			A			A			A			
Intersection Delay, s/veh LOS	8.0						A						

HCS Roundabouts Report

General Information				Site Information			
Analyst	DJL		Intersection	21st/Mill Rd & Eisner Ave			
Agency or Co.	TADI		E/W Street Name	Eisner Avenue			
Date Performed	4/9/2024		N/S Street Name	21st Street/Mill Road			
Analysis Year	2024		Analysis Time Period, hrs	0.25			
Time Analyzed	Special Event PM Peak		Peak Hour Factor	0.86			
Project Description	SASD Urban Middle School		Jurisdiction	Sheboygan			

Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	1	1	1	1	1	75	1	165	1	1	70	95	1	160	60	1
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v _{PCE}), pc/h	1	1	1	1	1	88	1	194	1	1	82	112	1	188	70	1
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Critical Headway, s		4.7000			4.7000			4.7000			4.7000		
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000		

Flow Computations, Capacity and v/c Ratios													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Entry Flow (v _e), pc/h		4			284			196			260		
Entry Volume, veh/h		4			281			194			257		
Circulating Flow (v _c), pc/h	349			87			193			93			
Exiting Flow (v _{ex}), pc/h	302			4			278			160			
Capacity (c _{PCE}), pc/h		996			1275			1154			1268		
Capacity (c), veh/h		986			1263			1142			1256		
v/c Ratio (x)		0.00			0.22			0.17			0.21		

Delay and Level of Service													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Lane Control Delay (d), s/veh		3.7			4.8			4.6			4.6		
Lane LOS		A			A			A			A		
95% Queue, veh		0.0			0.9			0.6			0.8		
Approach Delay, s/veh	3.7			4.8			4.6			4.6			
Approach LOS	A			A			A			A			
Intersection Delay, s/veh LOS	4.7						A						

Appendix D

Traffic Signal Warrant Analysis

STH 42 at Mill Road
21st Street/Mill Road & Eisner Avenue

Restaurant

Start Time	↓			←			↑			→			Intersection Totals	---		AADT IN	AADT OUT	Notes	
	STH 42 from North			Mill Road from East			STH 42 from South			Driveway from West				IN	OUT	% AADT IN	% AADT OUT		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left							
6-7am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
7-8am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
8-9am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
9-10am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
10-11am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
11am-12pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
12-1pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
1-2pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
2-3pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
3-4pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
4-5pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
5-6pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
6:45-7:45 am	0	10	0	0	0	0	0	15	0	0	0	0	0	0	25	0	0.0%	0.0%	
2:30-3:30 pm	0	10	0	0	0	0	0	15	0	0	0	0	0	0	25	0	0.0%	0.0%	
IN or OUT PERCENTAGE		OUT						IN											

By: DJL
Date: 4/24/24

<- % Reduction, Sensitivity Test

Residential

Start Time	↓			←			↑			→			Intersection Totals	---		AADT IN	AADT OUT	Notes	
	STH 42 from North			Mill Road from East			STH 42 from South			Driveway from West				IN	OUT	% AADT IN	% AADT OUT		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left							
6-7am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
7-8am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
8-9am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
9-10am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
10-11am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
11am-12pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
12-1pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
1-2pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
2-3pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
3-4pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
4-5pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
5-6pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	
6:45-7:45 am	0	10	0	0	0	0	0	5	0	0	0	0	0	0	15	0	0.0%	0.0%	
2:30-3:30 pm	0	10	0	0	0	0	0	10	0	0	0	0	0	0	20	0	0.0%	0.0%	
IN or OUT PERCENTAGE		OUT						IN											

<- % Reduction, Sensitivity Test

TRAFFIC SIGNAL WARRANT VOLUME SUMMARY: STH 42 at Mill Road

2024 Background Traffic													
Start Time	 												Intersection Totals
	STH 42 from North			Mill Road from East			STH 42 from South			Driveway from West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
6-7am	0	0	0	0	0	0	0	0	0	0	0	0	0
7-8am	0	356	86	139	1	29	12	296	0	1	0	0	920
8-9am	0	0	0	0	0	0	0	0	0	0	0	0	0
9-10am	0	0	0	0	0	0	0	0	0	0	0	0	0
10-11am	0	0	0	0	0	0	0	0	0	0	0	0	0
11am-12pm	0	0	0	0	0	0	0	0	0	0	0	0	0
12-1pm	0	0	0	0	0	0	0	0	0	0	0	0	0
1-2pm	0	0	0	0	0	0	0	0	0	0	0	0	0
2-3pm	0	250	49	41	0	21	7	213	0	1	0	1	583
3-4pm	5	531	136	138	1	28	37	551	3	1	3	1	1435
4-5pm	2	539	122	124	0	23	29	513	1	0	0	0	1353
5-6pm	2	455	114	90	0	24	33	450	2	1	0	2	1173
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45-7:45 am	0	491	91	139	1	29	12	421	0	6	0	0	1190
2:30-3:30 pm	2	721	105	89	1	31	20	702	1	6	1	1	1680

TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY (WARRANTS 1 - 3)

2024 Background Traffic

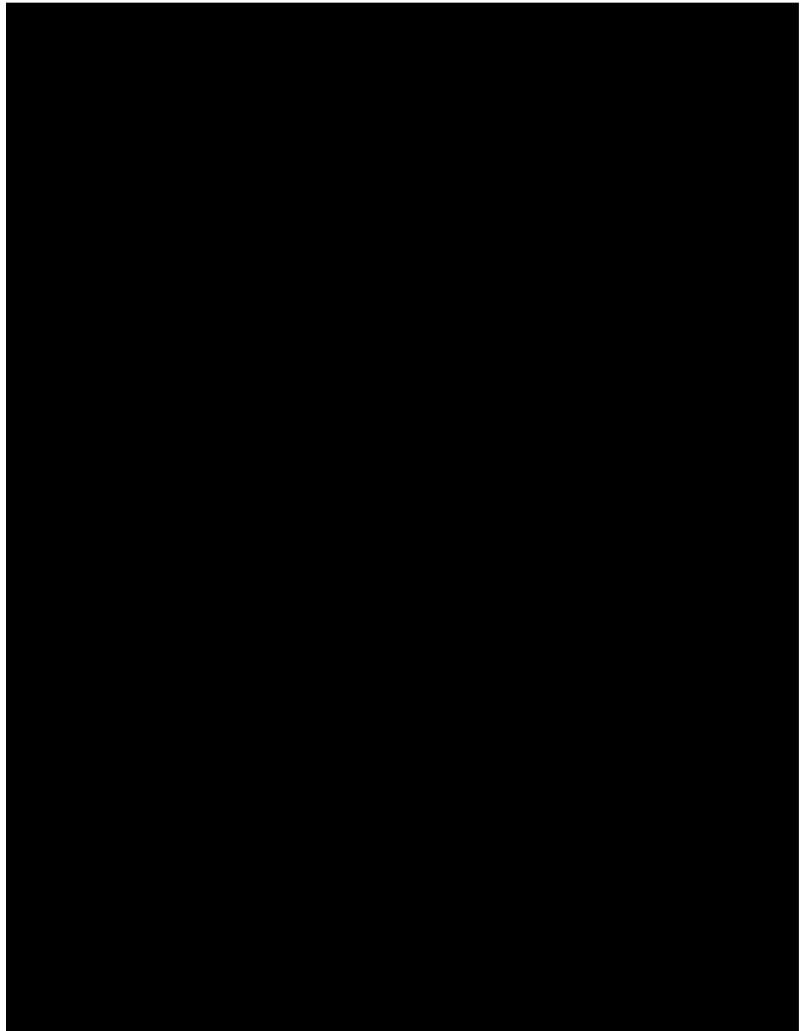
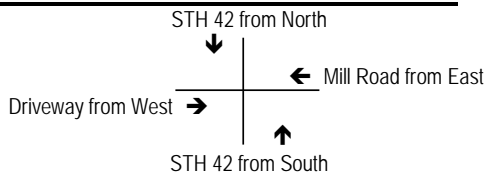
STH 42 at Mill Road

VOLUME SUMMARY		
For Warrant 1		
Percent Right Turns -->		0%
START TIME	MAJOR	MINOR
6-7am	0	0
7-8am	750	30
8-9am	0	0
9-10am	0	0
10-11am	0	0
11am-12pm	0	0
12-1pm	0	0
1-2pm	0	0
2-3pm	519	21
3-4pm	1263	29
4-5pm	1206	23
5-6pm	1056	24
12:00 AM	0	0
12:00 AM	0	0
6:45-7:45 am	1015	30
2:30-3:30 pm	1551	32

VOLUME SUMMARY		
For Warrants 2 and 3		
Percent Right Turns -->		0%
Start Time	MAJOR	MINOR
6-7am	0	0
7-8am	750	30
8-9am	0	0
9-10am	0	0
10-11am	0	0
11am-12pm	0	0
12-1pm	0	0
1-2pm	0	0
2-3pm	519	21
3-4pm	1263	29
4-5pm	1206	23
5-6pm	1056	24
12:00 AM	0	0
12:00 AM	0	0
6:45-7:45 am	1015	30
2:30-3:30 pm	1551	32

CONDITIONS

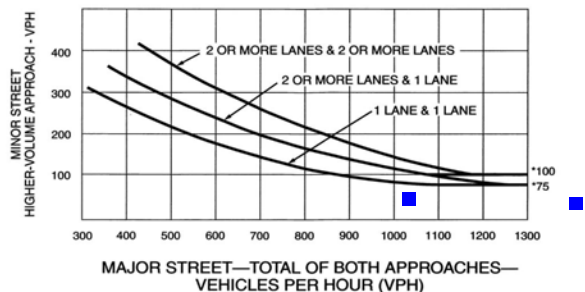
< 10,000 Population	No
Major Street Speed > 40 mph	Yes
Major Street Lanes	One
Minor Street Lanes	One
T-Intersection (Y/N)	No



Warrant 3 (Peak Hour Volume)
(70% Factor)

Met?
NO

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Left-Turn Conflict Analysis

Opp. Thru x Lt Turn	Threshold	Met?	Hours Met
SB Th+Rt x NB Lt	80,000	NO	0
NB Th+Rt x SB Lt	80,000	NO	0

2024 Existing Traffic

By: DJL
Date: 4/24/24

Start Time	↓			←			↑			→			Intersection Totals	---		AADT IN	AADT OUT	% AADT IN	% AADT OUT	Notes
	STH 42 from North			Mill Road from East			STH 42 from South			Driveway from West				IN	OUT	0	0			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		IN	OUT	0%	0%			
6-7am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7-8am	0	356	86	139	1	29	12	296	0	1	0	0	0	0	0	0	0	<- % Reduction, Sensitivity Test		
8-9am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9-10am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10-11am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11am-12pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12-1pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1-2pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2-3pm	0	250	49	41	0	21	7	213	0	1	0	1	0	0	0	0	0			
3-4pm	5	531	136	138	1	28	37	551	3	1	3	1	3	0	0	0	0			
4-5pm	2	539	122	124	0	23	29	513	1	0	0	0	1	0	0	0	0			
5-6pm	2	455	114	90	0	24	33	450	2	1	0	2	0	0	0	0	0			
6:45-7:45 am	0	356	86	139	1	29	12	296	0	1	0	0	920	0	0					
2:30-3:30 pm	2	506	100	89	1	31	20	472	1	1	1	1	1225	0	0					
IN or OUT PERCENTAGE																		0 = Year rate (NB/SB) 0 = Year rate (EB/WB)	1.000 1.000	

Middle School Traffic

Start Time	↓			←			↑			→			Intersection Totals	---		AADT IN	AADT OUT	% AADT IN	% AADT OUT	Notes		
	STH 42 from North			Mill Road from East			STH 42 from South			Driveway from West				IN	OUT	945	945					
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		IN	OUT	0%	0%					
6-7am	0	0	0	5	0	10	5	0	0	0	0	0	20	75	35	8.0%	3.5%	<- From WisDOT				
7-8am	0	0	0	15	0	40	15	0	0	0	0	0	70	310	145	32.6%	15.1%	<- From WisDOT				
8-9am	0	0	0	0	0	5	0	0	0	0	0	0	5	20	25	2.0%	2.8%	<- From WisDOT				
9-10am	0	0	0	0	0	5	0	0	0	0	0	0	5	20	20	2.3%	2.1%	<- From WisDOT				
10-11am	0	0	0	0	0	5	0	0	0	0	0	0	5	15	20	1.8%	2.1%	<- From WisDOT				
11am-12pm	0	0	0	5	0	10	0	0	0	0	0	0	15	20	30	1.9%	3.0%	<- From WisDOT				
12-1pm	0	0	0	5	0	10	0	0	0	0	0	0	15	30	30	3.2%	3.1%	<- From WisDOT				
1-2pm	0	0	0	5	0	10	0	0	0	0	0	0	15	20	30	2.2%	3.3%	<- From WisDOT				
2-3pm	0	0	0	20	0	55	5	0	0	0	0	0	80	95	210	10.0%	22.0%	<- From WisDOT				
3-4pm	0	0	0	5	0	20	0	0	0	0	0	0	25	40	85	4.2%	9.0%	<- From WisDOT				
4-5pm	0	0	0	5	0	15	0	0	0	0	0	0	20	45	60	4.7%	6.2%	<- From WisDOT				
5-6pm	0	0	0	5	0	15	5	0	0	0	0	0	25	55	65	6.0%	7.0%	<- From WisDOT				
6:45-7:45 am	0	0	0	15	0	40	15	0	0	0	0	0	70	310	145	32.6%	15.1%	<- From WisDOT				
2:30-3:30 pm	0	0	0	20	0	55	5	0	0	0	0	0	80	95	210	10.0%	22.0%	<- From WisDOT				
IN or OUT PERCENTAGE				IN	OUT		OUT	IN											0.0%	8.8%	26.3%	5.0%

Start Time	↓			←			↑			→			Intersection Totals	---		AADT IN	AADT OUT	% AADT IN	% AADT OUT	Notes		
	STH 42 from North			Mill Road from East			STH 42 from South			Driveway from West				IN	OUT	0	0					
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		IN	OUT	0%	0%					
6-7am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
7-8am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
8-9am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
9-10am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
10-11am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
11am-12pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
12-1pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
1-2pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
2-3pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
3-4pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
4-5pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
5-6pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
6:45-7:45 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
2:30-3:30 pm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%	<- From WisDOT				
IN or OUT PERCENTAGE																						

TRAFFIC SIGNAL WARRANT VOLUME SUMMARY: STH 42 at Mill Road

2024 Build Traffic													
Start Time	 												Intersection Totals
	STH 42 from North			Mill Road from East			STH 42 from South			Driveway from West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
6-7am	0	0	0	5	0	10	5	0	0	0	0	0	20
7-8am	0	356	86	154	1	69	27	296	0	1	0	0	990
8-9am	0	0	0	0	0	5	0	0	0	0	0	0	5
9-10am	0	0	0	0	0	5	0	0	0	0	0	0	5
10-11am	0	0	0	0	0	5	0	0	0	0	0	0	5
11am-12pm	0	0	0	5	0	10	0	0	0	0	0	0	15
12-1pm	0	0	0	5	0	10	0	0	0	0	0	0	15
1-2pm	0	0	0	5	0	10	0	0	0	0	0	0	15
2-3pm	0	250	49	61	0	76	12	213	0	1	0	1	663
3-4pm	5	531	136	143	1	48	37	551	3	1	3	1	1460
4-5pm	2	539	122	129	0	38	29	513	1	0	0	0	1373
5-6pm	2	455	114	95	0	39	38	450	2	1	0	2	1198
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45-7:45 am	0	356	86	154	1	69	27	296	0	1	0	0	990
2:30-3:30 pm	2	506	100	109	1	86	25	472	1	1	1	1	1305

TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY (WARRANTS 1 - 3)

2024 Build Traffic

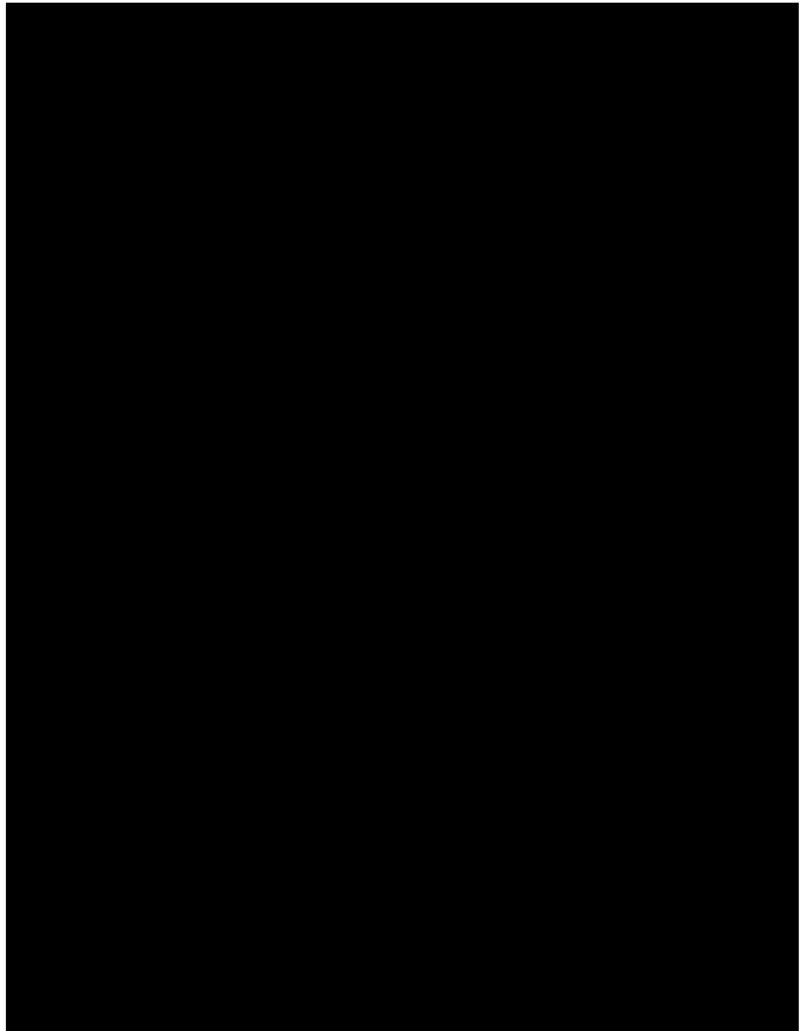
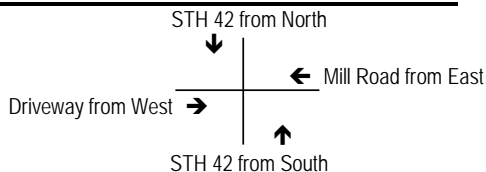
STH 42 at Mill Road

VOLUME SUMMARY		
For Warrant 1		
Percent Right Turns -->		0%
START TIME	MAJOR	MINOR
6-7am	5	10
7-8am	765	70
8-9am	0	5
9-10am	0	5
10-11am	0	5
11am-12pm	0	10
12-1pm	0	10
1-2pm	0	10
2-3pm	524	76
3-4pm	1263	49
4-5pm	1206	38
5-6pm	1061	39
12:00 AM	0	0
12:00 AM	0	0
6:45-7:45 am	765	70
2:30-3:30 pm	1106	87

VOLUME SUMMARY		
For Warrants 2 and 3		
Percent Right Turns -->		0%
Start Time	MAJOR	MINOR
6-7am	5	10
7-8am	765	70
8-9am	0	5
9-10am	0	5
10-11am	0	5
11am-12pm	0	10
12-1pm	0	10
1-2pm	0	10
2-3pm	524	76
3-4pm	1263	49
4-5pm	1206	38
5-6pm	1061	39
12:00 AM	0	0
12:00 AM	0	0
6:45-7:45 am	765	70
2:30-3:30 pm	1106	87

CONDITIONS

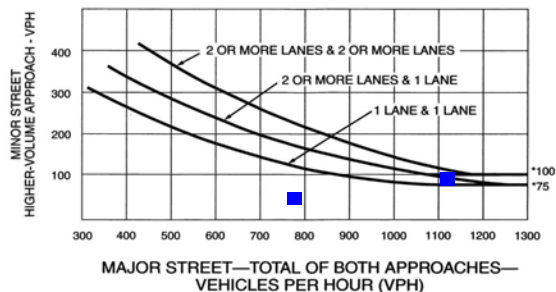
< 10,000 Population	No
Major Street Speed > 40 mph	Yes
Major Street Lanes	One
Minor Street Lanes	One
T-Intersection (Y/N)	No



Warrant 3 (Peak Hour Volume)
(70% Factor)

Met?
YES

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)









*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Left-Turn Conflict Analysis

Opp. Thru x Lt Turn	Threshold	Met?	Hours Met
SB Th+Rt x NB Lt	80,000	NO	0
NB Th+Rt x SB Lt	80,000	NO	0

TRAFFIC SIGNAL WARRANT VOLUME SUMMARY: 21st Street/Mill Road at Eisner Avenue

2024 Build Traffic													
Start Time	  												Intersection Totals
	Mill Road from North			Eisner Avenue from East			21st Street from South			Driveway from West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
6-7am	0	5	15	45	0	0	0	20	0	0	0	0	85
7-8am	1	61	157	300	0	111	73	105	2	2	1	2	815
8-9am	0	5	10	15	0	0	0	5	0	0	0	0	35
9-10am	0	5	10	15	0	0	0	5	0	0	0	0	35
10-11am	0	5	10	10	0	0	0	5	0	0	0	0	30
11am-12pm	0	5	15	15	0	0	0	5	0	0	0	0	40
12-1pm	0	5	15	20	0	0	0	10	0	0	0	0	50
1-2pm	0	5	15	15	0	0	0	5	0	0	0	0	40
2-3pm	0	51	135	105	0	37	34	32	0	0	0	0	394
3-4pm	4	51	153	164	0	109	118	59	1	1	0	0	660
4-5pm	3	35	124	137	0	63	100	62	2	1	0	0	527
5-6pm	0	38	112	118	0	82	82	47	1	1	0	0	481
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45-7:45 am	1	61	157	300	0	111	73	105	2	2	1	2	815
2:30-3:30 pm	1	68	182	167	0	92	90	54	1	0	0	0	655

TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY (WARRANTS 1 - 3)

2024 Build Traffic

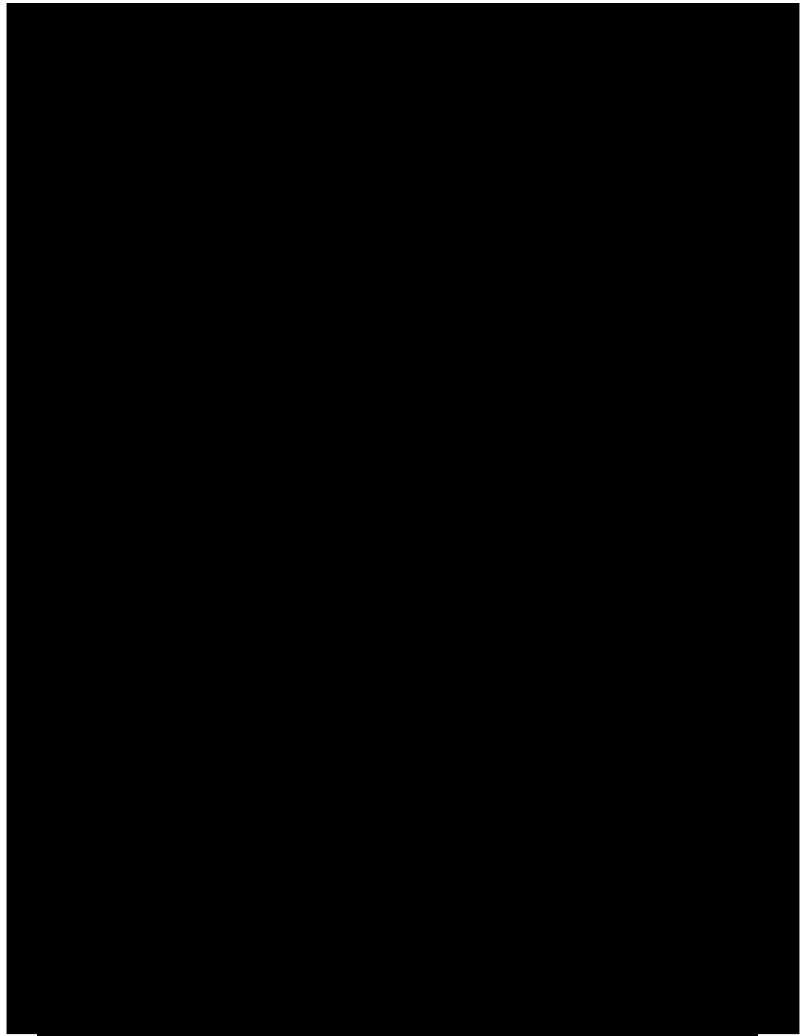
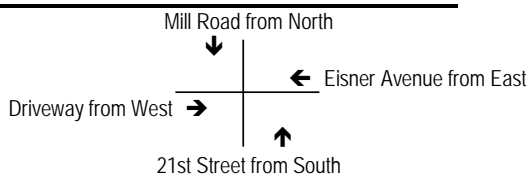
21st Street/Mill Road at Eisner Avenue

VOLUME SUMMARY		
For Warrant 1		
Percent Right Turns -->		100%
START TIME	MAJOR	MINOR
6-7am	40	45
7-8am	399	411
8-9am	20	15
9-10am	20	15
10-11am	20	10
11am-12pm	25	15
12-1pm	30	20
1-2pm	25	15
2-3pm	252	142
3-4pm	386	273
4-5pm	326	200
5-6pm	280	200
12:00 AM	0	0
12:00 AM	0	0
6:45-7:45 am	399	411
2:30-3:30 pm	396	259

VOLUME SUMMARY		
For Warrants 2 and 3		
Percent Right Turns -->		100%
Start Time	MAJOR	MINOR
6-7am	40	45
7-8am	399	411
8-9am	20	15
9-10am	20	15
10-11am	20	10
11am-12pm	25	15
12-1pm	30	20
1-2pm	25	15
2-3pm	252	142
3-4pm	386	273
4-5pm	326	200
5-6pm	280	200
12:00 AM	0	0
12:00 AM	0	0
6:45-7:45 am	399	411
2:30-3:30 pm	396	259

CONDITIONS

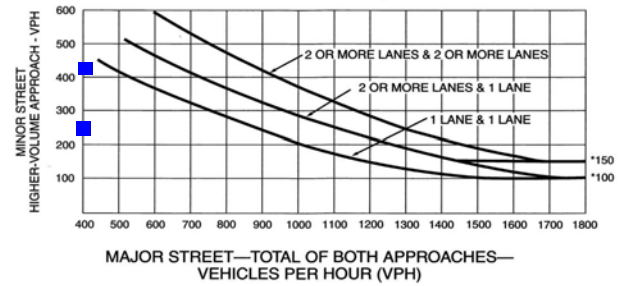
< 10,000 Population	No
Major Street Speed > 40 mph	No
Major Street Lanes	One
Minor Street Lanes	One
T-Intersection (Y/N)	No



Warrant 3 (Peak Hour Volume)
(100% Factor)

Met?
NO

Figure 4C-3. Warrant 3, Peak Hour



Left-Turn Conflict Analysis

Opp. Thru x Lt Turn	Threshold	Met?	Hours Met
SB Th+Rt NB Lt	80,000	NO	0
NB Th+Rt SB Lt	80,000	NO	0