

TIA TECHNICAL MEMORANDUM

DATE: December 3, 2025

BY: Tammi Czewski, P.E., PTOE
Traffic Analysis & Design, Inc.

SUBJECT: Yerkes Observatory Future Growth Traffic Impact Analysis
Williams Bay, WI

INTRODUCTION

Yerkes Observatory is planning for future visitor growth, site amenities, and a new exit route that will impact traffic volumes and operations at intersections to Geneva Street (STH 67) in Williams Bay, Wisconsin. This memo was prepared as a traffic impact analysis (TIA) report to evaluate future peak hour traffic operations for different scenarios that include background/off-site development traffic growth from “The Preserve” development, Yerkes Observatory visitor traffic growth, and site exit alternatives. The location of the site and off-site developments, as well as the intersections evaluated in this study are on Exhibit 1.

SITE CIRCULATION & DEVELOPMENT PLAN

Existing Plan

Exhibit 2 shows the existing Yerkes Observatory site and traffic circulation routes for vehicles entering and exiting at Geneva Street. All site traffic enters from Observatory Place and exits to Parkhurst Place.

The existing facility has 22,000 annual visitors, with 10,000 annual visitors in the “summer” (May through September) and 12,000 annual visitors in the “winter” (October through April). During the summer, 95% of visitors arrive by car and 5% walk or park off-site. During the winter, 20% of visitors arrive by car and 80% park off-site. Winter visitors typically come for a single event and are bussed in from off-site areas.

Future Plan

The proposed changes to the site and traffic circulation routes is on Exhibit 3. Site changes impacting traffic volumes and operations include the addition of a playground and family pavilion, a visitor center, a 150-space parking lot (for more on-site parking availability), and a new connection to Constance Boulevard, which will be used for all site exits to Geneva Street. The existing connection to Parkhurst Place will be removed with this new plan.

With these site enhancements along with increased popularity of the Yerkes Observatory, 56,000 annual visitors are estimated, with 38,000 annual visitors in the summer and 18,000 annual visitors in the winter. With the increase in site parking, 95% of the summer visitors arrive by car, and 80% of the winter visitors arrive by car.

EXISTING TRAFFIC VOLUMES

Data Collection & Study Area

Turning movement traffic counts were collected at study intersections in September 2025 and November 2025. Traffic counts were collected from 3:00-6:00 on the weekday and from 3:00-7:00 p.m. on a Saturday and are included in Appendix A. The study intersections are:

- Geneva Street & Observatory Place
- Geneva Street & Parkhurst Place
- Geneva Street & Constance Boulevard

Observatory Place, Parkhurst Place, and Constance Boulevard are two-lane local roadways with stop sign control at the intersections with Geneva Street. Observatory Place and Parkhurst Place are no outlet roadways that provide access to the Yerkes Observatory and about 10 single-family residences each. Constance Boulevard extends from Geneva Street and around the Yerkes Observatory property to the former George Williams College of Aurora campus, which also has other connections to North Lake Shore Drive west of the site. The campus is being planned for redevelopment with a hotel, restaurant, amphitheater, and supporting services (spa, racquet ball courts, pool, etc.). *The Preserve at Williams Bay Abbreviated TIA* dated February 13, 2025 (herein referred to as The Preserve TIA) was prepared to identify traffic volumes, operations, and impacts to intersections along Geneva Street.

Geneva Street (STH 67) is a principal arterial with a 30-mph posted speed limit and a two-lane undivided cross-section. The roadway has 10-foot-wide bike lanes in both directions, which are dashed out at the study intersections. Although not full right-turn lanes, the pavement markings allow for legal right-turn movements to occur from these lanes. Sidewalks exist intermittently on both sides of the roadway through the study intersections. The Wisconsin Department of Transportation (WisDOT) reports a 2022 annual average daily traffic (AADT) volume of 5,000 vehicles per day (vpd) west of Lake Shore Drive to the west and 6,800 vpd east of Dartmouth Road to the east.

Exhibit 4 shows the geometrics, traffic control, and intersection spacing along Geneva Street.

Existing Traffic Volumes

The traffic count data was compiled for the peak traffic hours through all study intersections, which was determined to occur from 3:00-4:00 p.m. on weekdays and from 3:15-4:15 p.m. on Saturdays. Traffic volumes at the Geneva Street intersections with Observatory Place and Parkhurst Place were counted in November 2025, which represents the “winter” season volumes evaluated in this study. These intersections were used to balance traffic through the Geneva Street/Constance Boulevard Place intersection which was counted in September 2025 for The Preserve TIA to generate “winter” traffic volumes in the study area.

“Summer” traffic volumes were generated by applying WisDOT 2024 Seasonal Adjustment Factors (Appendix A) for Seasonal Factor Group 6 (Tourist/Recreational Other), which is how WisDOT classifies Geneva Street through Williams Bay. The seasonal adjustment factors

between November and July were applied to through volumes on Geneva Street to develop peak summer season volumes. Both the unadjusted “winter” and adjusted “summer” existing peak hour traffic volumes evaluated at the study intersections are on Exhibit 5.

Existing Yerkes Observatory Traffic

Both Yerkes Observatory traffic and traffic from the single-family homes along Observatory Place and Parkhurst Place are included in the intersection traffic counts with Geneva Street. Due to the one-way traffic patterns for the Yerkes Observatory, outbound traffic turning from Observatory Place and inbound traffic turning onto Parkhurst Place were identified as single-family home traffic. Using weekday and Saturday peak hour in/out percentage data from the Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 11th Edition for land use #210 (single-family detached housing), opposing traffic for the single-family homes were calculated. Separating the single-family home traffic, it was determined that the Yerkes Observatory generated about 20 trips (7 in/13 out) during the weekday PM peak hour and 36 trips (18 in/18 out) during the Saturday PM peak hour.

Yerkes Observatory provided daily traffic volumes for the same days traffic counts were collected at the Geneva Street intersections with Observatory Place and Parkhurst Place. Using this data, it was determined that 8% of the weekday daily Yerkes Observatory trips occurred in the weekday PM peak hour, and 15% of the Saturday daily Yerkes Observatory trips occurred in the Saturday PM peak hours. These rates were used to determine future peak hour trips from future daily attendance estimates. The existing Yerkes Observatory trip generation and traffic assumptions are shown in Table 1.

Table 1. Existing Yerkes Observatory Trip Generation

Land Use	Weekday Daily	PM Peak			Saturday Daily	SAT Peak		
		In	Out	Total		In	Out	Total
Single-Family Detached Housing (ITE #210)		(63%)	(37%)			(54%)	(46%)	
Observatory Place Residential-Only Traffic		5	3	8		2	2	4
Parkhurst Place Residential-Only Traffic		2	1	3		1	1	2
Total Traffic at Observatory Place & Parkhurst Place		7	13	20		18	18	36
Residential Only Traffic at Observatory Place & Parkhurst Place		-7	-4	-11		-3	-3	-6
Existing Yerkes Observatory Traffic	108	0	9	9 8%	202	15	15	30 15%

Notes/Assumptions:

- In/Out peak counts were collected on Thursday 11/6/2025 and Saturday 11/8/2025 at Observatory Place & Parkhurst Place.
- Daily traffic volume data calculated from car counts at the Yerkes Observatory exit drive on those same dates.
- Outbound traffic at Observatory Place is residential only traffic (Yerkes Observatory is one way inbound only).
- Inbound residential traffic was estimated by applying ITE #210 in/out distributions to the outbound residential traffic.
- Opposite process applied to inbound traffic at Parkhurst Place.
- Yerkes Observatory inbound traffic was determined by subtracting estimated inbound residential traffic from traffic counts.
- Each vehicle generates one inbound trip and one outbound trip per day, but those trips may not occur in the same hour.

FUTURE TRAFFIC VOLUMES

The Yerkes Observatory Director provided winter and summer weekday and Saturday daily visitor estimates for two volume scenarios: existing traffic plus a playground addition, and future visitor growth of the whole site.

Future Yerkes Observatory Traffic – Playground Addition

During the winter, the playground is expected to be visited by an average of 30 children on weekdays and 60 children on Saturdays (100% will arrive by car). During the summer, the playground is expected to be visited by 140 children on weekdays and 220 children on Saturdays (80% will arrive by car). For the purposes of this study, playground visitors are estimated in addition to the existing traffic traveling to/from the Yerkes Observatory. Using the same peak-to-daily ratios as existing traffic at the Yerkes Observatory, the playground is estimated to generate three (3) additional weekday PM and four (4) additional Saturday PM trips during the winter, and 10 additional weekday PM and 19 additional Saturday PM trips during the summer.

Future Yerkes Observatory Traffic – Playground Plus Visitor Growth

In addition to playground visitors, tour traffic growth estimates were used to generate future peak hour visitor traffic to the Yerkes Observatory. The Yerkes Observatory offers set tours and program times that overlap during the peak hours (exiting traffic from one tour will occur in the same hour that entering traffic arrives for the next tour). Although more tours are expected to occur on Saturdays, only one tour occurs at one time. Therefore, tour visitor numbers and traffic generated from the tours are the same for both the weekday PM and Saturday PM peak hours.

An average of 55 visitors per day and 25 visitors per tour is estimated during the winter (80% arrive by car) and an average of 207 visitors per day and 40 visitors per tour is estimated during the summer (95% arrive by car). For the purposes of this study, future build traffic estimates for the tours are estimated to replace the existing traffic at the Yerkes Observatory. The net new Yerkes Observatory traffic (tours plus playground visitors) is therefore calculated as 34 additional weekday PM and 14 Saturday midday trips during the winter, and 77 additional weekday PM and 65 additional Saturday midday trips during the summer. The future Yerkes Observatory trip generation and traffic assumptions are shown in Table 2 (next page).

Traffic Distribution

Existing traffic entering and exiting at the Geneva Street intersections with Observatory Place and Parkhurst Place follow this distribution pattern:

- 42% to/from the west on Geneva Street
- 58% to/from the east on Geneva Street

All future trips for the Yerkes Observatory were assigned to the study intersections using this trip distribution pattern.

Table 2. Future Yerkes Observatory Traffic

Season	Scenario	Weekday Daily	Weekday PM Peak			Saturday Daily	Saturday PM Peak		
			In	Out	Total		In	Out	Total
			Peak% of Daily	8%	8%		Peak% of Daily	15%	15%
Winter	Playground - 15 Children/Weekday; 30 Children/Weekend Day	30	2 (50%)	1 (50%)	3	60	2 (50%)	2 (50%)	4
	100% Playground Auto Arrivals		2	1	3		2	2	4
	Tours - Average 55 Visitors/Day & 25 Visitors/Tour (Excludes Playground)		25	25	50		25	25	50
	80% Tour Auto Arrivals		20	20	40		20	20	40
	Existing Yerkes Observatory Trips		0	-9	-9		-15	-15	-30
	Net New Winter Future Build Trips		22	12	34		7	7	14
Summer	Playground - 70 Children/Weekday; 110 Children/Weekend Day	140	6 (50%)	6 (50%)	12	220	11 (50%)	10 (50%)	21
	90% Playground Auto Arrivals		5	5	10		10	9	19
	Tours - Average 207 visitors/day & 40 visitors/tour (Excludes Playground)		40	40	80		40	40	80
	95% Tour Auto Arrivals		38	38	76		38	38	76
	Existing Yerkes Observatory Trips		0	-9	-9		-15	-15	-30
	Net New Summer Future Build Trips		43	34	77		33	32	65

Notes/Assumptions:

- Winter & Summer daily playground children & future build traffic estimated by Yerkes Observatory Director.
- Per the Director, 100% of the playground visitors arrive by car in the Winter; 90% arrive by car in the Summer.
- Per the Director, 80% of future build visitors will arrive by car in the Winter; 95% will arrive by car in the Summer.
- Each vehicle generates one inbound trip and one outbound trip per day: Assume both occur in the same hour.
- Playground peak hour traffic estimated by applying the existing Yerkes Observatory peak-to-daily (Peak% of Daily) trip factors.
- A 2.10 average vehicle occupancy applied to tour visitor trips using FHWA 2022 National Household Travel Survey (NHTS) data.
- A 1.0 vehicle occupancy was applied to playground trips as trips based on children, with assumption that they are driven by an adult (NHTS data showed 1.66 occupancy for school/daycare, which is less than 1 child/vehicle).
- Yerkes Observatory Direction estimated future build daily visitors at 70 in winter & 207 in summer, which includes playground visitors. Playground visitors therefore subtracted from total future build trips to estimate tour only daily trips.
- Traffic for tours overlap in the peak hour: traffic for one tour exits while traffic from another tour arrives.

Traffic Volume & Access Scenarios

This study evaluates the study intersections with four traffic volume and access scenarios:

- Scenario 1: Existing Yerkes Observatory traffic plus additional visitor traffic to the new playground area. Yerkes Observatory traffic enters from Observatory Place and exits to Parkhurst Place.
- Scenario 2: Existing Yerkes Observatory traffic plus additional visitor traffic to the new playground area. Yerkes Observatory traffic enters from Observatory Place and exits to Constance Boulevard.
- Scenario 3: Existing Yerkes Observatory traffic plus new trips from “The Preserve” development (includes Saturday amphitheater event). Yerkes Observatory traffic enters from Observatory Place and exits to Parkhurst Place.
- Scenario 4: Future Yerkes Observatory traffic (includes tour and programming growth and additional playground visitors) plus new trips from “The Preserve” development (includes Saturday amphitheater event). Yerkes Observatory traffic enters from Observatory Place and exits to Constance Boulevard.

Traffic volumes for each of these scenarios were calculated for the weekday PM and Saturday PM peak hours during both the winter and summer seasons. The volume exhibits show the new development trip assignments (Yerkes Observatory in orange and “The Preserve” in light blue) as well as the existing Yerkes Observatory traffic reroutes from exiting at Parkhurst Place to exiting at Constance Boulevard (in green). The total traffic volumes that combine these development trips with the existing background traffic volumes are shown in black. “The Preserve” traffic assignment was obtained from the February 2025 TIA.

- Exhibit 6: Scenario 1 Peak Hour Traffic Volumes
- Exhibit 7: Scenario 2 Peak Hour Traffic Volumes
- Exhibit 8: Scenario 3 Peak Hour Traffic Volumes
- Exhibit 9: Scenario 4 Peak Hour Traffic Volumes

PEAK HOUR TRAFFIC OPERATIONS

The study intersections were analyzed using the Synchro 12 traffic analysis model (outputs based on the *Highway Capacity Manual, 7th Edition*) and the peak hour turning movement volumes estimated for each intersection. Intersection operation is defined by “level of service.” Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A’, to very poor, represented by LOS ‘F’. For the purposes of this study, LOS D or better was used to define acceptable peak hour operating conditions. The LOS definitions for signalized and unsignalized intersections are in Appendix B.

Exhibits 10-12 include tables that show the study intersection lane geometries, 95th percentile queues (in feet), delays (in seconds per vehicle), and corresponding LOS. The tables are separated by peak hour and season (winter and summer). The LOS tables and appendix location with the Synchro analysis files for each scenario are listed below.

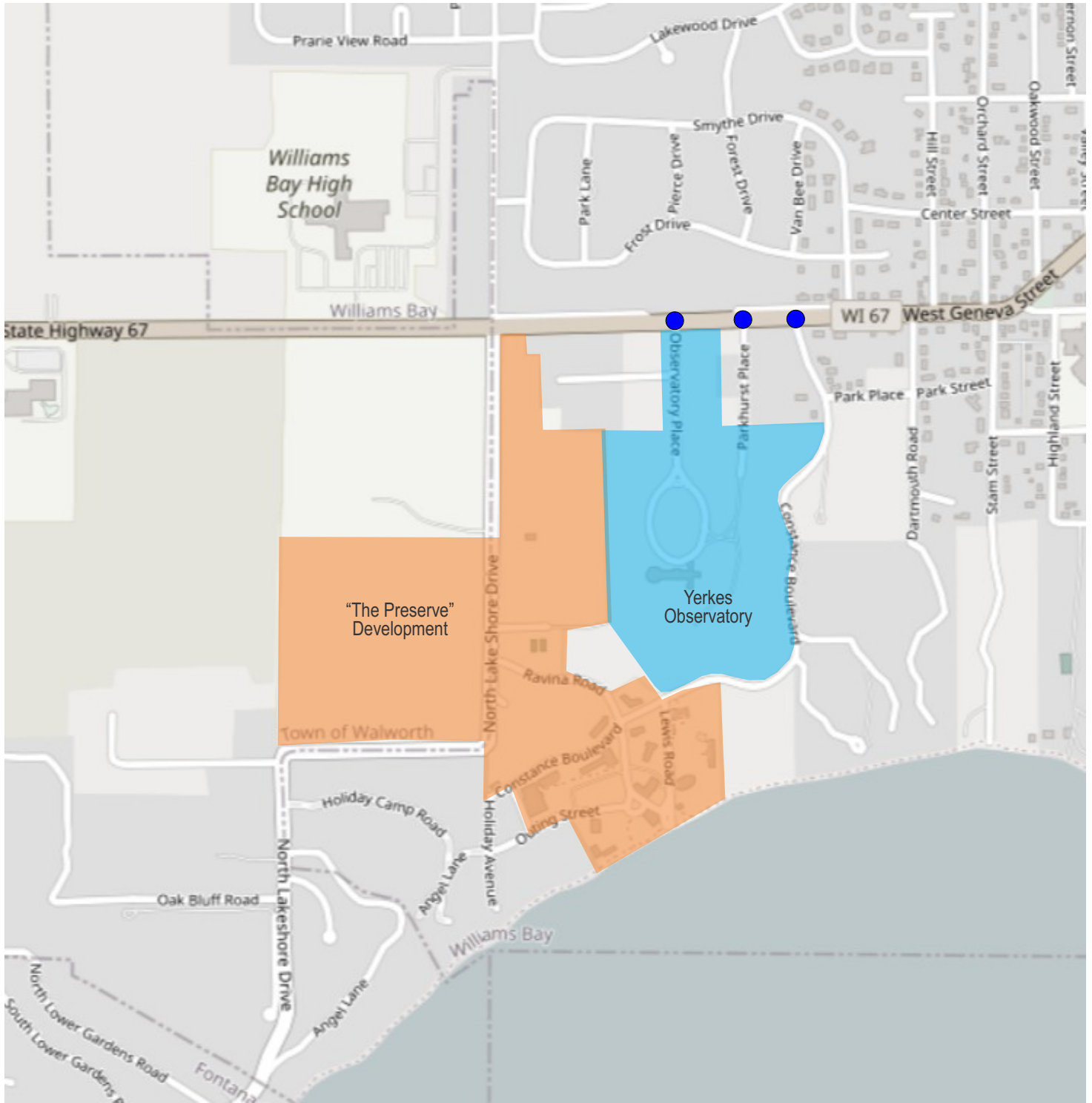
- Exhibit 10 (Appendix B): Scenario 1 Peak Hour Traffic Operations (LOS Table)
- Exhibit 11 (Appendix C): Scenario 2 Peak Hour Traffic Operations (LOS Table)
- Exhibit 12 (Appendix D): Scenario 3 Peak Hour Traffic Operations (LOS Table)
- Exhibit 13 (Appendix E): Scenario 4 Peak Hour Traffic Operations (LOS Table)

With the existing Yerkes Observatory visitor volume plus additional traffic from the playground addition, all turning movements at the study intersections operate at LOS B or better during the winter and summer weekday PM and Saturday PM peak hours (Scenarios 1 and 2). With the existing Yerkes Observatory visitor volumes plus additional traffic from “The Preserve” development, delays increase to LOS C or better (Scenario 3). With future visitor projections (including the playground addition) added to Scenario 3 traffic volumes, delays for all intersections remain at LOS C or better (Scenario 4).

CONCLUSIONS

The analysis shows that there are relatively low increases in delays and queues with future buildout of the Yerkes Observatory site. LOS C or better conditions are expected all study intersections, even with traffic exiting to Constance Boulevard instead of Parkhurst Lane, and even during an amphitheater event on Saturday within “The Preserve” development.

Williams Bay, Wisconsin



LEGEND

- Study Area Intersection
- Yerkes Observatory Site
- Off-Site Development

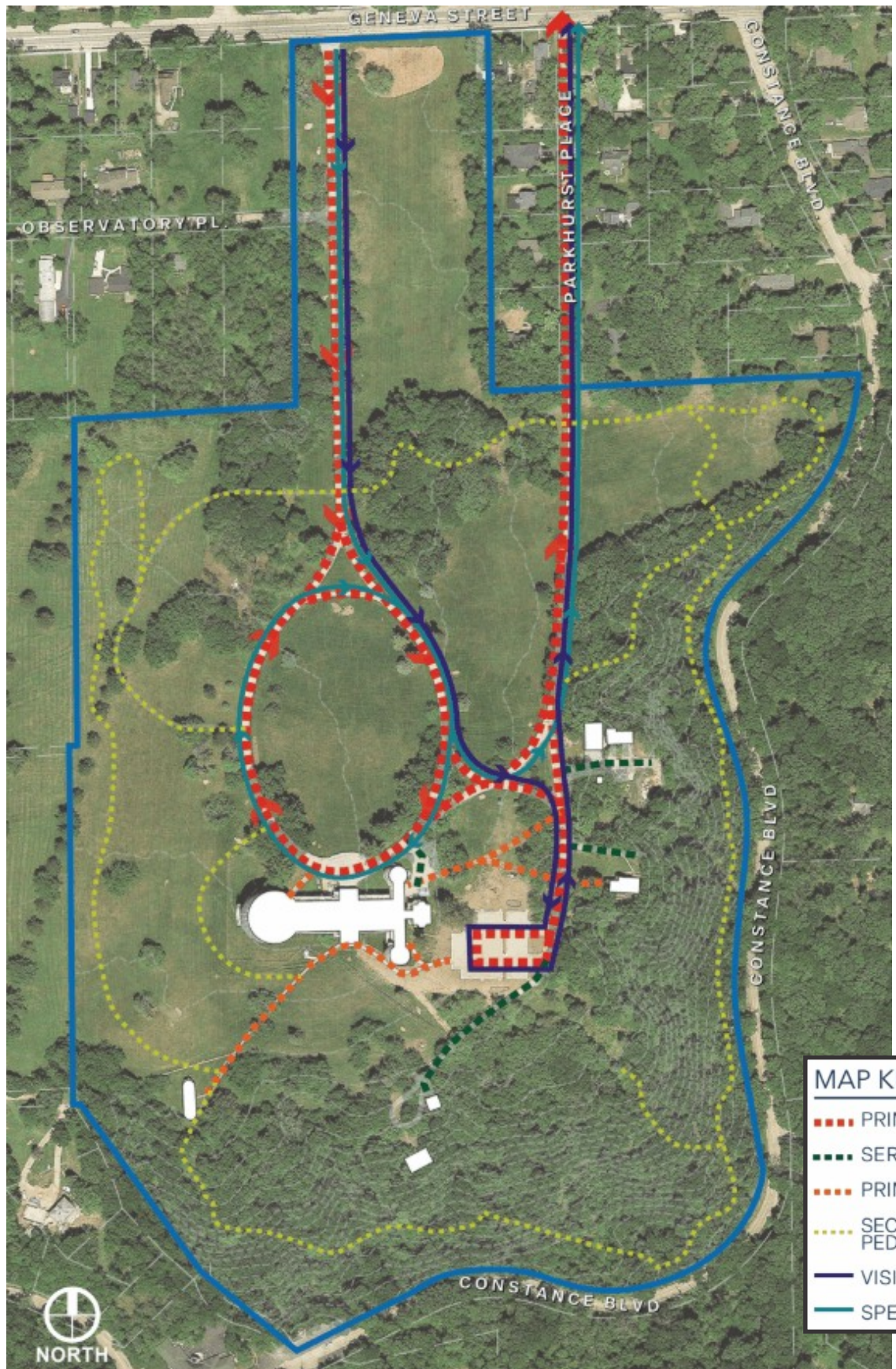


3561: 12-03-2025



NOT TO SCALE

EXHIBIT 1 PROJECT LOCATION MAP



MAP KEY	
	PRIMARY VEHICULAR
	SERVICE VEHICULAR
	PRIMARY/PAVED PEDESTRIAN
	SECONDARY/GRAVEL/MOWED PEDESTRIAN
	VISITOR CIRCULATION
	SPECIAL EVENT CIRCULATION



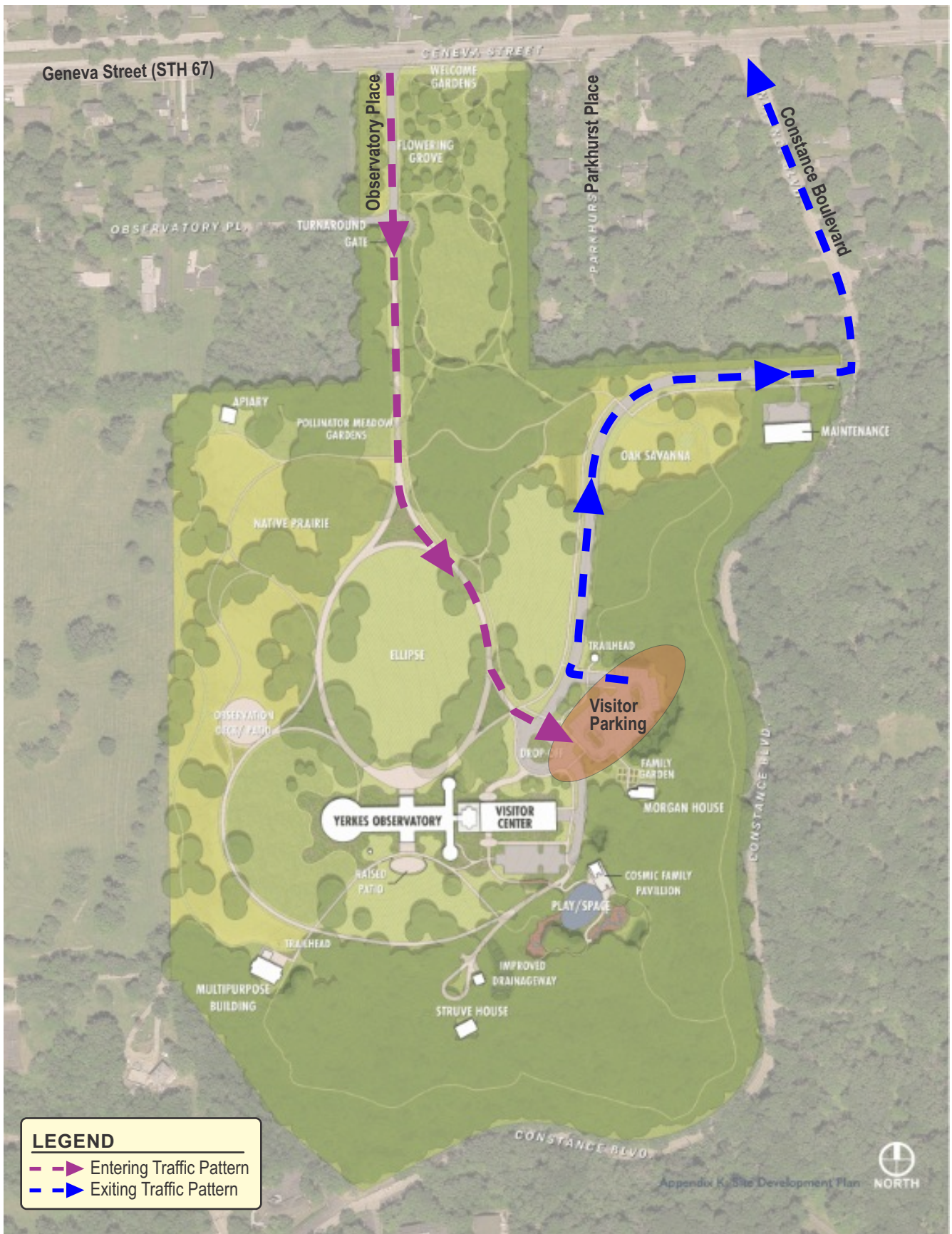
3561: 12-03-2025



NOT TO SCALE

EXHIBIT 2
EXISTING SITE PLAN & VISITOR TRAFFIC CIRCULATION
ENTER FROM OBSERVATORY PL, EXIT TO PARKHURST PL

YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN



LEGEND

- - - ▶ Entering Traffic Pattern
- - - ▶ Exiting Traffic Pattern



3561: 12-03-2025





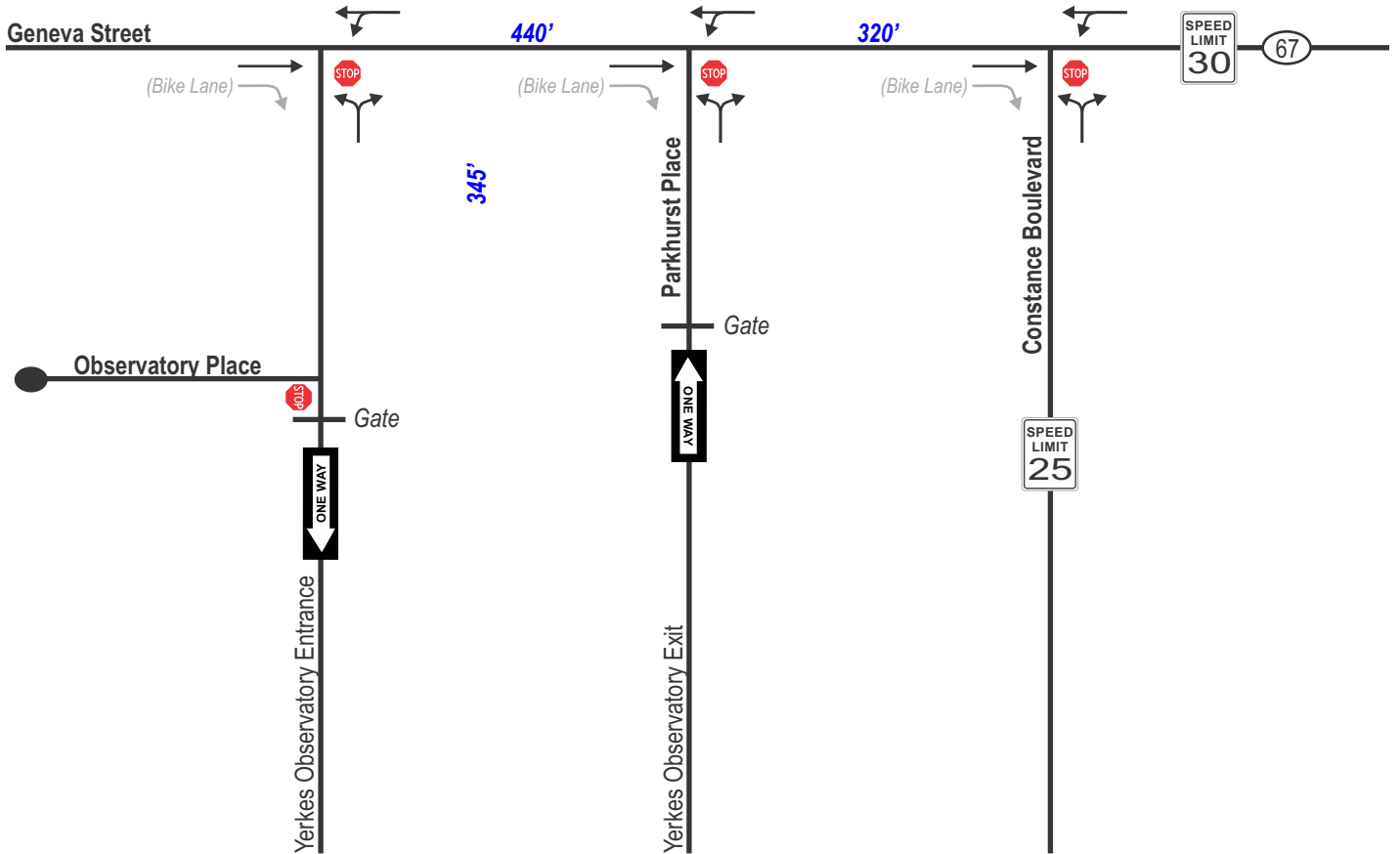
NOT TO SCALE

**EXHIBIT 3
FUTURE SITE PLAN & VISITOR TRAFFIC CIRCULATION
ENTER FROM OBSERVATORY PL, EXIT TO CONSTANCE BLVD**

YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

LEGEND

-  Stop Sign
-  Existing Lane Configuration
- XX'** Centerline Distance (In Feet)



Yerkes Observatory



3561: 12-03-2025



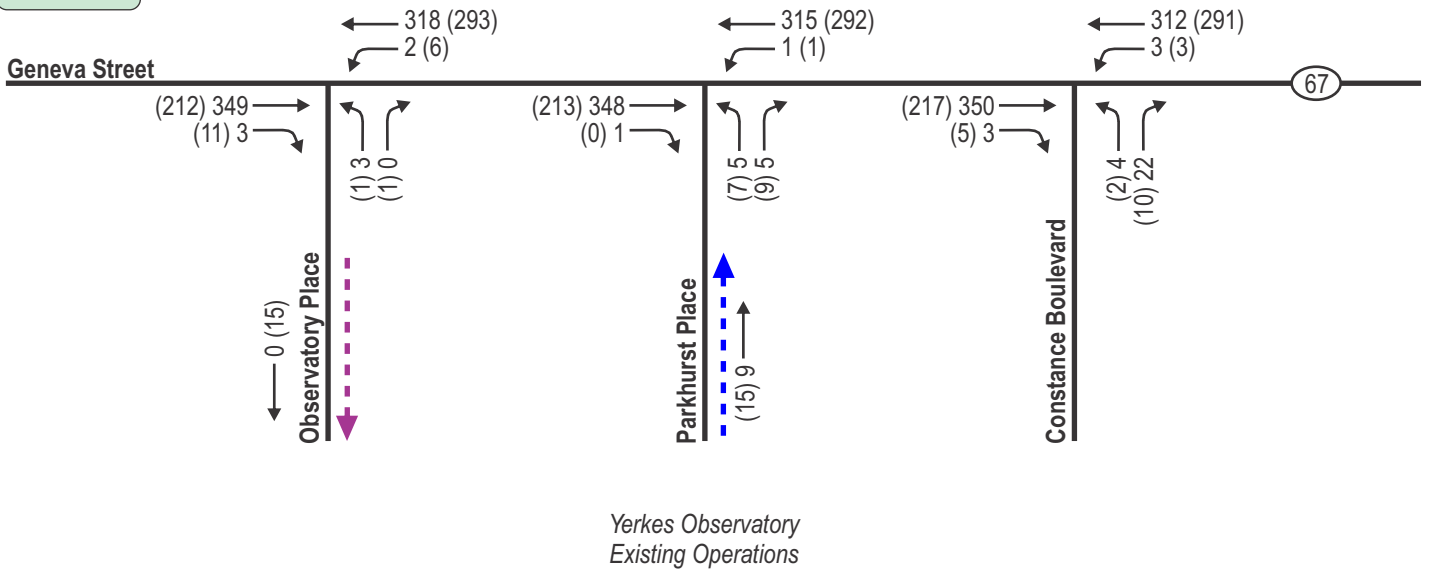
NOT TO SCALE

**EXHIBIT 4
EXISTING TRANSPORTATION SYSTEM**

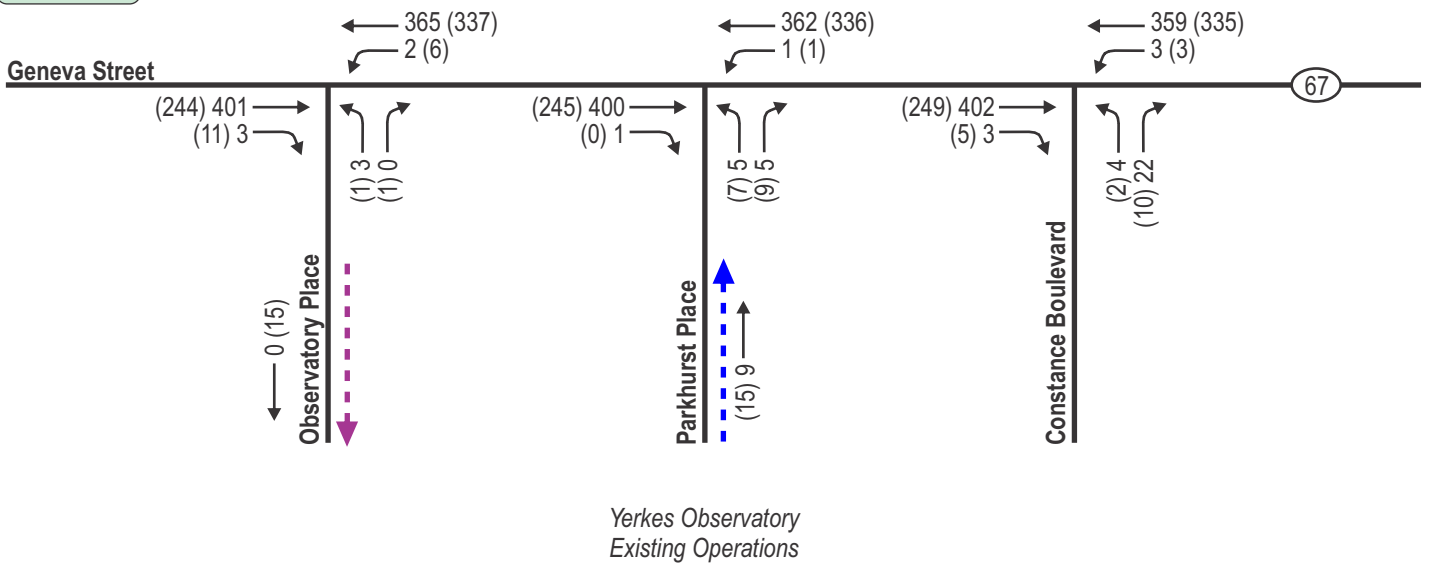
LEGEND

- XX Weekday PM Peak Hour Volumes
- (XX) Saturday PM Peak Hour Volumes
- - -> Yerkes Observatory Entering Traffic
- - -> Yerkes Observatory Exiting Traffic

WINTER



SUMMER



3561: 12-03-2025



NOT TO SCALE

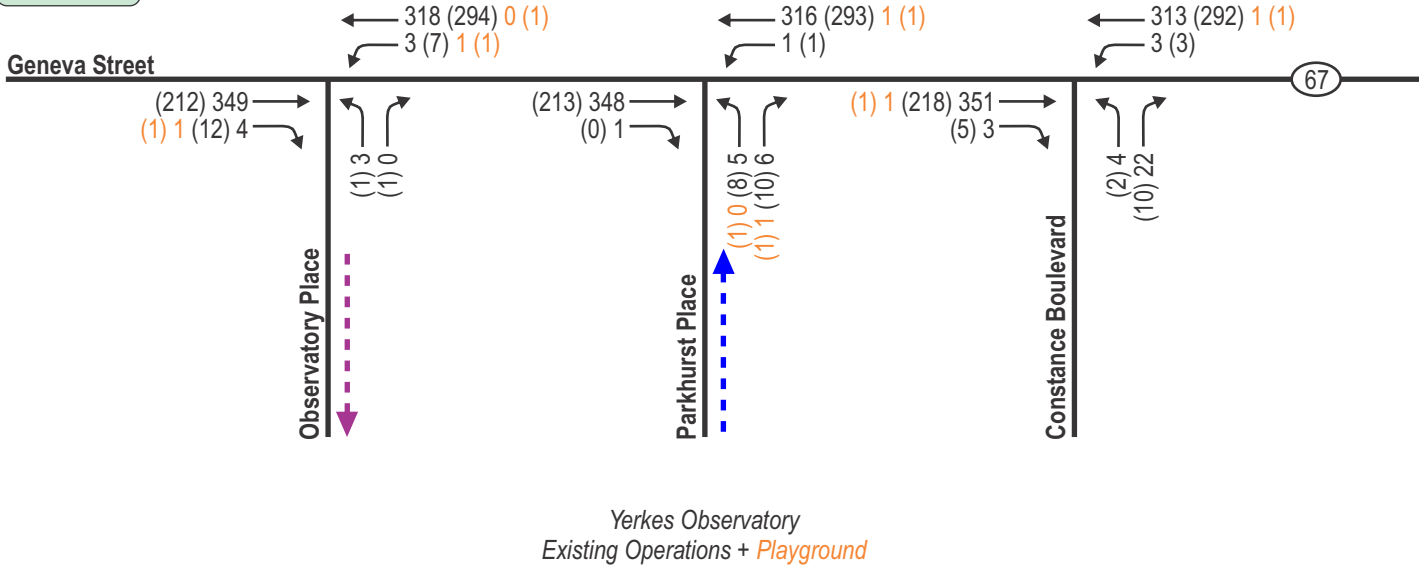
**EXHIBIT 5
EXISTING PEAK HOUR TRAFFIC VOLUMES**

LEGEND

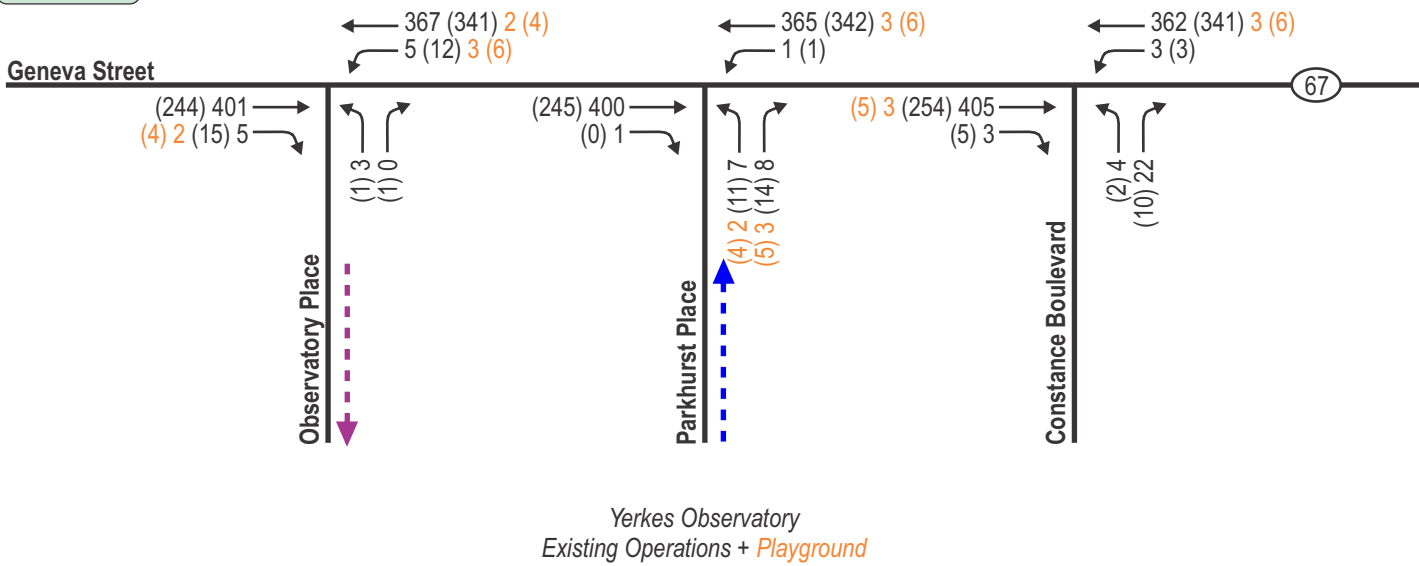
- XX Weekday PM Peak Hour Volumes*
- (XX) Saturday PM Peak Hour Volumes*
- XX (XX) Weekday (Saturday) New Playground Trips
- - -> Yerkes Observatory Entering Traffic
- - -> Yerkes Observatory Exiting Traffic

*Volumes include Existing traffic plus additional Playground site trips (orange text).

WINTER



SUMMER



3561: 12-03-2025



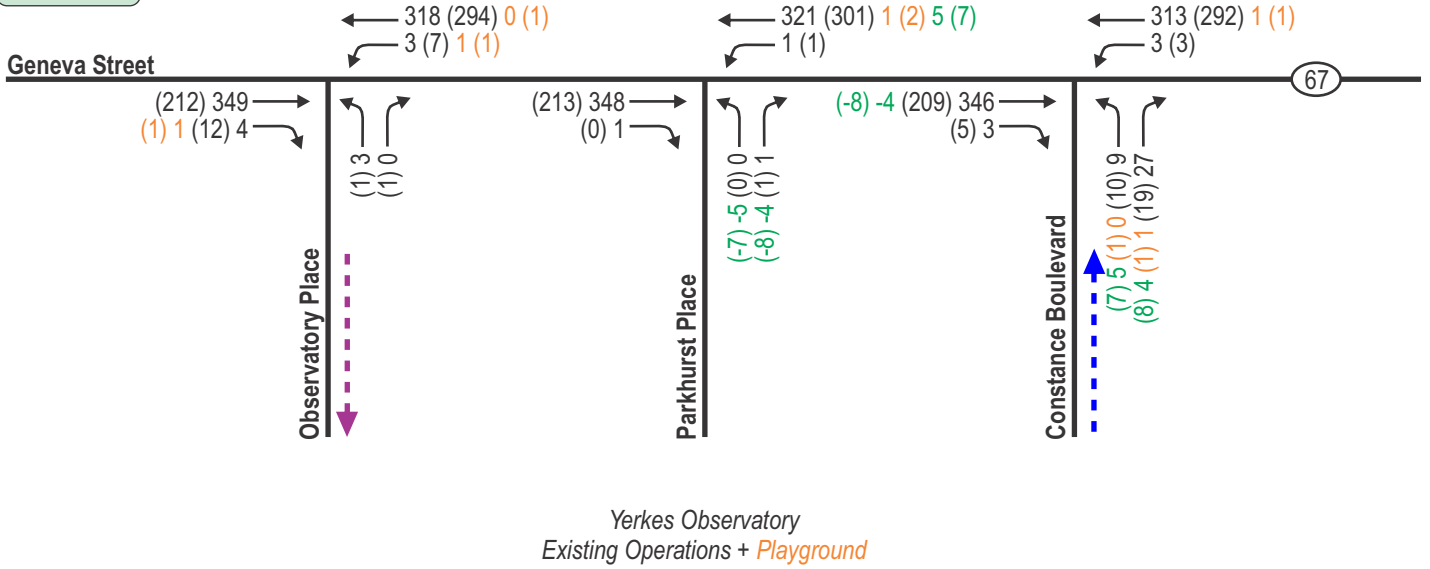
NOT TO SCALE

LEGEND

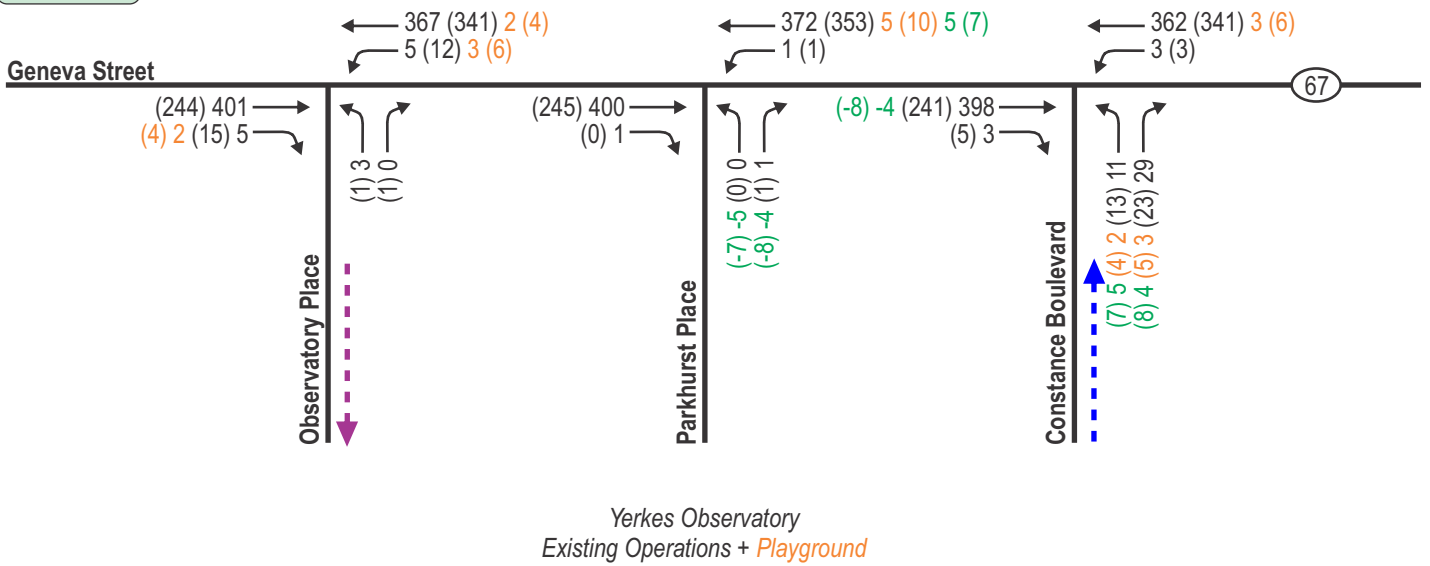
- XX Weekday PM Peak Hour Volumes*
- (XX) Saturday PM Peak Hour Volumes*
- XX (XX) Weekday (Saturday) New Playground Trips
- XX (XX) Weekday (Saturday) Rerouted Existing Trips
- - -> Yerkes Observatory Entering Traffic
- - -> Yerkes Observatory Exiting Traffic

*Volumes include Existing traffic plus additional Playground site trips (orange text) and rerouted existing Yerkes Observatory exiting trips from Parkhurst Place to Constance Boulevard (green text).

WINTER



SUMMER



3561: 12-03-2025



LEGEND

- XX Weekday PM Peak Hour Volumes*
- (XX) Saturday PM Peak Hour Volumes*
- XX (XX) Weekday (Saturday) "The Preserve" Trips
- - -> Yerkes Observatory Entering Traffic
- - -> Yerkes Observatory Exiting Traffic

*Volumes include Existing traffic plus additional "The Preserve" development site trips (blue text), which assume an amphitheater event on

WINTER



Obse
↓

The Preserve Development
↙

Yerkes Observatory Existing Operations



3561: 12-03-2025



NOT TO SCALE

**SCENARIO 3 FUTURE BACKGROUND PEAK HOUR TRAFFIC VOLUMES
"THE PRESERVE" DEVELOPMENT ADDITION**

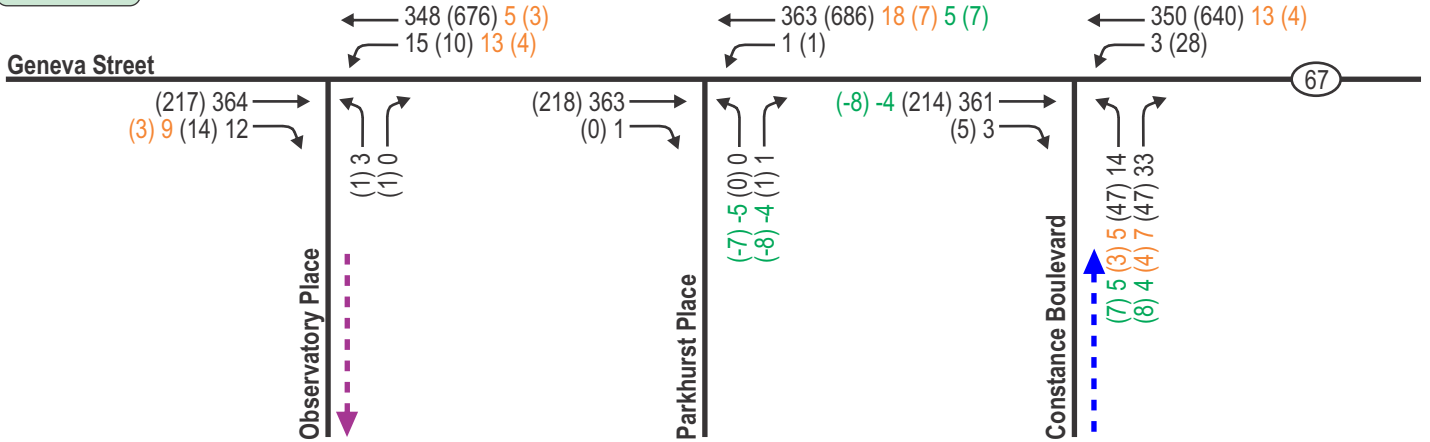
EXHIBIT 8

LEGEND

- XX Weekday PM Peak Hour Volumes*
- (XX) Saturday PM Peak Hour Volumes*
- XX (XX) Weekday (Saturday) Net New Future Build Trips
- XX (XX) Weekday (Saturday) Rerouted Existing Trips
- - -> Yerkes Observatory Entering Traffic
- - -> Yerkes Observatory Exiting Traffic

*Volumes include Future Background traffic plus net new Future Build trips (orange text) & rerouted existing Yerkes Observatory exiting trips from Parkhurst Place to Constance Boulevard (green text).

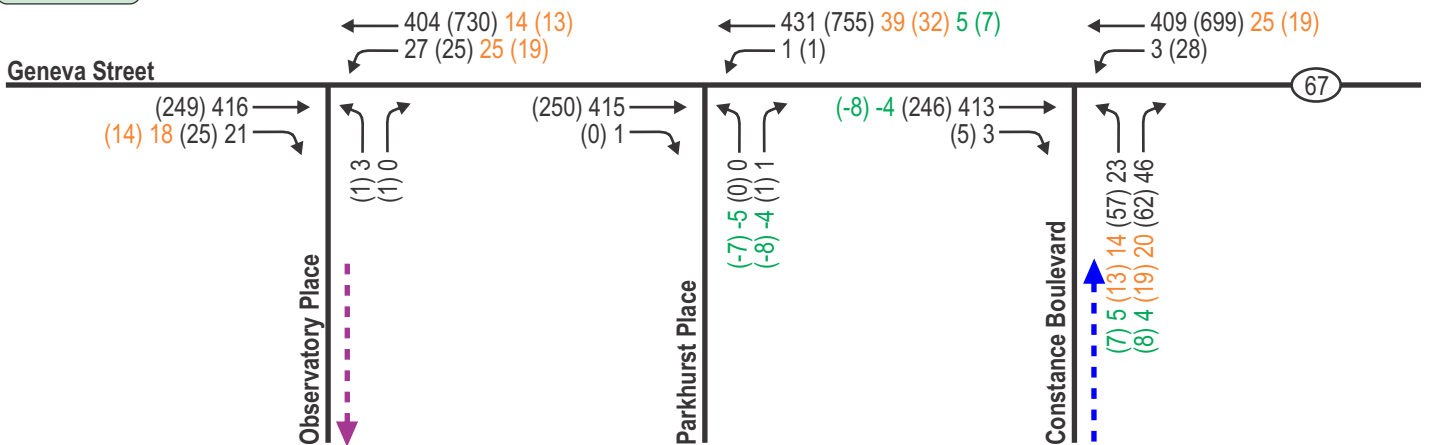
WINTER



The Preserve Development

Yerkes Observatory Future Build Operations

SUMMER



The Preserve Development

Yerkes Observatory Future Build Operations



3561: 12-03-2025



NOT TO SCALE

EXHIBIT 9
SCENARIO 4 FUTURE BUILD PEAK HOUR TRAFFIC VOLUMES
“THE PRESERVE” DEVELOPMENT ADDITION &
FUTURE VISITOR GROWTH AT THE YERKES OBSERVATORY

YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

Playground Build Traffic Peak Hour Operating Conditions
Scenario 1: Playground Build, Site Exits to Parkhurst Place (Existing Pattern)

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
STH 67 & Observatory Place Stop Sign Control (NB) WINTER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	0.1
		LOS	-	*	*	A	-	B	-	-	-	-	-		
		Delay	-	*	*	8.1	-	14.6	-	-	-	-	-		
	Saturday PM	Queue	-	*	*	0'	-	0'	-	-	-	-	-		
		LOS	-	*	*	A	-	B	-	-	-	-	-	0.1	
		Delay	-	*	*	7.8	-	11.0	-	-	-	-	-		
Queue	-	*	*	0'	-	0'	-	-	-	-	-				
STH 67 & Parkhurst Place Stop Sign Control (NB) WINTER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	0.2	
		LOS	-	*	*	A	-	B	-	-	-	-			
		Delay	-	*	*	8.2	-	12.6	-	-	-	-	-		
	Saturday PM	Queue	-	*	*	0'	-	5'	-	-	-	-	-		
		LOS	-	*	*	A	-	B	-	-	-	-	-	0.4	
		Delay	-	*	*	7.7	-	10.8	-	-	-	-	-		
Queue	-	*	*	0'	-	5'	-	-	-	-	-				
STH 67 & Constance Boulevard Stop Sign Control (NB) WINTER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	0.5	
		LOS	-	*	*	A	-	B	-	-	-	-			
		Delay	-	*	*	8.2	-	12.1	-	-	-	-	-		
	Saturday PM	Queue	-	*	*	0'	-	5'	-	-	-	-	-		
		LOS	-	*	*	A	-	B	-	-	-	-	-	0.3	
		Delay	-	*	*	7.8	-	10.2	-	-	-	-	-		
Queue	-	*	*	0'	-	5'	-	-	-	-	-				
STH 67 & Observatory Place Stop Sign Control (NB) SUMMER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	0.1	
		LOS	-	*	*	A	-	C	-	-	-	-			
		Delay	-	*	*	8.3	-	16.2	-	-	-	-	-		
	Saturday PM	Queue	-	*	*	0'	-	0'	-	-	-	-	-		
		LOS	-	*	*	A	-	B	-	-	-	-	-	0.2	
		Delay	-	*	*	7.9	-	11.7	-	-	-	-	-		
Queue	-	*	*	0'	-	0'	-	-	-	-	-				
STH 67 & Parkhurst Place Stop Sign Control (NB) SUMMER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	0.3	
		LOS	-	*	*	A	-	B	-	-	-	-			
		Delay	-	*	*	8.3	-	13.8	-	-	-	-	-		
	Saturday PM	Queue	-	*	*	0'	-	5'	-	-	-	-	-		
		LOS	-	*	*	A	-	B	-	-	-	-	-	0.5	
		Delay	-	*	*	7.8	-	11.5	-	-	-	-	-		
Queue	-	*	*	0'	-	5'	-	-	-	-	-				
STH 67 & Constance Boulevard Stop Sign Control (NB) SUMMER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	0.5	
		LOS	-	*	*	A	-	B	-	-	-	-			
		Delay	-	*	*	8.4	-	12.9	-	-	-	-	-		
	Saturday PM	Queue	-	*	*	0'	-	5'	-	-	-	-	-		
		LOS	-	*	*	A	-	B	-	-	-	-	-	0.2	
		Delay	-	*	*	7.9	-	10.6	-	-	-	-	-		
Queue	-	*	*	0'	-	5'	-	-	-	-	-				

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.
Queues are reported as 95th percentile values, which are equivalent to vehicles in 25' increments (1 vehicle = 0-25' queue; 2 vehicles = 26-50' queue, etc.).
Existing bike lane legally be used as a right-turn lane at study intersections.



3561: 12-03-2025

Playground Build Traffic Peak Hour Operating Conditions
Scenario 2: Playground Build, Site Exits to Constance Boulevard

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
STH 67 & Observatory Place Stop Sign Control (NB) WINTER	Weekday PM	Lanes->	-	1	1	<1	-		<1>	-		-	-	-	0.1
		LOS	-	*	*	A	-		B	-		-	-	-	
		Delay	-	*	*	8.1	-		14.6	-		-	-	-	
	Saturday PM	Queue	-	*	*	0'	-		0'	-		-	-	-	
		LOS	-	*	*	A	-		B	-		-	-	-	0.1
		Delay	-	*	*	7.8	-		11.0	-		-	-	-	
Queue	-	*	*	0'	-		0'	-		-	-	-			
STH 67 & Parkhurst Place Stop Sign Control (NB) WINTER	Weekday PM	Lanes->	-	1	1	<1	-		<1>	-		-	-	-	0.0
		LOS	-	*	*	A	-		B	-		-	-	-	
		Delay	-	*	*	8.2	-		10.5	-		-	-	-	
	Saturday PM	Queue	-	*	*	0'	-		0'	-		-	-	-	
		LOS	-	*	*	A	-		A	-		-	-	-	0.0
		Delay	-	*	*	7.7	-		9.4	-		-	-	-	
Queue	-	*	*	0'	-		0'	-		-	-	-			
STH 67 & Constance Boulevard Stop Sign Control (NB) WINTER	Weekday PM	Lanes->	-	1	1	<1	-		<1>	-		-	-	-	0.7
		LOS	-	*	*	A	-		B	-		-	-	-	
		Delay	-	*	*	8.2	-		12.7	-		-	-	-	
	Saturday PM	Queue	-	*	*	0'	-		10'	-		-	-	-	
		LOS	-	*	*	A	-		B	-		-	-	-	0.6
		Delay	-	*	*	7.8	-		10.9	-		-	-	-	
Queue	-	*	*	0'	-		5'	-		-	-	-			
STH 67 & Observatory Place Stop Sign Control (NB) SUMMER	Weekday PM	Lanes->	-	1	1	<1	-		<1>	-		-	-	-	0.1
		LOS	-	*	*	A	-		C	-		-	-	-	
		Delay	-	*	*	8.3	-		16.2	-		-	-	-	
	Saturday PM	Queue	-	*	*	0'	-		0'	-		-	-	-	
		LOS	-	*	*	A	-		B	-		-	-	-	0.2
		Delay	-	*	*	7.9	-		11.7	-		-	-	-	
Queue	-	*	*	0'	-		0'	-		-	-	-			
STH 67 & Parkhurst Place Stop Sign Control (NB) SUMMER	Weekday PM	Lanes->	-	1	1	<1	-		<1>	-		-	-	-	0.0
		LOS	-	*	*	A	-		B	-		-	-	-	
		Delay	-	*	*	8.3	-		11.0	-		-	-	-	
	Saturday PM	Queue	-	*	*	0'	-		0'	-		-	-	-	
		LOS	-	*	*	A	-		A	-		-	-	-	0.0
		Delay	-	*	*	7.8	-		9.6	-		-	-	-	
Queue	-	*	*	0'	-		0'	-		-	-	-			
STH 67 & Constance Boulevard Stop Sign Control (NB) SUMMER	Weekday PM	Lanes->	-	1	1	<1	-		<1>	-		-	-	-	0.7
		LOS	-	*	*	A	-		B	-		-	-	-	
		Delay	-	*	*	8.4	-		14.0	-		-	-	-	
	Saturday PM	Queue	-	*	*	0'	-		10'	-		-	-	-	
		LOS	-	*	*	A	-		B	-		-	-	-	0.7
		Delay	-	*	*	7.9	-		11.6	-		-	-	-	
Queue	-	*	*	0'	-		5'	-		-	-	-			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.
Queues are reported as 95th percentile values, which are equivalent to vehicles in 25' increments (1 vehicle = 0-25' queue; 2 vehicles = 26-50' queue, etc.).
Existing bike lane legally be used as a right-turn lane at study intersections.



3561: 12-03-2025

"The Preserve" Traffic Peak Hour Operating Conditions
Scenario 3: Future Background, Site Exits to Constance Boulevard

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay		
			Eastbound			Westbound			Northbound			Southbound					
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
STH 67 & Observatory Place Stop Sign Control (NB) WINTER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	-	A 0.1	
		LOS	-	*	*	A	-	C	-	-	-	-	-	-	-		
		Delay	-	*	*	8.2	-	15.1	-	-	-	-	-	-	-		
	Saturday PM	Queue	-	*	*	0'	-	0'	-	-	-	-	-	-	-		
		LOS	-	*	*	A	-	B	-	-	-	-	-	-	-	A 0.1	
		Delay	-	*	*	7.8	-	14.0	-	-	-	-	-	-	-		
	Queue	-	*	*	0'	-	0'	-	-	-	-	-	-	-			
	STH 67 & Parkhurst Place Stop Sign Control (NB) WINTER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	-	A 0.2
			LOS	-	*	*	A	-	B	-	-	-	-	-	-	-	
Delay			-	*	*	8.2	-	13.2	-	-	-	-	-	-	-		
Saturday PM		Queue	-	*	*	0'	-	5'	-	-	-	-	-	-	-		
		LOS	-	*	*	A	-	B	-	-	-	-	-	-	-	A 0.2	
		Delay	-	*	*	7.7	-	13.3	-	-	-	-	-	-	-		
Queue		-	*	*	0'	-	5'	-	-	-	-	-	-	-			
STH 67 & Constance Boulevard Stop Sign Control (NB) WINTER		Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	-	A 0.5
			LOS	-	*	*	A	-	B	-	-	-	-	-	-	-	
	Delay		-	*	*	8.3	-	12.3	-	-	-	-	-	-	-		
	Saturday PM	Queue	-	*	*	0'	-	5'	-	-	-	-	-	-	-		
		LOS	-	*	*	A	-	C	-	-	-	-	-	-	-	A 1.6	
		Delay	-	*	*	7.9	-	18.0	-	-	-	-	-	-	-		
	Queue	-	*	*	5'	-	25'	-	-	-	-	-	-	-			
	STH 67 & Observatory Place Stop Sign Control (NB) SUMMER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	-	A 0.1
			LOS	-	*	*	A	-	C	-	-	-	-	-	-	-	
Delay			-	*	*	8.3	-	16.8	-	-	-	-	-	-	-		
Saturday PM		Queue	-	*	*	0'	-	0'	-	-	-	-	-	-	-		
		LOS	-	*	*	A	-	B	-	-	-	-	-	-	-	A 0.1	
		Delay	-	*	*	7.8	-	15.0	-	-	-	-	-	-	-		
Queue		-	*	*	0'	-	0'	-	-	-	-	-	-	-			
STH 67 & Parkhurst Place Stop Sign Control (NB) SUMMER		Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	-	A 0.2
			LOS	-	*	*	A	-	B	-	-	-	-	-	-	-	
	Delay		-	*	*	8.4	-	14.3	-	-	-	-	-	-	-		
	Saturday PM	Queue	-	*	*	0'	-	5'	-	-	-	-	-	-	-		
		LOS	-	*	*	A	-	B	-	-	-	-	-	-	-	A 0.2	
		Delay	-	*	*	7.8	-	14.2	-	-	-	-	-	-	-		
	Queue	-	*	*	0'	-	5'	-	-	-	-	-	-	-			
	STH 67 & Constance Boulevard Stop Sign Control (NB) SUMMER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	-	A 0.4
			LOS	-	*	*	A	-	B	-	-	-	-	-	-	-	
Delay			-	*	*	8.5	-	13.2	-	-	-	-	-	-	-		
Saturday PM		Queue	-	*	*	0'	-	5'	-	-	-	-	-	-	-		
		LOS	-	*	*	A	-	C	-	-	-	-	-	-	-	A 1.6	
		Delay	-	*	*	8.0	-	20.0	-	-	-	-	-	-	-		
Queue		-	*	*	5'	-	25'	-	-	-	-	-	-	-			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.
Queues are reported as 95th percentile values, which are equivalent to vehicles in 25' increments (1 vehicle = 0-25' queue; 2 vehicles = 26-50' queue, etc.).
Existing bike lane legally be used as a right-turn lane at study intersections.



"The Preserve" & Yerkes Observatory Future Visitor Growth Traffic Peak Hour Operating Conditions
Scenario 4: Future Growth, Site Exits to Constance Boulevard

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay				
			Eastbound			Westbound			Northbound			Southbound							
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
STH 67 & Observatory Place Stop Sign Control (NB) WINTER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	-	-	-	-	
		LOS	-	*	*	A	-	C	-	-	-	-	-	-	-	-	-	-	A
		Delay	-	*	*	8.2	-	15.8	-	-	-	-	-	-	-	-	-	-	0.2
	Saturday PM	Queue	-	*	*	0'	-	0'	-	-	-	-	-	-	-	-	-	-	-
		LOS	-	*	*	A	-	B	-	-	-	-	-	-	-	-	-	-	A
		Delay	-	*	*	7.8	-	14.2	-	-	-	-	-	-	-	-	-	-	0.1
	Queue	-	*	*	0'	-	0'	-	-	-	-	-	-	-	-	-	-	-	-
		Delay	-	*	*	7.7	-	9.5	-	-	-	-	-	-	-	-	-	-	0.0
		Queue	-	*	*	0'	-	0'	-	-	-	-	-	-	-	-	-	-	0.0
STH 67 & Parkhurst Place Stop Sign Control (NB) WINTER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	-	-	-	-	
		LOS	-	*	*	A	-	B	-	-	-	-	-	-	-	-	-	-	A
		Delay	-	*	*	8.2	-	10.7	-	-	-	-	-	-	-	-	-	-	0.0
	Saturday PM	Queue	-	*	*	0'	-	0'	-	-	-	-	-	-	-	-	-	-	-
		LOS	-	*	*	A	-	A	-	-	-	-	-	-	-	-	-	-	A
		Delay	-	*	*	7.7	-	9.5	-	-	-	-	-	-	-	-	-	-	0.0
	Queue	-	*	*	0'	-	0'	-	-	-	-	-	-	-	-	-	-	-	-
		Delay	-	*	*	7.7	-	9.5	-	-	-	-	-	-	-	-	-	-	0.0
		Queue	-	*	*	0'	-	0'	-	-	-	-	-	-	-	-	-	-	0.0
STH 67 & Constance Boulevard Stop Sign Control (NB) WINTER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	-	-	-	-	
		LOS	-	*	*	A	-	B	-	-	-	-	-	-	-	-	-	-	A
		Delay	-	*	*	8.3	-	13.7	-	-	-	-	-	-	-	-	-	-	0.9
	Saturday PM	Queue	-	*	*	0'	-	10'	-	-	-	-	-	-	-	-	-	-	-
		LOS	-	*	*	A	-	C	-	-	-	-	-	-	-	-	-	-	A
		Delay	-	*	*	7.8	-	18.9	-	-	-	-	-	-	-	-	-	-	2.0
	Queue	-	*	*	5'	-	30'	-	-	-	-	-	-	-	-	-	-	-	-
		Delay	-	*	*	7.8	-	18.9	-	-	-	-	-	-	-	-	-	-	2.0
		Queue	-	*	*	5'	-	30'	-	-	-	-	-	-	-	-	-	-	-
STH 67 & Observatory Place Stop Sign Control (NB) SUMMER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	-	-	-	-	
		LOS	-	*	*	A	-	C	-	-	-	-	-	-	-	-	-	-	A
		Delay	-	*	*	8.5	-	18.4	-	-	-	-	-	-	-	-	-	-	0.3
	Saturday PM	Queue	-	*	*	5'	-	0'	-	-	-	-	-	-	-	-	-	-	-
		LOS	-	*	*	A	-	C	-	-	-	-	-	-	-	-	-	-	A
		Delay	-	*	*	7.9	-	15.9	-	-	-	-	-	-	-	-	-	-	0.2
	Queue	-	*	*	5'	-	0'	-	-	-	-	-	-	-	-	-	-	-	-
		Delay	-	*	*	7.9	-	15.9	-	-	-	-	-	-	-	-	-	-	0.2
		Queue	-	*	*	5'	-	0'	-	-	-	-	-	-	-	-	-	-	-
STH 67 & Parkhurst Place Stop Sign Control (NB) SUMMER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	-	-	-	-	
		LOS	-	*	*	A	-	B	-	-	-	-	-	-	-	-	-	-	A
		Delay	-	*	*	8.4	-	11.1	-	-	-	-	-	-	-	-	-	-	0.0
	Saturday PM	Queue	-	*	*	0'	-	0'	-	-	-	-	-	-	-	-	-	-	-
		LOS	-	*	*	A	-	A	-	-	-	-	-	-	-	-	-	-	A
		Delay	-	*	*	7.8	-	9.7	-	-	-	-	-	-	-	-	-	-	0.0
	Queue	-	*	*	0'	-	0'	-	-	-	-	-	-	-	-	-	-	-	-
		Delay	-	*	*	7.8	-	9.7	-	-	-	-	-	-	-	-	-	-	0.0
		Queue	-	*	*	0'	-	0'	-	-	-	-	-	-	-	-	-	-	-
STH 67 & Constance Boulevard Stop Sign Control (NB) SUMMER	Weekday PM	Lanes->	-	1	1	<1	-	<1>	-	-	-	-	-	-	-	-	-	-	
		LOS	-	*	*	A	-	C	-	-	-	-	-	-	-	-	-	-	A
		Delay	-	*	*	8.5	-	16.3	-	-	-	-	-	-	-	-	-	-	1.3
	Saturday PM	Queue	-	*	*	0'	-	20'	-	-	-	-	-	-	-	-	-	-	-
		LOS	-	*	*	A	-	C	-	-	-	-	-	-	-	-	-	-	A
		Delay	-	*	*	7.9	-	23.4	-	-	-	-	-	-	-	-	-	-	2.7
	Queue	-	*	*	5'	-	50'	-	-	-	-	-	-	-	-	-	-	-	-
		Delay	-	*	*	7.9	-	23.4	-	-	-	-	-	-	-	-	-	-	2.7
		Queue	-	*	*	5'	-	50'	-	-	-	-	-	-	-	-	-	-	-

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.
Queues are reported as 95th percentile values, which are equivalent to vehicles in 25' increments (1 vehicle = 0-25' queue; 2 vehicles = 26-50' queue, etc.).
Existing bike lane legally be used as a right-turn lane at study intersections.



3561: 12-03-2025

EXHIBIT 13
SCENARIO 4 FUTURE BUILD PEAK HOUR TRAFFIC OPERATIONS
"THE PRESERVE" DEVELOPMENT ADDITION &
FUTURE VISITOR GROWTH AT THE YERKES OBSERVATORY
YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

APPENDIX A

TRAFFIC COUNTS SEASONAL ADJUSTMENT FACTORS



**3561 Williams Bay Observatory TIA
Peak Hour Calculations**

Weekday PM Peak Hour

Time	STH 67 Observatory Pl	STH 67 Parkhurst Pl	STH 67 Constance Blvd	Sums
Date=>	11/6/2025	11/6/2025	9/5/2024	
Node #=>	100	200	300	
3:00 PM	164	164	241	
3:15 PM	187	192	180	
3:30 PM	184	180	209	
3:45 PM	139	135	177	2152
4:00 PM	151	156	157	2047
4:15 PM	124	127	152	1891
4:30 PM	143	143	132	1736
4:45 PM	125	127	142	1679
5:00 PM	117	116	142	1590
5:15 PM	98	96	130	1511
5:30 PM	103	104	101	1401
5:45 PM	98	103	98	1306

PM Peak Hour: 3:00 PM - 4:00 PM

Saturday Midday Peak Hour

Time	STH 67 Observatory Pl	STH 67 Parkhurst Pl	STH 67 Constance Blvd	Sums
Date=>	11/8/2025	11/8/2025	9/7/2024	
Node #=>	100	200	300	
3:00 PM	101	103	140	
3:15 PM	132	141	151	
3:30 PM	127	124	157	
3:45 PM	144	142	127	1014
4:00 PM	117	119	104	1046
4:15 PM	76	79	149	928
4:30 PM	92	92	125	861
4:45 PM	81	81	117	737
5:00 PM	73	74	108	648
5:15 PM	75	76	135	644
5:30 PM	73	73	133	606
5:45 PM	92	94	103	630
6:00 PM	63	66	94	612
6:15 PM	52	53	115	566
6:30 PM	67	68	89	555
6:45 PM	54	52	70	475

SAT Peak Hour 3:15 PM - 4:15 PM

Intersection Traffic Volume Report

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: STH 67 - Geneva Street
 Minor St: Observatory Place
 Intersection of: STH 67 - Geneva Street & Observatory Place

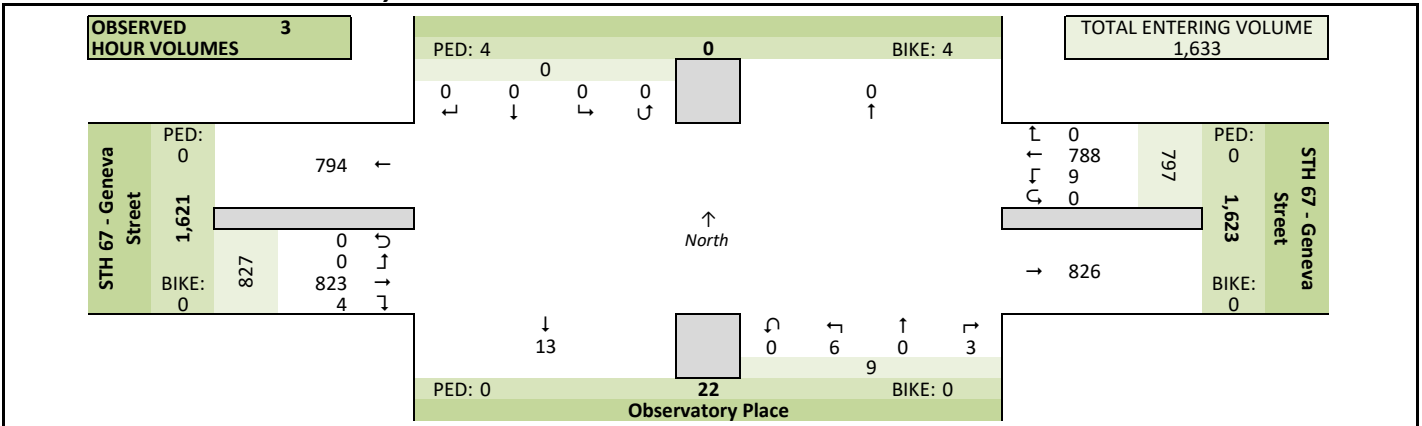
Site Information

Municipality	Village of Williams Bay
County	64 - Walworth
WisDOT Region	SE
Traffic Control	Partial Stop Control
Roadway Names	North Direction ↑
North Leg	
East Leg	STH 67 - Geneva Street
South Leg	Observatory Place
West Leg	STH 67 - Geneva Street
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

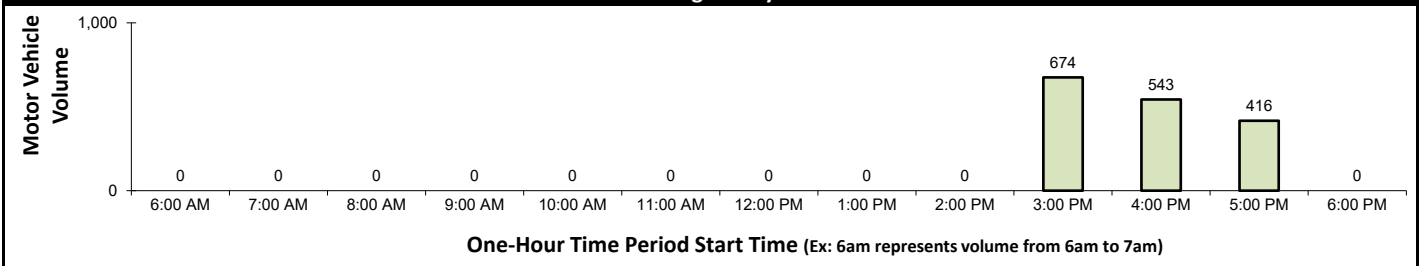
Count Information

Hrs Counted:	03:00 PM-06:00 PM		
1st Day of Count	Thursday, November 6, 2025		
Weather	Clear and Dry		
AM Peak Period	Thursday, November 6, 2025		
Midday Peak Period	Thursday, November 6, 2025		
PM Peak Period	Thursday, November 6, 2025		
Calculated Peak Hours			
AM	MD	PM	3:00-4:00pm
Peak Hours Selected for Analysis			
AM	MD	PM	3:00-4:00pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %		
Count Expansion Group	(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor	1.049	Count Expansion Factor	4.216
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	None	
	Midday Peak Period	None	
	PM Peak Period	Jane Fait	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.		

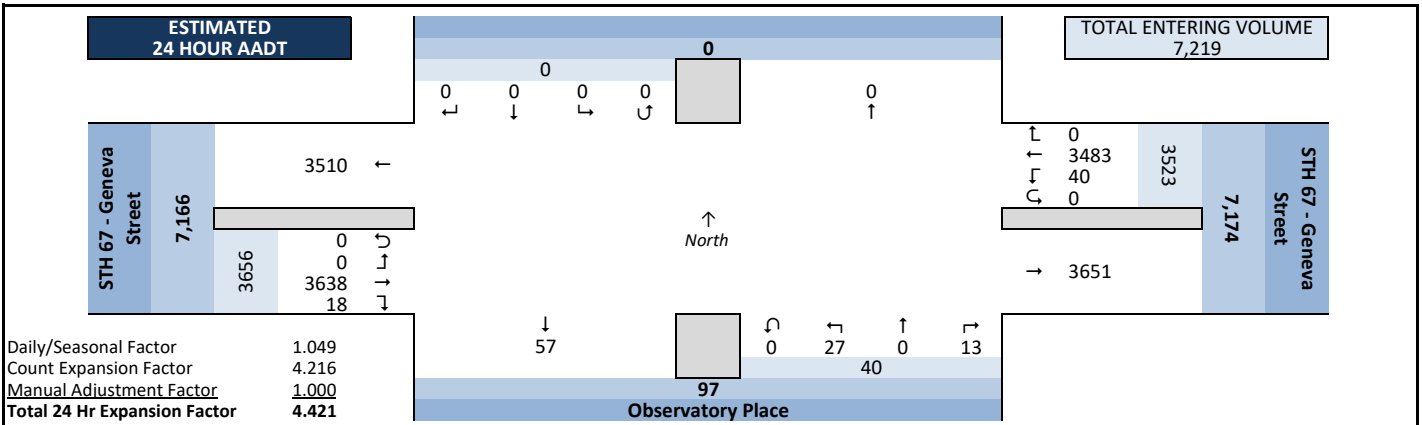
Observed 3 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

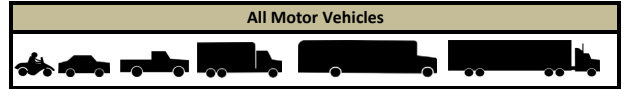


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Observatory Place



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, November 6, 2025		From North					From East					From South					From West					Totals	
		STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street											
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		
	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
	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

N/A		From North					From East					From South					From West					Totals	
		STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street											
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
	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, November 6, 2025		From North					From East					From South					From West					Totals
		STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street										
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	
	3:00 PM	0	0	0	0	0	0	77	0	0	77	0	0	1	0	1	0	86	0	0	86	164
	3:15 PM	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	0	88	0	0	88	187
	3:30 PM	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	2	108	0	0	110	184
	3:45 PM	0	0	0	0	0	0	67	2	0	69	0	0	2	0	2	1	67	0	0	68	139
	Peak Hour Volume	0	0	0	0	0	0	317	2	0	319	0	0	3	0	3	3	349	0	0	352	674
	Rounded Hourly Volume	0	0	0	0	0	0	315	0	0	315	0	0	5	0	5	5	350	0	0	355	675
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	33.3	4.3	0.0	0.0	4.5	4.6
	% 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	0.3	0.0	0.0	0.3	0.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	33.3	4.6	0.0	0.0	4.8	4.7
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.25	0.00	0.81	0.00	0.00	0.37	0.00	0.37	0.37	0.81	0.00	0.00	0.80	0.90

Peak Hour Pedestrian and Bicyclist Volumes

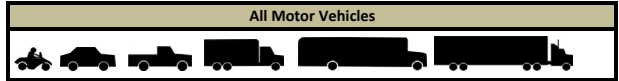
Pedestrians and Bicyclists	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume	
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
15-Minute Start Time	STH 67 - Geneva Street			Observatory Place			STH 67 - Geneva Street							
AM	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
	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	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
	3:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	2
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	3	3	0	0	0	0	0	0	0	0	0	3

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Observatory Place

Count Basics		<i>Page 5 of 13</i>	
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	3	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			
						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street										
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	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	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	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	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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	0	0	77	0	77	0	0	1	0	1	0	86	0	0	86	164	674	0.90			
3:15 PM	0	0	0	0	0	0	99	0	99	0	0	0	0	0	0	88	0	0	88	187	661	0.88				
3:30 PM	0	0	0	0	0	0	74	0	74	0	0	0	0	0	2	108	0	0	110	184	598	0.81				
3:45 PM	0	0	0	0	0	0	67	2	69	0	0	2	0	2	1	67	0	0	68	139	557	0.92				
4:00 PM	0	0	0	0	0	0	72	1	73	1	0	0	0	1	0	77	0	0	77	151	543	0.90				
4:15 PM	0	0	0	0	0	0	69	0	69	1	0	0	0	1	0	54	0	0	54	124	509	0.89				
4:30 PM	0	0	0	0	0	0	68	1	69	0	0	0	0	0	0	74	0	0	74	143	483	0.84				
4:45 PM	0	0	0	0	0	0	66	2	68	1	0	0	0	1	0	56	0	0	56	125	443	0.89				
5:00 PM	0	0	0	0	0	0	54	2	56	0	0	1	0	1	0	60	0	0	60	117	416	0.89				
5:15 PM	0	0	0	0	0	0	47	1	48	0	0	2	0	2	1	47	0	0	48	98						
5:30 PM	0	0	0	0	0	0	57	0	57	0	0	0	0	0	0	46	0	0	46	103						
5:45 PM	0	0	0	0	0	0	38	0	38	0	0	0	0	0	0	60	0	0	60	98						
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	0	0	0	0	0	0	788	9	797	3	0	6	0	9	4	823	0	0	827	1633						

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF			
						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street									
	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 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 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 3:00 PM	0	0	0	0	0	0	317	2	319	0	0	3	0	3	3	349	0	0	352	674	0.90				

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Observatory Place



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street												
	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	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	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	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	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	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	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	32
3:15 PM	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	39
3:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12	35
3:45 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	7	31
4:00 PM	0	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	3	0	0	3	10	30
4:15 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	24
4:30 PM	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8	19
4:45 PM	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6	13
5:00 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	9
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	43	0	0	43	1	0	0	0	1	1	26	0	0	27	71	

total Truck %age: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 5.5% 0.0% 0.0% 5.4% 33.3% 0.0% 0.0% 0.0% 11.1% 25.0% 3.2% 0.0% 0.0% 3.3% 4.3%

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume		
	STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street												
	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 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 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 3:00 PM	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	1	16	0	0	17	32	

Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13	
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session		
Total Number of Hours Counted:	4	Non-Holiday	No Special Events		

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: STH 67 - Geneva Street
 Minor St: Observatory Place
 Intersection of: STH 67 - Geneva Street & Observatory Place

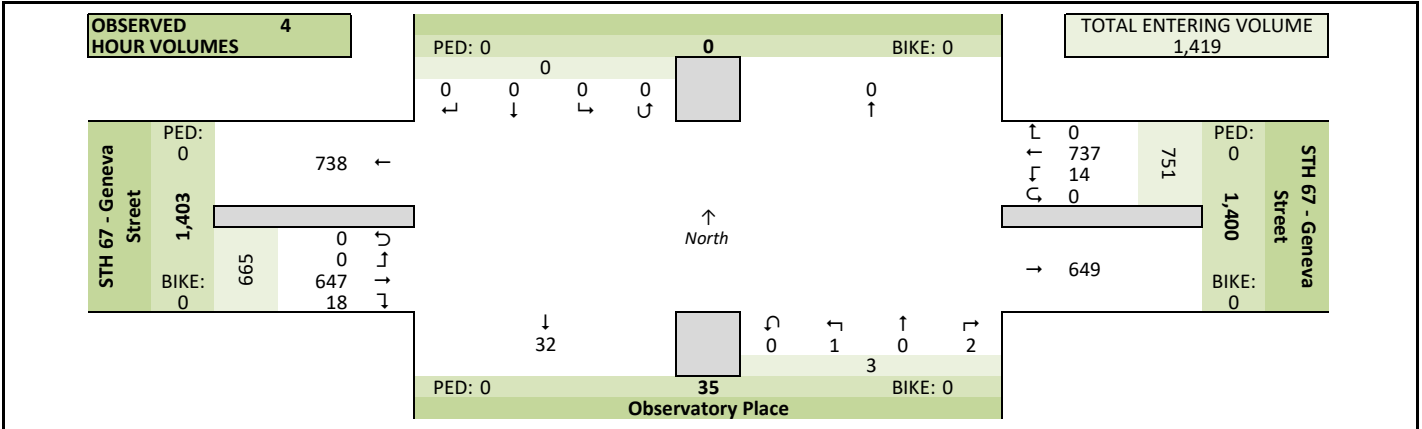
Site Information

Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction		↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Observatory Place		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	Not 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		

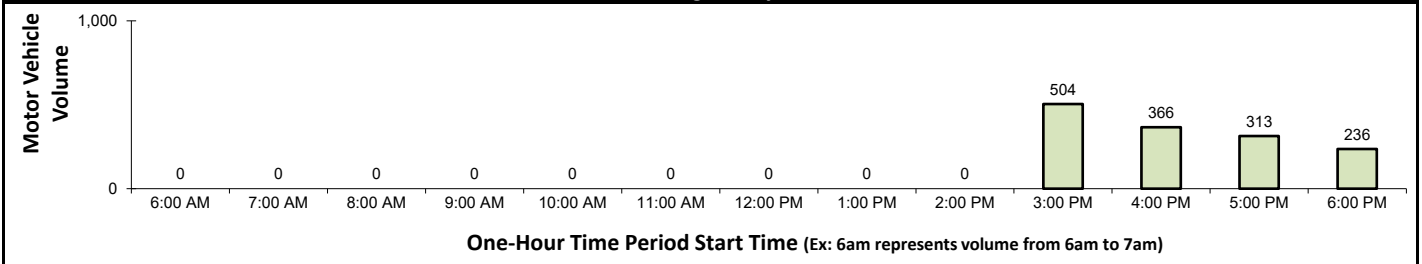
Count Information

Hrs Counted:	03:00 PM-07:00 PM		
1st Day of Count	Saturday, November 8, 2025	Weather	
AM Peak Period	Saturday, November 8, 2025	Clear and Dry	
Midday Peak Period	Saturday, November 8, 2025	Clear and Dry	
PM Peak Period	Saturday, November 8, 2025	Clear and Dry	
Calculated Peak Hours			
	AM	MD	PM 3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	MD	PM 3:15-4:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %		
Count Expansion Group	(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor	1.193	Count Expansion Factor	3.428
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	None	
	Midday Peak Period	None	
	PM Peak Period	Jane Fait	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.		

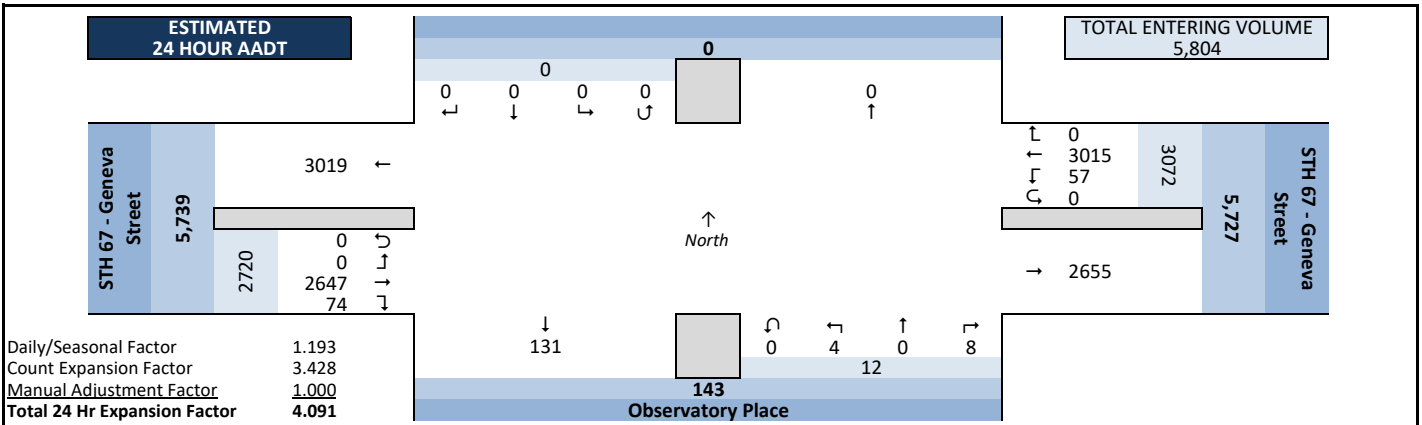
Observed 4 Hour Volume Summary



Total Entering Hourly Volume



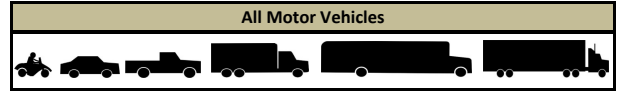
Estimated 24 Hour AADT



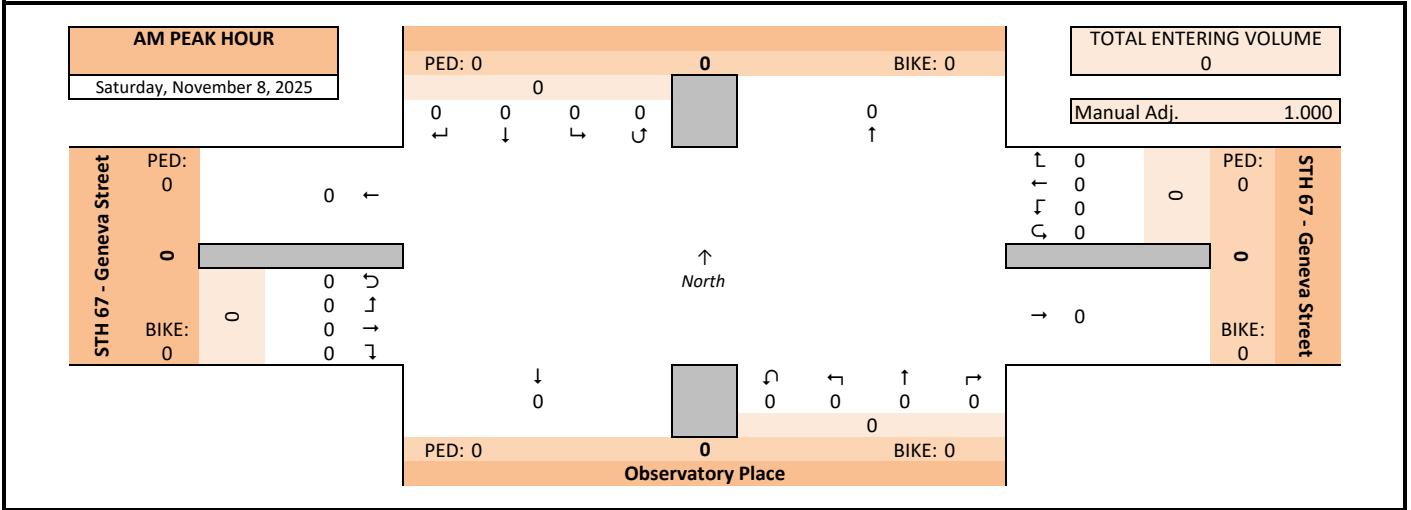
Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

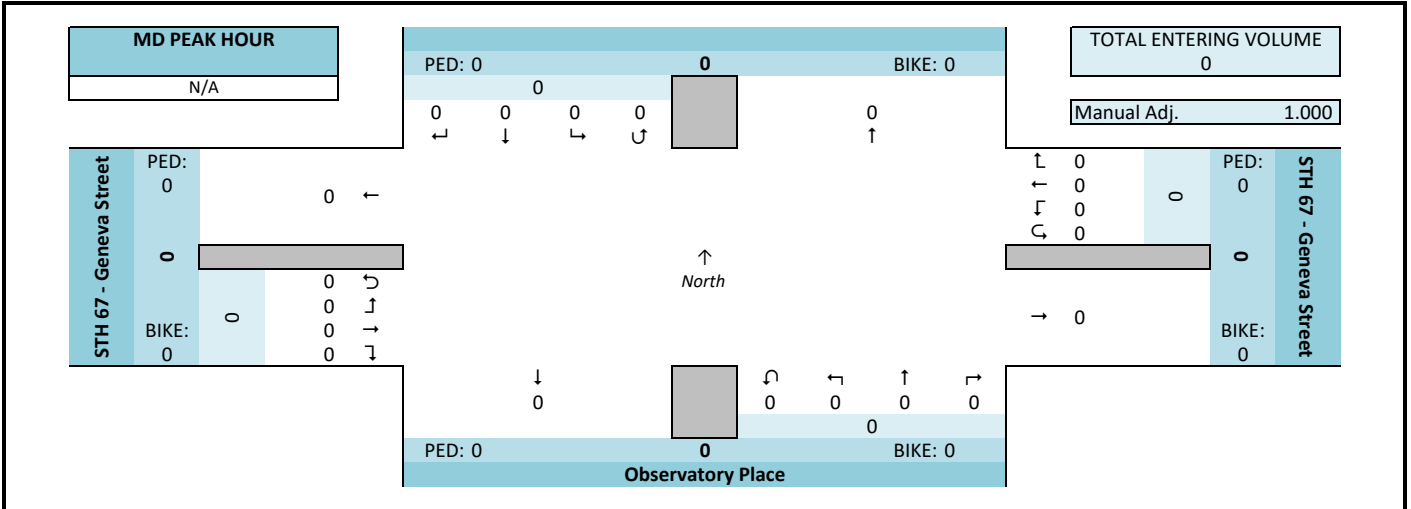
STH 67 - Geneva Street & Observatory Place



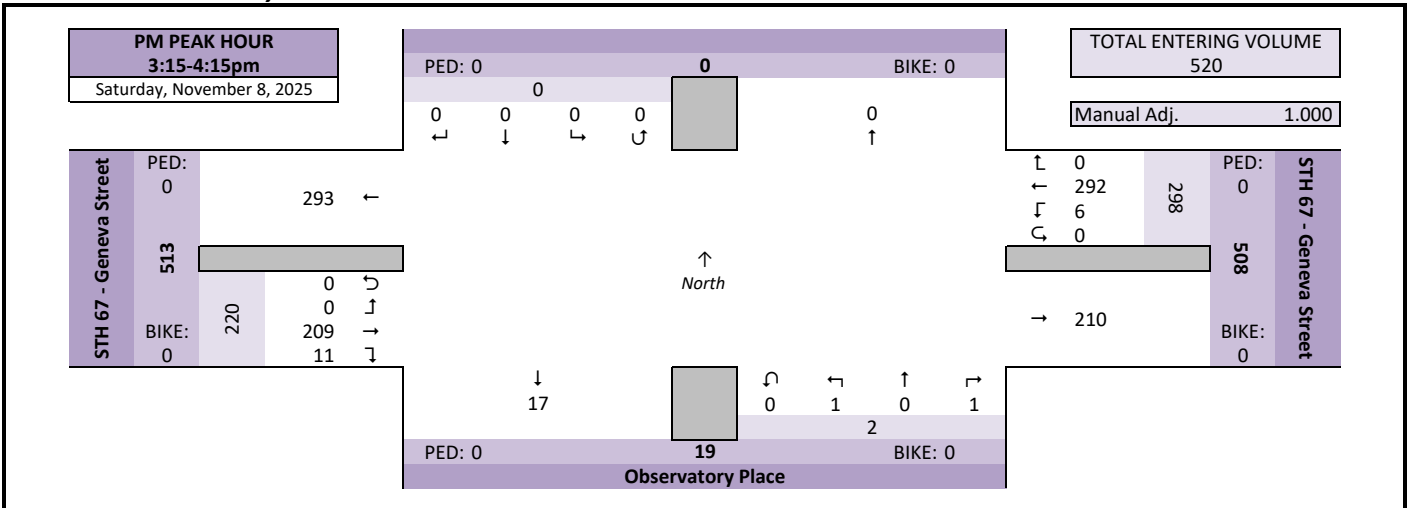
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



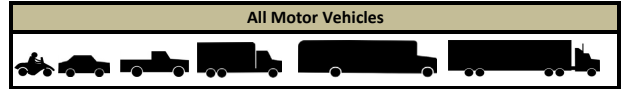
PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

STH 67 - Geneva Street & Observatory Place



Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, November 8, 2025		From North					From East					From South					From West					Totals
AM Peak Hour		STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street										
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		
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
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

N/A		From North					From East					From South					From West					Totals
MD Peak Hour		STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street										
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
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

Saturday, November 8, 2025		From North					From East					From South					From West					Totals
PM Peak Hour		STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street										
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		
3:15 PM	0	0	0	0	0	0	83	0	0	83	1	0	1	0	2	0	47	0	0	47	132	
3:30 PM	0	0	0	0	0	0	68	1	0	69	0	0	0	0	0	3	55	0	0	58	127	
3:45 PM	0	0	0	0	0	0	79	3	0	82	0	0	0	0	0	7	55	0	0	62	144	
4:00 PM	0	0	0	0	0	0	62	2	0	64	0	0	0	0	0	1	52	0	0	53	117	
Peak Hour Volume	0	0	0	0	0	0	292	6	0	298	1	0	1	0	2	11	209	0	0	220	520	
Rounded Hourly Volume	0	0	0	0	0	0	290	5	0	295	0	0	0	0	0	10	210	0	0	220	515	
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	2.1	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.2	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	2.3	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.50	0.00	0.90	0.25	0.00	0.25	0.00	0.25	0.39	0.95	0.00	0.00	0.89	0.90	

Peak Hour Pedestrian and Bicyclist Volumes

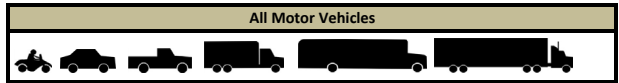
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	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
	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Observatory Place

Count Basics		Page 5 of 13	
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted:	4	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	
						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street								
	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	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	58	1	0	59	0	0	0	0	3	39	0	0	0	42	101	504	0.88
3:15 PM	0	0	0	0	0	0	83	0	0	83	1	0	1	0	2	0	47	0	0	47	132	520	0.90	
3:30 PM	0	0	0	0	0	0	68	1	0	69	0	0	0	0	0	3	55	0	0	58	127	464	0.81	
3:45 PM	0	0	0	0	0	0	79	3	0	82	0	0	0	0	0	7	55	0	0	62	144	429	0.74	
4:00 PM	0	0	0	0	0	0	62	2	0	64	0	0	0	0	0	1	52	0	0	53	117	366	0.78	
4:15 PM	0	0	0	0	0	0	47	2	0	49	0	0	0	0	0	1	26	0	0	27	76	322	0.88	
4:30 PM	0	0	0	0	0	0	55	1	0	56	1	0	0	0	1	0	35	0	0	35	92	321	0.87	
4:45 PM	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	42	0	0	42	81	302	0.93	
5:00 PM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	37	0	0	37	73	313	0.85	
5:15 PM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	39	0	0	39	75	303	0.82	
5:30 PM	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	0	45	0	0	45	73	280	0.76	
5:45 PM	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	1	49	0	0	50	92	274	0.74	
6:00 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	36	0	0	36	63	236	0.88	
6:15 PM	0	0	0	0	0	0	24	1	0	25	0	0	0	0	0	1	26	0	0	27	52			
6:30 PM	0	0	0	0	0	0	32	2	0	34	0	0	0	0	0	0	33	0	0	33	67			
6:45 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	1	31	0	0	32	54			
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	737	14	0	751	2	0	1	0	3	18	647	0	0	665	1419			

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF		
						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street								
	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 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		
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 3:15 PM	0	0	0	0	0	0	292	6	0	298	1	0	1	0	2	11	209	0	0	220	520	0.90		

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Observatory Place

Count Basics			Page 9 of 13
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted:	4	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street											
	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	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	4	0	0	4	0	0	0	0	0	0	0	0	0	4	11
3:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2	12
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
3:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	15
4:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	11
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	9
4:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	9
4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	3	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6
5:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0
6:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	22	0	0	22	0	0	0	0	0	0	11	0	0	11	33

total Truck %age: 0.0% 0.0% 0.0% 0.0% 0.0% 3.0% 0.0% 0.0% 2.9% 0.0% 0.0% 0.0% 0.0% 0.0% 1.7% 0.0% 0.0% 1.7% 2.3%

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street											
	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 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
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 3:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	0	5	12

Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13	
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session		
Total Number of Hours Counted:	3	Non-Holiday	No Special Events		

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: STH 67 - Geneva Street
Minor St: Parkhurst Place
Intersection of: STH 67 - Geneva Street & Parkhurst Place

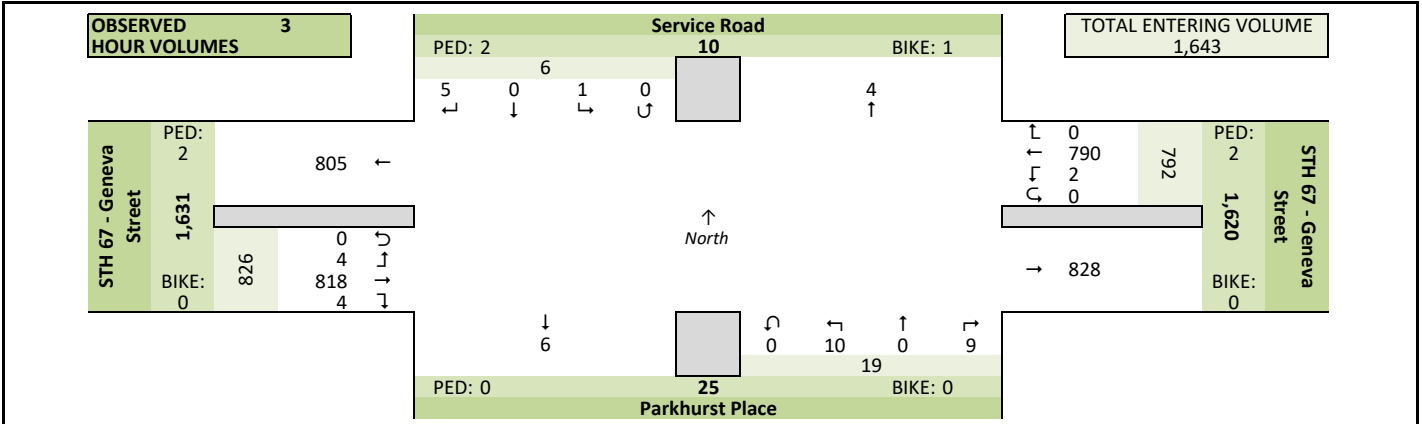
Site Information

Municipality	Village of Williams Bay
County	64 - Walworth
WisDOT Region	SE
Traffic Control	Partial Stop Control
Roadway Names	North Direction
North Leg	
East Leg	STH 67 - Geneva Street
South Leg	Parkhurst Place
West Leg	STH 67 - Geneva Street
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

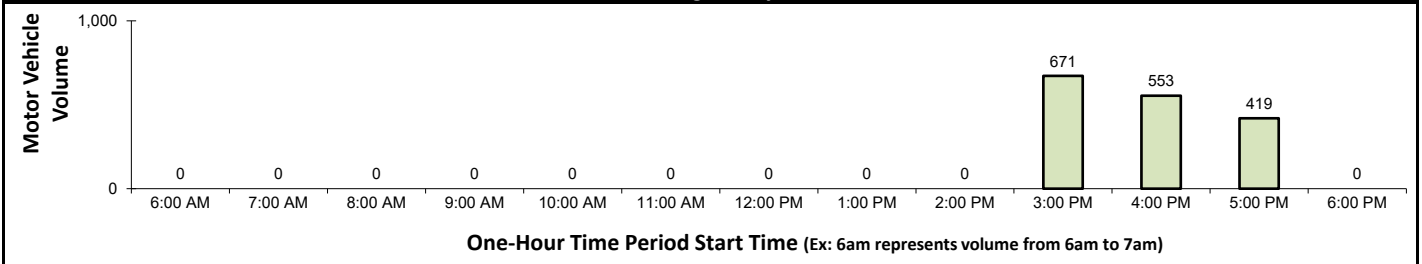
Count Information

Hrs Counted:	03:00 PM-06:00 PM		
1st Day of Count	Thursday, November 6, 2025		
Weather	Clear and Dry		
AM Peak Period	Thursday, November 6, 2025		
Midday Peak Period	Thursday, November 6, 2025		
PM Peak Period	Thursday, November 6, 2025		
Calculated Peak Hours			
AM	MD	PM	3:00-4:00pm
Peak Hours Selected for Analysis			
AM	MD	PM	3:00-4:00pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %		
Count Expansion Group	(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor	1.049	Count Expansion Factor	4.216
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	None	
	Midday Peak Period	None	
	PM Peak Period	Lori Atwell	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.		

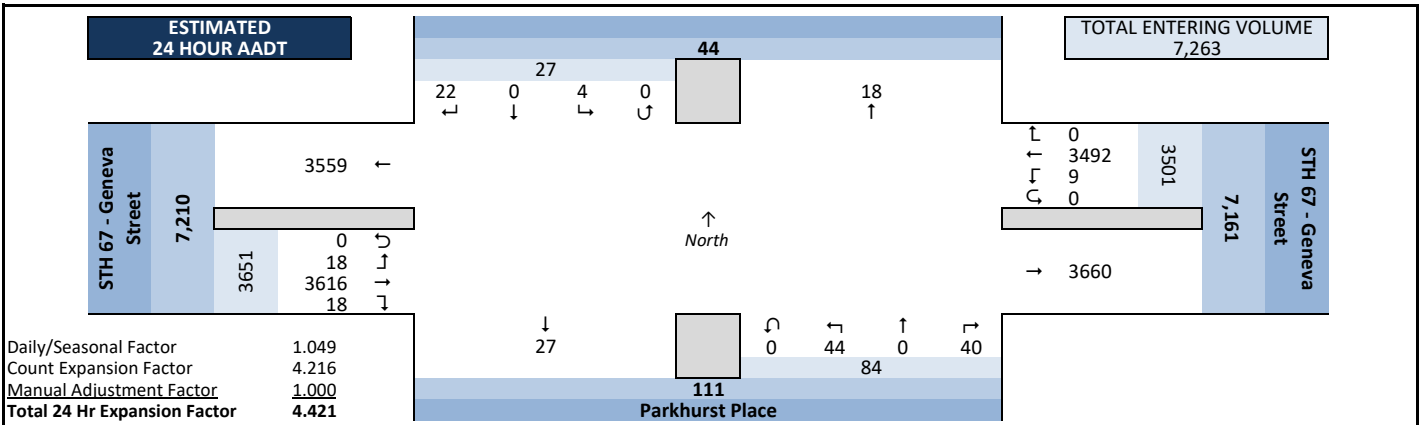
Observed 3 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

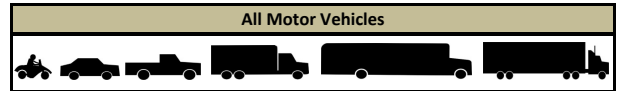


Intersection Traffic Volume Report

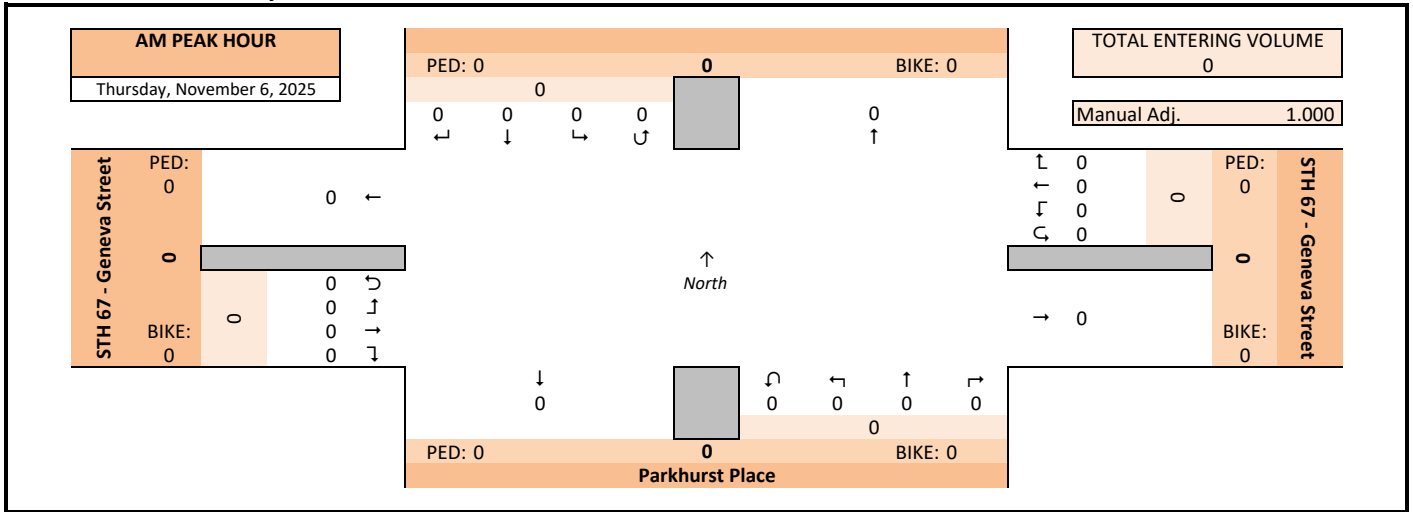
Count Basics		Page 2 of 13	
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

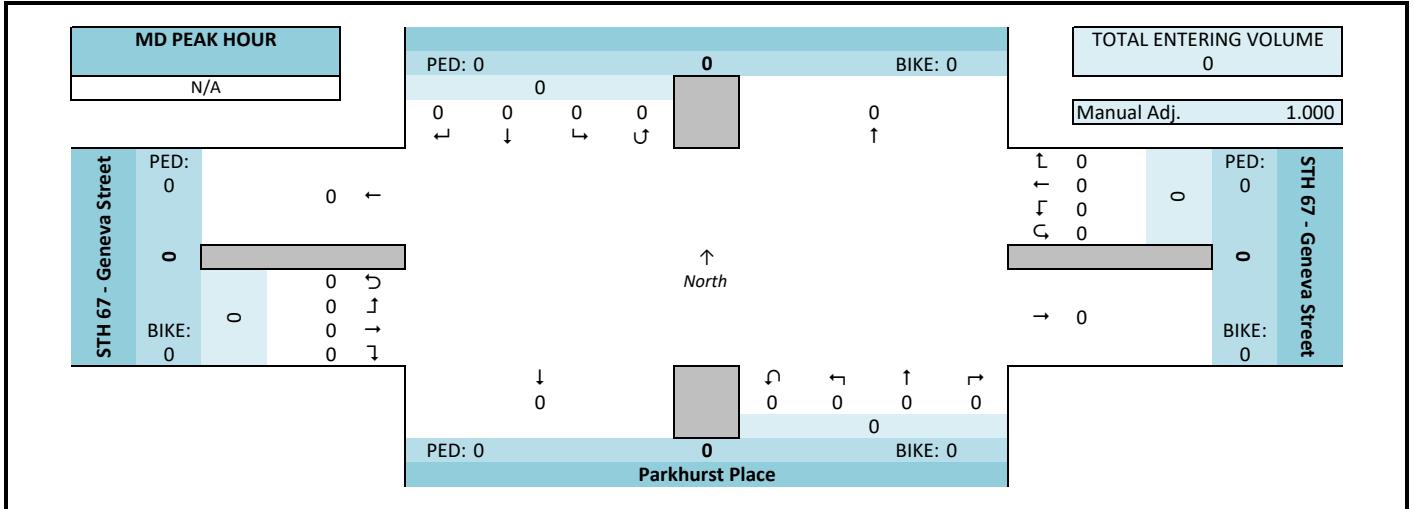
STH 67 - Geneva Street & Parkhurst Place



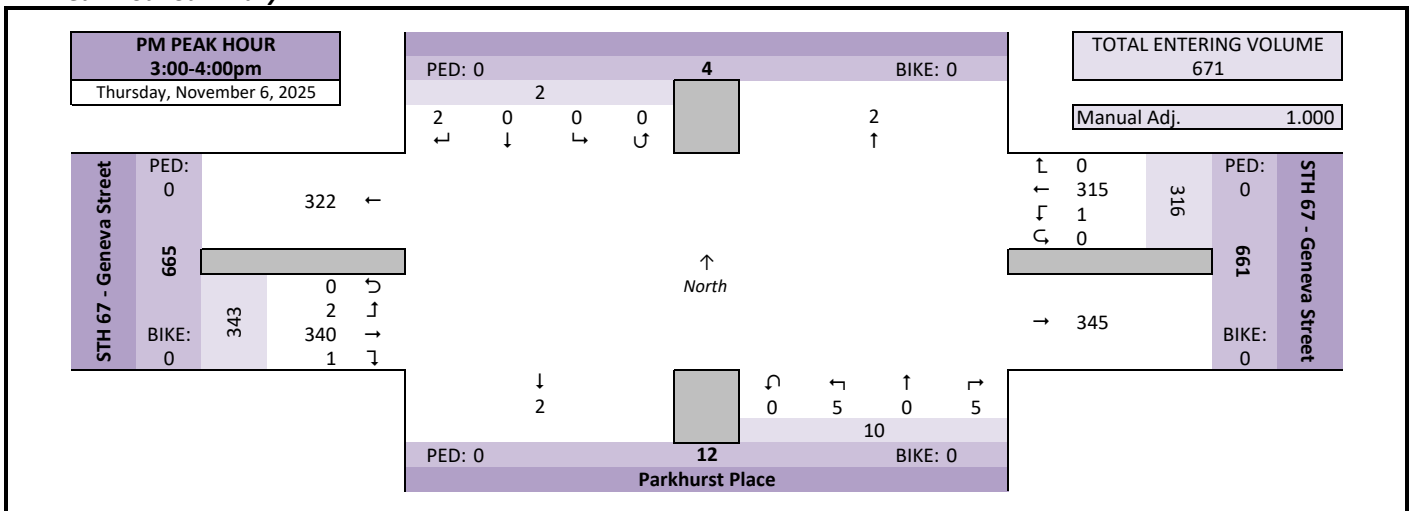
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

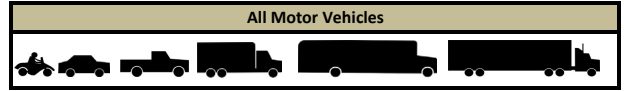


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Parkhurst Place



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, November 6, 2025		From North					From East					From South					From West					Totals		
AM Peak Hour		STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street												
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				
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
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
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
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
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
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
% 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
% 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
% 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
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

N/A		From North					From East					From South					From West					Totals		
MD Peak Hour		STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street												
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
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
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
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
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
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
% 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
% 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
% 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
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

Thursday, November 6, 2025		From North					From East					From South					From West					Totals
PM Peak Hour		STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street										
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		
3:00 PM	0	0	0	0	0	0	74	0	0	74	1	0	3	0	4	1	85	0	0	86	164	
3:15 PM	1	0	0	0	1	0	101	0	0	101	2	0	0	0	2	0	88	0	0	88	192	
3:30 PM	1	0	0	0	1	0	73	0	0	73	0	0	0	0	0	0	104	2	0	106	180	
3:45 PM	0	0	0	0	0	0	67	1	0	68	2	0	2	0	4	0	63	0	0	63	135	
Peak Hour Volume	2	0	0	0	2	0	315	1	0	316	5	0	5	0	10	1	340	2	0	343	671	
Rounded Hourly Volume	0	0	0	0	0	0	315	0	0	315	5	0	5	0	10	0	340	0	0	340	665	
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	4.4	4.5	
% 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	0.3	0.0	0.0	0.3	0.1	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	4.6	
Peak Hour Factor (PHF)	0.50	0.00	0.00	0.00	0.50	0.00	0.78	0.25	0.00	0.78	0.62	0.00	0.42	0.00	0.62	0.25	0.82	0.25	0.00	0.81	0.87	

Peak Hour Pedestrian and Bicyclist Volumes

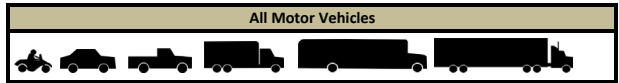
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	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
	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	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Parkhurst Place

Count Basics		<i>Page 5 of 13</i>	
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF			
						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street										
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	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	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	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	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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	0	0	74	0	74	1	0	3	0	4	1	85	0	0	86	164	671	0.87			
3:15 PM	1	0	0	0	1	0	101	0	101	2	0	0	0	2	0	88	0	0	88	192	663	0.86				
3:30 PM	1	0	0	0	1	0	73	0	73	0	0	0	0	0	0	104	2	0	106	180	598	0.83				
3:45 PM	0	0	0	0	0	0	67	1	68	2	0	2	0	4	0	63	0	0	63	135	561	0.90				
4:00 PM	1	0	0	0	1	0	74	0	74	1	0	0	0	1	0	79	1	0	80	156	553	0.89				
4:15 PM	0	0	0	0	0	0	68	0	68	1	0	2	0	3	0	56	0	0	56	127	513	0.90				
4:30 PM	0	0	1	0	1	0	67	1	68	0	0	1	0	1	1	72	0	0	73	143	482	0.84				
4:45 PM	1	0	0	0	1	0	67	0	67	0	0	0	0	0	0	59	0	0	59	127	443	0.87				
5:00 PM	0	0	0	0	0	0	54	0	54	1	0	1	0	2	1	58	1	0	60	116	419	0.90				
5:15 PM	0	0	0	0	0	0	48	0	48	0	0	1	0	1	1	46	0	0	47	96						
5:30 PM	1	0	0	0	1	0	56	0	56	1	0	0	0	1	0	46	0	0	46	104						
5:45 PM	0	0	0	0	0	0	41	0	41	0	0	0	0	0	0	62	0	0	62	103						
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Totals	5	0	1	0	6	0	790	2	792	9	0	10	0	19	4	818	4	0	826	1643						

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	PHF			
						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street									
	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 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 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 3:00 PM	2	0	0	0	2	0	315	1	316	5	0	5	0	10	1	340	2	0	343	671	0.87				

Intersection Traffic Volume Report

Count Basics	Page 9 of 13		
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Parkhurst Place



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street											
	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	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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
3:15 PM	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
3:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12
3:45 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
4:00 PM	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
4:15 PM	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
4:30 PM	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
4:45 PM	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
5:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	44	0	0	44	0	0	0	0	0	0	28	0	0	28	72

total Truck %age: 0.0% 0.0% 0.0% 0.0% 0.0% 5.6% 0.0% 0.0% 5.6% 0.0% 0.0% 0.0% 0.0% 0.0% 3.4% 0.0% 0.0% 3.4% 4.4%

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street											
	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 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
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 3:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	16	0	0	16	31	

Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13	
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session		
Total Number of Hours Counted:	4	Non-Holiday	No Special Events		

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: STH 67 - Geneva Street
 Minor St: Parkhurst Place
 Intersection of: STH 67 - Geneva Street & Parkhurst Place

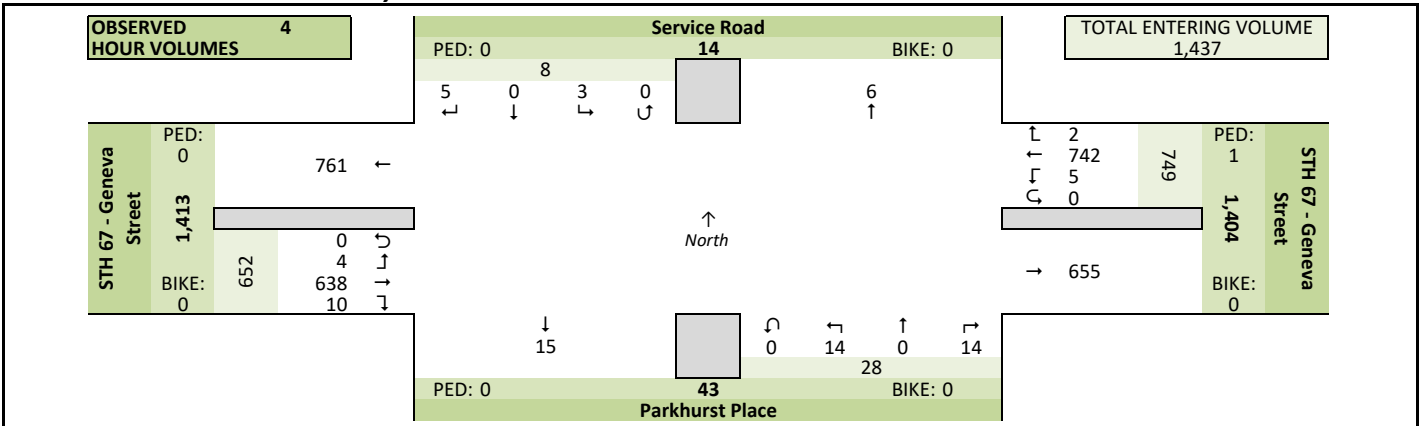
Site Information

Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction		↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Parkhurst Place		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	Not 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		

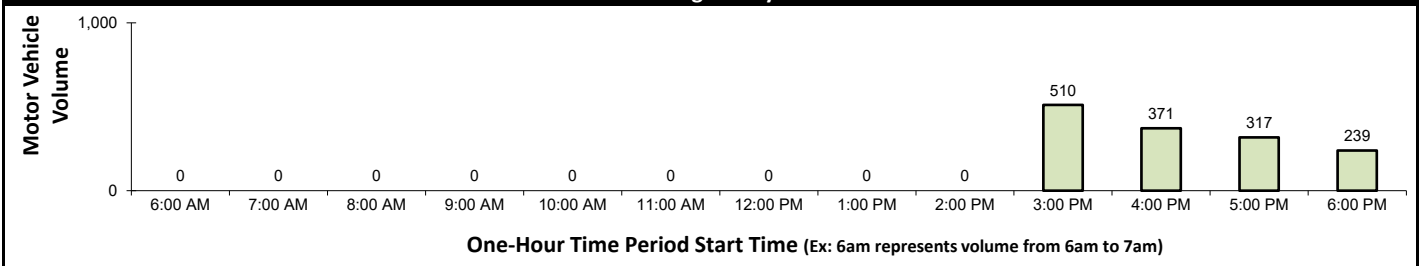
Count Information

Hrs Counted:	03:00 PM-07:00 PM		
1st Day of Count	Saturday, November 8, 2025	Weather	
AM Peak Period	Saturday, November 8, 2025	Clear and Dry	
Midday Peak Period	Saturday, November 8, 2025	Clear and Dry	
PM Peak Period	Saturday, November 8, 2025	Clear and Dry	
Calculated Peak Hours			
	AM	MD	PM 3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	MD	PM 3:15-4:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %		
Count Expansion Group	(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor	1.193	Count Expansion Factor	3.428
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	None	
	Midday Peak Period	None	
	PM Peak Period	Lori Atwell	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.		

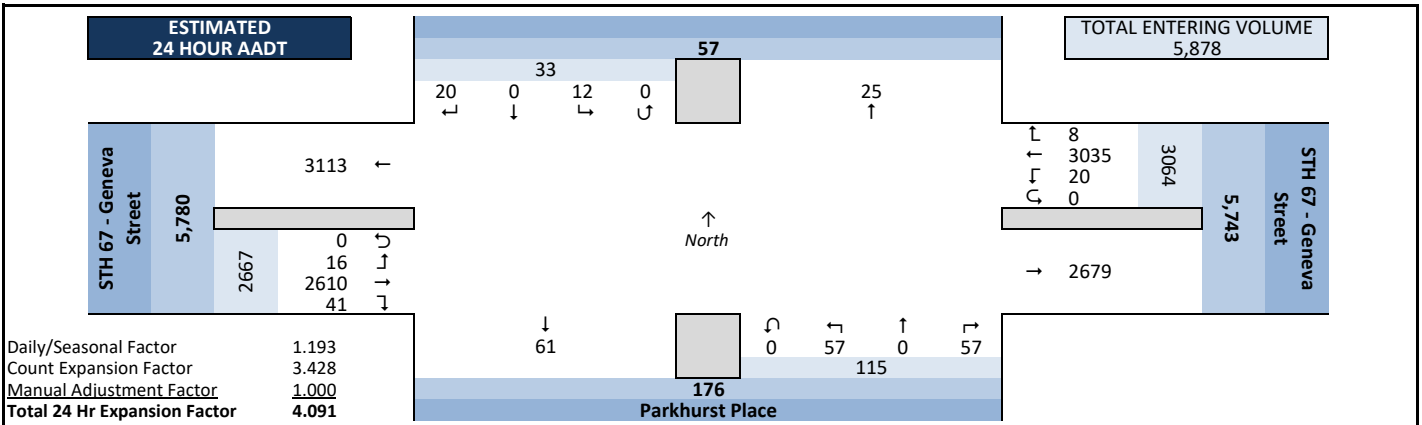
Observed 4 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

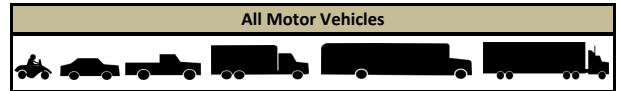


Intersection Traffic Volume Report

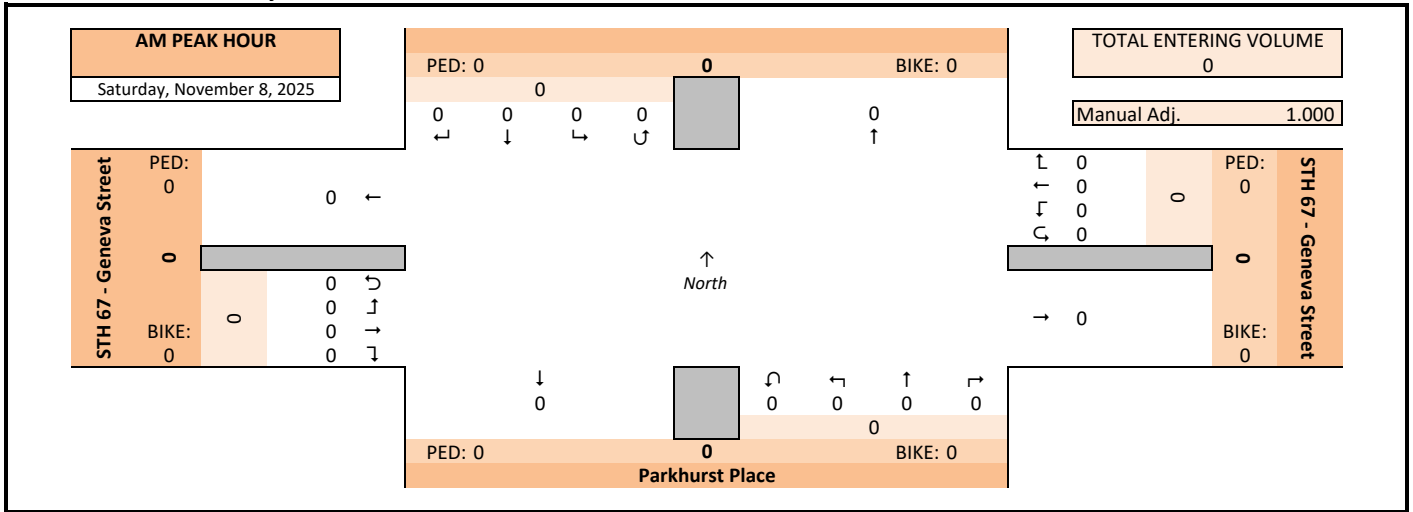
Count Basics		Page 2 of 13	
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted:	4	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

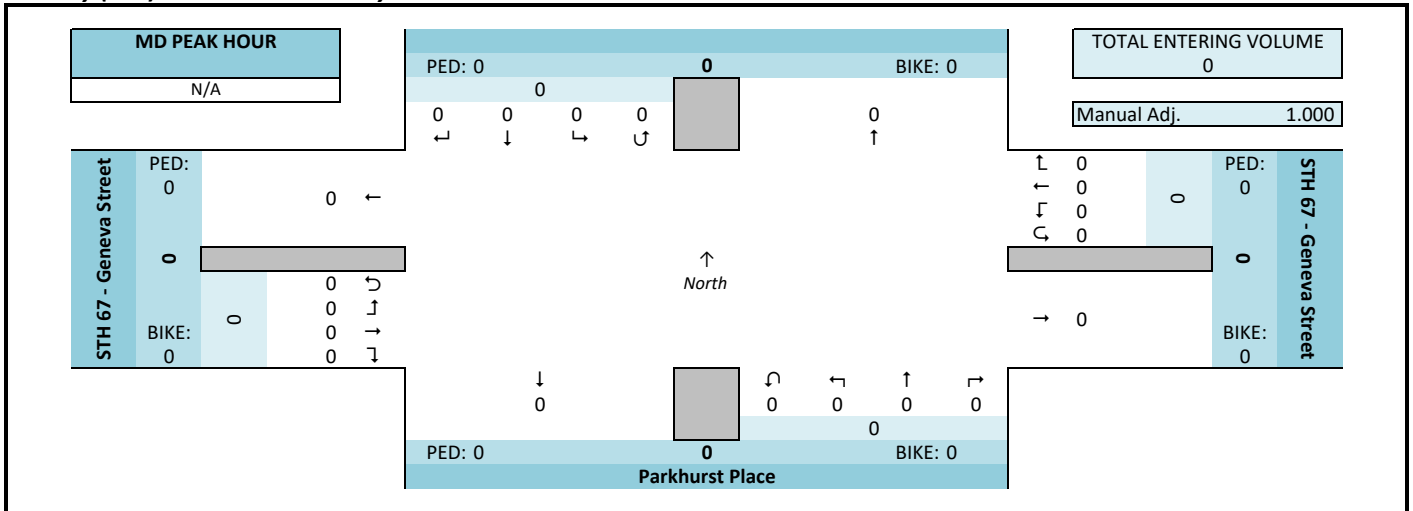
STH 67 - Geneva Street & Parkhurst Place



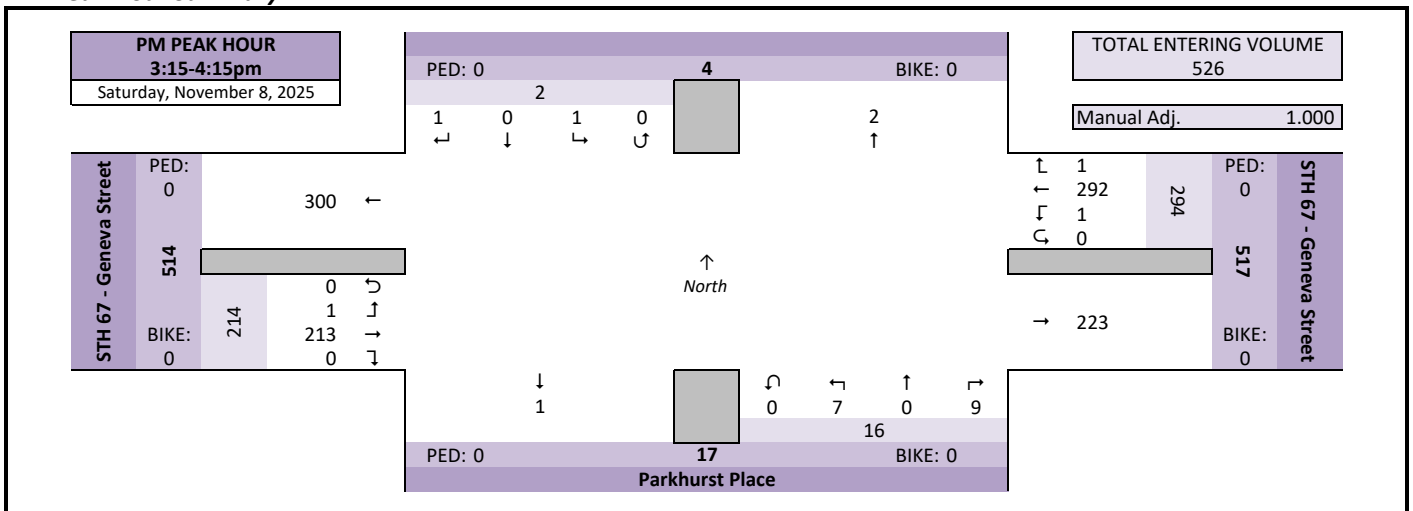
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

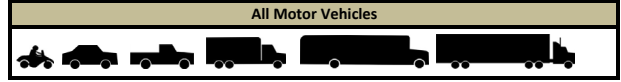


Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Parkhurst Place

Count Basics		Page 5 of 13	
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted:	4	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	
						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street								
	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	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	2	0	0	0	2	0	54	0	0	54	3	0	3	0	6	2	38	1	0	41	103	510	0.90	
3:15 PM	1	0	0	0	1	0	86	1	0	87	3	0	1	0	4	0	49	0	0	49	141	526	0.93	
3:30 PM	0	0	0	0	0	0	65	0	0	65	1	0	2	0	3	0	55	1	0	56	124	464	0.82	
3:45 PM	0	0	0	0	0	0	79	0	0	79	2	0	4	0	6	0	57	0	0	57	142	432	0.76	
4:00 PM	0	0	1	0	1	1	62	0	0	63	3	0	0	0	3	0	52	0	0	52	119	371	0.78	
4:15 PM	0	0	0	0	0	0	48	2	0	50	2	0	1	0	3	0	26	0	0	26	79	326	0.89	
4:30 PM	0	0	0	0	0	0	55	0	0	55	0	0	2	0	2	0	35	0	0	35	92	323	0.88	
4:45 PM	0	0	0	0	0	0	38	0	0	38	0	0	1	0	1	0	42	0	0	42	81	304	0.94	
5:00 PM	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	1	36	0	0	37	74	317	0.84	
5:15 PM	0	0	0	0	0	0	36	1	0	37	0	0	0	0	0	1	38	0	0	39	76	309	0.82	
5:30 PM	1	0	0	0	1	0	27	0	0	27	0	0	0	0	0	1	44	0	0	45	73	286	0.76	
5:45 PM	1	0	2	0	3	1	41	1	0	43	0	0	0	0	0	3	44	1	0	48	94	281	0.75	
6:00 PM	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	36	0	0	36	66	239	0.88	
6:15 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	1	24	1	0	26	53			
6:30 PM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	1	31	0	0	32	68			
6:45 PM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	31	0	0	31	52			
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	5	0	3	0	8	2	742	5	0	749	14	0	14	0	28	10	638	4	0	652	1437			

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF	
						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street							
	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 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	
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 3:15 PM	1	0	1	0	2	1	292	1	0	294	9	0	7	0	16	0	213	1	0	214	526	0.93	

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Parkhurst Place

Count Basics			Page 9 of 13
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted:	4	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street												
	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	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	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	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	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	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	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	11
3:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
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	10
3:45 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	14
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	7	7
4:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	7
4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
5:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	1	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	17	0	0	17	0	0	0	0	0	0	10	0	0	10	27	

total Truck %age: 0.0% 0.0% 0.0% 0.0% 0.0% 2.3% 0.0% 0.0% 2.3% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 1.6% 0.0% 0.0% 1.5% 1.9%

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume		
	STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street												
	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 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 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 3:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10		

Intersection Traffic Volume Report

Count Basics		Version 2024.04		Page 1 of 13	
Start Date:	Thursday, September 5, 2024	Weekday	Schools in Session		
Total Number of Hours Counted:	3	Non-Holiday	No Special Events		

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: STH 67 - Geneva Street
 Minor St: Constance Blvd
 Intersection of: STH 67 - Geneva Street & Constance Blvd

IX_ID:

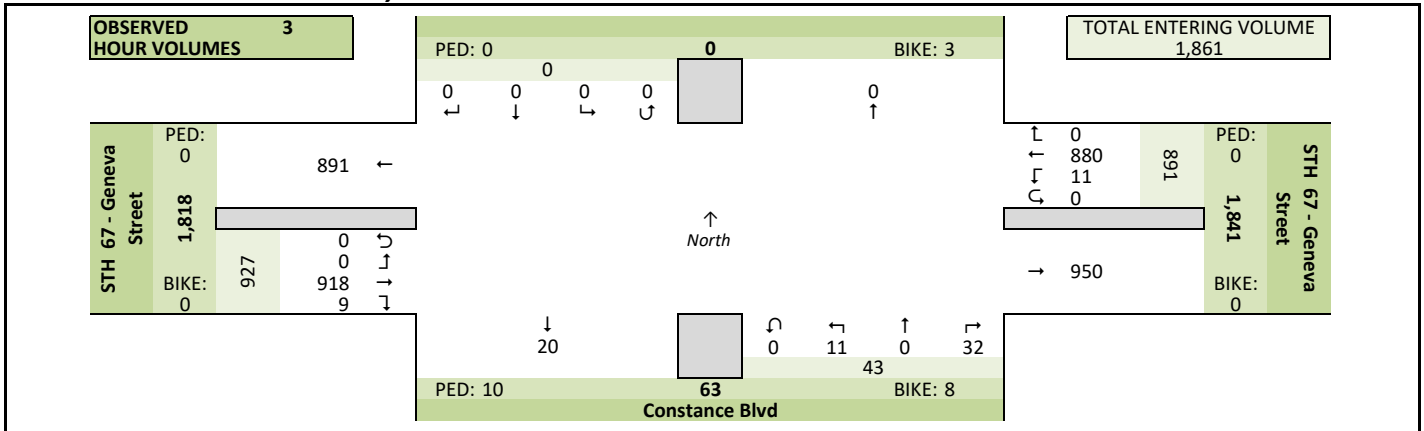
Site Information

Municipality	Village of Williams Bay
County	64 - Walworth
WisDOT Region	SE
Traffic Control	Partial Stop Control
Roadway Names	North Direction
North Leg	
East Leg	STH 67 - Geneva Street
South Leg	Constance Blvd
West Leg	STH 67 - Geneva Street
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

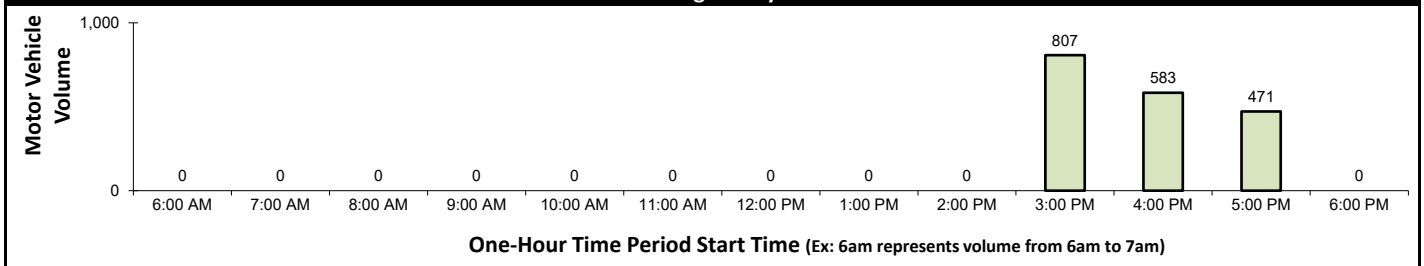
Count Information

Hrs Counted:	03:00 PM-06:00 PM		
1st Day of Count	Thursday, September 5, 2024		
Weather	Clear & Dry		
AM Peak Period	Thursday, September 5, 2024		
Midday Peak Period	Thursday, September 5, 2024		
PM Peak Period	Thursday, September 5, 2024		
Calculated Peak Hours			
AM	MD	PM	3:00-4:00pm
Peak Hours Selected for Analysis			
AM	MD	PM	3:00-4:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.846	Count Expansion Factor	4.201
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	None	
	Midday Peak Period	None	
	PM Peak Period	Wendy Picard	
Comments	2021 DOT Daily & Seasonal Factors		

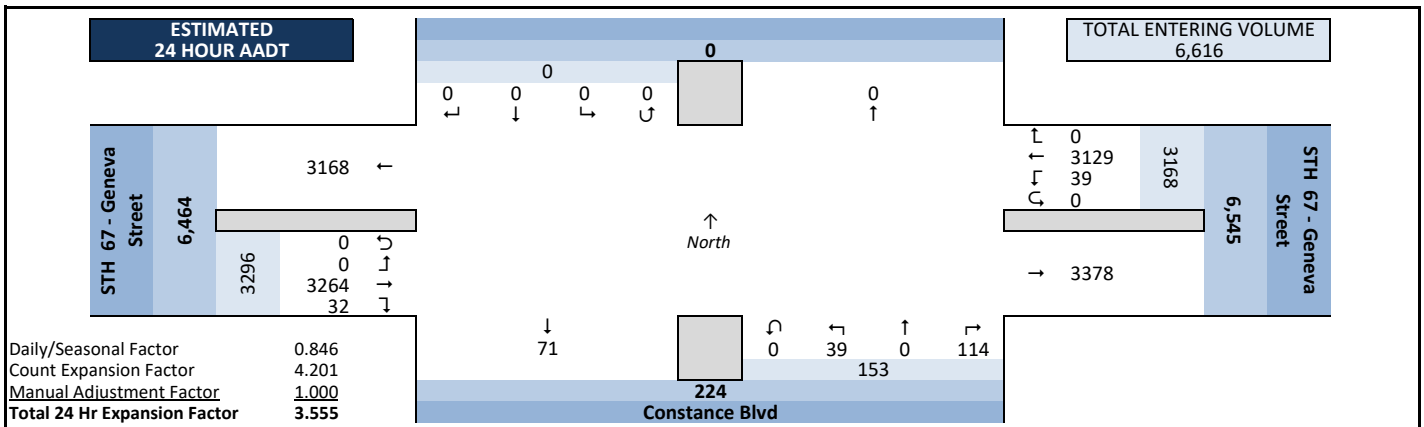
Observed 3 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

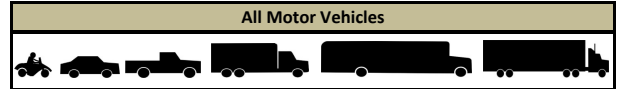


Intersection Traffic Volume Report

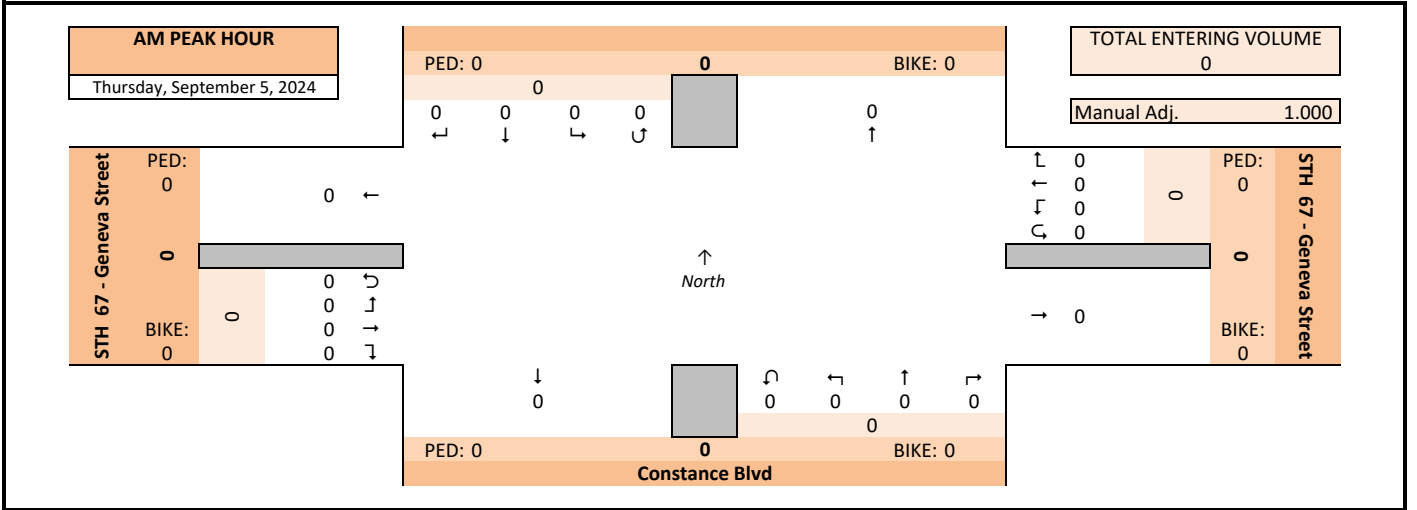
Count Basics		Page 2 of 13	
Start Date:	Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

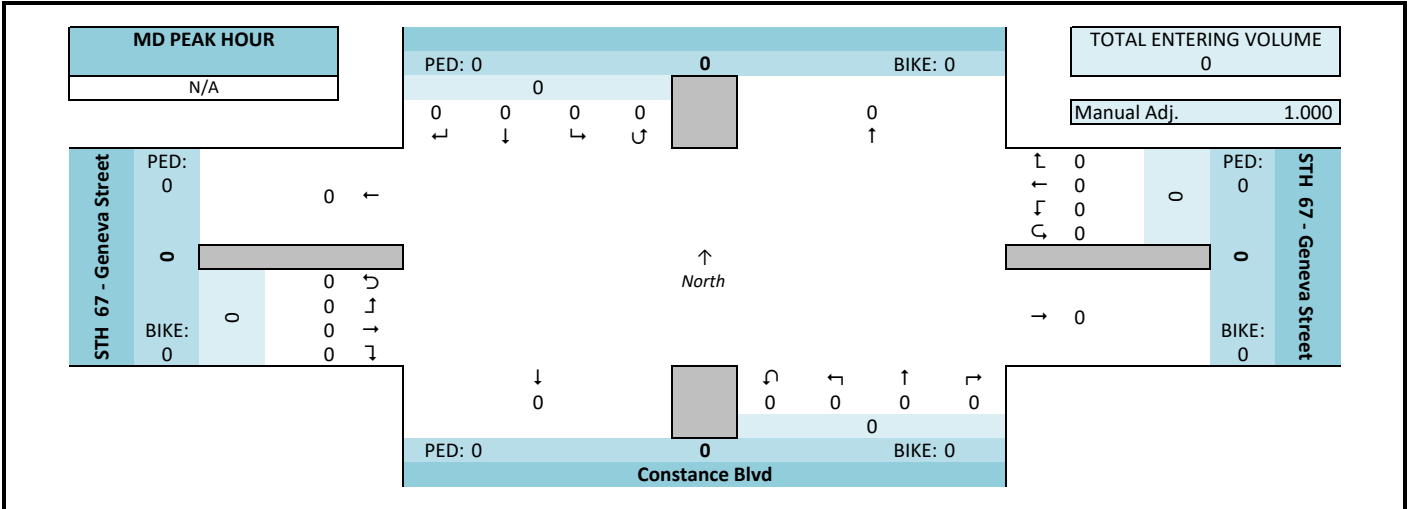
STH 67 - Geneva Street & Constance Blvd



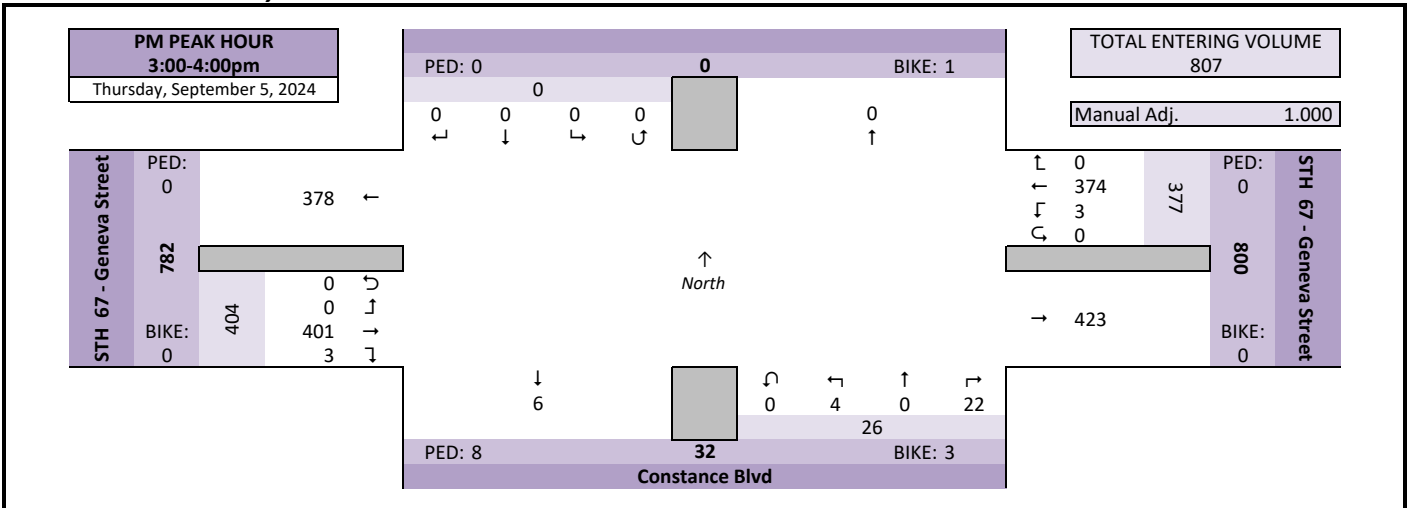
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

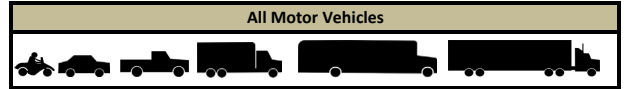


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Constance Blvd



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 5, 2024		From North					From East					From South					From West					Totals
AM Peak Hour		STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street										
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		
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
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

N/A		From North					From East					From South					From West					Totals
MD Peak Hour		STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street										
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, September 5, 2024		From North					From East					From South					From West					Totals
PM Peak Hour		STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street										
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		
3:00 PM	0	0	0	0	0	0	116	1	0	117	6	0	3	0	9	1	114	0	0	115	241	
3:15 PM	0	0	0	0	0	0	84	0	0	84	9	0	0	0	9	1	86	0	0	87	180	
3:30 PM	0	0	0	0	0	0	88	1	0	89	2	0	1	0	3	1	116	0	0	117	209	
3:45 PM	0	0	0	0	0	0	86	1	0	87	5	0	0	0	5	0	85	0	0	85	177	
Peak Hour Volume	0	0	0	0	0	0	374	3	0	377	22	0	4	0	26	3	401	0	0	404	807	
Rounded Hourly Volume	0	0	0	0	0	0	375	5	0	380	20	0	5	0	25	5	400	0	0	405	810	
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.6	18.2	0.0	0.0	0.0	15.4	0.0	2.7	0.0	0.0	2.7	5.0	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	7.4	18.2	0.0	0.0	0.0	15.4	0.0	2.7	0.0	0.0	2.7	5.3	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.75	0.00	0.81	0.61	0.00	0.33	0.00	0.72	0.75	0.86	0.00	0.00	0.86	0.84	

Peak Hour Pedestrian and Bicyclist Volumes

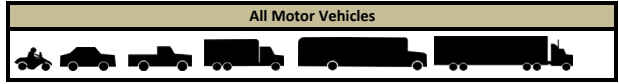
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	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	
	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	3:00 PM	0	1	1	0	0	0	6	0	6	0	0	0	7
	3:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
	3:30 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
	3:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
	Total	0	1	1	0	0	0	8	3	11	0	0	0	12

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Constance Blvd

Count Basics		Page 5 of 13	
Start Date:	Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street								
	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	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	116	1	0	117	6	0	3	0	9	1	114	0	0	115	241	807	0.84	
3:15 PM	0	0	0	0	0	84	0	0	84	9	0	0	0	9	1	86	0	0	87	180	723	0.86		
3:30 PM	0	0	0	0	0	88	1	0	89	2	0	1	0	3	1	116	0	0	117	209	695	0.83		
3:45 PM	0	0	0	0	0	86	1	0	87	5	0	0	0	5	0	85	0	0	85	177	618	0.87		
4:00 PM	0	0	0	0	0	74	2	0	76	3	0	3	0	6	1	74	0	0	75	157	583	0.93		
4:15 PM	0	0	0	0	0	85	2	0	87	1	0	0	0	1	2	62	0	0	64	152	568	0.93		
4:30 PM	0	0	0	0	0	63	0	0	63	2	0	0	0	2	0	67	0	0	67	132	546	0.96		
4:45 PM	0	0	0	0	0	57	2	0	59	1	0	3	0	4	0	79	0	0	79	142	515	0.91		
5:00 PM	0	0	0	0	0	67	1	0	68	0	0	0	0	0	2	72	0	0	74	142	471	0.83		
5:15 PM	0	0	0	0	0	60	1	0	61	2	0	1	0	3	1	65	0	0	66	130				
5:30 PM	0	0	0	0	0	53	0	0	53	1	0	0	0	1	0	47	0	0	47	101				
5:45 PM	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	51	0	0	51	98				
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	0	0	0	0	0	880	11	0	891	32	0	11	0	43	9	918	0	0	927	1861				

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	PHF	
						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street							
	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 8:00 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 3:00 PM	0	0	0	0	0	374	3	0	377	22	0	4	0	26	3	401	0	0	404	807	807	0.84	

Intersection Traffic Volume Report

Count Basics	Page 9 of 13		
Start Date:	Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Constance Blvd



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street							
	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	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	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	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	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	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	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	43
3:15 PM	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	1	0	0	1	12	41	
3:30 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	14	36	
3:45 PM	0	0	0	0	0	0	4	0	0	4	3	0	0	0	3	0	1	0	0	1	8	32	
4:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	7	33	
4:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	33	
4:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10	29	
4:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9	21	
5:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7	13	
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	3	
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	52	0	0	52	5	0	0	0	5	0	32	0	0	32	89		

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume		
						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street							
	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 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 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 3:00 PM	0	0	0	0	0	0	28	0	0	28	4	0	0	0	4	0	11	0	0	11	43		

Intersection Traffic Volume Report

Count Basics		Version 2024.04		Page 1 of 13	
Start Date:	Saturday, September 7, 2024	Weekend	Schools in Session		
Total Number of Hours Counted:	4	Non-Holiday	No Special Events		

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: STH 67 - Geneva Street
 Minor St: Constance Blvd
 Intersection of: STH 67 - Geneva Street & Constance Blvd

IX_ID:

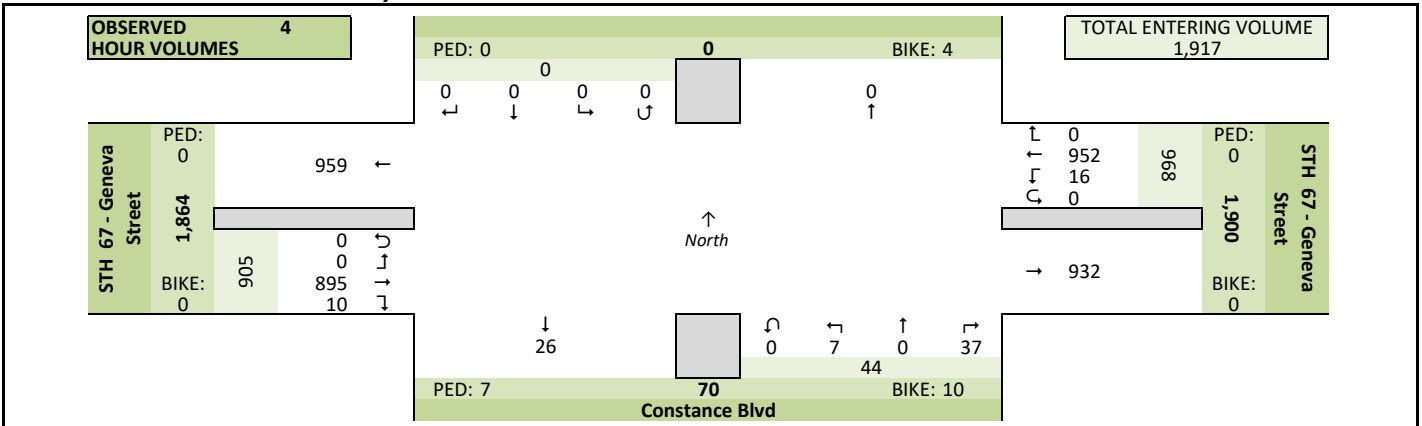
Site Information

Municipality	Village of Williams Bay
County	64 - Walworth
WisDOT Region	SE
Traffic Control	Partial Stop Control
Roadway Names	North Direction ↑
North Leg	
East Leg	STH 67 - Geneva Street
South Leg	Constance Blvd
West Leg	STH 67 - Geneva Street
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

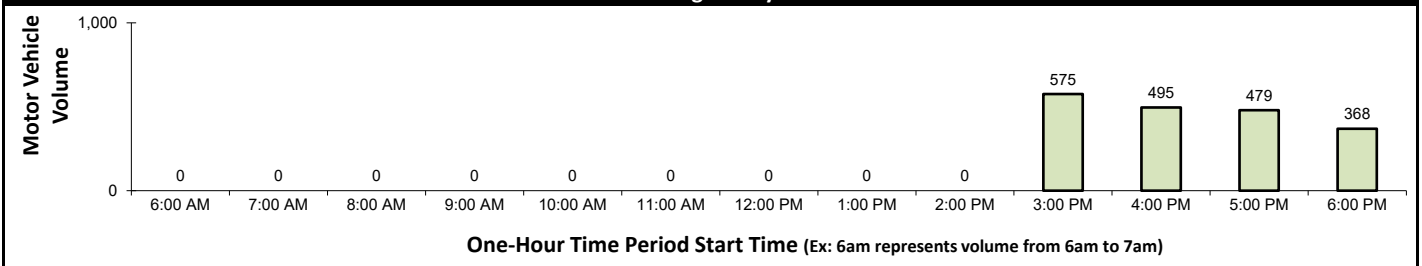
Count Information

Hrs Counted:	03:00 PM-07:00 PM		
1st Day of Count	Saturday, September 7, 2024		
Weather	Clear & Dry		
AM Peak Period	Saturday, September 7, 2024		
Midday Peak Period	Saturday, September 7, 2024		
PM Peak Period	Saturday, September 7, 2024		
Calculated Peak Hours			
AM	MD	PM	3:00-4:00pm
Peak Hours Selected for Analysis			
AM	MD	PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.061	Count Expansion Factor	3.422
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	None	
	Midday Peak Period	None	
	PM Peak Period	Jane Fait	
Comments	2021 DOT Daily & Seasonal Factors		

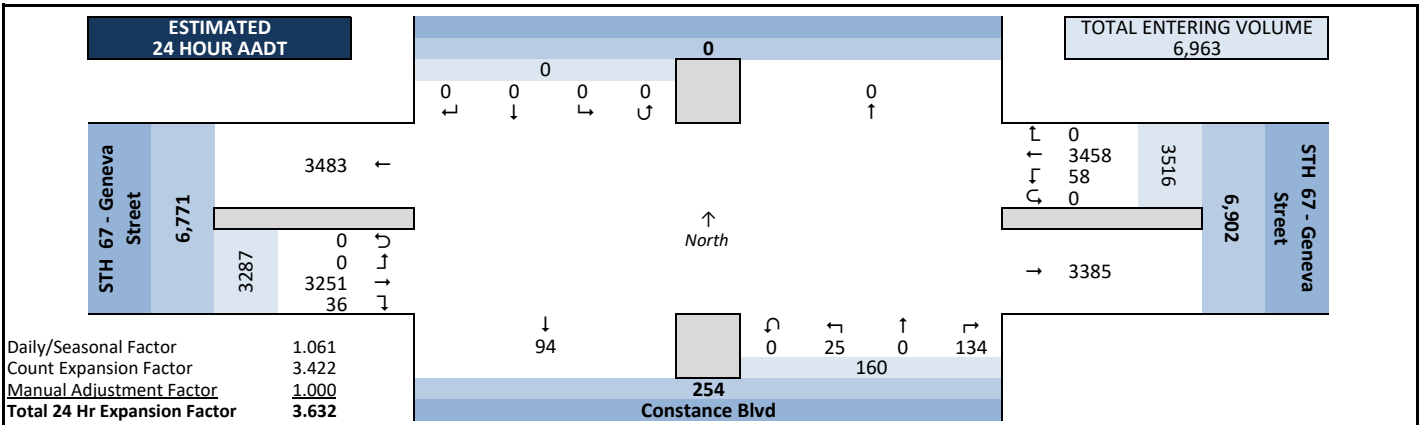
Observed 4 Hour Volume Summary



Total Entering Hourly Volume



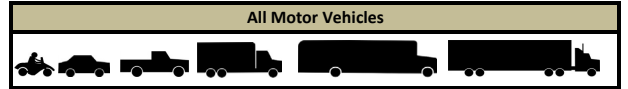
Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Summary

STH 67 - Geneva Street & Constance Blvd



Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, September 7, 2024		From North					From East					From South					From West					Totals
AM Peak Hour		STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street										
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		
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
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

N/A		From North					From East					From South					From West					Totals
MD Peak Hour		STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street										
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
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

Saturday, September 7, 2024		From North					From East					From South					From West					Totals
PM Peak Hour		STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street										
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		
3:15 PM	0	0	0	0	0	0	81	0	0	81	2	0	0	0	2	0	68	0	0	68	151	
3:30 PM	0	0	0	0	0	0	95	2	0	97	3	0	0	0	3	1	56	0	0	57	157	
3:45 PM	0	0	0	0	0	0	74	0	0	74	2	0	0	0	2	3	48	0	0	51	127	
4:00 PM	0	0	0	0	0	0	62	1	0	63	3	0	2	0	5	1	35	0	0	36	104	
Peak Hour Volume	0	0	0	0	0	0	312	3	0	315	10	0	2	0	12	5	207	0	0	212	539	
Rounded Hourly Volume	0	0	0	0	0	0	310	5	0	315	10	0	0	0	10	5	205	0	0	210	535	
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.37	0.00	0.81	0.83	0.00	0.25	0.00	0.60	0.42	0.76	0.00	0.00	0.78	0.86	

Peak Hour Pedestrian and Bicyclist Volumes

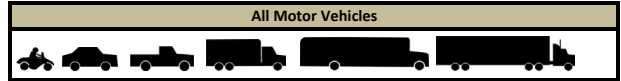
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	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
	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	3:15 PM	0	0	0	0	0	0	2	2	4	0	0	0	4
	3:30 PM	0	2	2	0	0	0	0	2	2	0	0	0	4
	3:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	2	2	0	0	0	2	6	8	0	0	0	10

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Constance Blvd

Count Basics		Page 5 of 13	
Start Date:	Saturday, September 7, 2024	Weekend	Schools in Session
Total Number of Hours Counted:	4	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			
						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street										
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	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	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	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	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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	0	0	54	1	55	13	0	2	15	70	140	575	0.92								
3:15 PM	0	0	0	0	0	0	81	0	81	2	0	0	2	68	151	539	0.86									
3:30 PM	0	0	0	0	0	95	2	97	3	0	0	3	56	157	537	0.86										
3:45 PM	0	0	0	0	0	74	2	74	2	0	0	2	48	127	505	0.85										
4:00 PM	0	0	0	0	0	62	1	63	3	2	5	35	104	495	0.83											
4:15 PM	0	0	0	0	0	78	1	79	1	0	1	69	149	499	0.84											
4:30 PM	0	0	0	0	0	59	0	59	1	0	1	65	125	485	0.90											
4:45 PM	0	0	0	0	0	59	0	59	0	0	1	58	117	493	0.91											
5:00 PM	0	0	0	0	0	52	0	52	1	0	1	55	108	479	0.89											
5:15 PM	0	0	0	0	0	61	2	63	4	0	4	68	135	465	0.86											
5:30 PM	0	0	0	0	0	48	1	49	1	0	1	83	133	445	0.84											
5:45 PM	0	0	0	0	0	43	3	46	3	1	4	51	103	401	0.87											
6:00 PM	0	0	0	0	0	43	2	45	1	0	1	47	94	368	0.80											
6:15 PM	0	0	0	0	0	58	3	61	1	2	3	51	115													
6:30 PM	0	0	0	0	0	50	0	50	0	0	2	37	89													
6:45 PM	0	0	0	0	0	35	0	35	1	0	1	34	70													
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	952	16	968	37	0	7	44	10	895	0	0	905	1917								

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF				
						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street										
	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 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		
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		
PM 3:15 PM	0	0	0	0	0	0	312	3	315	10	0	2	12	5	207	0	0	212	539	0.86						

Wisconsin Department of Transportation

Seasonal and Daily Factors

Seasonal Factor Group	Type	January	February	March	April	May	June	July	August	September	October	November	December
2024 (6) Tourist/Recreational Other	Seasonal	1.343	1.247	1.272	1.147	0.916	0.851	0.762	0.795	0.884	0.932	1.120	1.249
2024 (6) Tourist/Recreational Other	Sunday	1.234	1.164	1.208	1.168	1.070	1.027	0.981	0.995	1.060	1.081	1.197	1.154
2024 (6) Tourist/Recreational Other	Monday	1.045	1.029	1.045	1.041	1.025	1.077	1.092	1.091	1.024	1.080	1.035	0.942
2024 (6) Tourist/Recreational Other	Tuesday	1.010	1.027	1.007	1.035	1.105	1.109	1.136	1.138	1.079	1.106	1.013	0.985
2024 (6) Tourist/Recreational Other	Wednesday	0.984	1.040	0.990	1.019	1.077	1.051	1.001	1.081	1.077	1.078	0.948	1.109
2024 (6) Tourist/Recreational Other	Thursday	0.926	0.962	0.927	0.956	0.984	0.964	1.028	0.982	0.987	1.000	1.024	1.032
2024 (6) Tourist/Recreational Other	Friday	0.839	0.837	0.861	0.840	0.816	0.838	0.874	0.825	0.834	0.799	0.827	0.852
2024 (6) Tourist/Recreational Other	Saturday	1.117	1.049	1.077	1.048	1.031	1.032	0.990	1.013	1.038	0.999	1.082	1.022

APPENDIX B

LOS DEFINITIONS & SYNCHRO INTERSECTION CAPACITY ANALYSIS

Scenario 1 Traffic Volumes

Level of Service Definitions

LOS	Signalized Intersections Control Delay/Vehicle (sec/veh)	Unsignalized Intersections Avg. Control Delay (sec/veh)	Relative Delay
A	≤ 10	≤ 10	Short Delays
	Free-flow traffic operations at average travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections.		
B	$> 10 - 20$	$> 10 - 15$	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	$> 20 - 35$	$> 15 - 25$	
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.		
D	$> 35 - 55$	$> 25 - 35$	Moderate Delays
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression, and adverse timing.		
E	$> 55 - 80$	$> 35 - 50$	
	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.		
F	> 80	> 50	Long Delays
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	349	4	3	318	3	0
Future Vol, veh/h	349	4	3	318	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	388	4	3	353	3	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	392	0	748 388
Stage 1	-	-	-	-	388 -
Stage 2	-	-	-	-	360 -
Critical Hdwy	-	-	4.15	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.245	-	3.509 3.309
Pot Cap-1 Maneuver	-	-	1150	-	382 663
Stage 1	-	-	-	-	688 -
Stage 2	-	-	-	-	708 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1150	-	380 663
Mov Cap-2 Maneuver	-	-	-	-	380 -
Stage 1	-	-	-	-	688 -
Stage 2	-	-	-	-	706 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	14.55
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	380	-	-	17	-
HCM Lane V/C Ratio	0.009	-	-	0.003	-
HCM Ctrl Dly (s/v)	14.6	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	348	1	1	316	5	6
Future Vol, veh/h	348	1	1	316	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	400	1	1	363	6	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	401	0	766
Stage 1	-	-	-	-	400
Stage 2	-	-	-	-	366
Critical Hdwy	-	-	4.15	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.245	-	3.509
Pot Cap-1 Maneuver	-	-	1141	-	373
Stage 1	-	-	-	-	679
Stage 2	-	-	-	-	704
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1141	-	372
Mov Cap-2 Maneuver	-	-	-	-	372
Stage 1	-	-	-	-	679
Stage 2	-	-	-	-	703

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	12.61
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	486	-	-	6	-
HCM Lane V/C Ratio	0.026	-	-	0.001	-
HCM Ctrl Dly (s/v)	12.6	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	351	3	3	313	4	22
Future Vol, veh/h	351	3	3	313	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	418	4	4	373	5	26

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	421	0	798
Stage 1	-	-	-	-	418
Stage 2	-	-	-	-	380
Critical Hdwy	-	-	4.17	-	6.55
Critical Hdwy Stg 1	-	-	-	-	5.55
Critical Hdwy Stg 2	-	-	-	-	5.55
Follow-up Hdwy	-	-	2.263	-	3.635
Pot Cap-1 Maneuver	-	-	1111	-	338
Stage 1	-	-	-	-	637
Stage 2	-	-	-	-	664
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1111	-	337
Mov Cap-2 Maneuver	-	-	-	-	337
Stage 1	-	-	-	-	637
Stage 2	-	-	-	-	661

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	12.06
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	541	-	-	17	-
HCM Lane V/C Ratio	0.057	-	-	0.003	-
HCM Ctrl Dly (s/v)	12.1	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	212	12	7	294	1	1
Future Vol, veh/h	212	12	7	294	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	236	13	8	327	1	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	249	0	578	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	342	-
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	-	-	1317	-	480	806
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1317	-	476	806
Mov Cap-2 Maneuver	-	-	-	-	476	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.18	11.04
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	-	-	42	-
HCM Lane V/C Ratio	0.004	-	-	0.006	-
HCM Ctrl Dly (s/v)	11	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	213	0	1	293	8	10
Future Vol, veh/h	213	0	1	293	8	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	229	0	1	315	9	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	229	0	546	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	317	-
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	-	-	1339	-	500	813
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1339	-	500	813
Mov Cap-2 Maneuver	-	-	-	-	500	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	10.84
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	636	-	-	6	-
HCM Lane V/C Ratio	0.03	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.8	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	218	5	3	292	2	10
Future Vol, veh/h	218	5	3	292	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	253	6	3	340	2	12

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	259	0	600	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1294	-	466	788
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1294	-	464	788
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	706	-	-	18	-
HCM Lane V/C Ratio	0.02	-	-	0.003	-
HCM Ctrl Dly (s/v)	10.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	401	5	5	367	3	0
Future Vol, veh/h	401	5	5	367	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	446	6	6	408	3	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	451	0	864	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	419	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1094	-	326	615
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1094	-	324	615
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	16.24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	324	-	-	24	-
HCM Lane V/C Ratio	0.01	-	-	0.005	-
HCM Ctrl Dly (s/v)	16.2	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	400	1	1	365	7	8
Future Vol, veh/h	400	1	1	365	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	460	1	1	420	8	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	461	0	882 460
Stage 1	-	-	-	-	460 -
Stage 2	-	-	-	-	422 -
Critical Hdwy	-	-	4.15	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.245	-	3.509 3.309
Pot Cap-1 Maneuver	-	-	1085	-	318 604
Stage 1	-	-	-	-	638 -
Stage 2	-	-	-	-	664 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1085	-	318 604
Mov Cap-2 Maneuver	-	-	-	-	318 -
Stage 1	-	-	-	-	638 -
Stage 2	-	-	-	-	663 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	13.83
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	-	-	5	-
HCM Lane V/C Ratio	0.041	-	-	0.001	-
HCM Ctrl Dly (s/v)	13.8	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	405	3	3	362	4	22
Future Vol, veh/h	405	3	3	362	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	482	4	4	431	5	26

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	486	0	920
Stage 1	-	-	-	-	482
Stage 2	-	-	-	-	438
Critical Hdwy	-	-	4.17	-	6.55
Critical Hdwy Stg 1	-	-	-	-	5.55
Critical Hdwy Stg 2	-	-	-	-	5.55
Follow-up Hdwy	-	-	2.263	-	3.635
Pot Cap-1 Maneuver	-	-	1052	-	285
Stage 1	-	-	-	-	595
Stage 2	-	-	-	-	624
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1052	-	284
Mov Cap-2 Maneuver	-	-	-	-	284
Stage 1	-	-	-	-	595
Stage 2	-	-	-	-	621

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	12.91
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	486	-	-	15	-
HCM Lane V/C Ratio	0.064	-	-	0.003	-
HCM Ctrl Dly (s/v)	12.9	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	244	15	12	341	1	1
Future Vol, veh/h	244	15	12	341	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	271	17	13	379	1	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	288	0	677	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	406	-
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	-	-	1274	-	420	770
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1274	-	414	770
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	61	-
HCM Lane V/C Ratio	0.004	-	-	0.01	-
HCM Ctrl Dly (s/v)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	245	0	1	342	11	14
Future Vol, veh/h	245	0	1	342	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	263	0	1	368	12	15

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	263	0	633	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	370	-
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	-	-	1301	-	445	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1301	-	445	778
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	11.45
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	-	-	5	-
HCM Lane V/C Ratio	0.046	-	-	0.001	-
HCM Ctrl Dly (s/v)	11.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	254	5	3	341	2	10
Future Vol, veh/h	254	5	3	341	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	295	6	3	397	2	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	301	0	699 295
Stage 1	-	-	-	-	295 -
Stage 2	-	-	-	-	403 -
Critical Hdwy	-	-	4.14	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.236	-	3.509 3.309
Pot Cap-1 Maneuver	-	-	1249	-	408 746
Stage 1	-	-	-	-	757 -
Stage 2	-	-	-	-	677 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1249	-	406 746
Mov Cap-2 Maneuver	-	-	-	-	406 -
Stage 1	-	-	-	-	757 -
Stage 2	-	-	-	-	674 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	10.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	16	-
HCM Lane V/C Ratio	0.021	-	-	0.003	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

APPENDIX C

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Scenario 2 Traffic Volumes

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	349	4	3	318	3	0
Future Vol, veh/h	349	4	3	318	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	388	4	3	353	3	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	392	0	748 388
Stage 1	-	-	-	-	388 -
Stage 2	-	-	-	-	360 -
Critical Hdwy	-	-	4.15	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.245	-	3.509 3.309
Pot Cap-1 Maneuver	-	-	1150	-	382 663
Stage 1	-	-	-	-	688 -
Stage 2	-	-	-	-	708 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1150	-	380 663
Mov Cap-2 Maneuver	-	-	-	-	380 -
Stage 1	-	-	-	-	688 -
Stage 2	-	-	-	-	706 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	14.55
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	380	-	-	17	-
HCM Lane V/C Ratio	0.009	-	-	0.003	-
HCM Ctrl Dly (s/v)	14.6	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	348	1	1	321	0	1
Future Vol, veh/h	348	1	1	321	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	400	1	1	369	0	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	401	0	771
Stage 1	-	-	-	-	400
Stage 2	-	-	-	-	371
Critical Hdwy	-	-	4.15	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.245	-	3.509
Pot Cap-1 Maneuver	-	-	1141	-	370
Stage 1	-	-	-	-	679
Stage 2	-	-	-	-	700
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1141	-	369
Mov Cap-2 Maneuver	-	-	-	-	369
Stage 1	-	-	-	-	679
Stage 2	-	-	-	-	699

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	10.53
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	652	-	-	6	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.5	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	346	3	3	313	9	27
Future Vol, veh/h	346	3	3	313	9	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	412	4	4	373	11	32

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	415	0	792
Stage 1	-	-	-	-	412
Stage 2	-	-	-	-	380
Critical Hdwy	-	-	4.17	-	6.55
Critical Hdwy Stg 1	-	-	-	-	5.55
Critical Hdwy Stg 2	-	-	-	-	5.55
Follow-up Hdwy	-	-	2.263	-	3.635
Pot Cap-1 Maneuver	-	-	1117	-	341
Stage 1	-	-	-	-	642
Stage 2	-	-	-	-	664
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1117	-	339
Mov Cap-2 Maneuver	-	-	-	-	339
Stage 1	-	-	-	-	642
Stage 2	-	-	-	-	661

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	510	-	-	17	-
HCM Lane V/C Ratio	0.084	-	-	0.003	-
HCM Ctrl Dly (s/v)	12.7	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	212	12	7	294	1	1
Future Vol, veh/h	212	12	7	294	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	236	13	8	327	1	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	249	0	578	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	342	-
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	-	-	1317	-	480	806
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1317	-	476	806
Mov Cap-2 Maneuver	-	-	-	-	476	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.18	11.04
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	-	-	42	-
HCM Lane V/C Ratio	0.004	-	-	0.006	-
HCM Ctrl Dly (s/v)	11	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	213	0	1	301	0	1
Future Vol, veh/h	213	0	1	301	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	229	0	1	324	0	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	229	0	555	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	326	-
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	-	-	1339	-	495	813
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1339	-	494	813
Mov Cap-2 Maneuver	-	-	-	-	494	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	9.44
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	6	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.4	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	209	5	3	292	10	19
Future Vol, veh/h	209	5	3	292	10	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	243	6	3	340	12	22

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	249	0	590	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1305	-	472	798
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1305	-	471	798
Mov Cap-2 Maneuver	-	-	-	-	471	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	644	-	-	18	-
HCM Lane V/C Ratio	0.052	-	-	0.003	-
HCM Ctrl Dly (s/v)	10.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	401	5	5	367	3	0
Future Vol, veh/h	401	5	5	367	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	446	6	6	408	3	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	451	0	864	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	419	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1094	-	326	615
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1094	-	324	615
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	16.24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	324	-	-	24	-
HCM Lane V/C Ratio	0.01	-	-	0.005	-
HCM Ctrl Dly (s/v)	16.2	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	400	1	1	372	0	1
Future Vol, veh/h	400	1	1	372	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	460	1	1	428	0	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	461	0	890
Stage 1	-	-	-	-	460
Stage 2	-	-	-	-	430
Critical Hdwy	-	-	4.15	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.245	-	3.509
Pot Cap-1 Maneuver	-	-	1085	-	315
Stage 1	-	-	-	-	638
Stage 2	-	-	-	-	658
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1085	-	314
Mov Cap-2 Maneuver	-	-	-	-	314
Stage 1	-	-	-	-	638
Stage 2	-	-	-	-	657

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	10.98
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	604	-	-	5	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Ctrl Dly (s/v)	11	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	398	3	3	362	11	29
Future Vol, veh/h	398	3	3	362	11	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	474	4	4	431	13	35

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	477	0	912
Stage 1	-	-	-	-	474
Stage 2	-	-	-	-	438
Critical Hdwy	-	-	4.17	-	6.55
Critical Hdwy Stg 1	-	-	-	-	5.55
Critical Hdwy Stg 2	-	-	-	-	5.55
Follow-up Hdwy	-	-	2.263	-	3.635
Pot Cap-1 Maneuver	-	-	1059	-	288
Stage 1	-	-	-	-	600
Stage 2	-	-	-	-	624
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1059	-	287
Mov Cap-2 Maneuver	-	-	-	-	287
Stage 1	-	-	-	-	600
Stage 2	-	-	-	-	621

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	14.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	446	-	-	15	-
HCM Lane V/C Ratio	0.107	-	-	0.003	-
HCM Ctrl Dly (s/v)	14	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	244	15	12	341	1	1
Future Vol, veh/h	244	15	12	341	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	271	17	13	379	1	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	288	0	677	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	406	-
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	-	-	1274	-	420	770
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1274	-	414	770
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	61	-
HCM Lane V/C Ratio	0.004	-	-	0.01	-
HCM Ctrl Dly (s/v)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	245	0	1	353	0	1
Future Vol, veh/h	245	0	1	353	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	263	0	1	380	0	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	263	0	645	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	382	-
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	-	-	1301	-	438	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1301	-	438	778
Mov Cap-2 Maneuver	-	-	-	-	438	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	9.64
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	778	-	-	5	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.6	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	↙
Traffic Vol, veh/h	241	5	3	341	13	23
Future Vol, veh/h	241	5	3	341	13	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	280	6	3	397	15	27

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	286	0	684
Stage 1	-	-	-	-	280
Stage 2	-	-	-	-	403
Critical Hdwy	-	-	4.14	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.236	-	3.509
Pot Cap-1 Maneuver	-	-	1265	-	416
Stage 1	-	-	-	-	769
Stage 2	-	-	-	-	677
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1265	-	415
Mov Cap-2 Maneuver	-	-	-	-	415
Stage 1	-	-	-	-	769
Stage 2	-	-	-	-	674

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	11.63
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	-	-	16	-
HCM Lane V/C Ratio	0.072	-	-	0.003	-
HCM Ctrl Dly (s/v)	11.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

APPENDIX D

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Scenario 3 Traffic Volumes

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	364	3	2	343	3	0
Future Vol, veh/h	364	3	2	343	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	404	3	2	381	3	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	408	0	790
Stage 1	-	-	-	-	404
Stage 2	-	-	-	-	386
Critical Hdwy	-	-	4.15	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.245	-	3.509
Pot Cap-1 Maneuver	-	-	1135	-	360
Stage 1	-	-	-	-	676
Stage 2	-	-	-	-	690
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1135	-	359
Mov Cap-2 Maneuver	-	-	-	-	359
Stage 1	-	-	-	-	676
Stage 2	-	-	-	-	688

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	15.11
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	359	-	-	10	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Ctrl Dly (s/v)	15.1	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	363	1	1	340	5	5
Future Vol, veh/h	363	1	1	340	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	417	1	1	391	6	6

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	418	0	810
Stage 1	-	-	-	-	417
Stage 2	-	-	-	-	393
Critical Hdwy	-	-	4.15	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.245	-	3.509
Pot Cap-1 Maneuver	-	-	1125	-	351
Stage 1	-	-	-	-	667
Stage 2	-	-	-	-	684
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1125	-	350
Mov Cap-2 Maneuver	-	-	-	-	350
Stage 1	-	-	-	-	667
Stage 2	-	-	-	-	683

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	13.17
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	452	-	-	5	-
HCM Lane V/C Ratio	0.025	-	-	0.001	-
HCM Ctrl Dly (s/v)	13.2	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	365	3	3	337	4	22
Future Vol, veh/h	365	3	3	337	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	435	4	4	401	5	26

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	438	0	843
Stage 1	-	-	-	-	435
Stage 2	-	-	-	-	408
Critical Hdwy	-	-	4.17	-	6.55
Critical Hdwy Stg 1	-	-	-	-	5.55
Critical Hdwy Stg 2	-	-	-	-	5.55
Follow-up Hdwy	-	-	2.263	-	3.635
Pot Cap-1 Maneuver	-	-	1096	-	317
Stage 1	-	-	-	-	626
Stage 2	-	-	-	-	644
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1096	-	316
Mov Cap-2 Maneuver	-	-	-	-	316
Stage 1	-	-	-	-	626
Stage 2	-	-	-	-	641

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	524	-	-	16	-
HCM Lane V/C Ratio	0.059	-	-	0.003	-
HCM Ctrl Dly (s/v)	12.3	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	217	11	6	673	1	1
Future Vol, veh/h	217	11	6	673	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	241	12	7	748	1	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	253	0	1002	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	761	-
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	-	-	1312	-	270	800
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	463	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1312	-	267	800
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	459	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	14.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	401	-	-	16	-
HCM Lane V/C Ratio	0.006	-	-	0.005	-
HCM Ctrl Dly (s/v)	14	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	218	0	1	672	7	9
Future Vol, veh/h	218	0	1	672	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	234	0	1	723	8	10

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	234	0	959	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	725	-
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	-	-	1333	-	286	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	481	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1333	-	286	807
Mov Cap-2 Maneuver	-	-	-	-	286	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	481	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	13.34
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	449	-	-	3	-
HCM Lane V/C Ratio	0.038	-	-	0.001	-
HCM Ctrl Dly (s/v)	13.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	222	5	28	636	37	35
Future Vol, veh/h	222	5	28	636	37	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	258	6	33	740	43	41

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	264	0	1063
Stage 1	-	-	-	-	258
Stage 2	-	-	-	-	805
Critical Hdwy	-	-	4.14	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.236	-	3.509
Pot Cap-1 Maneuver	-	-	1289	-	248
Stage 1	-	-	-	-	787
Stage 2	-	-	-	-	442
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1289	-	238
Mov Cap-2 Maneuver	-	-	-	-	238
Stage 1	-	-	-	-	787
Stage 2	-	-	-	-	423

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.33	18.04
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	359	-	-	76	-
HCM Lane V/C Ratio	0.233	-	-	0.025	-
HCM Ctrl Dly (s/v)	18	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	416	3	2	390	3	0
Future Vol, veh/h	416	3	2	390	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	462	3	2	433	3	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	466	0	900
Stage 1	-	-	-	-	462
Stage 2	-	-	-	-	438
Critical Hdwy	-	-	4.15	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.245	-	3.509
Pot Cap-1 Maneuver	-	-	1080	-	310
Stage 1	-	-	-	-	636
Stage 2	-	-	-	-	653
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1080	-	309
Mov Cap-2 Maneuver	-	-	-	-	309
Stage 1	-	-	-	-	636
Stage 2	-	-	-	-	651

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	16.76
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	309	-	-	9	-
HCM Lane V/C Ratio	0.011	-	-	0.002	-
HCM Ctrl Dly (s/v)	16.8	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	415	1	1	387	5	5
Future Vol, veh/h	415	1	1	387	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	477	1	1	445	6	6

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	478	0	924	477
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	447	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1069	-	300	590
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	646	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1069	-	300	590
Mov Cap-2 Maneuver	-	-	-	-	300	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	14.32
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	398	-	-	5	-
HCM Lane V/C Ratio	0.029	-	-	0.001	-
HCM Ctrl Dly (s/v)	14.3	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	417	3	3	384	4	22
Future Vol, veh/h	417	3	3	384	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	496	4	4	457	5	26

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	500	0	961
Stage 1	-	-	-	-	496
Stage 2	-	-	-	-	464
Critical Hdwy	-	-	4.17	-	6.55
Critical Hdwy Stg 1	-	-	-	-	5.55
Critical Hdwy Stg 2	-	-	-	-	5.55
Follow-up Hdwy	-	-	2.263	-	3.635
Pot Cap-1 Maneuver	-	-	1039	-	269
Stage 1	-	-	-	-	586
Stage 2	-	-	-	-	606
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1039	-	268
Mov Cap-2 Maneuver	-	-	-	-	268
Stage 1	-	-	-	-	586
Stage 2	-	-	-	-	604

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	13.16
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	472	-	-	14	-
HCM Lane V/C Ratio	0.066	-	-	0.003	-
HCM Ctrl Dly (s/v)	13.2	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	249	11	6	717	1	1
Future Vol, veh/h	249	11	6	717	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	277	12	7	797	1	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	289	0	1087	277
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	810	-
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	-	-	1273	-	240	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1273	-	238	765
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	435	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	14.98
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	363	-	-	15	-
HCM Lane V/C Ratio	0.006	-	-	0.005	-
HCM Ctrl Dly (s/v)	15	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	250	0	1	716	7	9
Future Vol, veh/h	250	0	1	716	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	269	0	1	770	8	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	269	0	1041 269
Stage 1	-	-	-	-	269 -
Stage 2	-	-	-	-	772 -
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	-	-	1295	-	256 772
Stage 1	-	-	-	-	779 -
Stage 2	-	-	-	-	458 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1295	-	256 772
Mov Cap-2 Maneuver	-	-	-	-	256 -
Stage 1	-	-	-	-	779 -
Stage 2	-	-	-	-	457 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	14.17
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	410	-	-	3	-
HCM Lane V/C Ratio	0.042	-	-	0.001	-
HCM Ctrl Dly (s/v)	14.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	↙
Traffic Vol, veh/h	254	5	28	680	37	35
Future Vol, veh/h	254	5	28	680	37	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	295	6	33	791	43	41

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	301	0	1151	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	856	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1249	-	220	746
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	418	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1249	-	210	746
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	399	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.31	20.05
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	322	-	-	71	-
HCM Lane V/C Ratio	0.26	-	-	0.026	-
HCM Ctrl Dly (s/v)	20	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

APPENDIX E

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Scenario 4 Traffic Volumes

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	364	12	15	348	3	0
Future Vol, veh/h	364	12	15	348	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	404	13	17	387	3	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	418	0	824
Stage 1	-	-	-	-	404
Stage 2	-	-	-	-	420
Critical Hdwy	-	-	4.15	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.245	-	3.509
Pot Cap-1 Maneuver	-	-	1125	-	344
Stage 1	-	-	-	-	676
Stage 2	-	-	-	-	665
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1125	-	337
Mov Cap-2 Maneuver	-	-	-	-	337
Stage 1	-	-	-	-	676
Stage 2	-	-	-	-	653

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.34	15.78
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	337	-	-	74	-
HCM Lane V/C Ratio	0.01	-	-	0.015	-
HCM Ctrl Dly (s/v)	15.8	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	363	1	1	363	0	1
Future Vol, veh/h	363	1	1	363	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	417	1	1	417	0	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	418	0	837	417
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1125	-	338	638
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1125	-	338	638
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	10.66
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	638	-	-	5	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.7	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	361	3	3	350	14	33
Future Vol, veh/h	361	3	3	350	14	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	430	4	4	417	17	39

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	433	0	854
Stage 1	-	-	-	-	430
Stage 2	-	-	-	-	424
Critical Hdwy	-	-	4.17	-	6.55
Critical Hdwy Stg 1	-	-	-	-	5.55
Critical Hdwy Stg 2	-	-	-	-	5.55
Follow-up Hdwy	-	-	2.263	-	3.635
Pot Cap-1 Maneuver	-	-	1100	-	313
Stage 1	-	-	-	-	629
Stage 2	-	-	-	-	633
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1100	-	311
Mov Cap-2 Maneuver	-	-	-	-	311
Stage 1	-	-	-	-	629
Stage 2	-	-	-	-	631

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	470	-	-	15	-
HCM Lane V/C Ratio	0.119	-	-	0.003	-
HCM Ctrl Dly (s/v)	13.7	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	217	14	10	676	1	1
Future Vol, veh/h	217	14	10	676	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	241	16	11	751	1	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	257	0	1014	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	773	-
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	-	-	1308	-	265	800
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1308	-	261	800
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	450	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	14.18
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	394	-	-	26	-
HCM Lane V/C Ratio	0.006	-	-	0.008	-
HCM Ctrl Dly (s/v)	14.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	218	0	1	686	0	1
Future Vol, veh/h	218	0	1	686	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	234	0	1	738	0	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	234	0	974
Stage 1	-	-	-	-	234
Stage 2	-	-	-	-	740
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	-	-	1333	-	280
Stage 1	-	-	-	-	807
Stage 2	-	-	-	-	474
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1333	-	280
Mov Cap-2 Maneuver	-	-	-	-	280
Stage 1	-	-	-	-	807
Stage 2	-	-	-	-	473

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	9.47
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	807	-	-	3	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	↙
Traffic Vol, veh/h	214	5	28	640	47	47
Future Vol, veh/h	214	5	28	640	47	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	249	6	33	744	55	55

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	255	0	1058
Stage 1	-	-	-	-	249
Stage 2	-	-	-	-	809
Critical Hdwy	-	-	4.14	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.236	-	3.509
Pot Cap-1 Maneuver	-	-	1299	-	250
Stage 1	-	-	-	-	795
Stage 2	-	-	-	-	440
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1299	-	239
Mov Cap-2 Maneuver	-	-	-	-	239
Stage 1	-	-	-	-	795
Stage 2	-	-	-	-	421

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.33	18.89
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	367	-	-	75	-
HCM Lane V/C Ratio	0.297	-	-	0.025	-
HCM Ctrl Dly (s/v)	18.9	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	416	21	27	404	3	0
Future Vol, veh/h	416	21	27	404	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	462	23	30	449	3	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	486	0	971
Stage 1	-	-	-	-	462
Stage 2	-	-	-	-	509
Critical Hdwy	-	-	4.15	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.245	-	3.509
Pot Cap-1 Maneuver	-	-	1062	-	282
Stage 1	-	-	-	-	636
Stage 2	-	-	-	-	606
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1062	-	271
Mov Cap-2 Maneuver	-	-	-	-	271
Stage 1	-	-	-	-	636
Stage 2	-	-	-	-	583

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.53	18.45
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	271	-	-	113	-
HCM Lane V/C Ratio	0.012	-	-	0.028	-
HCM Ctrl Dly (s/v)	18.4	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	415	1	1	431	0	1
Future Vol, veh/h	415	1	1	431	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	477	1	1	495	0	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	478	0	975
Stage 1	-	-	-	-	477
Stage 2	-	-	-	-	498
Critical Hdwy	-	-	4.15	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.245	-	3.509
Pot Cap-1 Maneuver	-	-	1069	-	280
Stage 1	-	-	-	-	626
Stage 2	-	-	-	-	613
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1069	-	280
Mov Cap-2 Maneuver	-	-	-	-	280
Stage 1	-	-	-	-	626
Stage 2	-	-	-	-	612

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	11.11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	590	-	-	4	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Ctrl Dly (s/v)	11.1	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	413	3	3	409	23	46
Future Vol, veh/h	413	3	3	409	23	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	492	4	4	487	27	55

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	495	0	986
Stage 1	-	-	-	-	492
Stage 2	-	-	-	-	494
Critical Hdwy	-	-	4.17	-	6.55
Critical Hdwy Stg 1	-	-	-	-	5.55
Critical Hdwy Stg 2	-	-	-	-	5.55
Follow-up Hdwy	-	-	2.263	-	3.635
Pot Cap-1 Maneuver	-	-	1043	-	260
Stage 1	-	-	-	-	589
Stage 2	-	-	-	-	587
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1043	-	259
Mov Cap-2 Maneuver	-	-	-	-	259
Stage 1	-	-	-	-	589
Stage 2	-	-	-	-	585

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.06	16.29
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	401	-	-	13	-
HCM Lane V/C Ratio	0.205	-	-	0.003	-
HCM Ctrl Dly (s/v)	16.3	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	249	25	25	730	1	1
Future Vol, veh/h	249	25	25	730	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	277	28	28	811	1	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	304	0	1143	277
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	867	-
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	-	-	1256	-	222	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	413	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1256	-	213	765
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	397	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.26	15.87
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	60	-
HCM Lane V/C Ratio	0.007	-	-	0.022	-
HCM Ctrl Dly (s/v)	15.9	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	250	0	1	755	0	1
Future Vol, veh/h	250	0	1	755	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	269	0	1	812	0	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	269	0	1083	269
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	814	-
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	-	-	1295	-	242	772
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	437	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1295	-	241	772
Mov Cap-2 Maneuver	-	-	-	-	241	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	437	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	9.67
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	772	-	-	2	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	246	5	28	699	57	62
Future Vol, veh/h	246	5	28	699	57	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	286	6	33	813	66	72

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	292	0	1164
Stage 1	-	-	-	-	286
Stage 2	-	-	-	-	878
Critical Hdwy	-	-	4.14	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.236	-	3.509
Pot Cap-1 Maneuver	-	-	1258	-	216
Stage 1	-	-	-	-	765
Stage 2	-	-	-	-	408
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1258	-	206
Mov Cap-2 Maneuver	-	-	-	-	206
Stage 1	-	-	-	-	765
Stage 2	-	-	-	-	389

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.31	23.43
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	331	-	-	69	-
HCM Lane V/C Ratio	0.418	-	-	0.026	-
HCM Ctrl Dly (s/v)	23.4	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.1	-