Date: September 3, 2025

Technical Memorandum

To: Jim Lundberg, P.E.
Point of Beginning, Inc.

From: Don Lee, P.E.
John Bieberitz, P.E., PTOE

Subject: Kaukauna Middle School – Supplemental Analysis
City of Kaukauna and Town of Buchanan, Outagamie County

PART A – INTRODUCTION

The Kaukauna Area School District is planning to construct a new Middle School to be located on a vacant parcel of land east of State Trunk Highway (STH) 55, south of County Trunk Highway (CTH) CE and southwest of the current high school in the City of Kaukauna and the Town of Buchanan, Outagamie County, Wisconsin (Exhibit 1). A new middle school with two outlots for potential future development, which are expected to include commercial and residential land uses along with a connection roadway to the Kaukauna High School, are being proposed for the development site (Exhibit 1). Additional future connections are also expected and being platted to provide a connection from the internal roadways to both CTH CE, east of STH 55, and to CTH KK, at Speedway Lane, as part of any future off-site development.

A Traffic Impact Analysis (TIA), dated June 19, 2025, was completed for the project analyzing the adjacent transportation network under the full build (with proposed Middle School) and total traffic (with additional adjacent outlots) traffic conditions.

Subsequent to the approval of the project and to alleviate some potential operational issues at the STH 55 intersection with CTH CE, the school district is moving forward with shifting the school bell schedules for the proposed middle school and the existing adjacent high school to provide a staggered bell schedule which will help to spread out school traffic over two different peak periods instead of the current schedule in which the peak hours overlap. This analysis builds off the previously submitted June 19th TIA completed for the proposed school.

PART B – UPDATED ANALYSIS

Revised School Schedule

As stated in the June 19th TIA, the TIA utilized the existing bell schedules of the adjacent high school and the proposed middle school which included the following:

High School (existing)

- AM Bell 7:45am
- PM Bell 3:15pm

Middle School (existing)

- AM Bell 7:55am
- PM Bell 3:20pm

Therefore, the June 19th TIA identified and utilized the morning and afternoon peak hours for the proposed middle school as being 7:00 to 8:00 am and 3:15 to 4:15 pm; respectively.

Under a staggered bell schedule, the following bell schedules of the adjacent high school and the proposed middle school are expected to be utilized, noting that the final schedules may vary by 5 to 10 minutes:

High School (proposed)

- AM Bell 7:30am
- PM Bell 2:55pm

Middle School (proposed)

- AM Bell 8:10am
- PM Bell 3:30pm

With these new bell schedules, the high school morning and afternoon peak hours were identified as being 6:30 to 7:30 am and 2:45 to 3:45 pm; and the middle school morning and afternoon peak hours were identified as being 7:15 to 8:15 am and 3:15 to 4:15 pm; respectively. The slight overlap between the two peak hours is during the time when the volume of traffic for one of the schools is lowest and the other school is higher. Some overlap between peak hours is required to allow for an optimized bus schedule, with sharing of buses between the two schools, and still allowing for a typical school daytime learning schedule, not too early in the morning while also allowing for after school activities in the evening.

Updated Traffic Volumes

Based on the updated peak hours, the turning movement counts were compiled for each separate peak hour and are summarized in Exhibit 3. Using trip generation calculations based on the existing high school population, the existing high school traffic volumes were subtracted out of the peak hour volumes to determine the base background traffic volumes (summer conditions). Then the new trips for the proposed middle school and the potential off-site developments, as described in the previous TIA, were added to these background (summer conditions) peak hours to determine the Full Build (with both schools at staggered schedules) and Total (with both schools at staggered schedules and off-site development) traffic volume conditions, respectively. The Full Build (with both schools at staggered schedules) and Total (with both schools at staggered schedules and off-site development) traffic volumes are shown in Exhibits 4A&4B.

STH 55/CTH CE Intersection Operation

Exhibit 5A shows the operational analysis at the STH 55/Crooks Avenue & CTH CE/College Avenue intersection for the two staggered peak hours under the Full Build (with both schools at staggered schedules) traffic volume conditions. Exhibit 5B shows the operational analysis at the STH 55/Crooks Avenue & CTH CE/College Avenue intersection for the two staggered peak hours under the Total (with both schools at staggered schedules and off-site development) traffic volume conditions.

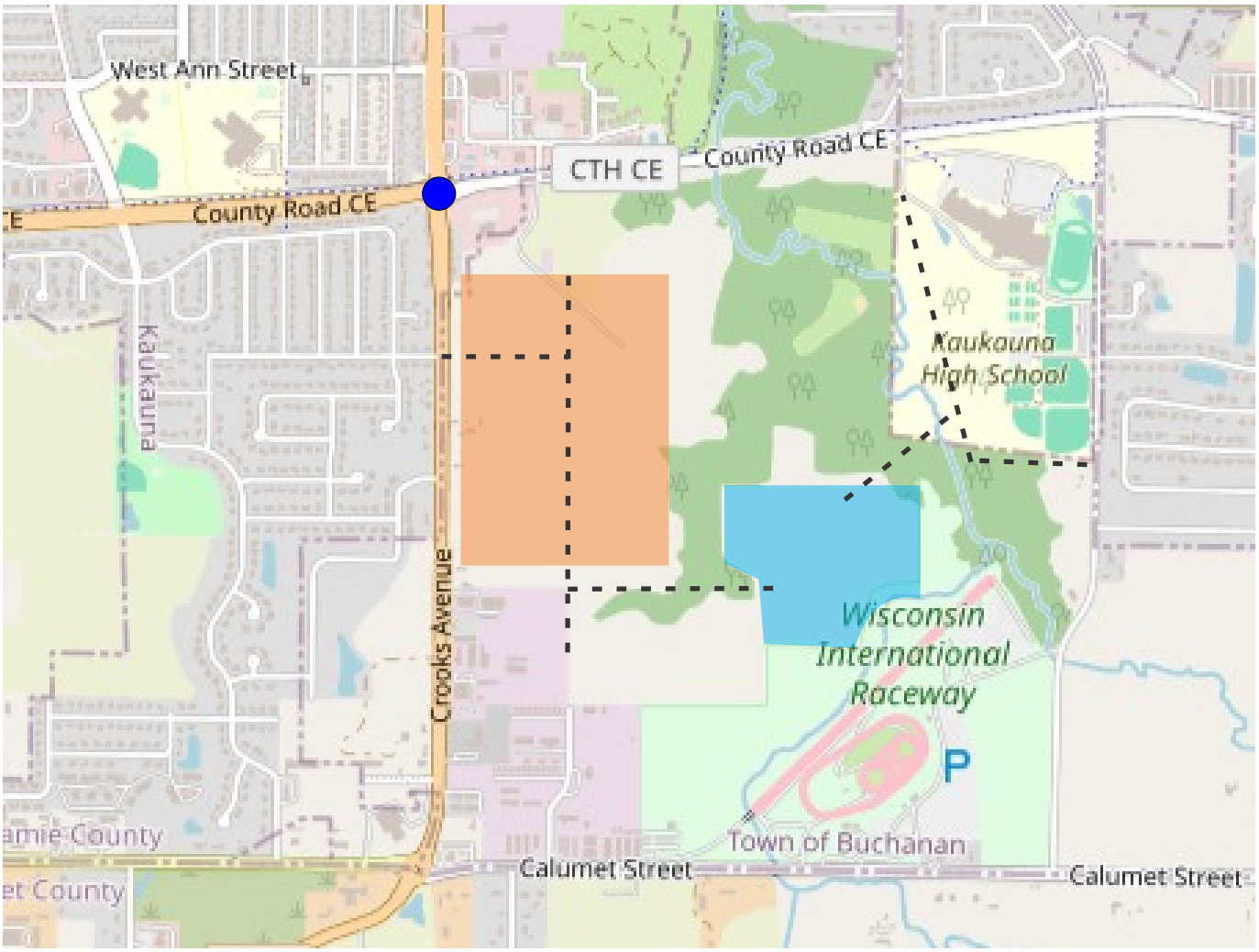
As shown in Exhibit 5A, with a staggered school schedule, the STH 55/Crooks Avenue & CTH CE/College Avenue intersection is expected to operate acceptably at LOS D or better under the Full Build (with both schools at staggered schedules) traffic volumes under the current existing geometry for both schools' peak hours. However, as shown in Exhibit 5B, once the potential off-site development is fully built out, some movements at the intersection are expected to operate with higher delays during the typical weekday morning arrival and weekday afternoon discharge peak periods.

To alleviate these delays under the Total traffic volume scenario, northbound, southbound, and westbound right-turn bypass lanes were included at the STH 55/Crooks Avenue & CTH CE/College Avenue roundabout under Total traffic conditions. Exhibit 5C shows the expected operation with the additional right-turn bypass lanes added. As shown, all movements are expected to operate at LOS D or better with the additional bypass lane, except the westbound (LOS E) movements during the high school and middle school weekday morning peak periods. It is noted that all delays are less than 50 seconds, and all queue lengths are less than 200 feet.

It is also noted that development plans for the off-site development area are unknown at this time and the build-out assumptions used in the study were for planning purposes only. Since future connections are required by WisDOT from the internal roadways to both CTH CE, east of STH 55, and to CTH KK, at Speedway Lane once the offsite development moves forward, it is recommended that a future traffic study should be completed in the future as development plans move forward for the off-site area.

PART C – CONCLUSION

With a staggered school bell schedule as described in this technical memorandum, no modifications are recommended at the STH 55/Crooks Avenue & CTH CE/College Avenue intersection. However, once the potential off-site development moves forward, based on the access assumptions in this study, higher delays are expected for some movements at the subject roundabout; therefore, a future traffic study should be completed as development plans move forward for the off-site area.



LEGEND

- Tech Memo Subject Intersection
- Proposed Middle School Site
- Off-Site Development Area
- Proposed Internal Roadway

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EXHIBIT 1
PROJECT OVERVIEW MAP

KAUKAUNA, WISCONSIN

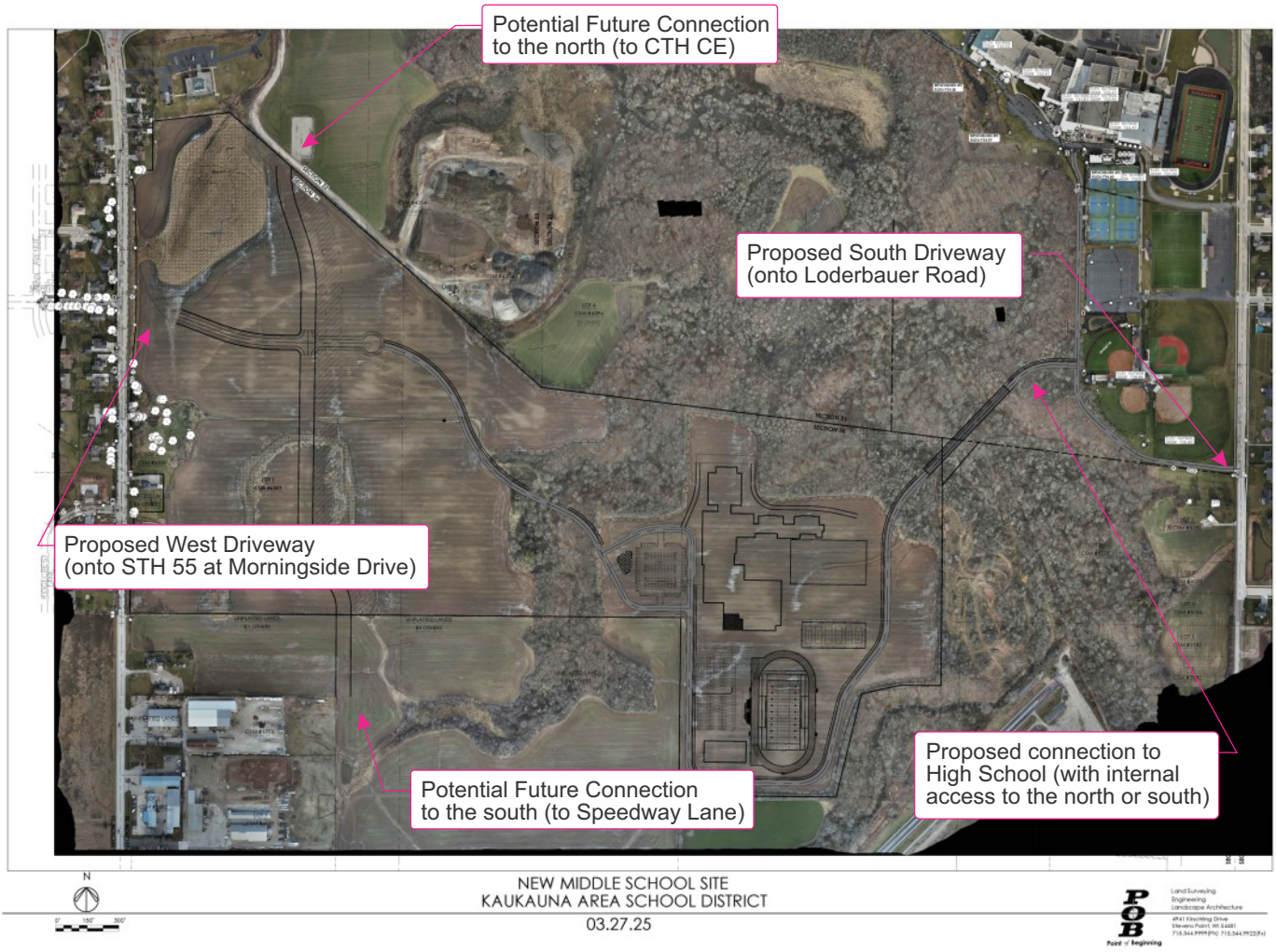

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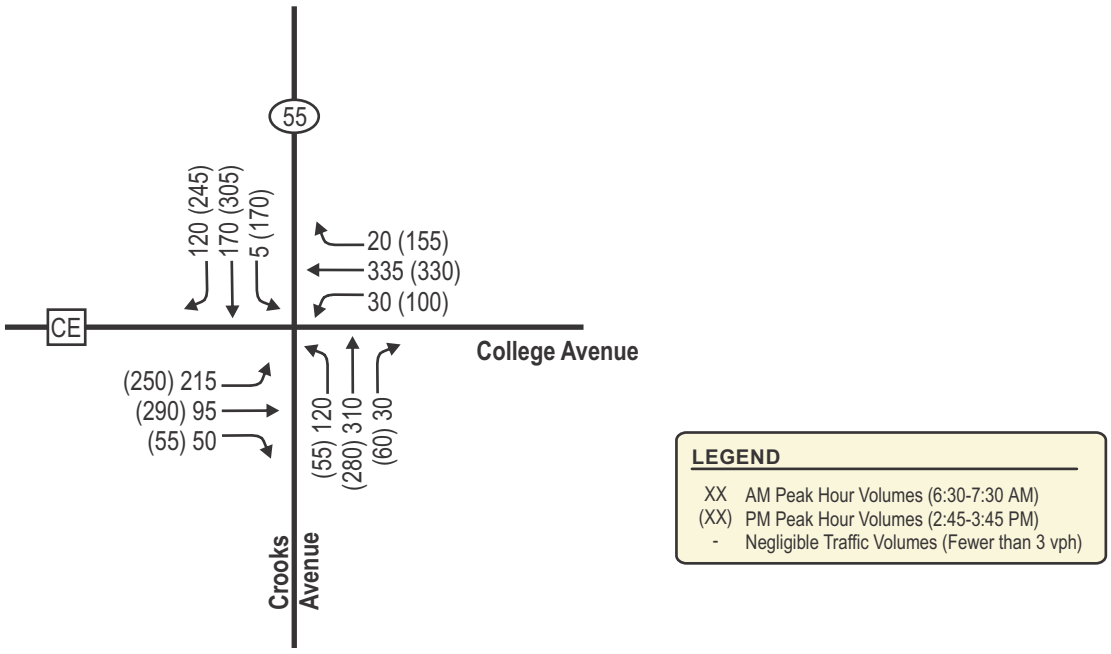
EXHIBIT 2
CONCEPTUAL SITE PLAN

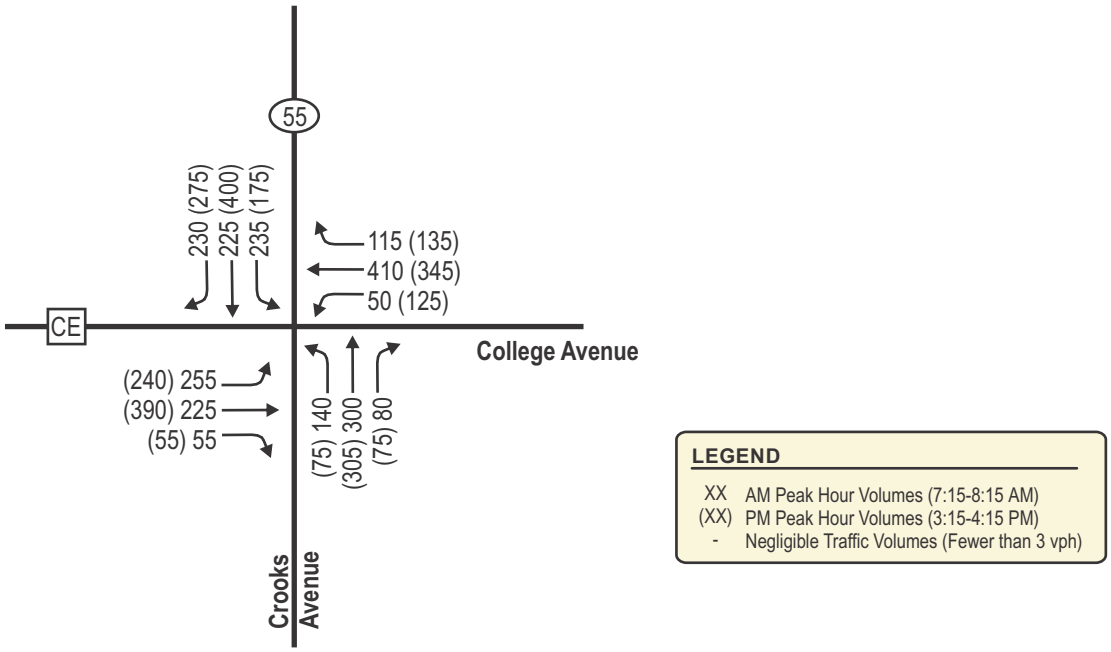
KAUKAUNA, WISCONSIN



LEGEND

XX	AM Peak Hour Volumes (6:30-7:30 AM)
(XX)	PM Peak Hour Volumes (2:45-3:45 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

HIGH SCHOOL PEAK HOUR VOLUMES



LEGEND

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

MIDDLE SCHOOL PEAK HOUR VOLUMES

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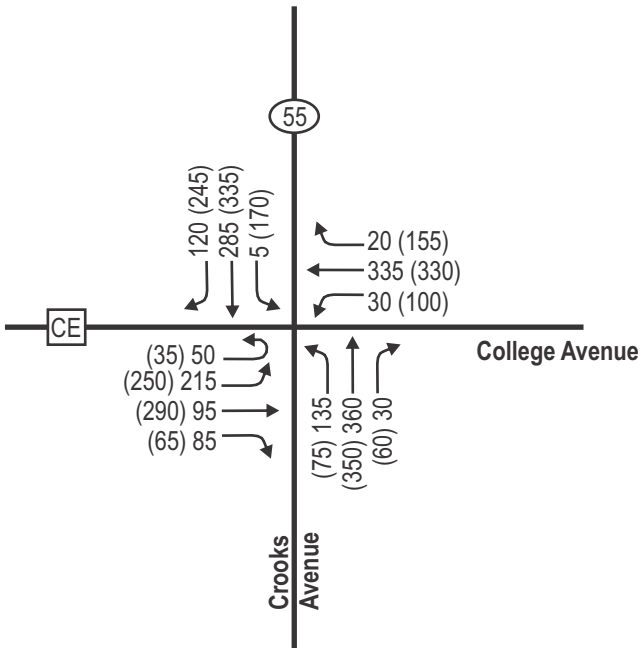
EXHIBIT 3
EXISTING TRAFFIC VOLUMES

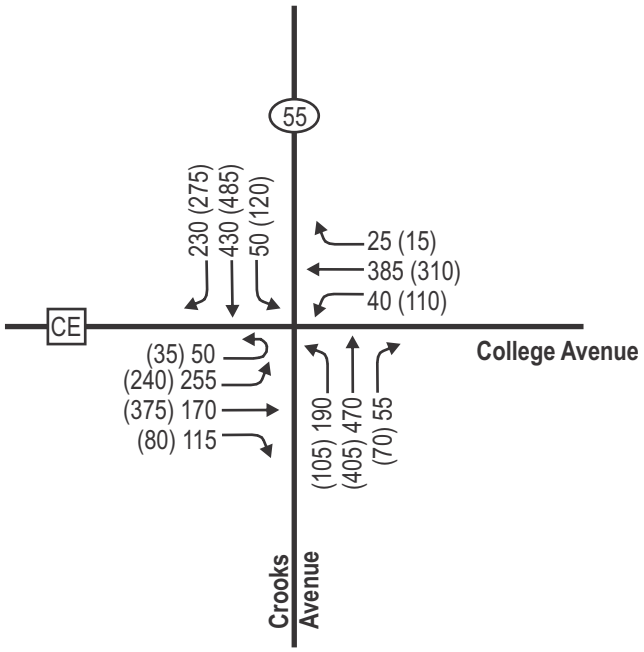
KAUKAUNA, WISCONSIN



LEGEND

XX	AM Peak Hour Volumes (6:30-7:30 AM)
(XX)	PM Peak Hour Volumes (2:45-3:45 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

HIGH SCHOOL PEAK HOUR VOLUMES



LEGEND

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

MIDDLE SCHOOL PEAK HOUR VOLUMES

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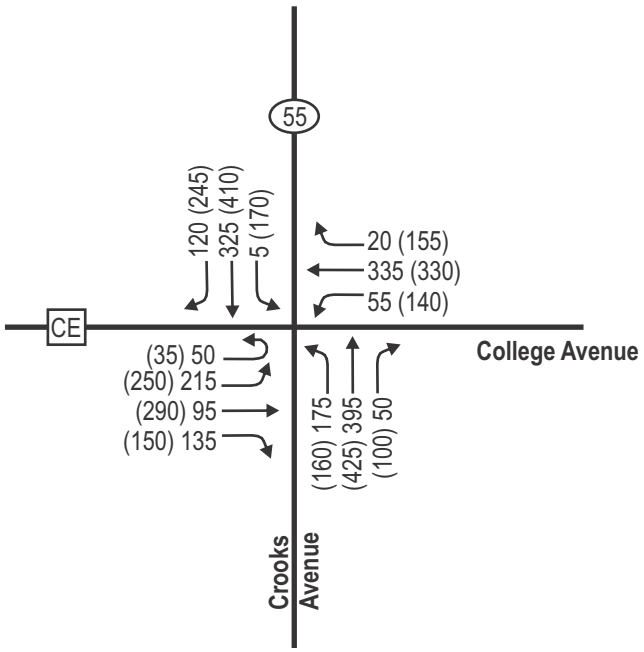
EXHIBIT 4A
BUILD TRAFFIC VOLUMES

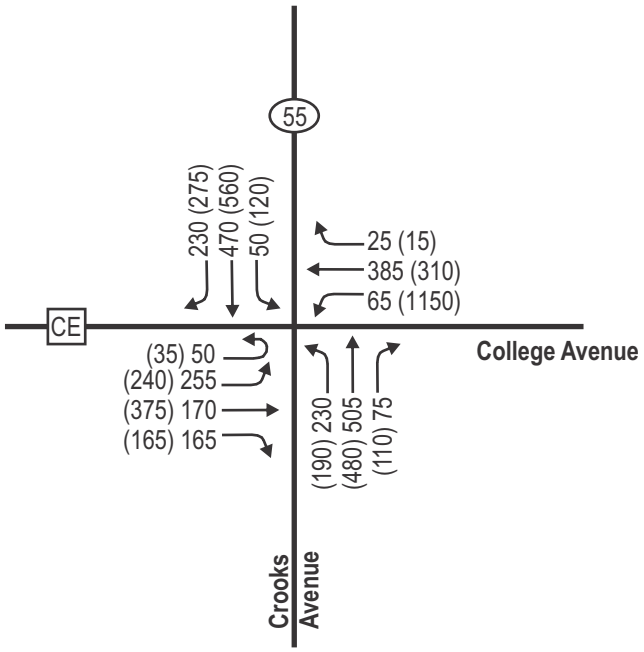
KAUKAUNA, WISCONSIN



LEGEND

XX	AM Peak Hour Volumes (6:30-7:30 AM)
(XX)	PM Peak Hour Volumes (2:45-3:45 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

HIGH SCHOOL PEAK HOUR VOLUMES



LEGEND

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

MIDDLE SCHOOL PEAK HOUR VOLUMES

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EXHIBIT 4B
TOTAL TRAFFIC VOLUMES

KAUKAUNA, WISCONSIN

Exhibit 5A
STH 55/Crooks Avenue & CTH CE/College Avenue
Full Build Traffic Peak Hour Operating Conditions - Existing Geometry

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
		Lanes->	*1*		*1*	*1*		*1*	*1*		*1*	*1*		*1*
Node 300: STH 55/Crooks Avenue & CTH CE/ College Avenue** *Roundabout Control*	AM	LOS	B		A	D		D	B		B	C		C
		Delay	10.8		7.7	30.5		28.7	12.3		11.8	16.2		15.2
		Queue	80'		30'	95'		95'	85'		85'	70'		70'
High School 6:30-7:30 am **High School 2:45-3:45 pm**	PM	LOS	C		C	C		C	C		C	C		C
		Delay	18.5		17.7	20.0		19.6	19.6		19.2	18.7		18.3
		Queue	110'		110'	100'		100'	80'		80'	140'		140'
		Lanes->	*1*		*1*	*1*		*1*	*1*		*1*	*1*		*1*
Node 300: STH 55/Crooks Avenue & CTH CE/ College Avenue** *Two-Way Stop Control*	AM	LOS	C		B	D		D	C		C	D		D
		Delay	16.3		13.5	32.7		30.5	18.7		17.8	32.1		31.0
		Queue	105'		80'	95'		95'	135'		135'	185'		185'
Middle School 7:15-8:15 am **Middle School 3:15-4:15 pm**	PM	LOS	C		C	B		B	C		C	C		C
		Delay	18.5		17.6	12.7		11.8	17.4		16.4	17.6		16.9
		Queue	110'		110'	45'		45'	80'		80'	140'		140'

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
** node 300 dual lane roundabout, left values in table are inside shared lanes and right values are outside shared lanes

Exhibit 5B
STH 55/Crooks Avenue & CTH CE/College Avenue
Total Traffic Peak Hour Operating Conditions - Existing Geometry

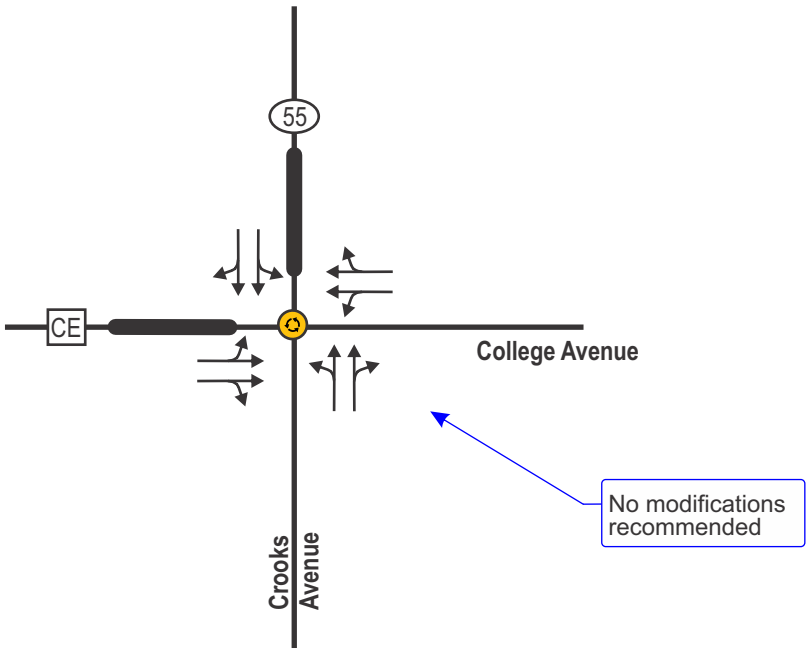
Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
		Lanes->	*1*		*1*	*1*		*1*	*1*		*1*	*1*		*1*
Node 300: STH 55/Crooks Avenue & CTH CE/ College Avenue** *Roundabout Control*	AM	LOS	B		B	E		E	B		B	B		B
		Delay	12.9		10.4	48.4		46.2	14.8		14.2	12.9		10.4
		Queue	90'		60'	135'		135'	120'		120'	90'		90'
	PM	LOS	D		D	E		E	E		E	E		E
High School 6:30-7:30 am **High School 2:45-3:45 pm**		Delay	34.9		33.4	41.1		39.2	38.4		36.9	37.7		36.5
		Queue	185'		185'	165'		165'	185'		185'	245'		245'
		Lanes->	*1*		*1*	*1*		*1*	*1*		*1*	*1*		*1*
Node 300: STH 55/Crooks Avenue & CTH CE/ College Avenue** *Two-Way Stop Control*	AM	LOS	C		C	E		E	C		C	F		E
		Delay	20.3		19.3	48.2		45.5	23.5		22.6	51.1		49.7
		Queue	120'		120'	130'		130'	190'		190'	120'		120'
	PM	LOS	D		D	C		C	D		D	D		D
Middle School 7:15-8:15 am **Middle School 3:15-4:15 pm**		Delay	31.2		29.7	18.3		17.0	27.5		26.2	30.4		29.5
		Queue	170'		170'	65'		65'	150'		150'	225'		225'

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
** node 300 dual lane roundabout, left values in table are inside shared lanes and right values are outside shared lanes

Exhibit 5C
STH 55/Crooks Avenue & CTH CE/College Avenue
Total Traffic Peak Hour Operating Conditions - with modifications

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
		Lanes->	*1*		*1*	*1*		*1*	*1*		*1*	*1*	*1*	*1*
Node 300: STH 55/Crooks Avenue & CTH CE/ College Avenue** *Roundabout Control*	AM	LOS	B		B	E	E	A	C	B	B	B	B	A
		Delay	12.9		10.4	43.3	41.1	7.4	15.9	14.8	10.2	13.4	12.9	3.7
		v/c				0.79	0.79							
		Queue	90'		60'	115'	115'	25'	100'	100'	25'	55'	55'	25'
	PM	LOS	D		D	C	C	B	D	D	A	C	C	B
High School 6:30-7:30 am		Delay	34.9		33.4	24.3	22.6	10.2	27.3	25.9	6.6	18.8	17.9	10.6
High School 2:45-3:45 pm		Queue	190'		190'	85'	85'	30'	120'	120'	25'	95'	95'	55'
		Lanes->	*1*		*1*	*1*		*1*	*1*		*1*	*1*	*1*	*1*
Node 300: STH 55/Crooks Avenue & CTH CE/ College Avenue** *Two-Way Stop Control*	AM	LOS	C		C	E		E	C		C	C	C	B
		Delay	20.2		19.3	48.2		45.5	23.5		22.6	22.5	21.3	14.9
		v/c				0.83		0.83						
		Queue	120'		120'	130'		130'	190'		190'	95'	95'	65'
	PM	LOS	D		D	C		C	D		D	C	C	A
Middle School 7:15-8:15 am		Delay	31.2		29.7	18.3		17.0	27.5		26.2	16.7	15.9	9.6
Middle School 3:15-4:15 pm		Queue	170'		170'	65'		65'	150'		150'	95'	95'	50'

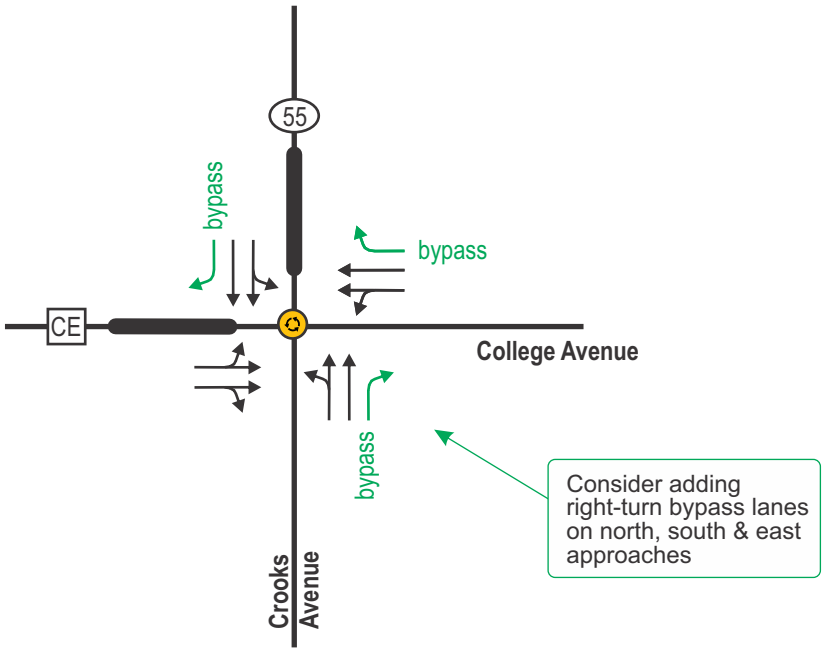
(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
** node 300 dual lane roundabout, left values in table are inside shared lanes and right values are outside shared lanes



FULL BUILD TRAFFIC RECOMMENDED MODIFICATIONS

LEGEND

- Roundabout Control
- Existing Lane Configuration
- Divided Roadway Median
- BLUE — Full Build Traffic Modifications
- GREEN — Total Traffic Modifications



TOTAL TRAFFIC RECOMMENDED MODIFICATIONS

TRAFFIC ANALYSIS & DESIGN, INC.
3422 ~ 9/3/2025

N

NOT TO SCALE

EXHIBIT 6
RECOMMENDED MODIFICATIONS

KAUKAUNA, WISCONSIN

Appendix A
Traffic

Existing Turning Movement Counts

Intersection Traffic Volume Report

Count Basics	Version 2024.10		Page 1 of 13
Start Date:	Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5		Non-Holiday	No Special Events

Base Information, Observed (5.5) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 55 Crooks Avenue**
Minor St: **CTH CE College Avenue**
Intersection of: ***STH 55 Crooks Avenue & CTH CE College Aven*** **IX_ID: 0**

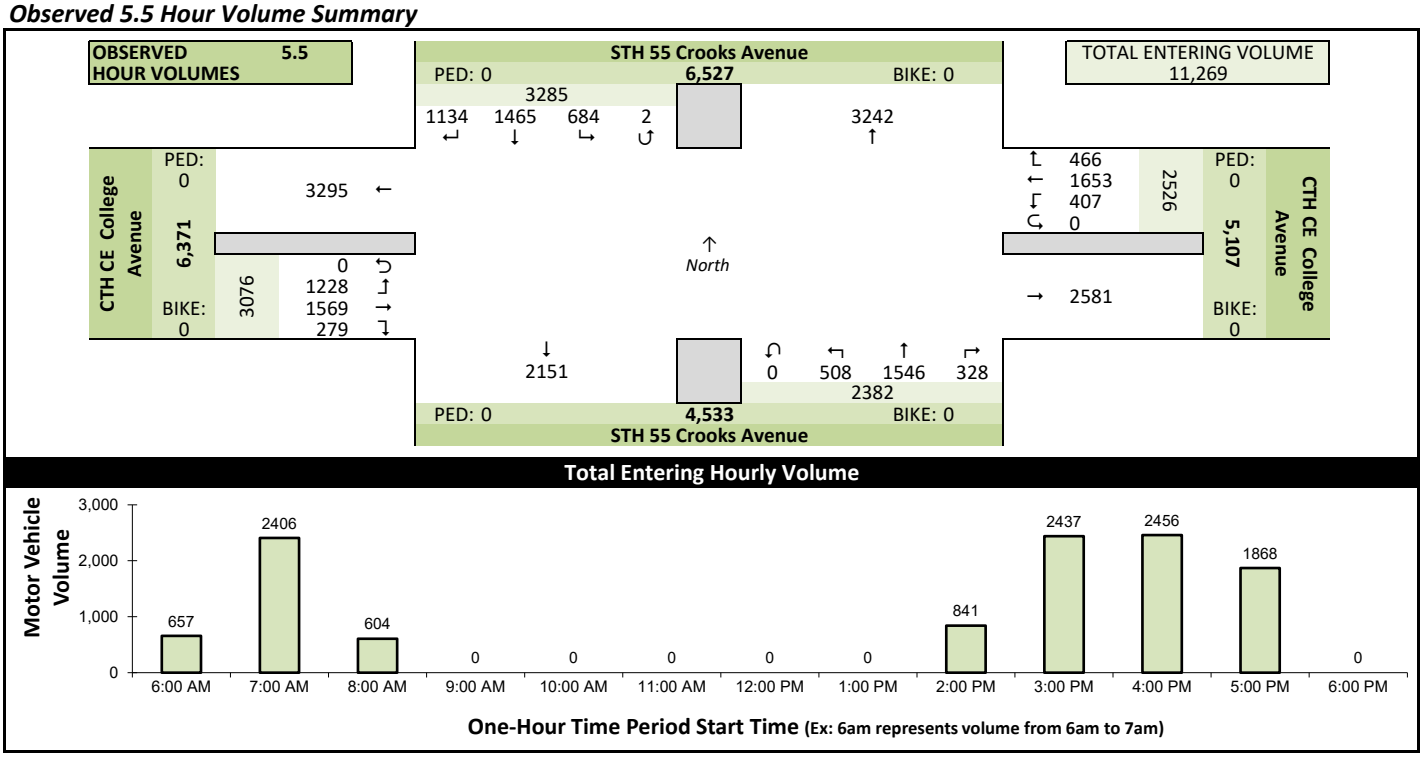
Site Information

Municipality	City of Kaukauna		
County	44 - Outagamie	WisDOT Region	NE
Traffic Control	Roundabout		
Roadway Names		North Direction	↑
North Leg	STH 55 Crooks Avenue		
East Leg	CTH CE College Avenue		
South Leg	STH 55 Crooks Avenue		
West Leg	CTH CE College Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

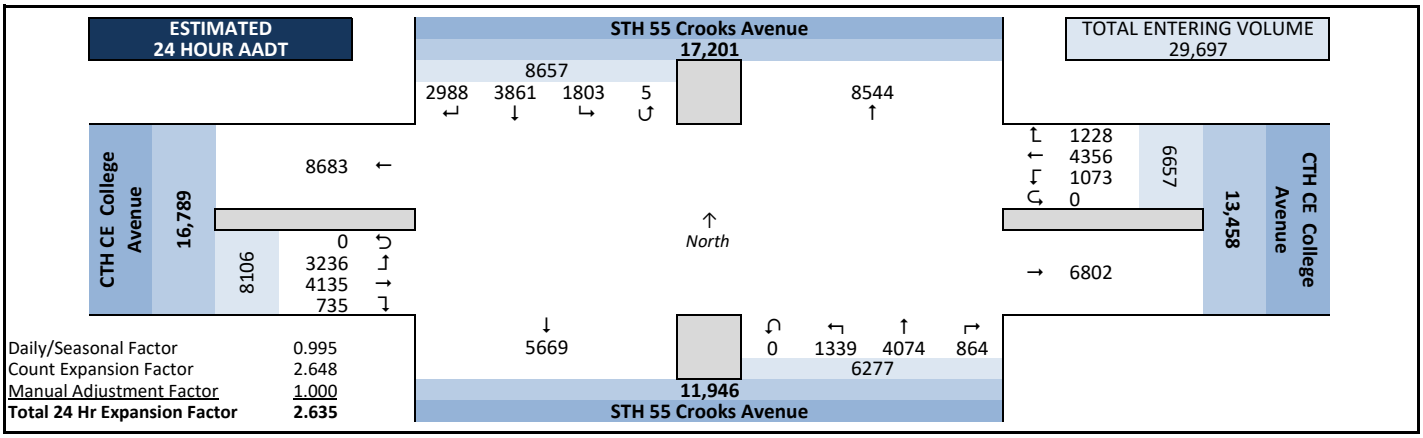
Count Information

Hrs Counted:	06:30 AM-08:30 AM and 02:30 PM-06:00 PM				
1st Day of Count	Tuesday, February 11, 2025			Weather	
AM Peak Period	Tuesday, February 11, 2025			Clear and Dry	
Midday Peak Period	Tuesday, February 11, 2025			Clear and Dry	
PM Peak Period	Tuesday, February 11, 2025			Clear and Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	3:15-4:15pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD		PM	2:45-3:45pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.995	Count Expansion Factor	2.648		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Miovision			
	Midday Peak Period	Miovision			
	PM Peak Period	Miovision			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2023, and 2024 uses 2023 final factors.				

Observed 5.5 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	0.995
Count Expansion Factor	2.648
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**2.635**

Intersection Traffic Volume Report

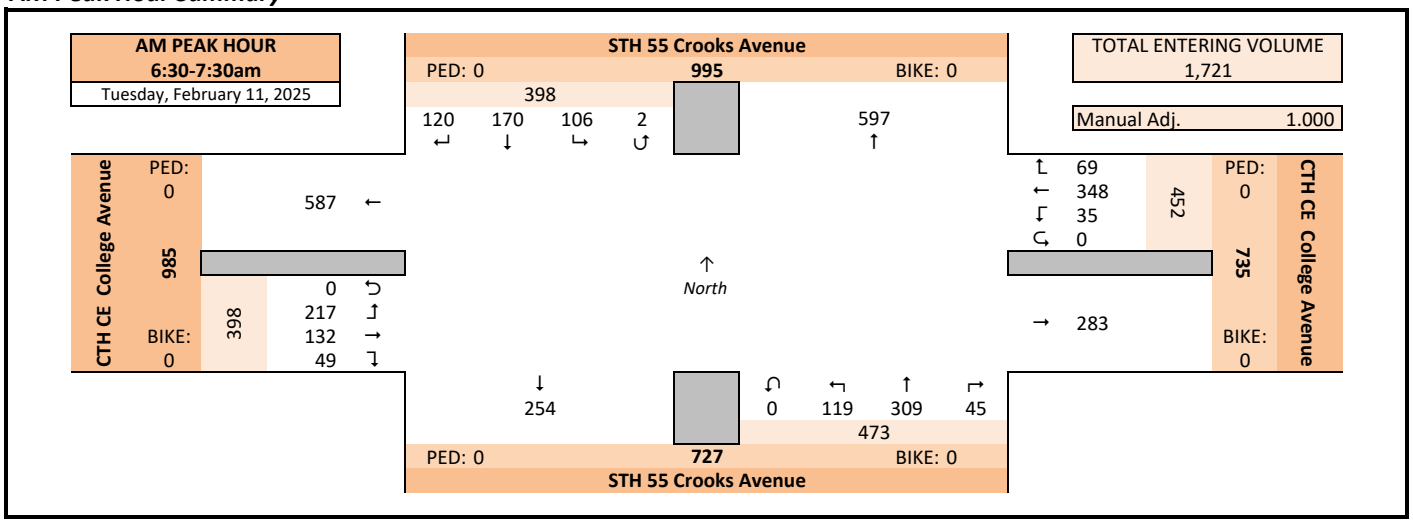
Peak Hour Volume Graphical Summary

STH 55 Crooks Avenue & CTH CE College Avenue

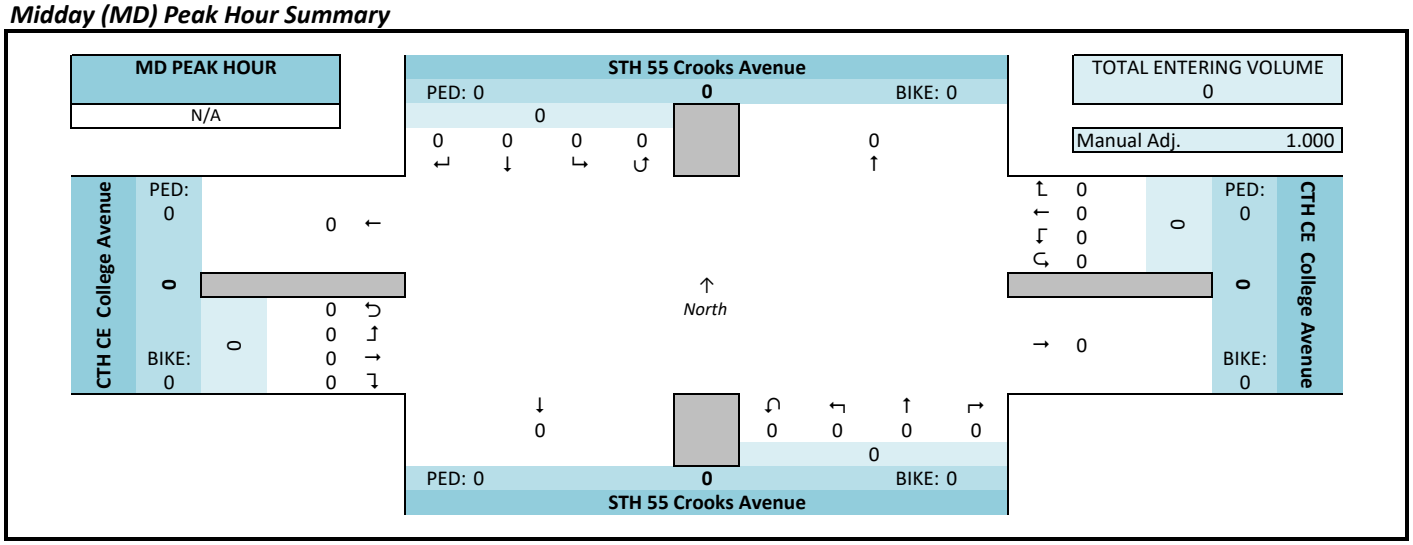
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5		Non-Holiday	No Special Events

All Motor Vehicles

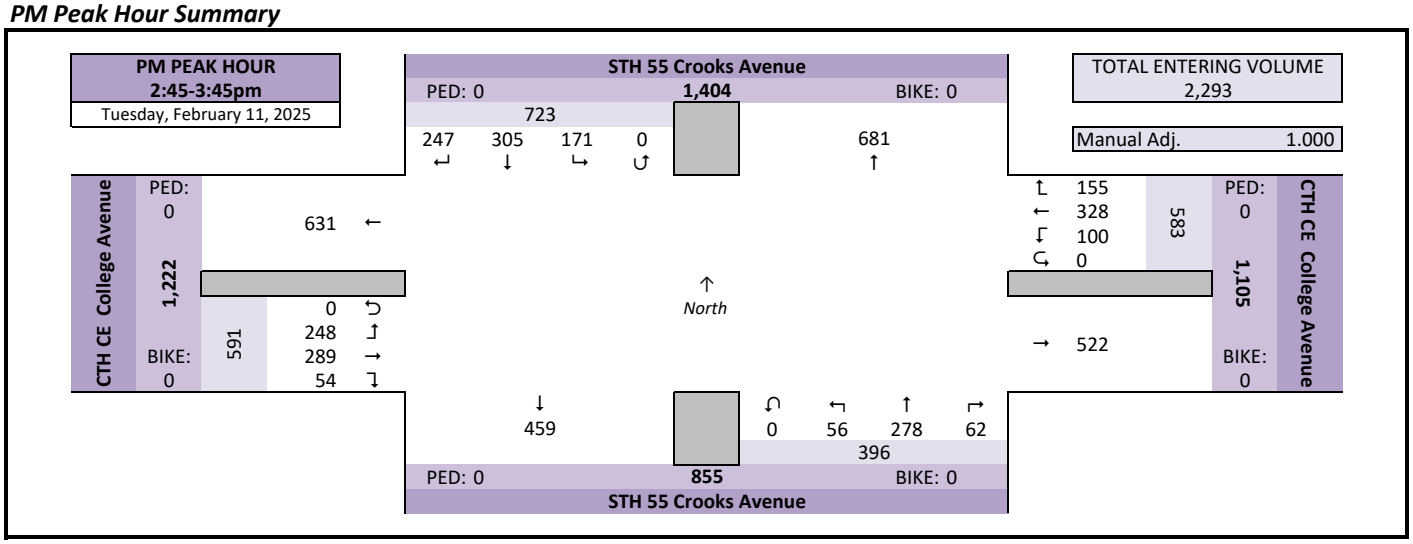
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

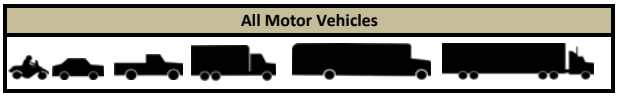


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 55 Crooks Avenue & CTH CE College Avenue



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, February 11, 2025		From North					From East					From South					From West					
	AM Peak Hour	STH 55 Crooks Avenue					CTH CE College Avenue					STH 55 Crooks Avenue					CTH CE College Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	6:30 AM	20	46	6	0	72	5	70	8	0	83	6	58	16	0	80	11	17	34	0	62	297
	6:45 AM	28	46	13	2	89	9	65	11	0	85	4	72	33	0	109	11	21	45	0	77	360
	7:00 AM	35	38	29	0	102	14	91	7	0	112	11	84	26	0	121	14	22	49	0	85	420
	7:15 AM	37	40	58	0	135	41	122	9	0	172	24	95	44	0	163	13	72	89	0	174	644
	Peak Hour Volume	120	170	106	2	398	69	348	35	0	452	45	309	119	0	473	49	132	217	0	398	1721
	Rounded Hourly Volume	120	170	105	0	395	70	350	35	0	455	45	310	120	0	475	50	130	215	0	395	1720
	% Single Unit Trucks	1.7	4.1	5.7	0.0	3.8	14.5	2.0	22.9	0.0	5.5	17.8	2.6	2.5	0.0	4.0	8.2	0.8	2.8	0.0	2.8	4.1
	% Heavy Trucks	0.0	2.4	0.9	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.5	0.0	1.3	2.0	0.0	0.0	0.0	0.3	0.7
	% Trucks (Total)	1.7	6.5	6.6	0.0	5.0	14.5	2.0	22.9	0.0	5.5	17.8	3.6	5.0	0.0	5.3	10.2	0.8	2.8	0.0	3.0	4.8
	Peak Hour Factor (PHF)	0.81	0.92	0.46	0.25	0.74	0.42	0.71	0.80	0.00	0.66	0.47	0.81	0.68	0.00	0.73	0.87	0.46	0.61	0.00	0.57	0.67

N/A		From North					From East					From South					From West					
	MD Peak Hour	STH 55 Crooks Avenue					CTH CE College Avenue					STH 55 Crooks Avenue					CTH CE College Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Tuesday, February 11, 2025		From North					From East					From South					From West					
	PM Peak Hour	STH 55 Crooks Avenue					CTH CE College Avenue					STH 55 Crooks Avenue					CTH CE College Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	2:45 PM	44	52	18	0	114	29	58	14	0	101	11	76	14	0	101	11	54	60	0	125	441
	3:00 PM	54	49	40	0	143	21	58	17	0	96	20	65	20	0	105	15	79	69	0	163	507
	3:15 PM	74	112	72	0	258	64	114	43	0	221	16	57	11	0	84	17	83	55	0	155	718
	3:30 PM	75	92	41	0	208	41	98	26	0	165	15	80	11	0	106	11	73	64	0	148	627
	Peak Hour Volume	247	305	171	0	723	155	328	100	0	583	62	278	56	0	396	54	289	248	0	591	2293
	Rounded Hourly Volume	245	305	170	0	720	155	330	100	0	585	60	280	55	0	395	55	290	250	0	595	2295
	% Single Unit Trucks	2.4	3.0	7.6	0.0	3.9	1.9	3.0	3.0	0.0	2.7	3.2	2.5	14.3	0.0	4.3	3.7	3.8	2.8	0.0	3.4	3.5
	% Heavy Trucks	0.8	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.8	0.0	1.5	1.9	0.0	0.8	0.0	0.5	0.6
	% Trucks (Total)	3.2	3.6	7.6	0.0	4.4	1.9	3.0	3.0	0.0	2.7	3.2	4.3	16.1	0.0	5.8	5.6	3.8	3.6	0.0	3.9	4.1
	Peak Hour Factor (PHF)	0.82	0.68	0.59	0.00	0.70	0.61	0.72	0.58	0.00	0.66	0.77	0.87	0.70	0.00	0.93	0.79	0.87	0.90	0.00	0.91	0.80

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
		STH 55 Crooks Avenue			CTH CE College Avenue			STH 55 Crooks Avenue			CTH CE College Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

STH 55 Crooks Avenue & CTH CE College Avenue

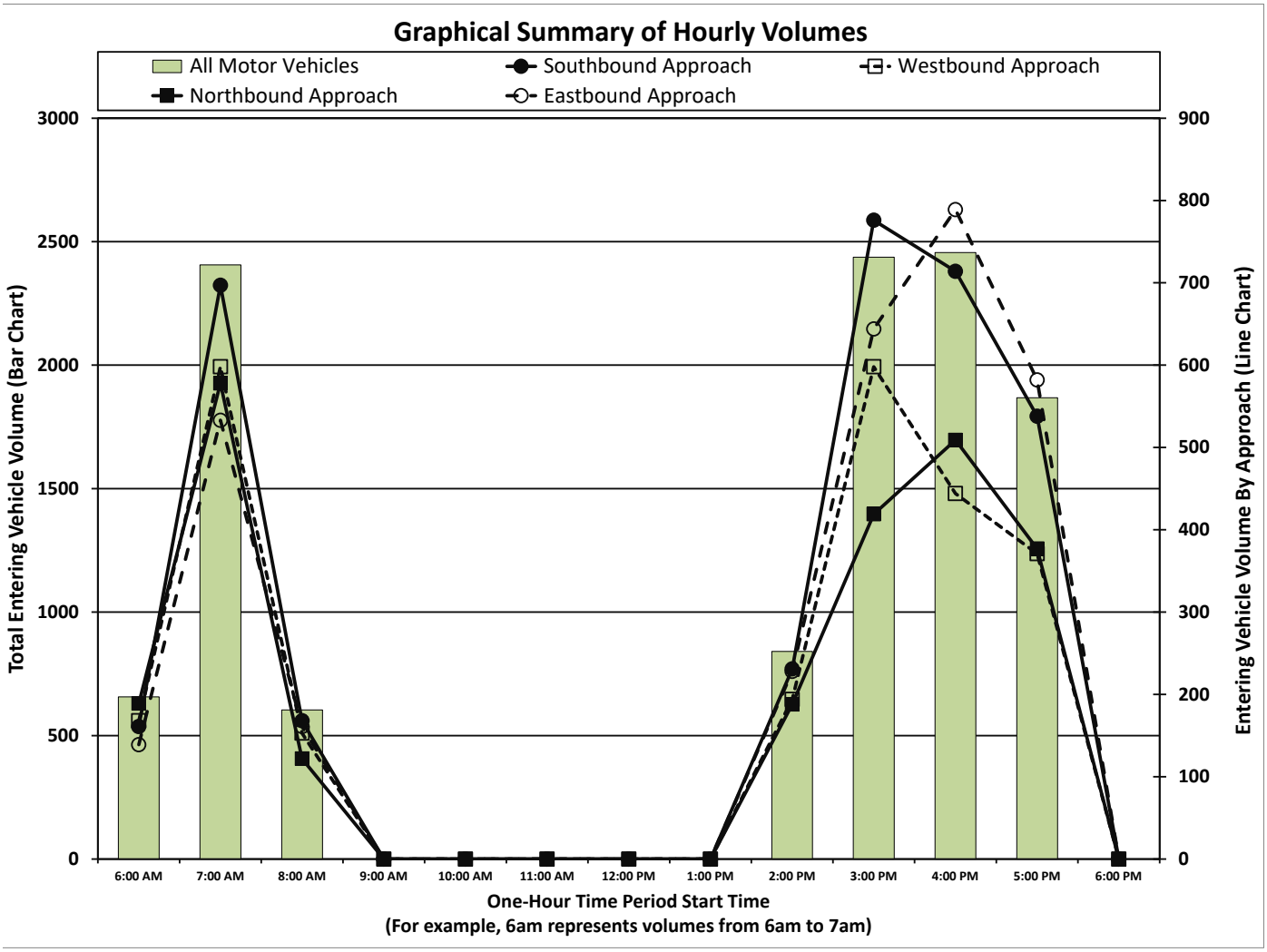
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5		Non-Holiday	No Special Events

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	48	92	19	2	161	14	135	19	0	168	10	130	49	0	189	22	38	79	0	139	657	307	350
	7:00 AM	219	228	250	0	697	115	437	46	0	598	90	336	152	0	578	56	213	264	0	533	2406	1131	1275
	8:00 AM	78	68	22	0	168	24	110	19	0	153	6	89	27	0	122	14	72	75	0	161	604	314	290
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	86	109	36	0	231	41	125	28	0	194	23	134	31	0	188	23	109	96	0	228	841	422	419
	3:00 PM	258	338	180	0	776	143	341	114	0	598	72	285	62	0	419	54	339	251	0	644	2437	1242	1195
	4:00 PM	230	378	106	0	714	72	266	106	0	444	77	323	109	0	509	61	467	261	0	789	2456	1233	1223
	5:00 PM	215	252	71	0	538	57	239	75	0	371	50	249	78	0	377	49	331	202	0	582	1868	953	915
	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
Totals		1134	1465	684	2	3285	466	1653	407	0	2526	328	1546	508	0	2382	279	1569	1228	0	3076	11269	5602	5667

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 55 Crooks Avenue & CTH CE College Avenue

Count Basics		*Page 5 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	20	46	6	0	72	5	70	8	0	83	6	58	16	0	80	11	17	34	0	62	297	1721	0.67
	6:45 AM	28	46	13	2	89	9	65	11	0	85	4	72	33	0	109	11	21	45	0	77	360	2177	0.72
	7:00 AM	35	38	29	0	102	14	91	7	0	112	11	84	26	0	121	14	22	49	0	85	420	2406	0.80
	7:15 AM	37	40	58	0	135	41	122	9	0	172	24	95	44	0	163	13	72	89	0	174	644	2318	0.77
	7:30 AM	65	56	98	0	219	38	129	19	0	186	45	90	65	0	200	13	75	60	0	148	753	1946	0.65
	7:45 AM	82	94	65	0	241	22	95	11	0	128	10	67	17	0	94	16	44	66	0	126	589		
	8:00 AM	47	35	13	0	95	15	63	10	0	88	2	50	15	0	67	11	33	38	0	82	332		
	8:15 AM	31	33	9	0	73	9	47	9	0	65	4	39	12	0	55	3	39	37	0	79	272		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	42	57	18	0	117	12	67	14	0	93	12	58	17	0	87	12	55	36	0	103	400	2066	0.72
	2:45 PM	44	52	18	0	114	29	58	14	0	101	11	76	14	0	101	11	54	60	0	125	441	2293	0.80
	3:00 PM	54	49	40	0	143	21	58	17	0	96	20	65	20	0	105	15	79	69	0	163	507	2437	0.85
	3:15 PM	74	112	72	0	258	64	114	43	0	221	16	57	11	0	84	17	83	55	0	155	718	2587	0.90
	3:30 PM	75	92	41	0	208	41	98	26	0	165	15	80	11	0	106	11	73	64	0	148	627	2490	0.95
	3:45 PM	55	85	27	0	167	17	71	28	0	116	21	83	20	0	124	11	104	63	0	178	585	2461	0.94
	4:00 PM	71	112	33	0	216	12	60	27	0	99	21	85	33	0	139	17	128	58	0	203	657	2456	0.93
	4:15 PM	47	88	30	0	165	17	68	29	0	114	26	72	18	0	116	18	137	71	0	226	621	2312	0.93
	4:30 PM	51	91	20	0	162	24	81	16	0	121	19	93	31	0	143	11	102	59	0	172	598	2191	0.92
	4:45 PM	61	87	23	0	171	19	57	34	0	110	11	73	27	0	111	15	100	73	0	188	580	2049	0.88
	5:00 PM	67	78	22	0	167	13	62	13	0	88	12	69	23	0	104	14	92	48	0	154	513	1868	0.91
	5:15 PM	56	66	15	0	137	20	61	21	0	102	12	75	19	0	106	21	88	46	0	155	500		
	5:30 PM	45	63	17	0	125	9	58	24	0	91	15	67	22	0	104	6	84	46	0	136	456		
	5:45 PM	47	45	17	0	109	15	58	17	0	90	11	38	14	0	63	8	67	62	0	137	399		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		1134	1465	684	2	3285	466	1653	407	0	2526	328	1546	508	0	2382	279	1569	1228	0	3076	11269		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	6:30 AM	120	170	106	2	398	69	348	35	0	452	45	309	119	0	473	49	132	217	0	398	1721	0.67
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	2:45 PM	247	305	171	0	723	155	328	100	0	583	62	278	56	0	396	54	289	248	0	591	2293	0.80

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events

15-Minute Automobile Data

STH 55 Crooks Avenue & CTH CE College Avenue

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute Time Period	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	20	42	6	0	68	4	69	6	0	79	4	53	14	0	71	10	17	34	0	61	279	1639
	6:45 AM	28	42	11	2	83	7	63	8	0	78	2	70	30	0	102	10	21	44	0	75	338	2095
	7:00 AM	34	37	27	0	98	11	90	6	0	107	9	82	25	0	116	11	22	46	0	79	400	2322
	7:15 AM	36	38	55	0	129	37	119	7	0	163	22	93	44	0	159	13	71	87	0	171	622	2229
	7:30 AM	63	54	98	0	215	38	127	18	0	183	44	89	63	0	196	11	73	57	0	141	735	1859
	7:45 AM	80	88	58	0	226	21	94	10	0	125	10	65	15	0	90	16	43	65	0	124	565	
	8:00 AM	44	33	11	0	88	15	60	10	0	85	2	46	14	0	62	8	29	35	0	72	307	
	8:15 AM	30	26	9	0	65	9	45	9	0	63	4	35	10	0	49	3	36	36	0	75	252	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	39	54	18	0	111	12	61	14	0	87	12	53	16	0	81	10	54	35	0	99	378	1969
	2:45 PM	41	52	17	0	110	27	55	14	0	96	11	72	11	0	94	10	53	59	0	122	422	2199
	3:00 PM	51	47	37	0	135	21	56	14	0	91	20	63	16	0	99	14	72	66	0	152	477	2344
	3:15 PM	72	104	69	0	245	63	109	43	0	215	15	56	10	0	81	16	82	53	0	151	692	2511
	3:30 PM	75	91	35	0	201	41	98	26	0	165	14	75	10	0	99	11	71	61	0	143	608	2434
	3:45 PM	55	81	26	0	162	15	71	28	0	114	20	77	19	0	116	10	102	63	0	175	567	2418
	4:00 PM	71	107	33	0	211	12	60	26	0	98	19	82	32	0	133	16	128	58	0	202	644	2424
	4:15 PM	47	85	29	0	161	17	68	29	0	114	26	71	18	0	115	18	137	70	0	225	615	2289
	4:30 PM	51	91	20	0	162	24	80	16	0	120	19	89	31	0	139	11	101	59	0	171	592	2168
	4:45 PM	60	83	23	0	166	19	57	34	0	110	11	71	27	0	109	15	100	73	0	188	573	2030
	5:00 PM	66	78	22	0	166	13	62	13	0	88	12	67	23	0	102	14	92	47	0	153	509	1854
	5:15 PM	55	66	14	0	135	20	61	21	0	102	12	73	19	0	104	21	87	45	0	153	494	
	5:30 PM	45	63	17	0	125	9	58	24	0	91	15	66	22	0	103	6	83	46	0	135	454	
	5:45 PM	47	44	17	0	108	15	58	17	0	90	11	38	14	0	63	8	67	61	0	136	397	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1110	1406	652	2	3170	450	1621	393	0	2464	314	1486	483	0	2283	262	1541	1200	0	3003	10920	

Peak Hour Automobile Volume Summary

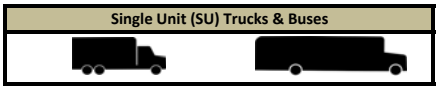
	Hourly Time Period	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:30 AM	118	159	99	2	378	59	341	27	0	427	37	298	113	0	448	44	131	211	0	386	1639
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	239	294	158	0	691	152	318	97	0	567	60	266	47	0	373	51	278	239	0	568	2199

Intersection Traffic Volume Report

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

STH 55 Crooks Avenue & CTH CE College Avenue

Count Basics		*Page 7 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events



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

	15-Minute Time Period	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	2	0	0	2	1	1	2	0	4	2	5	2	0	9	1	0	0	0	1	16	70
	6:45 AM	0	2	1	0	3	2	2	3	0	7	2	2	1	0	5	0	0	1	0	1	16	69
	7:00 AM	1	1	2	0	4	3	1	1	0	5	2	0	0	0	2	3	0	3	0	6	17	75
	7:15 AM	1	2	3	0	6	4	3	2	0	9	2	1	0	0	3	0	1	2	0	3	21	76
	7:30 AM	2	2	0	0	4	0	2	1	0	3	1	0	1	0	2	1	2	3	0	6	15	67
	7:45 AM	2	5	7	0	14	1	1	1	0	3	0	2	2	0	4	0	1	0	0	1	22	
	8:00 AM	2	2	2	0	6	0	3	0	0	3	0	3	0	0	3	1	3	2	0	6	18	
	8:15 AM	1	3	0	0	4	0	2	0	0	2	0	2	1	0	3	0	2	1	0	3	12	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	2	2	0	0	4	0	6	0	0	6	0	2	1	0	3	0	1	0	0	1	14	78
	2:45 PM	3	0	1	0	4	2	3	0	0	5	0	2	3	0	5	1	1	1	0	3	17	81
	3:00 PM	2	0	3	0	5	0	2	3	0	5	0	0	3	0	3	0	7	2	0	9	22	77
	3:15 PM	1	8	3	0	12	1	5	0	0	6	1	1	1	0	3	1	1	2	0	4	25	68
	3:30 PM	0	1	6	0	7	0	0	0	0	0	1	4	1	0	6	0	2	2	0	4	17	48
	3:45 PM	0	4	1	0	5	2	0	0	0	2	0	3	1	0	4	0	2	0	0	2	13	35
	4:00 PM	0	5	0	0	5	0	0	1	0	1	2	3	1	0	6	1	0	0	0	1	13	26
	4:15 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	15
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	4	14
	4:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	12
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	9
	5:15 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		18	45	31	0	94	16	32	14	0	62	13	37	18	0	68	9	26	21	0	56	280	
SU Truck %age:		1.59	3.072	4.53	0	2.8615	3.43	1.936	3.44	0.0	2.4545	3.96	2.393	3.54	0.0	2.8547	3.23	1.657	1.71	0.0	1.8205	2.4847	

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

	Hourly Time Period	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:30 AM	2	7	6	0	15	10	7	8	0	25	8	8	3	0	19	4	1	6	0	11	70
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	6	9	13	0	28	3	10	3	0	16	2	7	8	0	17	2	11	7	0	20	81

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Page 8 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events

STH 55 Crooks Avenue & CTH CE College Avenue

Semi-Trucks

15-Minute Semi-Truck Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	STH 55 Crooks Avenue					CTH CE College Avenue					STH 55 Crooks Avenue					CTH CE College Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
	6:45 AM	0	2	1	0	3	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	6	13
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3	9
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	13
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	3	20
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
	8:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	2	1	1	0	4	7	
	8:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	8	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	8	19
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	13
	3:00 PM	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	8	16
	3:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	8
	3:45 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	5	8
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	9
	4:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7
	5:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	5
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		6	14	1	0	21	0	0	0	0	0	1	23	7	0	31	8	2	7	0	17	69	
Semi Truck %age:		0.53	0.956	0.15	0	0.6393	0	0	0	0.0	0	0.3	1.488	1.38	0.0	1.3014	2.87	0.127	0.57	0.0	0.5527	0.6123	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	STH 55 Crooks Avenue					CTH CE College Avenue					STH 55 Crooks Avenue					CTH CE College Avenue					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:30 AM	0	4	1	0	5	0	0	0	0	0	0	3	3	0	6	1	0	0	0	1	12
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	2	2	0	0	4	0	0	0	0	0	0	5	1	0	6	1	0	2	0	3	13

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 55 Crooks Avenue & CTH CE College Avenue

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

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	4	0	0	4	1	1	2	0	4	2	5	2	0	9	1	0	0	0	1	18	82
	6:45 AM	0	4	2	0	6	2	2	3	0	7	2	2	3	0	7	1	0	1	0	2	22	82
	7:00 AM	1	1	2	0	4	3	1	1	0	5	2	2	1	0	5	3	0	3	0	6	20	84
	7:15 AM	1	2	3	0	6	4	3	2	0	9	2	2	0	0	4	0	1	2	0	3	22	89
	7:30 AM	2	2	0	0	4	0	2	1	0	3	1	1	2	0	4	2	2	3	0	7	18	87
	7:45 AM	2	6	7	0	15	1	1	1	0	3	0	2	2	0	4	0	1	1	0	2	24	
	8:00 AM	3	2	2	0	7	0	3	0	0	3	0	4	1	0	5	3	4	3	0	10	25	
	8:15 AM	1	7	0	0	8	0	2	0	0	2	0	4	2	0	6	0	3	1	0	4	20	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	3	3	0	0	6	0	6	0	0	6	0	5	1	0	6	2	1	1	0	4	22	97
	2:45 PM	3	0	1	0	4	2	3	0	0	5	0	4	3	0	7	1	1	1	0	3	19	94
	3:00 PM	3	2	3	0	8	0	2	3	0	5	0	2	4	0	6	1	7	3	0	11	30	93
	3:15 PM	2	8	3	0	13	1	5	0	0	6	1	1	1	0	3	1	1	2	0	4	26	76
	3:30 PM	0	1	6	0	7	0	0	0	0	0	1	5	1	0	7	0	2	3	0	5	19	56
	3:45 PM	0	4	1	0	5	2	0	0	0	2	1	6	1	0	8	1	2	0	0	3	18	43
	4:00 PM	0	5	0	0	5	0	0	1	0	1	2	3	1	0	6	1	0	0	0	1	13	32
	4:15 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6	23
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	6	23
	4:45 PM	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	19
	5:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4	14
	5:15 PM	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	6	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		24	59	32	0	115	16	32	14	0	62	14	60	25	0	99	17	28	28	0	73	349	

Peak Hour Heavy Vehicle Volume Summary

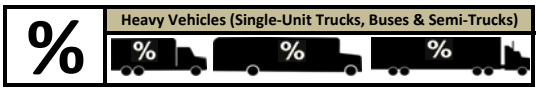
	Hourly Time Period	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:30 AM	2	11	7	0	20	10	7	8	0	25	8	11	6	0	25	5	1	6	0	12	82
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	8	11	13	0	32	3	10	3	0	16	2	12	9	0	23	3	11	9	0	23	94

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

STH 55 Crooks Avenue & CTH CE College Avenue

Count Basics		*Page 10 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period Start Time	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	8.7	0.0	0.0	5.6	20.0	1.4	25.0	0.0	4.8	33.3	8.6	12.5	0.0	11.3	9.1	0.0	0.0	0.0	1.6	6.1	4.8
	6:45 AM	0.0	8.7	15.4	0.0	6.7	22.2	3.1	27.3	0.0	8.2	50.0	2.8	9.1	0.0	6.4	9.1	0.0	2.2	0.0	2.6	6.1	3.8
	7:00 AM	2.9	2.6	6.9	0.0	3.9	21.4	1.1	14.3	0.0	4.5	18.2	2.4	3.8	0.0	4.1	21.4	0.0	6.1	0.0	7.1	4.8	3.5
	7:15 AM	2.7	5.0	5.2	0.0	4.4	9.8	2.5	22.2	0.0	5.2	8.3	2.1	0.0	0.0	2.5	0.0	1.4	2.2	0.0	1.7	3.4	3.8
	7:30 AM	3.1	3.6	0.0	0.0	1.8	0.0	1.6	5.3	0.0	1.6	2.2	1.1	3.1	0.0	2.0	15.4	2.7	5.0	0.0	4.7	2.4	4.5
	7:45 AM	2.4	6.4	10.8	0.0	6.2	4.5	1.1	9.1	0.0	2.3	0.0	3.0	11.8	0.0	4.3	0.0	2.3	1.5	0.0	1.6	4.1	
	8:00 AM	6.4	5.7	15.4	0.0	7.4	0.0	4.8	0.0	0.0	3.4	0.0	8.0	6.7	0.0	7.5	27.3	12.1	7.9	0.0	12.2	7.5	
	8:15 AM	3.2	21.2	0.0	0.0	11.0	0.0	4.3	0.0	0.0	3.1	0.0	10.3	16.7	0.0	10.9	0.0	7.7	2.7	0.0	5.1	7.4	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	7.1	5.3	0.0	0.0	5.1	0.0	9.0	0.0	0.0	6.5	0.0	8.6	5.9	0.0	6.9	16.7	1.8	2.8	0.0	3.9	5.5	4.7
	2:45 PM	6.8	0.0	5.6	0.0	3.5	6.9	5.2	0.0	0.0	5.0	0.0	5.3	21.4	0.0	6.9	9.1	1.9	1.7	0.0	2.4	4.3	4.1
	3:00 PM	5.6	4.1	7.5	0.0	5.6	0.0	3.4	17.6	0.0	5.2	0.0	3.1	20.0	0.0	5.7	6.7	8.9	4.3	0.0	6.7	5.9	3.8
	3:15 PM	2.7	7.1	4.2	0.0	5.0	1.6	4.4	0.0	0.0	2.7	6.3	1.8	9.1	0.0	3.6	5.9	1.2	3.6	0.0	2.6	3.6	2.9
	3:30 PM	0.0	1.1	14.6	0.0	3.4	0.0	0.0	0.0	0.0	0.0	6.7	6.3	9.1	0.0	6.6	0.0	2.7	4.7	0.0	3.4	3.0	2.2
	3:45 PM	0.0	4.7	3.7	0.0	3.0	11.8	0.0	0.0	0.0	1.7	4.8	7.2	5.0	0.0	6.5	9.1	1.9	0.0	0.0	1.7	3.1	1.7
	4:00 PM	0.0	4.5	0.0	0.0	2.3	0.0	0.0	3.7	0.0	1.0	9.5	3.5	3.0	0.0	4.3	5.9	0.0	0.0	0.0	0.5	2.0	1.3
	4:15 PM	0.0	3.4	3.3	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.9	0.0	0.0	1.4	0.0	0.4	1.0	1.0
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.8	0.0	4.3	0.0	0.0	2.8	0.0	1.0	0.0	0.0	0.6	1.0	1.0
	4:45 PM	1.6	4.6	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.2	0.9
	5:00 PM	1.5	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	1.9	0.0	0.0	2.1	0.0	0.6	0.8	0.7
	5:15 PM	1.8	0.0	6.7	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	1.9	0.0	1.1	2.2	0.0	1.3	1.2	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.0	0.0	1.2	0.0	0.0	0.7	0.4	
	5:45 PM	0.0	2.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.7	0.5	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		2.1	4.0	4.7	0.0	3.5	3.4	1.9	3.4	0.0	2.5	4.3	3.9	4.9	0.0	4.2	6.1	1.8	2.3	0.0	2.4	3.1	

Semi Truck Percentage: 0.6123

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period Start Time	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	6:30 AM	1.7	6.5	6.6	0.0	5.0	14.5	2.0	22.9	0.0	5.5	17.8	3.6	5.0	0.0	5.3	10.2	0.8	2.8	0.0	3.0	4.8
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	2:45 PM	3.2	3.6	7.6	0.0	4.4	1.9	3.0	3.0	0.0	2.7	3.2	4.3	16.1	0.0	5.8	5.6	3.8	3.6	0.0	3.9	4.1

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 55 Crooks Avenue & CTH CE College Avenue

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach STH 55 Crooks Avenue			Crossing East Approach CTH CE College Avenue			Crossing South Approach STH 55 Crooks Avenue			Crossing West Approach CTH CE College Avenue			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

STH 55 Crooks Avenue & CTH CE College Avenue

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period		Crossing North Approach STH 55 Crooks Avenue			Crossing East Approach CTH CE College Avenue			Crossing South Approach STH 55 Crooks Avenue			Crossing West Approach CTH CE College Avenue			15-Min	Hourly
	Start Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Traffic Volume Report

Count Basics		*Page 13 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 55 Crooks Avenue & CTH CE College Avenue

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
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	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
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	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2024.10		Page 1 of 13
Start Date:	Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5		Non-Holiday	No Special Events

Base Information, Observed (5.5) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 55 Crooks Avenue**
Minor St: **CTH CE College Avenue**
Intersection of: ***STH 55 Crooks Avenue & CTH CE College Aven*** **IX_ID:** **0**

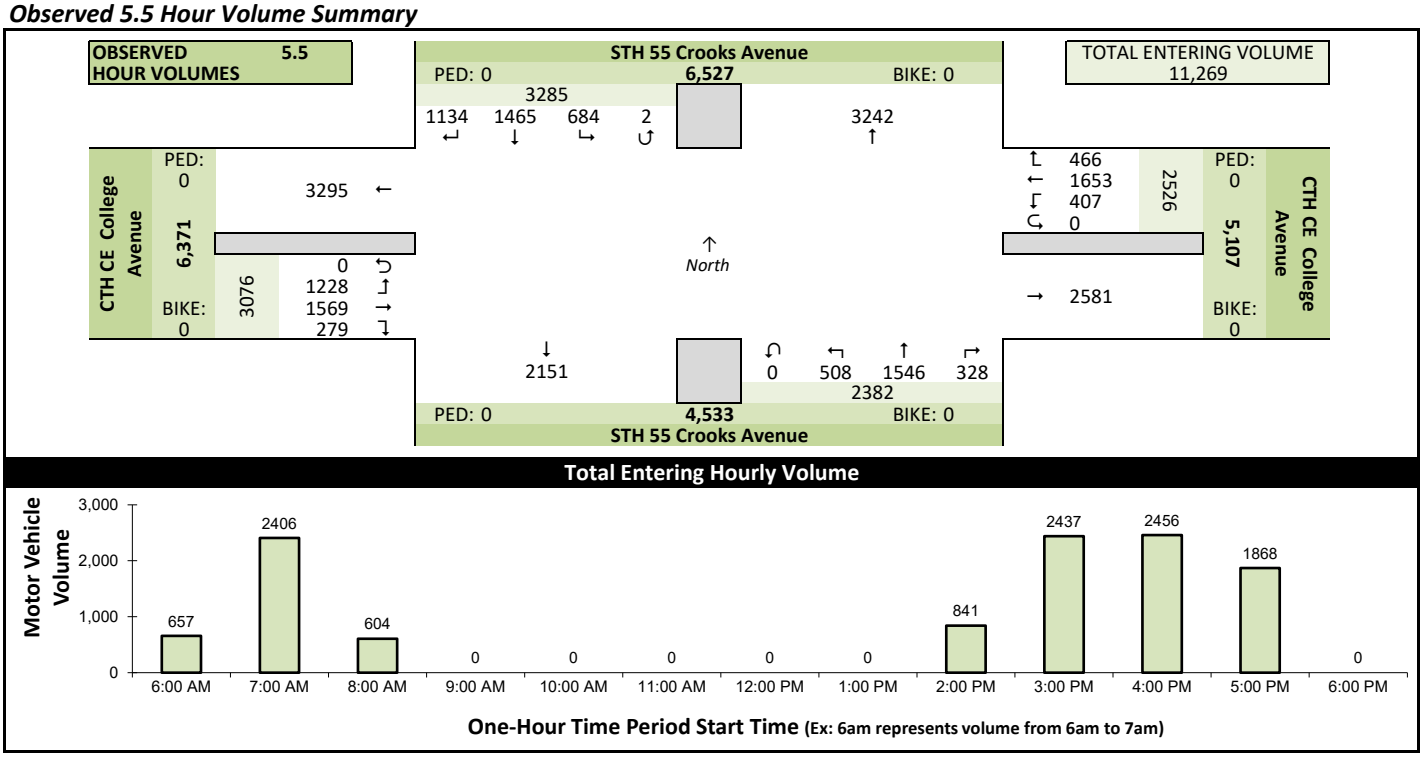
Site Information

Municipality	City of Kaukauna		
County	44 - Outagamie	WisDOT Region	NE
Traffic Control	Roundabout		
Roadway Names		North Direction	↑
North Leg	STH 55 Crooks Avenue		
East Leg	CTH CE College Avenue		
South Leg	STH 55 Crooks Avenue		
West Leg	CTH CE College Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

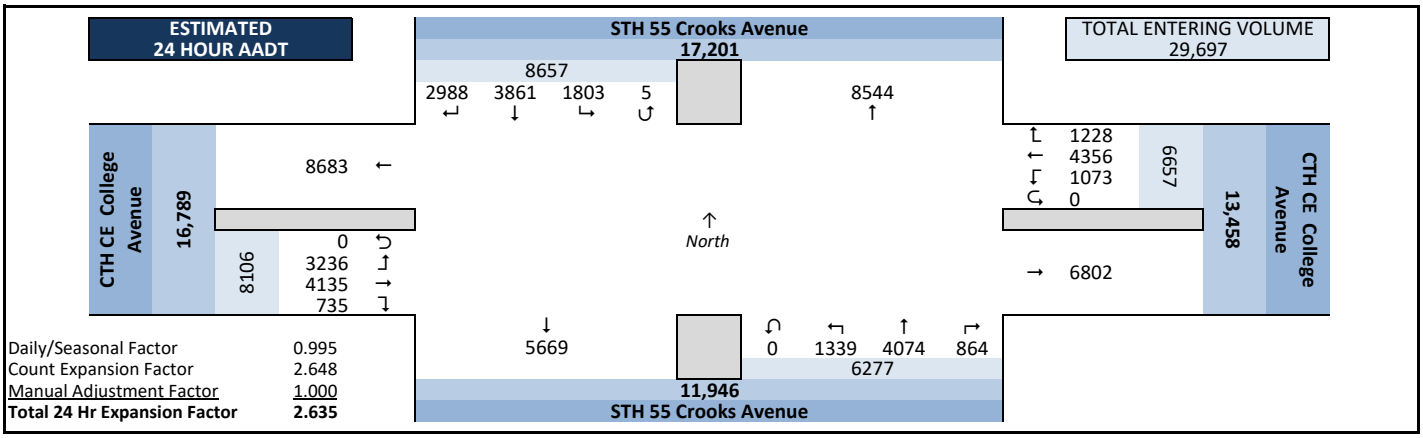
Count Information

Hrs Counted:	06:30 AM-08:30 AM and 02:30 PM-06:00 PM				
1st Day of Count	Tuesday, February 11, 2025			Weather	
AM Peak Period	Tuesday, February 11, 2025			Clear and Dry	
Midday Peak Period	Tuesday, February 11, 2025			Clear and Dry	
PM Peak Period	Tuesday, February 11, 2025			Clear and Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	3:15-4:15pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.995	Count Expansion Factor	2.648		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Miovision			
	Midday Peak Period	Miovision			
	PM Peak Period	Miovision			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2023, and 2024 uses 2023 final factors.				

Observed 5.5 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	0.995
Count Expansion Factor	2.648
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**2.635**

Intersection Traffic Volume Report

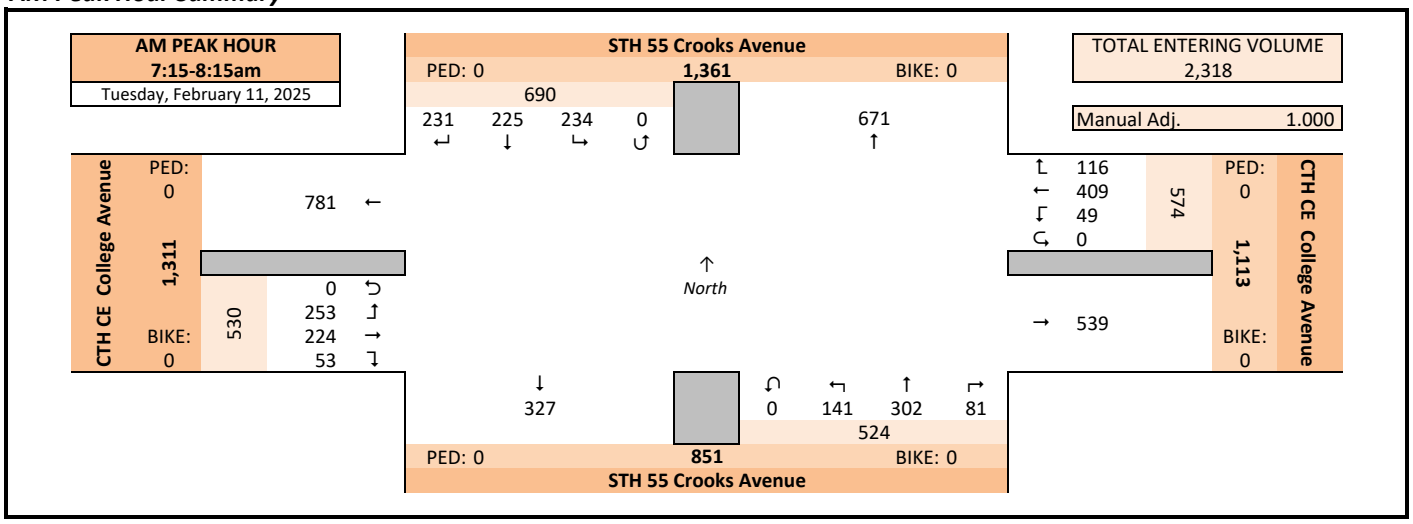
Peak Hour Volume Graphical Summary

STH 55 Crooks Avenue & CTH CE College Avenue

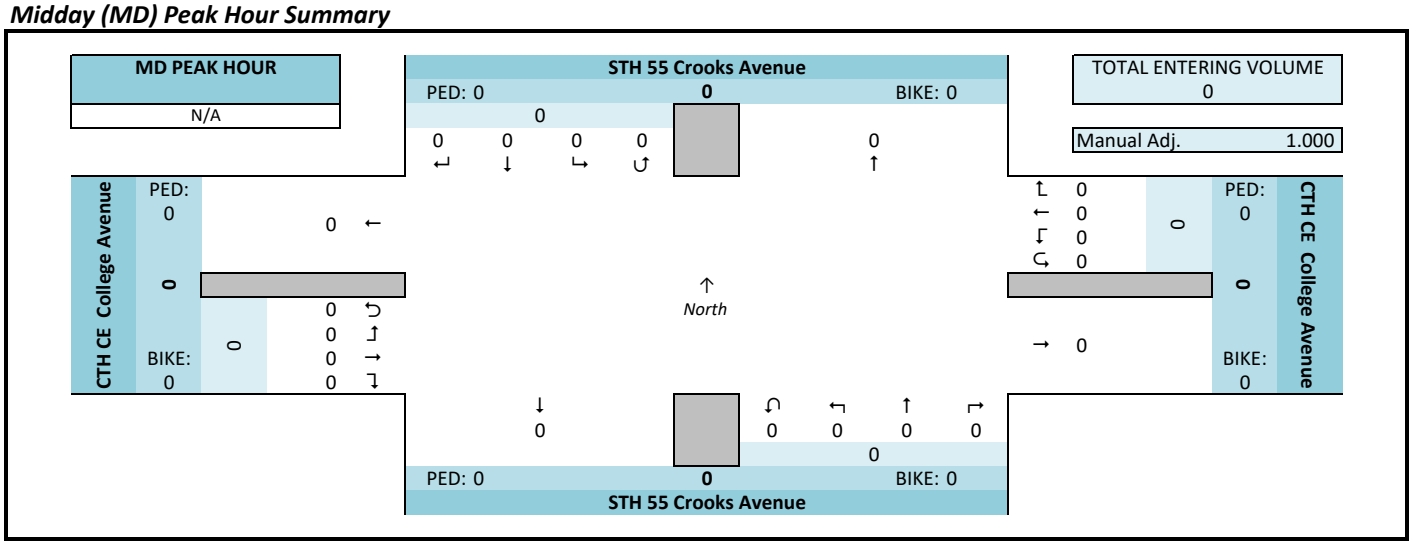
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5		Non-Holiday	No Special Events

All Motor Vehicles

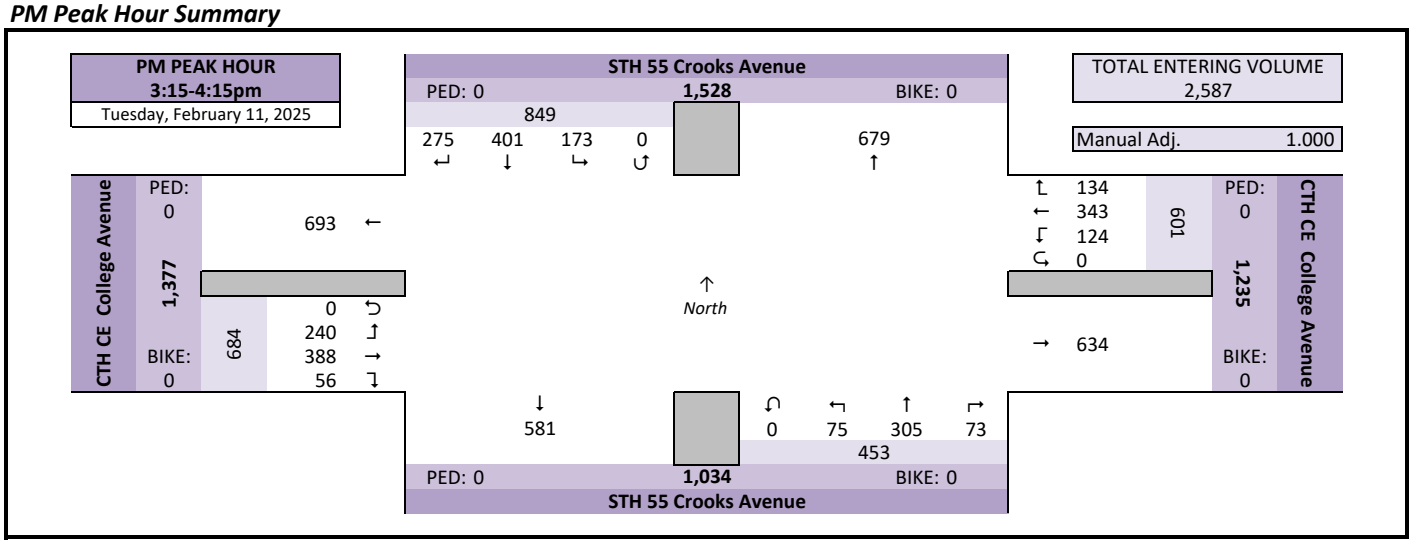
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

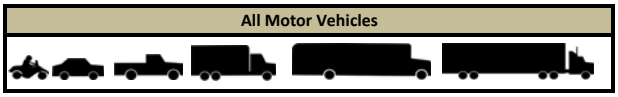


Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 55 Crooks Avenue & CTH CE College Avenue



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, February 11, 2025		From North					From East					From South					From West					
	AM Peak Hour	STH 55 Crooks Avenue					CTH CE College Avenue					STH 55 Crooks Avenue					CTH CE College Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	37	40	58	0	135	41	122	9	0	172	24	95	44	0	163	13	72	89	0	174	644
	7:30 AM	65	56	98	0	219	38	129	19	0	186	45	90	65	0	200	13	75	60	0	148	753
	7:45 AM	82	94	65	0	241	22	95	11	0	128	10	67	17	0	94	16	44	66	0	126	589
	8:00 AM	47	35	13	0	95	15	63	10	0	88	2	50	15	0	67	11	33	38	0	82	332
	Peak Hour Volume	231	225	234	0	690	116	409	49	0	574	81	302	141	0	524	53	224	253	0	530	2318
	Rounded Hourly Volume	230	225	235	0	690	115	410	50	0	575	80	300	140	0	520	55	225	255	0	535	2320
	% Single Unit Trucks	3.0	4.9	5.1	0.0	4.3	4.3	2.2	8.2	0.0	3.1	3.7	2.0	2.1	0.0	2.3	3.8	3.1	2.8	0.0	3.0	3.3
	% Heavy Trucks	0.4	0.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.4	0.0	1.0	5.7	0.4	0.8	0.0	1.1	0.6
	% Trucks (Total)	3.5	5.3	5.1	0.0	4.6	4.3	2.2	8.2	0.0	3.1	3.7	3.0	3.5	0.0	3.2	9.4	3.6	3.6	0.0	4.2	3.8
	Peak Hour Factor (PHF)	0.70	0.60	0.60	0.00	0.72	0.71	0.79	0.64	0.00	0.77	0.45	0.79	0.54	0.00	0.65	0.83	0.75	0.71	0.00	0.76	0.77

N/A		From North					From East					From South					From West					
	MD Peak Hour	STH 55 Crooks Avenue					CTH CE College Avenue					STH 55 Crooks Avenue					CTH CE College Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Tuesday, February 11, 2025		From North					From East					From South					From West					
	PM Peak Hour	STH 55 Crooks Avenue					CTH CE College Avenue					STH 55 Crooks Avenue					CTH CE College Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:15 PM	74	112	72	0	258	64	114	43	0	221	16	57	11	0	84	17	83	55	0	155	718
	3:30 PM	75	92	41	0	208	41	98	26	0	165	15	80	11	0	106	11	73	64	0	148	627
	3:45 PM	55	85	27	0	167	17	71	28	0	116	21	83	20	0	124	11	104	63	0	178	585
	4:00 PM	71	112	33	0	216	12	60	27	0	99	21	85	33	0	139	17	128	58	0	203	657
	Peak Hour Volume	275	401	173	0	849	134	343	124	0	601	73	305	75	0	453	56	388	240	0	684	2587
	Rounded Hourly Volume	275	400	175	0	850	135	345	125	0	605	75	305	75	0	455	55	390	240	0	685	2595
	% Single Unit Trucks	0.4	4.5	5.8	0.0	3.4	2.2	1.5	0.8	0.0	1.5	5.5	3.6	5.3	0.0	4.2	3.6	1.3	1.7	0.0	1.6	2.6
	% Heavy Trucks	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.4	1.3	0.0	0.0	1.1	1.8	0.0	0.4	0.0	0.3	0.3
	% Trucks (Total)	0.7	4.5	5.8	0.0	3.5	2.2	1.5	0.8	0.0	1.5	6.8	4.9	5.3	0.0	5.3	5.4	1.3	2.1	0.0	1.9	2.9
	Peak Hour Factor (PHF)	0.92	0.90	0.60	0.00	0.82	0.52	0.75	0.72	0.00	0.68	0.87	0.90	0.57	0.00	0.81	0.82	0.76	0.94	0.00	0.84	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
		STH 55 Crooks Avenue			CTH CE College Avenue			STH 55 Crooks Avenue			CTH CE College Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

Hourly Volume Summary - Motor Vehicle Data

STH 55 Crooks Avenue & CTH CE College Avenue

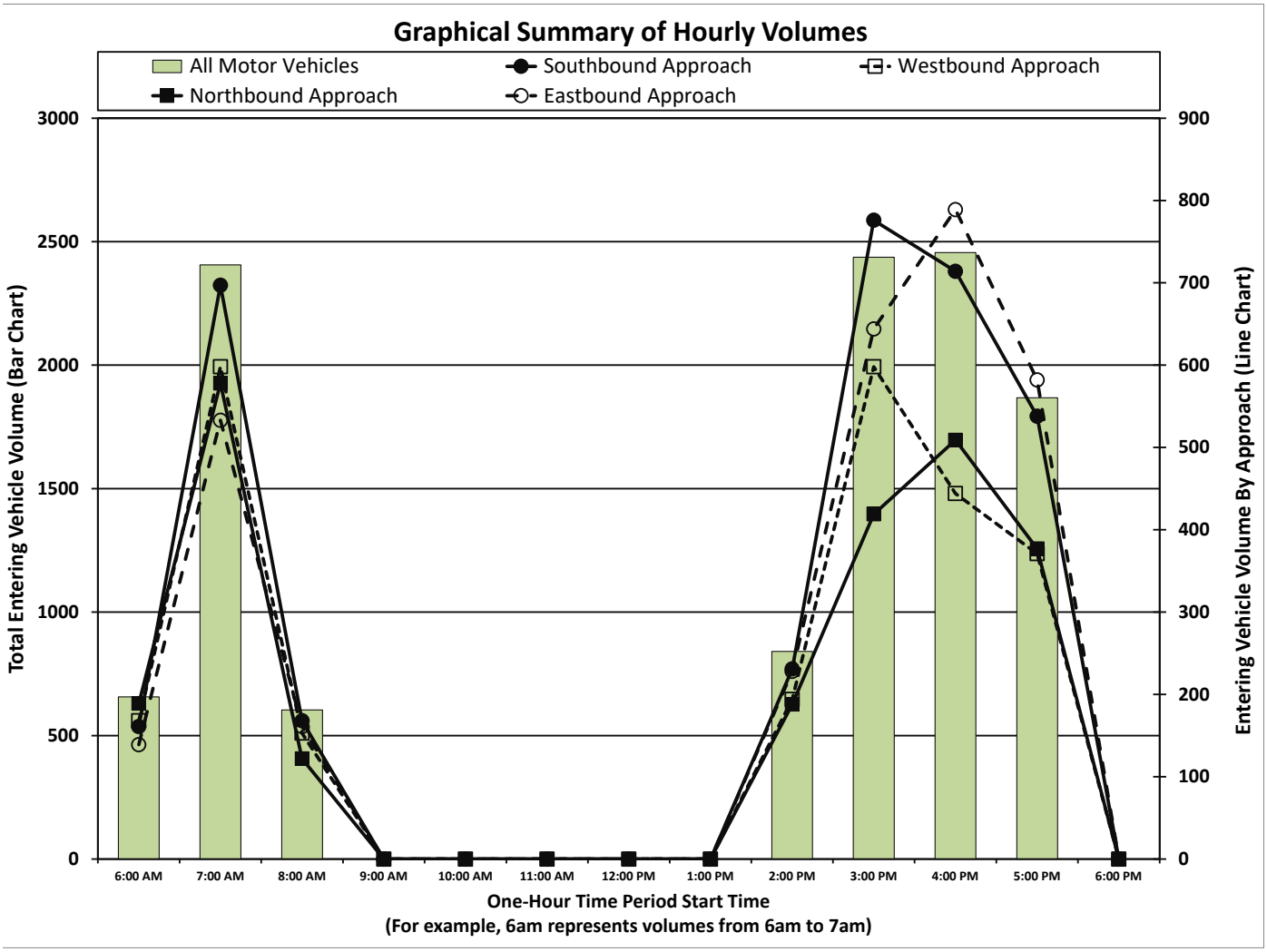
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5		Non-Holiday	No Special Events

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	48	92	19	2	161	14	135	19	0	168	10	130	49	0	189	22	38	79	0	139	657	307	350
	7:00 AM	219	228	250	0	697	115	437	46	0	598	90	336	152	0	578	56	213	264	0	533	2406	1131	1275
	8:00 AM	78	68	22	0	168	24	110	19	0	153	6	89	27	0	122	14	72	75	0	161	604	314	290
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	86	109	36	0	231	41	125	28	0	194	23	134	31	0	188	23	109	96	0	228	841	422	419
	3:00 PM	258	338	180	0	776	143	341	114	0	598	72	285	62	0	419	54	339	251	0	644	2437	1242	1195
	4:00 PM	230	378	106	0	714	72	266	106	0	444	77	323	109	0	509	61	467	261	0	789	2456	1233	1223
	5:00 PM	215	252	71	0	538	57	239	75	0	371	50	249	78	0	377	49	331	202	0	582	1868	953	915
	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
Totals		1134	1465	684	2	3285	466	1653	407	0	2526	328	1546	508	0	2382	279	1569	1228	0	3076	11269	5602	5667

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 55 Crooks Avenue & CTH CE College Avenue

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	20	46	6	0	72	5	70	8	0	83	6	58	16	0	80	11	17	34	0	62	297	1721	0.67
	6:45 AM	28	46	13	2	89	9	65	11	0	85	4	72	33	0	109	11	21	45	0	77	360	2177	0.72
	7:00 AM	35	38	29	0	102	14	91	7	0	112	11	84	26	0	121	14	22	49	0	85	420	2406	0.80
	7:15 AM	37	40	58	0	135	41	122	9	0	172	24	95	44	0	163	13	72	89	0	174	644	2318	0.77
	7:30 AM	65	56	98	0	219	38	129	19	0	186	45	90	65	0	200	13	75	60	0	148	753	1946	0.65
	7:45 AM	82	94	65	0	241	22	95	11	0	128	10	67	17	0	94	16	44	66	0	126	589		
	8:00 AM	47	35	13	0	95	15	63	10	0	88	2	50	15	0	67	11	33	38	0	82	332		
	8:15 AM	31	33	9	0	73	9	47	9	0	65	4	39	12	0	55	3	39	37	0	79	272		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	42	57	18	0	117	12	67	14	0	93	12	58	17	0	87	12	55	36	0	103	400	2066	0.72
	2:45 PM	44	52	18	0	114	29	58	14	0	101	11	76	14	0	101	11	54	60	0	125	441	2293	0.80
	3:00 PM	54	49	40	0	143	21	58	17	0	96	20	65	20	0	105	15	79	69	0	163	507	2437	0.85
	3:15 PM	74	112	72	0	258	64	114	43	0	221	16	57	11	0	84	17	83	55	0	155	718	2587	0.90
	3:30 PM	75	92	41	0	208	41	98	26	0	165	15	80	11	0	106	11	73	64	0	148	627	2490	0.95
	3:45 PM	55	85	27	0	167	17	71	28	0	116	21	83	20	0	124	11	104	63	0	178	585	2461	0.94
	4:00 PM	71	112	33	0	216	12	60	27	0	99	21	85	33	0	139	17	128	58	0	203	657	2456	0.93
	4:15 PM	47	88	30	0	165	17	68	29	0	114	26	72	18	0	116	18	137	71	0	226	621	2312	0.93
	4:30 PM	51	91	20	0	162	24	81	16	0	121	19	93	31	0	143	11	102	59	0	172	598	2191	0.92
	4:45 PM	61	87	23	0	171	19	57	34	0	110	11	73	27	0	111	15	100	73	0	188	580	2049	0.88
	5:00 PM	67	78	22	0	167	13	62	13	0	88	12	69	23	0	104	14	92	48	0	154	513	1868	0.91
	5:15 PM	56	66	15	0	137	20	61	21	0	102	12	75	19	0	106	21	88	46	0	155	500		
	5:30 PM	45	63	17	0	125	9	58	24	0	91	15	67	22	0	104	6	84	46	0	136	456		
	5:45 PM	47	45	17	0	109	15	58	17	0	90	11	38	14	0	63	8	67	62	0	137	399		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		1134	1465	684	2	3285	466	1653	407	0	2526	328	1546	508	0	2382	279	1569	1228	0	3076	11269		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	231	225	234	0	690	116	409	49	0	574	81	302	141	0	524	53	224	253	0	530	2318	0.77
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	275	401	173	0	849	134	343	124	0	601	73	305	75	0	453	56	388	240	0	684	2587	0.90

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events

15-Minute Automobile Data

STH 55 Crooks Avenue & CTH CE College Avenue

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	20	42	6	0	68	4	69	6	0	79	4	53	14	0	71	10	17	34	0	61	279	1639
	6:45 AM	28	42	11	2	83	7	63	8	0	78	2	70	30	0	102	10	21	44	0	75	338	2095
	7:00 AM	34	37	27	0	98	11	90	6	0	107	9	82	25	0	116	11	22	46	0	79	400	2322
	7:15 AM	36	38	55	0	129	37	119	7	0	163	22	93	44	0	159	13	71	87	0	171	622	2229
	7:30 AM	63	54	98	0	215	38	127	18	0	183	44	89	63	0	196	11	73	57	0	141	735	1859
	7:45 AM	80	88	58	0	226	21	94	10	0	125	10	65	15	0	90	16	43	65	0	124	565	
	8:00 AM	44	33	11	0	88	15	60	10	0	85	2	46	14	0	62	8	29	35	0	72	307	
	8:15 AM	30	26	9	0	65	9	45	9	0	63	4	35	10	0	49	3	36	36	0	75	252	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	39	54	18	0	111	12	61	14	0	87	12	53	16	0	81	10	54	35	0	99	378	1969
	2:45 PM	41	52	17	0	110	27	55	14	0	96	11	72	11	0	94	10	53	59	0	122	422	2199
	3:00 PM	51	47	37	0	135	21	56	14	0	91	20	63	16	0	99	14	72	66	0	152	477	2344
	3:15 PM	72	104	69	0	245	63	109	43	0	215	15	56	10	0	81	16	82	53	0	151	692	2511
	3:30 PM	75	91	35	0	201	41	98	26	0	165	14	75	10	0	99	11	71	61	0	143	608	2434
	3:45 PM	55	81	26	0	162	15	71	28	0	114	20	77	19	0	116	10	102	63	0	175	567	2418
	4:00 PM	71	107	33	0	211	12	60	26	0	98	19	82	32	0	133	16	128	58	0	202	644	2424
	4:15 PM	47	85	29	0	161	17	68	29	0	114	26	71	18	0	115	18	137	70	0	225	615	2289
	4:30 PM	51	91	20	0	162	24	80	16	0	120	19	89	31	0	139	11	101	59	0	171	592	2168
	4:45 PM	60	83	23	0	166	19	57	34	0	110	11	71	27	0	109	15	100	73	0	188	573	2030
	5:00 PM	66	78	22	0	166	13	62	13	0	88	12	67	23	0	102	14	92	47	0	153	509	1854
	5:15 PM	55	66	14	0	135	20	61	21	0	102	12	73	19	0	104	21	87	45	0	153	494	
	5:30 PM	45	63	17	0	125	9	58	24	0	91	15	66	22	0	103	6	83	46	0	135	454	
	5:45 PM	47	44	17	0	108	15	58	17	0	90	11	38	14	0	63	8	67	61	0	136	397	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1110	1406	652	2	3170	450	1621	393	0	2464	314	1486	483	0	2283	262	1541	1200	0	3003	10920	

Peak Hour Automobile Volume Summary

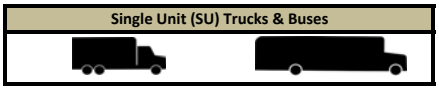
Hourly Time Period		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	223	213	222	0	658	111	400	45	0	556	78	293	136	0	507	48	216	244	0	508	2229
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	273	383	163	0	819	131	338	123	0	592	68	290	71	0	429	53	383	235	0	671	2511

Intersection Traffic Volume Report

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

STH 55 Crooks Avenue & CTH CE College Avenue

Count Basics		*Page 7 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events



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

	15-Minute Time Period	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	2	0	0	2	1	1	2	0	4	2	5	2	0	9	1	0	0	0	1	16	70
	6:45 AM	0	2	1	0	3	2	2	3	0	7	2	2	1	0	5	0	0	1	0	1	16	69
	7:00 AM	1	1	2	0	4	3	1	1	0	5	2	0	0	0	2	3	0	3	0	6	17	75
	7:15 AM	1	2	3	0	6	4	3	2	0	9	2	1	0	0	3	0	1	2	0	3	21	76
	7:30 AM	2	2	0	0	4	0	2	1	0	3	1	0	1	0	2	1	2	3	0	6	15	67
	7:45 AM	2	5	7	0	14	1	1	1	0	3	0	2	2	0	4	0	1	0	0	1	22	
	8:00 AM	2	2	2	0	6	0	3	0	0	3	0	3	0	0	3	1	3	2	0	6	18	
	8:15 AM	1	3	0	0	4	0	2	0	0	2	0	2	1	0	3	0	2	1	0	3	12	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	2	2	0	0	4	0	6	0	0	6	0	2	1	0	3	0	1	0	0	1	14	78
	2:45 PM	3	0	1	0	4	2	3	0	0	5	0	2	3	0	5	1	1	1	0	3	17	81
	3:00 PM	2	0	3	0	5	0	2	3	0	5	0	0	3	0	3	0	7	2	0	9	22	77
	3:15 PM	1	8	3	0	12	1	5	0	0	6	1	1	1	0	3	1	1	2	0	4	25	68
	3:30 PM	0	1	6	0	7	0	0	0	0	0	1	4	1	0	6	0	2	2	0	4	17	48
	3:45 PM	0	4	1	0	5	2	0	0	0	2	0	3	1	0	4	0	2	0	0	2	13	35
	4:00 PM	0	5	0	0	5	0	0	1	0	1	2	3	1	0	6	1	0	0	0	1	13	26
	4:15 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	15
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	4	14
	4:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	12
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	9
	5:15 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		18	45	31	0	94	16	32	14	0	62	13	37	18	0	68	9	26	21	0	56	280	
SU Truck %age:		1.59	3.072	4.53	0	2.8615	3.43	1.936	3.44	0.0	2.4545	3.96	2.393	3.54	0.0	2.8547	3.23	1.657	1.71	0.0	1.8205	2.4847	

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

	Hourly Time Period	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	7	11	12	0	30	5	9	4	0	18	3	6	3	0	12	2	7	7	0	16	76
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	1	18	10	0	29	3	5	1	0	9	4	11	4	0	19	2	5	4	0	11	68

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

STH 55 Crooks Avenue & CTH CE College Avenue

Count Basics		*Page 8 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events

Semi-Trucks

15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
	6:45 AM	0	2	1	0	3	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	6	13
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3	9
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	13
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	3	20
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
	8:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	2	1	1	0	4	7	
	8:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	8	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	8	19
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	13
	3:00 PM	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	8	16
	3:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	8
	3:45 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	5	8
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	9
	4:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7
	5:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	5
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		6	14	1	0	21	0	0	0	0	0	1	23	7	0	31	8	2	7	0	17	69	
Semi Truck %age:		0.53	0.956	0.15	0	0.6393	0	0	0	0.0	0	0.3	1.488	1.38	0.0	1.3014	2.87	0.127	0.57	0.0	0.5527	0.6123	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	1	1	0	0	2	0	0	0	0	0	0	3	2	0	5	3	1	2	0	6	13
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	1	0	0	0	1	0	0	0	0	0	1	4	0	0	5	1	0	1	0	2	8

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 55 Crooks Avenue & CTH CE College Avenue

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

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	4	0	0	4	1	1	2	0	4	2	5	2	0	9	1	0	0	0	1	18	82
	6:45 AM	0	4	2	0	6	2	2	3	0	7	2	2	3	0	7	1	0	1	0	2	22	82
	7:00 AM	1	1	2	0	4	3	1	1	0	5	2	2	1	0	5	3	0	3	0	6	20	84
	7:15 AM	1	2	3	0	6	4	3	2	0	9	2	2	0	0	4	0	1	2	0	3	22	89
	7:30 AM	2	2	0	0	4	0	2	1	0	3	1	1	2	0	4	2	2	3	0	7	18	87
	7:45 AM	2	6	7	0	15	1	1	1	0	3	0	2	2	0	4	0	1	1	0	2	24	
	8:00 AM	3	2	2	0	7	0	3	0	0	3	0	4	1	0	5	3	4	3	0	10	25	
	8:15 AM	1	7	0	0	8	0	2	0	0	2	0	4	2	0	6	0	3	1	0	4	20	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	3	3	0	0	6	0	6	0	0	6	0	5	1	0	6	2	1	1	0	4	22	97
	2:45 PM	3	0	1	0	4	2	3	0	0	5	0	4	3	0	7	1	1	1	0	3	19	94
	3:00 PM	3	2	3	0	8	0	2	3	0	5	0	2	4	0	6	1	7	3	0	11	30	93
	3:15 PM	2	8	3	0	13	1	5	0	0	6	1	1	1	0	3	1	1	2	0	4	26	76
	3:30 PM	0	1	6	0	7	0	0	0	0	0	1	5	1	0	7	0	2	3	0	5	19	56
	3:45 PM	0	4	1	0	5	2	0	0	0	2	1	6	1	0	8	1	2	0	0	3	18	43
	4:00 PM	0	5	0	0	5	0	0	1	0	1	2	3	1	0	6	1	0	0	0	1	13	32
	4:15 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6	23
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	6	23
	4:45 PM	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	19
	5:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4	14
	5:15 PM	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	6	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		24	59	32	0	115	16	32	14	0	62	14	60	25	0	99	17	28	28	0	73	349	

Peak Hour Heavy Vehicle Volume Summary

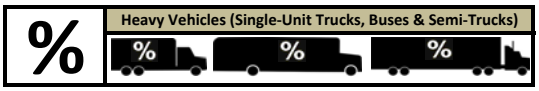
Hourly Time Period		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	8	12	12	0	32	5	9	4	0	18	3	9	5	0	17	5	8	9	0	22	89
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	2	18	10	0	30	3	5	1	0	9	5	15	4	0	24	3	5	5	0	13	76

Intersection Traffic Volume Report

Count Basics		*Page 10 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

STH 55 Crooks Avenue & CTH CE College Avenue



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Heavy Vehicle	Hourly Heavy Vehicle
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	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	8.7	0.0	0.0	5.6	20.0	1.4	25.0	0.0	4.8	33.3	8.6	12.5	0.0	11.3	9.1	0.0	0.0	0.0	1.6	6.1	4.8
	6:45 AM	0.0	8.7	15.4	0.0	6.7	22.2	3.1	27.3	0.0	8.2	50.0	2.8	9.1	0.0	6.4	9.1	0.0	2.2	0.0	2.6	6.1	3.8
	7:00 AM	2.9	2.6	6.9	0.0	3.9	21.4	1.1	14.3	0.0	4.5	18.2	2.4	3.8	0.0	4.1	21.4	0.0	6.1	0.0	7.1	4.8	3.5
	7:15 AM	2.7	5.0	5.2	0.0	4.4	9.8	2.5	22.2	0.0	5.2	8.3	2.1	0.0	0.0	2.5	0.0	1.4	2.2	0.0	1.7	3.4	3.8
	7:30 AM	3.1	3.6	0.0	0.0	1.8	0.0	1.6	5.3	0.0	1.6	2.2	1.1	3.1	0.0	2.0	15.4	2.7	5.0	0.0	4.7	2.4	4.5
	7:45 AM	2.4	6.4	10.8	0.0	6.2	4.5	1.1	9.1	0.0	2.3	0.0	3.0	11.8	0.0	4.3	0.0	2.3	1.5	0.0	1.6	4.1	
	8:00 AM	6.4	5.7	15.4	0.0	7.4	0.0	4.8	0.0	0.0	3.4	0.0	8.0	6.7	0.0	7.5	27.3	12.1	7.9	0.0	12.2	7.5	
	8:15 AM	3.2	21.2	0.0	0.0	11.0	0.0	4.3	0.0	0.0	3.1	0.0	10.3	16.7	0.0	10.9	0.0	7.7	2.7	0.0	5.1	7.4	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	7.1	5.3	0.0	0.0	5.1	0.0	9.0	0.0	0.0	6.5	0.0	8.6	5.9	0.0	6.9	16.7	1.8	2.8	0.0	3.9	5.5	4.7
	2:45 PM	6.8	0.0	5.6	0.0	3.5	6.9	5.2	0.0	0.0	5.0	0.0	5.3	21.4	0.0	6.9	9.1	1.9	1.7	0.0	2.4	4.3	4.1
	3:00 PM	5.6	4.1	7.5	0.0	5.6	0.0	3.4	17.6	0.0	5.2	0.0	3.1	20.0	0.0	5.7	6.7	8.9	4.3	0.0	6.7	5.9	3.8
	3:15 PM	2.7	7.1	4.2	0.0	5.0	1.6	4.4	0.0	0.0	2.7	6.3	1.8	9.1	0.0	3.6	5.9	1.2	3.6	0.0	2.6	3.6	2.9
	3:30 PM	0.0	1.1	14.6	0.0	3.4	0.0	0.0	0.0	0.0	0.0	6.7	6.3	9.1	0.0	6.6	0.0	2.7	4.7	0.0	3.4	3.0	2.2
	3:45 PM	0.0	4.7	3.7	0.0	3.0	11.8	0.0	0.0	0.0	1.7	4.8	7.2	5.0	0.0	6.5	9.1	1.9	0.0	0.0	1.7	3.1	1.7
	4:00 PM	0.0	4.5	0.0	0.0	2.3	0.0	0.0	3.7	0.0	1.0	9.5	3.5	3.0	0.0	4.3	5.9	0.0	0.0	0.0	0.5	2.0	1.3
	4:15 PM	0.0	3.4	3.3	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.9	0.0	0.0	1.4	0.0	0.4	1.0	1.0
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.8	0.0	4.3	0.0	0.0	2.8	0.0	1.0	0.0	0.0	0.6	1.0	1.0
	4:45 PM	1.6	4.6	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.2	0.9
	5:00 PM	1.5	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	1.9	0.0	0.0	2.1	0.0	0.6	0.8	0.7
	5:15 PM	1.8	0.0	6.7	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	1.9	0.0	1.1	2.2	0.0	1.3	1.2	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.0	0.0	1.2	0.0	0.0	0.7	0.4	
	5:45 PM	0.0	2.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.7	0.5	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		2.1	4.0	4.7	0.0	3.5	3.4	1.9	3.4	0.0	2.5	4.3	3.9	4.9	0.0	4.2	6.1	1.8	2.3	0.0	2.4	3.1	

Semi Truck Percentage: 0.6123

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Hourly Heavy Vehicle
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	Percent
AM	7:15 AM	3.5	5.3	5.1	0.0	4.6	4.3	2.2	8.2	0.0	3.1	3.7	3.0	3.5	0.0	3.2	9.4	3.6	3.6	0.0	4.2	3.8
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	3:15 PM	0.7	4.5	5.8	0.0	3.5	2.2	1.5	0.8	0.0	1.5	6.8	4.9	5.3	0.0	5.3	5.4	1.3	2.1	0.0	1.9	2.9

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 55 Crooks Avenue & CTH CE College Avenue

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach STH 55 Crooks Avenue			Crossing East Approach CTH CE College Avenue			Crossing South Approach STH 55 Crooks Avenue			Crossing West Approach CTH CE College Avenue			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

STH 55 Crooks Avenue & CTH CE College Avenue

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period		Crossing North Approach STH 55 Crooks Avenue			Crossing East Approach CTH CE College Avenue			Crossing South Approach STH 55 Crooks Avenue			Crossing West Approach CTH CE College Avenue			15-Min	Hourly
	Start Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Traffic Volume Report

Count Basics		*Page 13 of 13*
Start Date: Tuesday, February 11, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 5.5	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 55 Crooks Avenue & CTH CE College Avenue

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) STH 55 Crooks Avenue					From East (←) CTH CE College Avenue					From South (↑) STH 55 Crooks Avenue					From West (→) CTH CE College Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 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	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix B
SIDRA Peak Hour Analysis Outputs

Full Build Traffic

Total Traffic

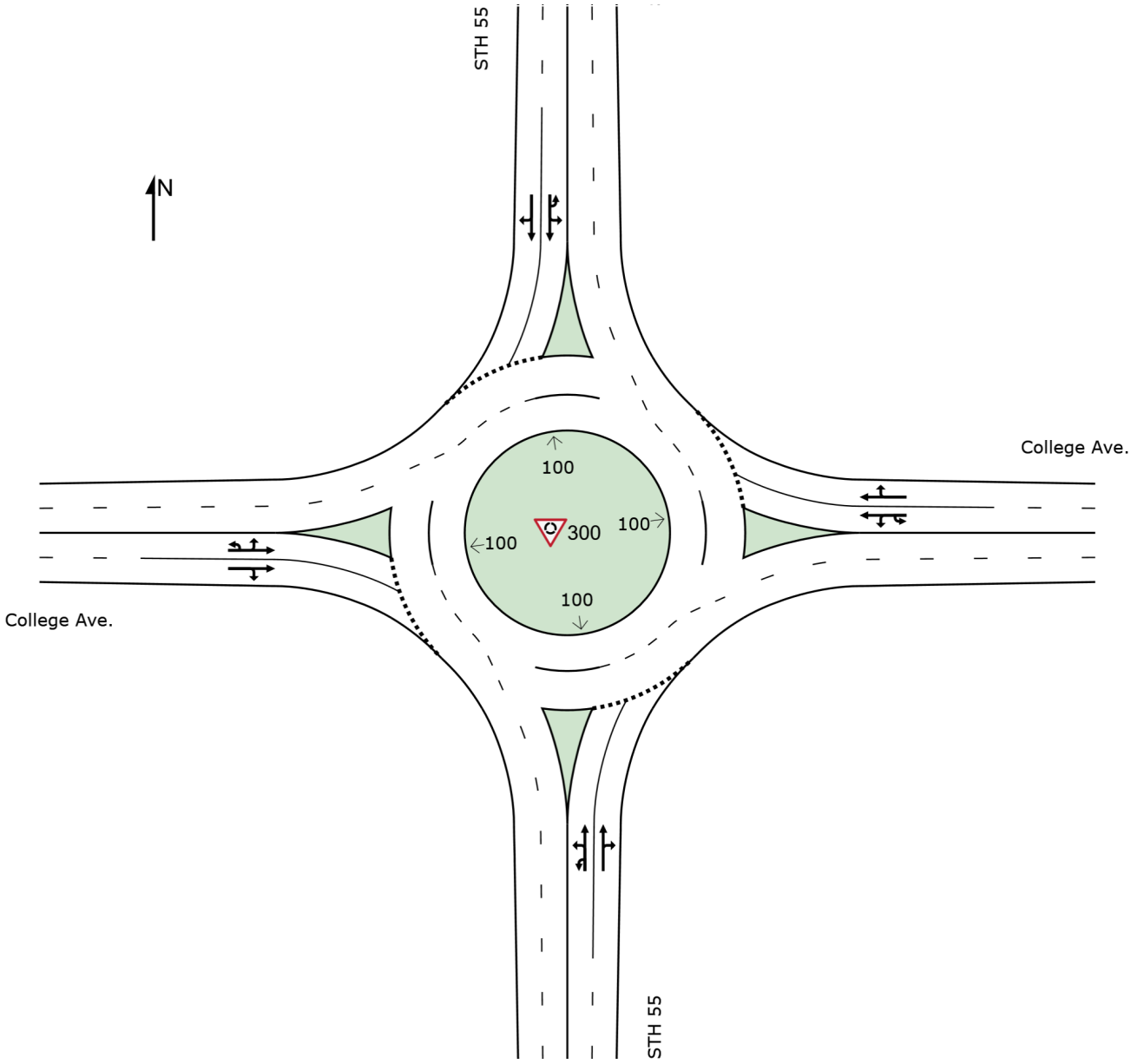
Total Traffic – With Mods

SITE LAYOUT

Site: [300] STH 55 & CTH CE/College Ave. (Folder1)

Build Traffic - AM Peak Hour (7:15 - 8:15 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Organisation: TRAFFIC ANALYSIS & DESIGN, INC | Licence: NETWORK / 1PC | Created: Friday, August 29, 2025 12:01:15 PM
Project: Z:\Shared\WI\3422 Middle School Kaukauna\analysis\roundabout 2025_08 Update\STH 55_College Sidra Build Vol Exist Geometry.sipx

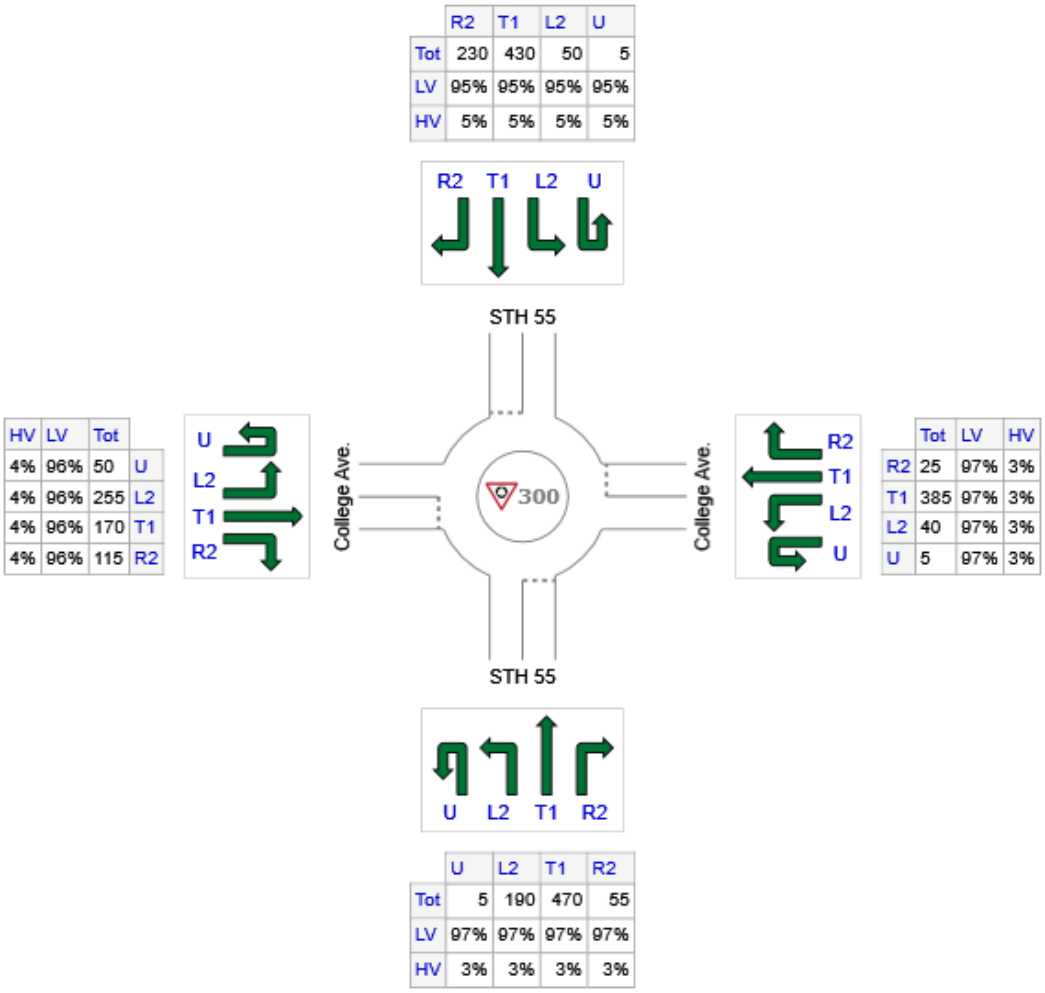
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: [300] STH 55 & CTH CE/College Ave. (Folder1)

Build Traffic - AM Peak Hour (7:15 - 8:15 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: STH 55	720	698	22
E: College Ave.	455	441	14
N: STH 55	715	679	36
W: College Ave.	590	566	24
Total	2480	2385	95

MOVEMENT SUMMARY

Site: [300] STH 55 & CTH CE/College Ave. (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Build Traffic - AM Peak Hour (7:15 - 8:15 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed mph
South: STH 55															
3u	U	All MCs	6	3.0	6	3.0	0.669	18.6	LOS C	5.2	134.0	0.81	0.94	1.44	27.0
3	L2	All MCs	247	3.0	247	3.0	0.669	18.7	LOS C	5.2	134.0	0.81	0.94	1.44	27.0
8	T1	All MCs	610	3.0	610	3.0	0.669	17.8	LOS C	5.2	134.0	0.80	0.93	1.43	28.1
18	R2	All MCs	71	3.0	71	3.0	0.669	17.8	LOS C	5.2	133.3	0.79	0.92	1.43	28.3
Approach			935	3.0	935	3.0	0.669	18.0	LOS C	5.2	134.0	0.80	0.93	1.43	27.8
East: College Ave.															
1u	U	All MCs	6	3.0	6	3.0	0.714	32.7	LOS D	3.8	96.4	0.88	1.08	1.61	23.9
1	L2	All MCs	52	3.0	52	3.0	0.714	32.7	LOS D	3.8	96.4	0.88	1.08	1.61	23.9
6	T1	All MCs	500	3.0	500	3.0	0.714	30.5	LOS D	3.8	96.4	0.88	1.08	1.61	24.4
16	R2	All MCs	32	3.0	32	3.0	0.714	30.5	LOS D	3.8	96.1	0.87	1.07	1.61	24.4
Approach			591	3.0	591	3.0	0.714	30.7	LOS D	3.8	96.4	0.88	1.08	1.61	24.4
North: STH 55															
7u	U	All MCs	6	5.0	6	5.0	0.809	32.1	LOS D	7.0	183.2	0.89	1.21	2.02	23.9
7	L2	All MCs	65	5.0	65	5.0	0.809	32.1	LOS D	7.0	183.2	0.89	1.21	2.02	23.9
4	T1	All MCs	558	5.0	558	5.0	0.809	31.0	LOS D	7.0	183.2	0.89	1.21	2.02	24.3
14	R2	All MCs	299	5.0	299	5.0	0.809	30.9	LOS D	7.0	183.0	0.89	1.21	2.02	24.2
Approach			929	5.0	929	5.0	0.809	31.0	LOS D	7.0	183.2	0.89	1.21	2.02	24.2
West: College Ave.															
5u	U	All MCs	65	4.0	65	4.0	0.602	16.3	LOS C	4.0	104.4	0.78	0.86	1.26	26.8
5	L2	All MCs	331	4.0	331	4.0	0.602	16.3	LOS C	4.0	104.4	0.78	0.86	1.26	26.8
2	T1	All MCs	221	4.0	221	4.0	0.533	13.5	LOS B	3.1	78.9	0.71	0.76	1.08	30.0
12	R2	All MCs	149	4.0	149	4.0	0.533	13.5	LOS B	3.1	78.9	0.71	0.76	1.08	29.8
Approach			766	4.0	766	4.0	0.602	14.9	LOS B	4.0	104.4	0.75	0.81	1.17	28.2
All Vehicles			3221	3.8	3221	3.8	0.809	23.4	LOS C	7.0	183.2	0.83	1.01	1.57	26.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

Site: [300] STH 55 & CTH CE/College Ave. (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Build Traffic - AM Peak Hour (7:15 - 8:15 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: STH 55															
Lane 1	459	3.0	459	3.0	687	0.669	100	18.3	LOS C	5.2	134.0	Full	1600	0.0	0.0
Lane 2[d]	476	3.0	476	3.0	711	0.669	100	17.8	LOS C	5.2	133.3	Full	1600	0.0	0.0
Approach	935	3.0	935	3.0		0.669		18.0	LOS C	5.2	134.0				
East: College Ave.															
Lane 1	293	3.0	293	3.0	410	0.714	100	31.0	LOS D	3.8	96.4	Full	1600	0.0	0.0
Lane 2[d]	298	3.0	298	3.0	418	0.714	100	30.5	LOS D	3.8	96.1	Full	1600	0.0	0.0
Approach	591	3.0	591	3.0		0.714		30.7	LOS D	3.8	96.4				
North: STH 55															
Lane 1	462	5.0	462	5.0	571	0.809	100	31.1	LOS D	7.0	183.2	Full	1600	0.0	0.0
Lane 2[d]	467	5.0	467	5.0	577	0.809	100	30.9	LOS D	7.0	183.0	Full	1600	0.0	0.0
Approach	929	5.0	929	5.0		0.809		31.0	LOS D	7.0	183.2				
West: College Ave.															
Lane 1[d]	396	4.0	396	4.0	658	0.602	100	16.3	LOS C	4.0	104.4	Full	1600	0.0	0.0
Lane 2	370	4.0	370	4.0	694	0.533	89[5]	13.5	LOS B	3.1	78.9	Full	1600	0.0	0.0
Approach	766	4.0	766	4.0		0.602		14.9	LOS B	4.0	104.4				
All Vehicles	3221	3.8	3221	3.8		0.809		23.4	LOS C	7.0	183.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: STH 55

Mov.	U	L2	T1	R2	Total	%HV	Deg.	Lane	Prob.	Ov.

From S To Exit:	S	W	N	E			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	6	247	206	-	459	3.0	687	0.669	100	NA	NA
Lane 2	-	-	404	71	476	3.0	711	0.669	100	NA	NA
Approach	6	247	610	71	935	3.0		0.669			
East: College Ave.											
Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	52	234	-	293	3.0	410	0.714	100	NA	NA
Lane 2	-	-	266	32	298	3.0	418	0.714	100	NA	NA
Approach	6	52	500	32	591	3.0		0.714			
North: STH 55											
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	65	391	-	462	5.0	571	0.809	100	NA	NA
Lane 2	-	-	168	299	467	5.0	577	0.809	100	NA	NA
Approach	6	65	558	299	929	5.0		0.809			
West: College Ave.											
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	65	331	-	-	396	4.0	658	0.602	100	NA	NA
Lane 2	-	-	221	149	370	4.0	694	0.533	89[5]	NA	NA
Approach	65	331	221	149	766	4.0		0.602			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	3221	3.8	0.809

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

5 Lane under-utilisation found by the program

Merge Analysis

Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Dist] ft

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: STH 55				
Lane 1	0.0	0.0	0.0	0.0

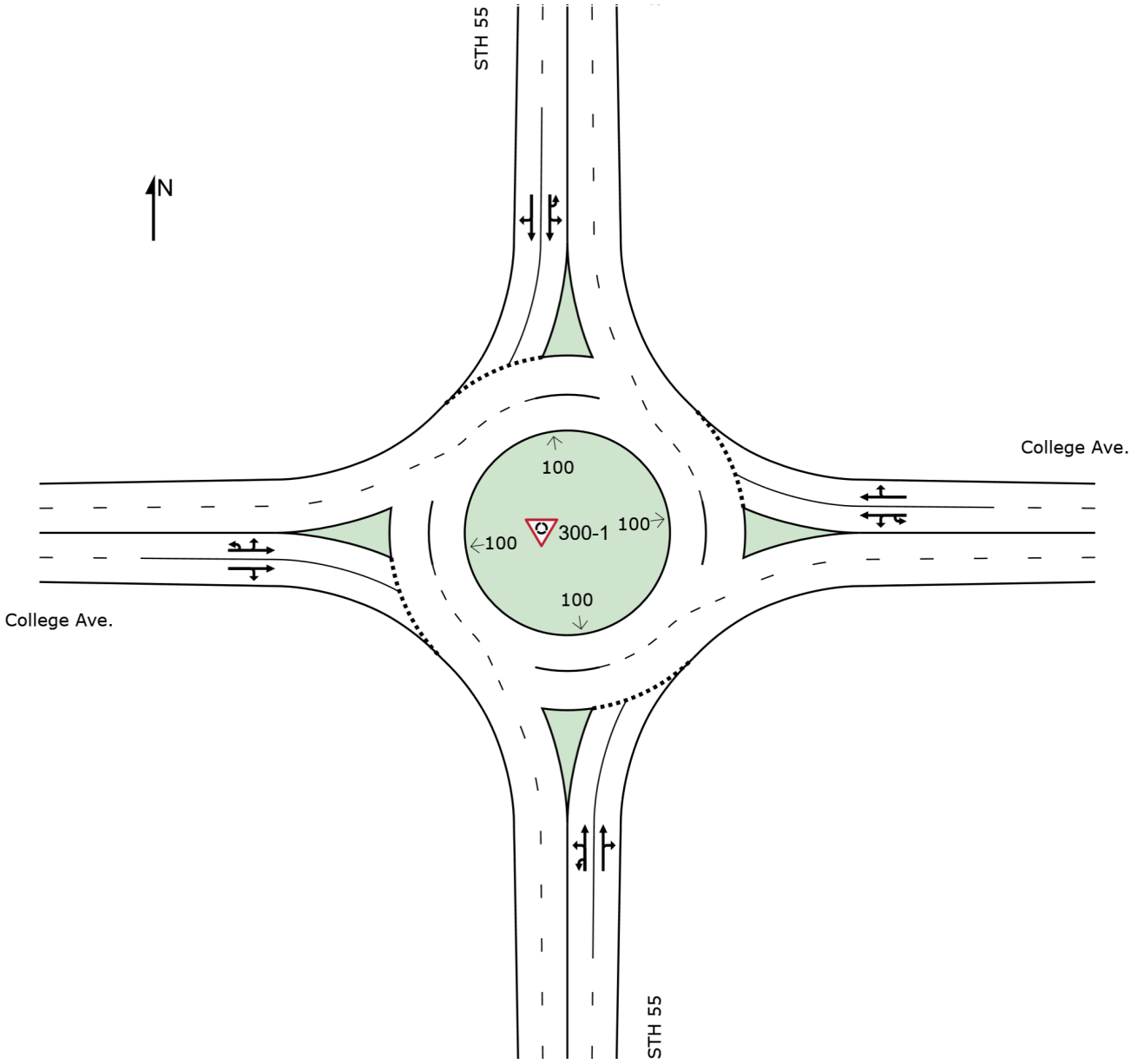
Lane 2	0.0	0.0	0.0	0.0
East: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

Site: [300-1] STH 55 & CTH CE/College Ave. (Folder1)

Build Traffic - PM Peak Hour (3:15 - 4:15 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



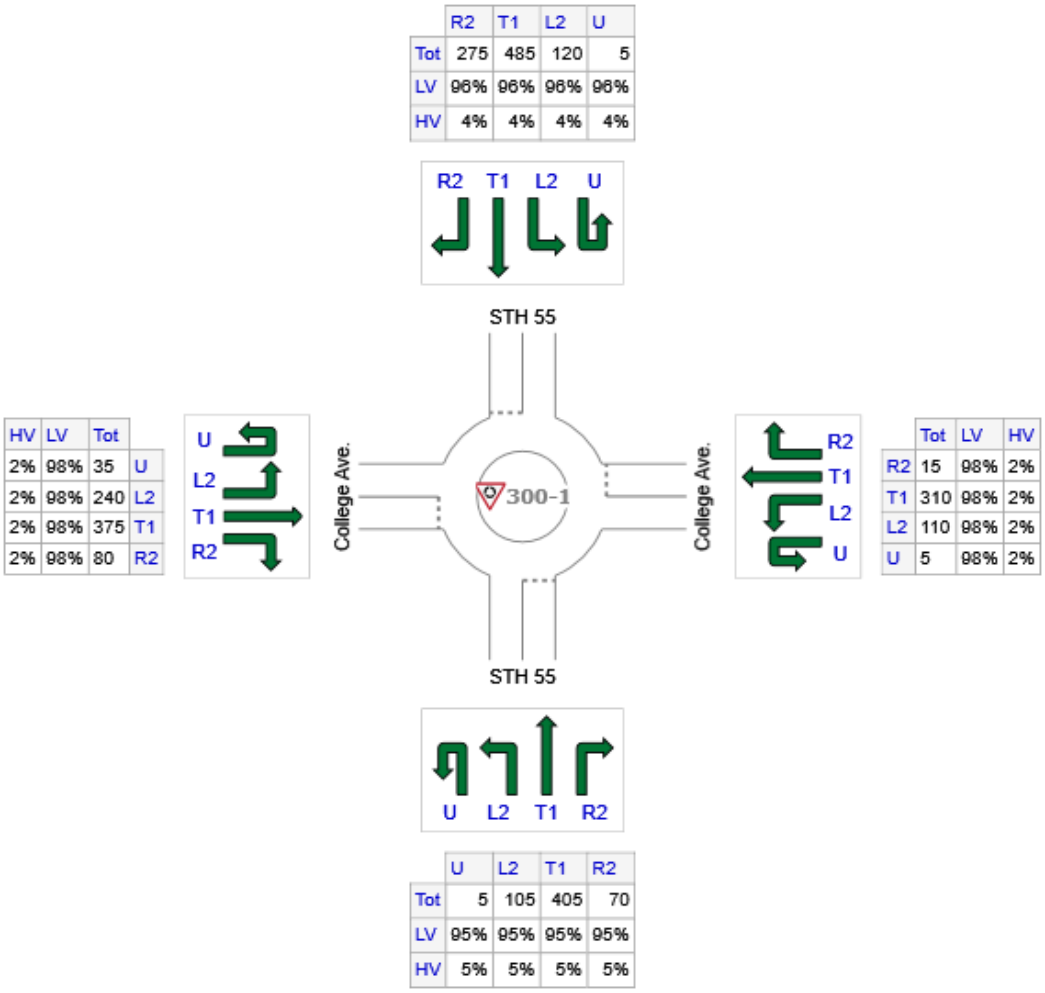
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: [300-1] STH 55 & CTH CE/College Ave. (Folder1)

Build Traffic - PM Peak Hour (3:15 - 4:15 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: STH 55	585	556	29
E: College Ave.	440	431	9
N: STH 55	885	850	35
W: College Ave.	730	715	15
Total	2640	2552	88

MOVEMENT SUMMARY

Site: [300-1] STH 55 & CTH CE/College Ave. (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Build Traffic - PM Peak Hour (3:15 - 4:15 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed mph
South: STH 55															
3u	U	All MCs	6	5.0	6	5.0	0.562	17.3	LOS C	3.0	77.8	0.75	0.86	1.19	27.7
3	L2	All MCs	117	5.0	117	5.0	0.562	17.4	LOS C	3.0	77.8	0.75	0.86	1.19	27.7
8	T1	All MCs	450	5.0	450	5.0	0.562	16.4	LOS C	3.0	77.8	0.75	0.86	1.19	28.6
18	R2	All MCs	78	5.0	78	5.0	0.562	16.4	LOS C	3.0	77.1	0.74	0.85	1.18	28.7
Approach			650	5.0	650	5.0	0.562	16.6	LOS C	3.0	77.8	0.75	0.86	1.19	28.4
East: College Ave.															
1u	U	All MCs	6	2.0	6	2.0	0.407	12.7	LOS B	1.8	46.4	0.70	0.74	0.92	29.1
1	L2	All MCs	122	2.0	122	2.0	0.407	12.7	LOS B	1.8	46.4	0.70	0.74	0.92	29.1
6	T1	All MCs	344	2.0	344	2.0	0.407	11.8	LOS B	1.8	46.4	0.69	0.73	0.91	30.4
16	R2	All MCs	17	2.0	17	2.0	0.407	11.8	LOS B	1.8	45.4	0.68	0.73	0.90	30.6
Approach			489	2.0	489	2.0	0.407	12.0	LOS B	1.8	46.4	0.69	0.74	0.91	30.0
North: STH 55															
7u	U	All MCs	6	4.0	6	4.0	0.664	17.6	LOS C	5.5	141.9	0.79	0.91	1.42	27.8
7	L2	All MCs	133	4.0	133	4.0	0.664	17.6	LOS C	5.5	141.9	0.79	0.91	1.42	27.8
4	T1	All MCs	539	4.0	539	4.0	0.664	16.9	LOS C	5.5	141.9	0.79	0.90	1.42	28.4
14	R2	All MCs	306	4.0	306	4.0	0.664	16.9	LOS C	5.5	141.0	0.78	0.90	1.41	28.5
Approach			983	4.0	983	4.0	0.664	17.0	LOS C	5.5	141.9	0.79	0.90	1.42	28.3
West: College Ave.															
5u	U	All MCs	39	2.0	39	2.0	0.635	18.5	LOS C	4.3	109.0	0.80	0.93	1.36	26.6
5	L2	All MCs	267	2.0	267	2.0	0.635	18.5	LOS C	4.3	109.0	0.80	0.93	1.36	26.6
2	T1	All MCs	417	2.0	417	2.0	0.635	17.6	LOS C	4.3	109.0	0.78	0.92	1.34	28.2
12	R2	All MCs	89	2.0	89	2.0	0.635	17.6	LOS C	4.2	107.4	0.78	0.91	1.34	28.4
Approach			811	2.0	811	2.0	0.635	17.9	LOS C	4.3	109.0	0.79	0.92	1.35	27.6
All Vehicles			2933	3.3	2933	3.3	0.664	16.3	LOS C	5.5	141.9	0.76	0.87	1.26	28.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

Site: [300-1] STH 55 & CTH CE/College Ave. (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Build Traffic - PM Peak Hour (3:15 - 4:15 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: STH 55															
Lane 1	321	5.0	321	5.0	571	0.562	100	16.8	LOS C	3.0	77.8	Full	1600	0.0	0.0
Lane 2[d]	329	5.0	329	5.0	586	0.562	100	16.4	LOS C	3.0	77.1	Full	1600	0.0	0.0
Approach	650	5.0	650	5.0		0.562		16.6	LOS C	3.0	77.8				
East: College Ave.															
Lane 1	240	2.0	240	2.0	589	0.407	100	12.2	LOS B	1.8	46.4	Full	1600	0.0	0.0
Lane 2[d]	249	2.0	249	2.0	612	0.407	100	11.8	LOS B	1.8	45.4	Full	1600	0.0	0.0
Approach	489	2.0	489	2.0		0.407		12.0	LOS B	1.8	46.4				
North: STH 55															
Lane 1	488	4.0	488	4.0	735	0.664	100	17.1	LOS C	5.5	141.9	Full	1600	0.0	0.0
Lane 2[d]	495	4.0	495	4.0	746	0.664	100	16.9	LOS C	5.5	141.0	Full	1600	0.0	0.0
Approach	983	4.0	983	4.0		0.664		17.0	LOS C	5.5	141.9				
West: College Ave.															
Lane 1	395	2.0	395	2.0	622	0.635	100	18.3	LOS C	4.3	109.0	Full	1600	0.0	0.0
Lane 2[d]	416	2.0	416	2.0	655	0.635	100	17.6	LOS C	4.2	107.4	Full	1600	0.0	0.0
Approach	811	2.0	811	2.0		0.635		17.9	LOS C	4.3	109.0				
All Vehicles	2933	3.3	2933	3.3		0.664		16.3	LOS C	5.5	141.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: STH 55

Mov.	U	L2	T1	R2	Total	%HV	Deg.	Lane	Prob.	Ov.

From S To Exit:	S	W	N	E			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	6	117	198	-	321	5.0	571	0.562	100	NA	NA
Lane 2	-	-	252	78	329	5.0	586	0.562	100	NA	NA
Approach	6	117	450	78	650	5.0		0.562			
East: College Ave.											
Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	122	112	-	240	2.0	589	0.407	100	NA	NA
Lane 2	-	-	233	17	249	2.0	612	0.407	100	NA	NA
Approach	6	122	344	17	489	2.0		0.407			
North: STH 55											
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	133	349	-	488	4.0	735	0.664	100	NA	NA
Lane 2	-	-	190	306	495	4.0	746	0.664	100	NA	NA
Approach	6	133	539	306	983	4.0		0.664			
West: College Ave.											
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	39	267	90	-	395	2.0	622	0.635	100	NA	NA
Lane 2	-	-	327	89	416	2.0	655	0.635	100	NA	NA
Approach	39	267	417	89	811	2.0		0.635			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	2933	3.3	0.664

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Dist] ft

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: STH 55				
Lane 1	0.0	0.0	0.0	0.0

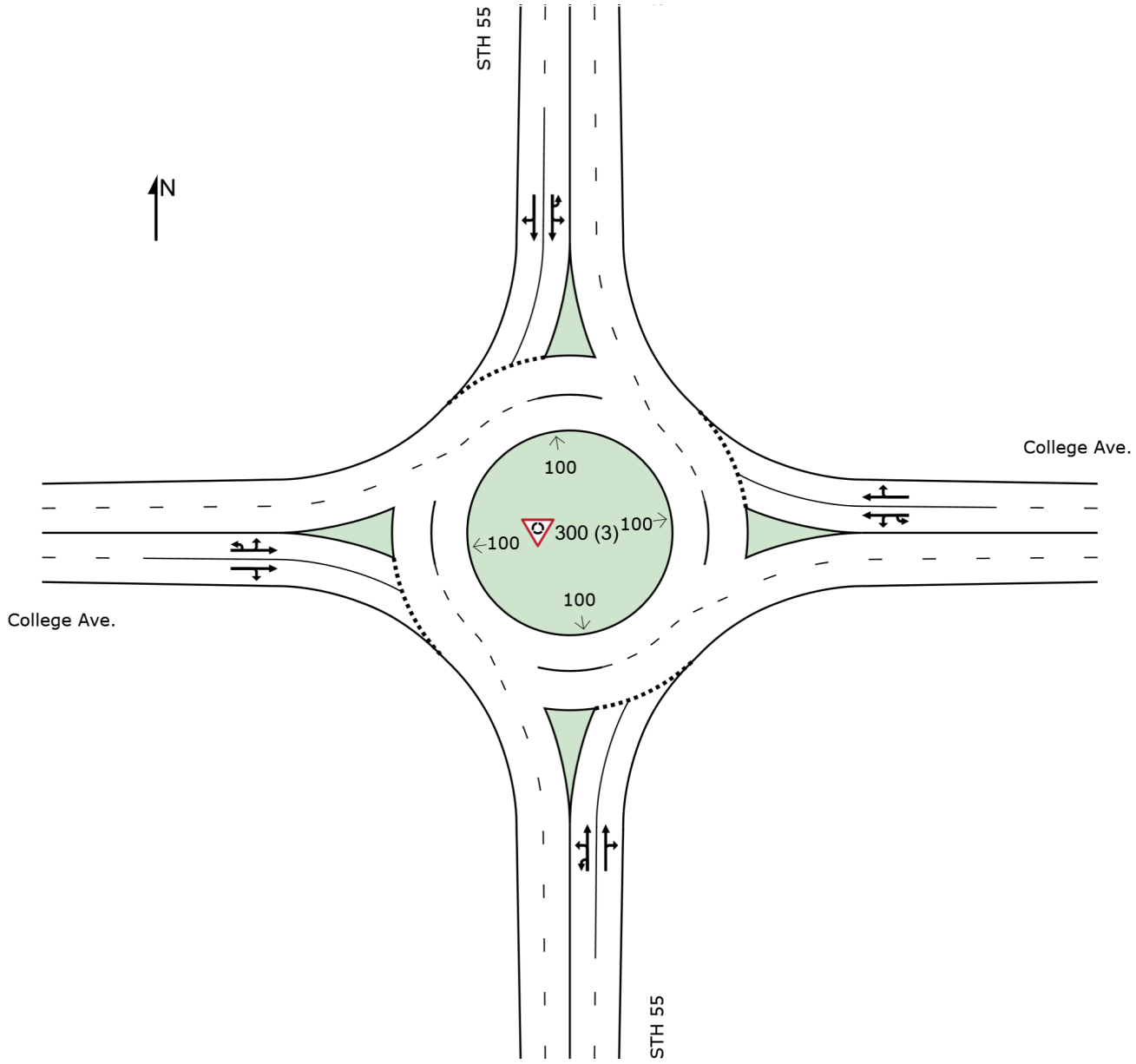
Lane 2	0.0	0.0	0.0	0.0
East: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

Site: [300 (3)] STH 55 & CTH CE/College Ave. - Build Traffic
Existing Geometry (Folder1)

Build Traffic - AM Peak Hour (6:30 - 7:30 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: Z:\Shared\WI\3422 Middle School Kaukauna\analysis\roundabout 2025_08 Update\STH 55_College Sidra Build Vol High School.sipx

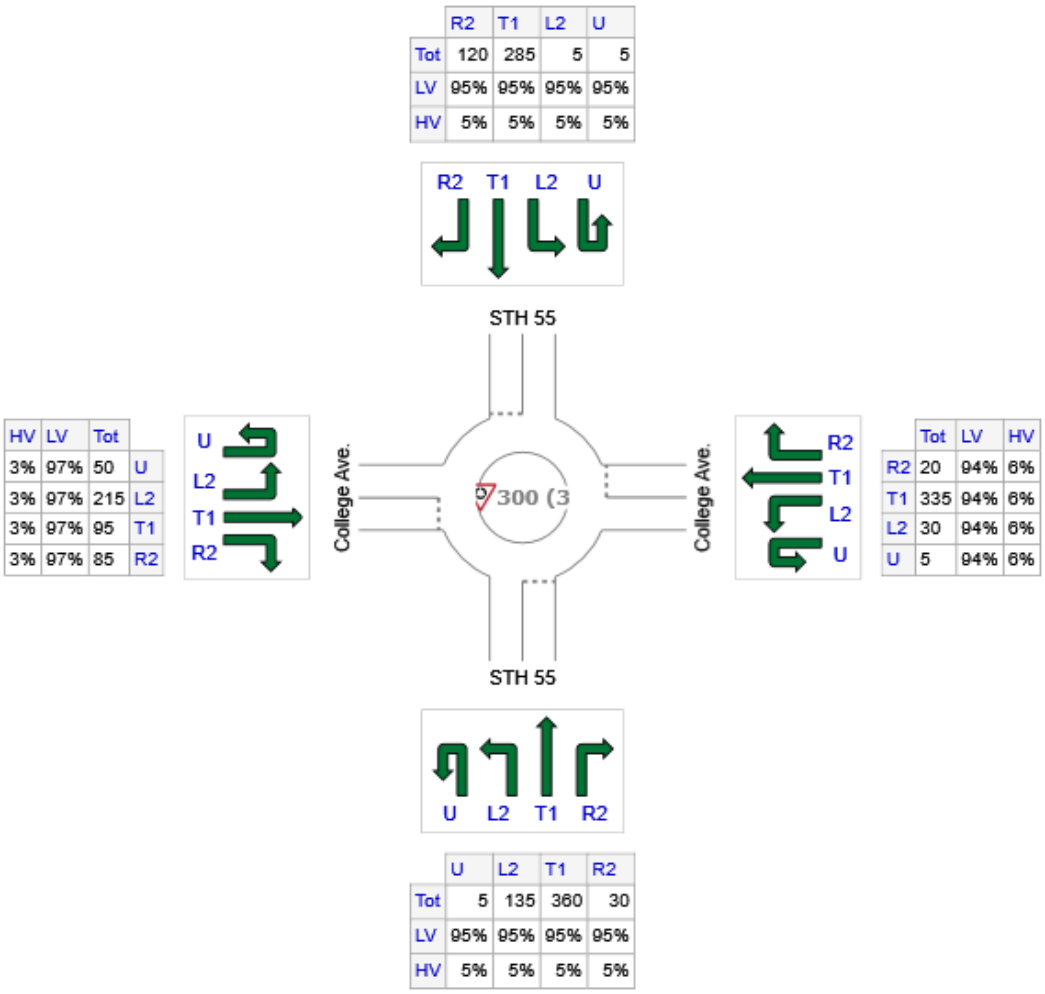
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: [300 (3)] STH 55 & CTH CE/College Ave. - Build Traffic
Existing Geometry (Folder1)

Build Traffic - AM Peak Hour (6:30 - 7:30 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: STH 55	530	504	26
E: College Ave.	390	367	23
N: STH 55	415	394	21
W: College Ave.	445	432	13
Total	1780	1696	84

MOVEMENT SUMMARY

Site: [300 (3)] STH 55 & CTH CE/College Ave. - Build Traffic
Existing Geometry (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Build Traffic - AM Peak Hour (6:30 - 7:30 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed mph
South: STH 55															
3u	U	All MCs	7	5.0	7	5.0	0.512	12.2	LOS B	3.2	82.3	0.68	0.69	1.00	29.0
3	L2	All MCs	201	5.0	201	5.0	0.512	12.3	LOS B	3.2	82.3	0.68	0.69	1.00	29.0
8	T1	All MCs	537	5.0	537	5.0	0.512	11.8	LOS B	3.2	82.3	0.67	0.68	0.98	30.3
18	R2	All MCs	45	5.0	45	5.0	0.512	11.8	LOS B	3.1	81.0	0.67	0.67	0.98	30.5
Approach			791	5.0	791	5.0	0.512	11.9	LOS B	3.2	82.3	0.68	0.68	0.99	30.0
East: College Ave.															
1u	U	All MCs	7	6.0	7	6.0	0.693	30.5	LOS D	3.5	92.6	0.85	1.06	1.58	24.4
1	L2	All MCs	45	6.0	45	6.0	0.693	30.5	LOS D	3.5	92.6	0.85	1.06	1.58	24.4
6	T1	All MCs	500	6.0	500	6.0	0.693	28.7	LOS D	3.5	92.6	0.85	1.06	1.58	24.9
16	R2	All MCs	30	6.0	30	6.0	0.693	28.7	LOS D	3.5	92.2	0.85	1.06	1.58	24.9
Approach			582	6.0	582	6.0	0.693	28.9	LOS D	3.5	92.6	0.85	1.06	1.58	24.8
North: STH 55															
7u	U	All MCs	7	5.0	7	5.0	0.527	16.2	LOS C	2.6	68.9	0.73	0.82	1.12	28.8
7	L2	All MCs	7	5.0	7	5.0	0.527	16.2	LOS C	2.6	68.9	0.73	0.82	1.12	28.8
4	T1	All MCs	425	5.0	425	5.0	0.527	15.2	LOS C	2.6	68.9	0.73	0.82	1.12	29.3
14	R2	All MCs	179	5.0	179	5.0	0.527	15.2	LOS C	2.6	68.7	0.73	0.82	1.12	29.1
Approach			619	5.0	619	5.0	0.527	15.2	LOS C	2.6	68.9	0.73	0.82	1.12	29.2
West: College Ave.															
5u	U	All MCs	75	3.0	75	3.0	0.485	10.8	LOS B	3.0	78.0	0.67	0.63	0.91	28.6
5	L2	All MCs	321	3.0	321	3.0	0.485	10.8	LOS B	3.0	78.0	0.67	0.63	0.91	28.6
2	T1	All MCs	142	3.0	142	3.0	0.317	7.7	LOS A	1.3	32.1	0.55	0.45	0.55	32.5
12	R2	All MCs	127	3.0	127	3.0	0.317	7.7	LOS A	1.3	32.1	0.55	0.45	0.55	32.2
Approach			664	3.0	664	3.0	0.485	9.6	LOS A	3.0	78.0	0.62	0.56	0.76	29.9
All Vehicles			2657	4.7	2657	4.7	0.693	15.8	LOS C	3.5	92.6	0.71	0.76	1.09	28.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

Site: [300 (3)] STH 55 & CTH CE/College Ave. - Build Traffic
Existing Geometry (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Build Traffic - AM Peak Hour (6:30 - 7:30 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: STH 55															
Lane 1	390	5.0	390	5.0	762	0.512	100	12.0	LOS B	3.2	82.3	Full	1600	0.0	0.0
Lane 2[d]	401	5.0	401	5.0	783	0.512	100	11.8	LOS B	3.1	81.0	Full	1600	0.0	0.0
Approach	791	5.0	791	5.0		0.512		11.9	LOS B	3.2	82.3				
East: College Ave.															
Lane 1	289	6.0	289	6.0	417	0.693	100	29.1	LOS D	3.5	92.6	Full	1600	0.0	0.0
Lane 2[d]	293	6.0	293	6.0	423	0.693	100	28.7	LOS D	3.5	92.2	Full	1600	0.0	0.0
Approach	582	6.0	582	6.0		0.693		28.9	LOS D	3.5	92.6				
North: STH 55															
Lane 1	309	5.0	309	5.0	587	0.527	100	15.3	LOS C	2.6	68.9	Full	1600	0.0	0.0
Lane 2[d]	310	5.0	310	5.0	589	0.527	100	15.2	LOS C	2.6	68.7	Full	1600	0.0	0.0
Approach	619	5.0	619	5.0		0.527		15.2	LOS C	2.6	68.9				
West: College Ave.															
Lane 1[d]	396	3.0	396	3.0	815	0.485	100	10.8	LOS B	3.0	78.0	Full	1600	0.0	0.0
Lane 2	269	3.0	269	3.0	849	0.317	65[5]	7.7	LOS A	1.3	32.1	Full	1600	0.0	0.0
Approach	664	3.0	664	3.0		0.485		9.6	LOS A	3.0	78.0				
All Vehicles	2657	4.7	2657	4.7		0.693		15.8	LOS C	3.5	92.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: STH 55

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	201	181	-	390	5.0	762	0.512	100	NA	NA
Lane 2	-	-	356	45	401	5.0	783	0.512	100	NA	NA
Approach	7	201	537	45	791	5.0		0.512			

East: College Ave.

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	45	237	-	289	6.0	417	0.693	100	NA	NA
Lane 2	-	-	263	30	293	6.0	423	0.693	100	NA	NA
Approach	7	45	500	30	582	6.0		0.693			

North: STH 55

Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	7	294	-	309	5.0	587	0.527	100	NA	NA
Lane 2	-	-	131	179	310	5.0	589	0.527	100	NA	NA
Approach	7	7	425	179	619	5.0		0.527			

West: College Ave.

Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	75	321	-	-	396	3.0	815	0.485	100	NA	NA
Lane 2	-	-	142	127	269	3.0	849	0.317	65[5]	NA	NA
Approach	75	321	142	127	664	3.0		0.485			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	2657	4.7	0.693

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

5 Lane under-utilisation found by the program

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate sec veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Dist] ft

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: STH 55				

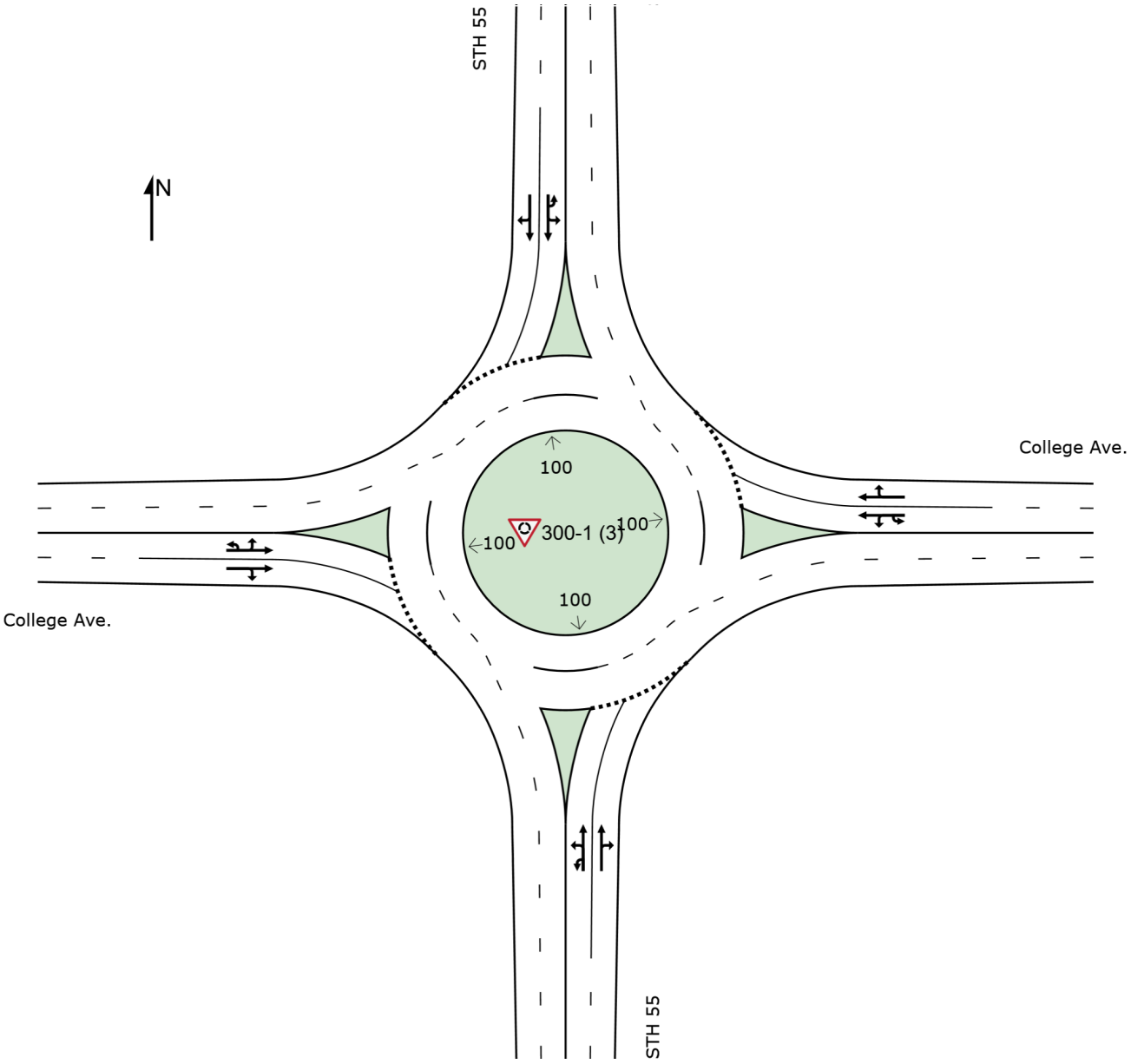
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

Site: [300-1 (3)] STH 55 & CTH CE/College Ave. - Build Traffic
Existing Geometry (Folder1)

Build Traffic - PM Peak Hour (2:45 - 3:45 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: Z:\Shared\WI\3422 Middle School Kaukauna\analysis\roundabout 2025_08 Update\STH 55_College Sidra Build Vol High School.sipx

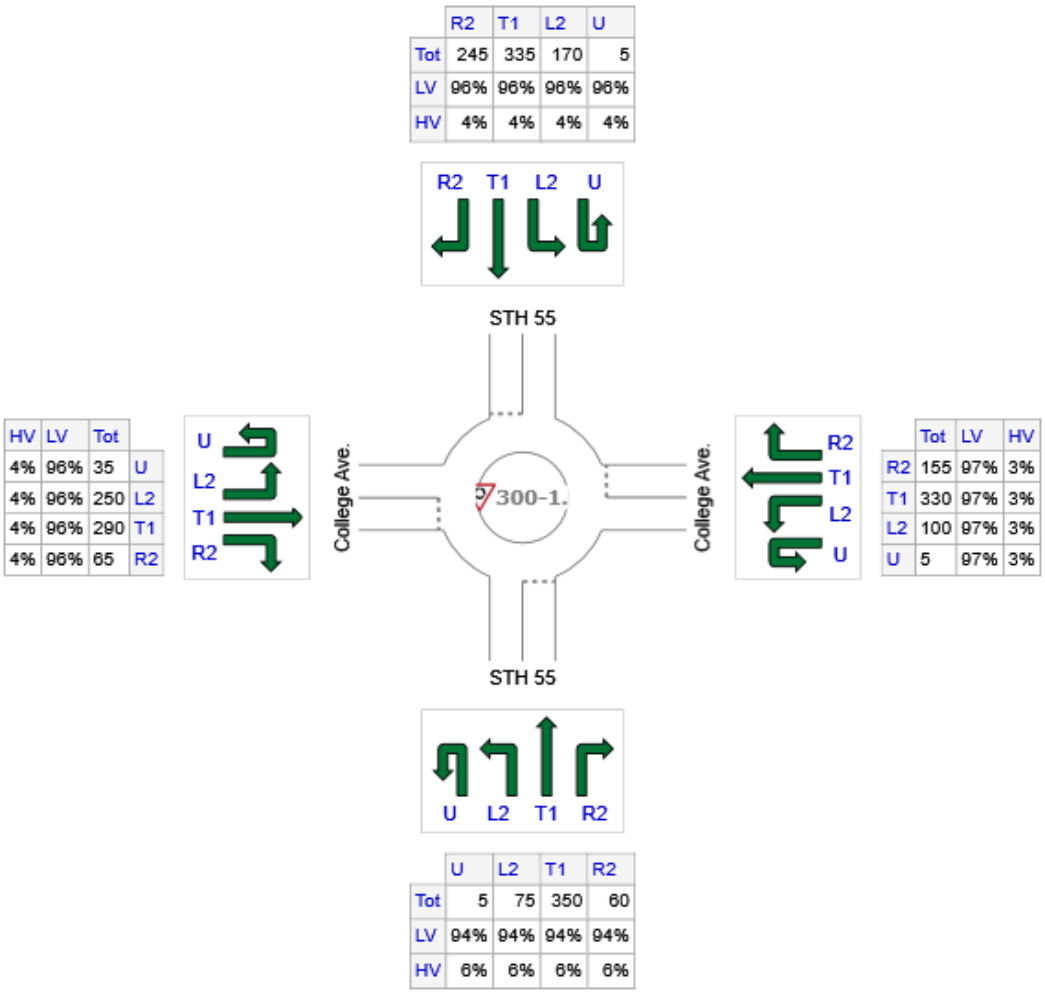
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: [300-1 (3)] STH 55 & CTH CE/College Ave. - Build Traffic
Existing Geometry (Folder1)

Build Traffic - PM Peak Hour (2:45 - 3:45 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: STH 55	490	461	29
E: College Ave.	590	572	18
N: STH 55	755	725	30
W: College Ave.	640	614	26
Total	2475	2372	103

MOVEMENT SUMMARY

Site: [300-1 (3)] STH 55 & CTH CE/College Ave. - Build Traffic
Existing Geometry (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Build Traffic - PM Peak Hour (2:45 - 3:45 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed mph
South: STH 55															
3u	U	All MCs	6	6.0	6	6.0	0.592	20.3	LOS C	3.0	79.1	0.77	0.92	1.27	26.8
3	L2	All MCs	94	6.0	94	6.0	0.592	20.4	LOS C	3.0	79.1	0.77	0.92	1.27	26.8
8	T1	All MCs	438	6.0	438	6.0	0.592	19.2	LOS C	3.0	79.1	0.77	0.91	1.27	27.6
18	R2	All MCs	75	6.0	75	6.0	0.592	19.2	LOS C	3.0	78.4	0.76	0.91	1.26	27.7
Approach			612	6.0	612	6.0	0.592	19.4	LOS C	3.0	79.1	0.77	0.91	1.27	27.5
East: College Ave.															
1u	U	All MCs	6	3.0	6	3.0	0.642	20.8	LOS C	4.0	101.5	0.80	0.96	1.40	26.7
1	L2	All MCs	125	3.0	125	3.0	0.642	20.8	LOS C	4.0	101.5	0.80	0.96	1.40	26.7
6	T1	All MCs	412	3.0	412	3.0	0.642	19.6	LOS C	4.0	101.5	0.79	0.96	1.39	27.4
16	R2	All MCs	194	3.0	194	3.0	0.642	19.6	LOS C	3.9	100.7	0.79	0.95	1.39	27.6
Approach			738	3.0	738	3.0	0.642	19.8	LOS C	4.0	101.5	0.79	0.96	1.39	27.3
North: STH 55															
7u	U	All MCs	6	4.0	6	4.0	0.678	19.1	LOS C	5.4	139.6	0.81	0.95	1.47	26.9
7	L2	All MCs	212	4.0	212	4.0	0.678	19.1	LOS C	5.4	139.6	0.81	0.95	1.47	26.9
4	T1	All MCs	419	4.0	419	4.0	0.678	18.3	LOS C	5.4	139.6	0.81	0.94	1.47	27.7
14	R2	All MCs	306	4.0	306	4.0	0.678	18.3	LOS C	5.4	138.3	0.80	0.94	1.46	28.0
Approach			944	4.0	944	4.0	0.678	18.5	LOS C	5.4	139.6	0.80	0.94	1.47	27.6
West: College Ave.															
5u	U	All MCs	44	4.0	44	4.0	0.635	18.6	LOS C	4.3	109.9	0.80	0.93	1.36	26.3
5	L2	All MCs	312	4.0	312	4.0	0.635	18.6	LOS C	4.3	109.9	0.80	0.93	1.36	26.3
2	T1	All MCs	362	4.0	362	4.0	0.635	17.7	LOS C	4.3	109.9	0.78	0.91	1.34	28.3
12	R2	All MCs	81	4.0	81	4.0	0.635	17.7	LOS C	4.2	107.7	0.78	0.90	1.34	28.3
Approach			800	4.0	800	4.0	0.635	18.1	LOS C	4.3	109.9	0.79	0.92	1.35	27.3
All Vehicles			3094	4.2	3094	4.2	0.678	18.9	LOS C	5.4	139.6	0.79	0.93	1.38	27.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

Site: [300-1 (3)] STH 55 & CTH CE/College Ave. - Build Traffic
Existing Geometry (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Build Traffic - PM Peak Hour (2:45 - 3:45 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: STH 55															
Lane 1	303	6.0	303	6.0	511	0.592	100	19.6	LOS C	3.0	79.1	Full	1600	0.0	0.0
Lane 2[d]	310	6.0	310	6.0	523	0.592	100	19.2	LOS C	3.0	78.4	Full	1600	0.0	0.0
Approach	612	6.0	612	6.0		0.592		19.4	LOS C	3.0	79.1				
East: College Ave.															
Lane 1	364	3.0	364	3.0	567	0.642	100	20.0	LOS C	4.0	101.5	Full	1600	0.0	0.0
Lane 2[d]	374	3.0	374	3.0	582	0.642	100	19.6	LOS C	3.9	100.7	Full	1600	0.0	0.0
Approach	738	3.0	738	3.0		0.642		19.8	LOS C	4.0	101.5				
North: STH 55															
Lane 1	466	4.0	466	4.0	687	0.678	100	18.7	LOS C	5.4	139.6	Full	1600	0.0	0.0
Lane 2[d]	478	4.0	478	4.0	705	0.678	100	18.3	LOS C	5.4	138.3	Full	1600	0.0	0.0
Approach	944	4.0	944	4.0		0.678		18.5	LOS C	5.4	139.6				
West: College Ave.															
Lane 1	389	4.0	389	4.0	613	0.635	100	18.5	LOS C	4.3	109.9	Full	1600	0.0	0.0
Lane 2[d]	411	4.0	411	4.0	647	0.635	100	17.7	LOS C	4.2	107.7	Full	1600	0.0	0.0
Approach	800	4.0	800	4.0		0.635		18.1	LOS C	4.3	109.9				
All Vehicles	3094	4.2	3094	4.2		0.678		18.9	LOS C	5.4	139.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: STH 55

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	94	203	-	303	6.0	511	0.592	100	NA	NA
Lane 2	-	-	235	75	310	6.0	523	0.592	100	NA	NA
Approach	6	94	438	75	612	6.0		0.592			

East: College Ave.

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	125	233	-	364	3.0	567	0.642	100	NA	NA
Lane 2	-	-	180	194	374	3.0	582	0.642	100	NA	NA
Approach	6	125	412	194	738	3.0		0.642			

North: STH 55

Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	212	247	-	466	4.0	687	0.678	100	NA	NA
Lane 2	-	-	172	306	478	4.0	705	0.678	100	NA	NA
Approach	6	212	419	306	944	4.0		0.678			

West: College Ave.

Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	44	312	33	-	389	4.0	613	0.635	100	NA	NA
Lane 2	-	-	330	81	411	4.0	647	0.635	100	NA	NA
Approach	44	312	362	81	800	4.0		0.635			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	3094	4.2	0.678

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Dist] ft

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: STH 55				
Lane 1	0.0	0.0	0.0	0.0

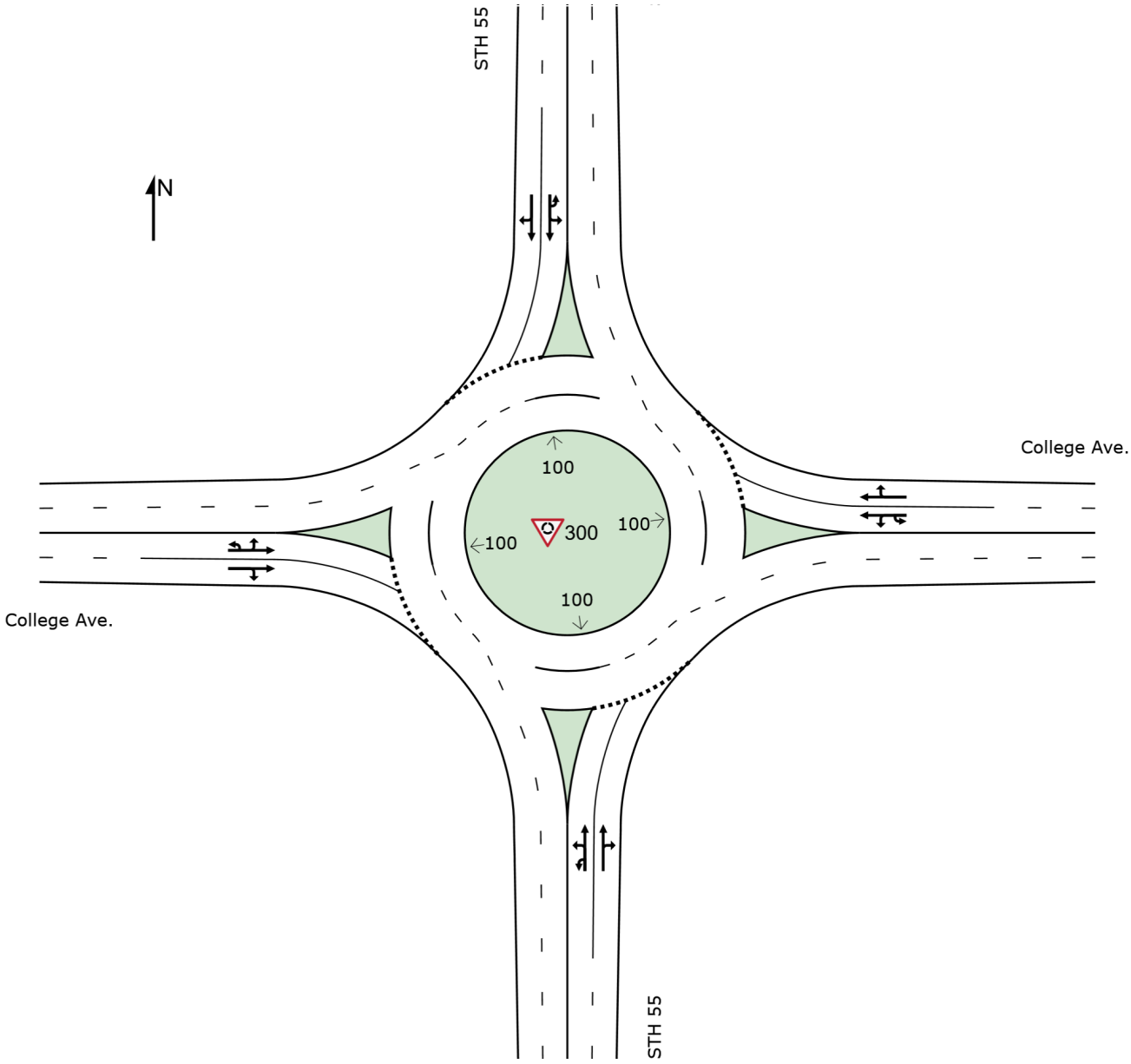
Lane 2	0.0	0.0	0.0	0.0
East: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

Site: [300] STH 55 & CTH CE/College Ave. (Folder1)

Total Traffic - AM Peak Hour (7:15 - 8:15 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Organisation: TRAFFIC ANALYSIS & DESIGN, INC | Licence: NETWORK / 1PC | Created: Friday, August 29, 2025 12:10:12 PM
Project: Z:\Shared\WI\3422 Middle School Kaukauna\analysis\roundabout 2025_08 Update\STH 55_College Sidra Total Vol Exist Geometry.sipx

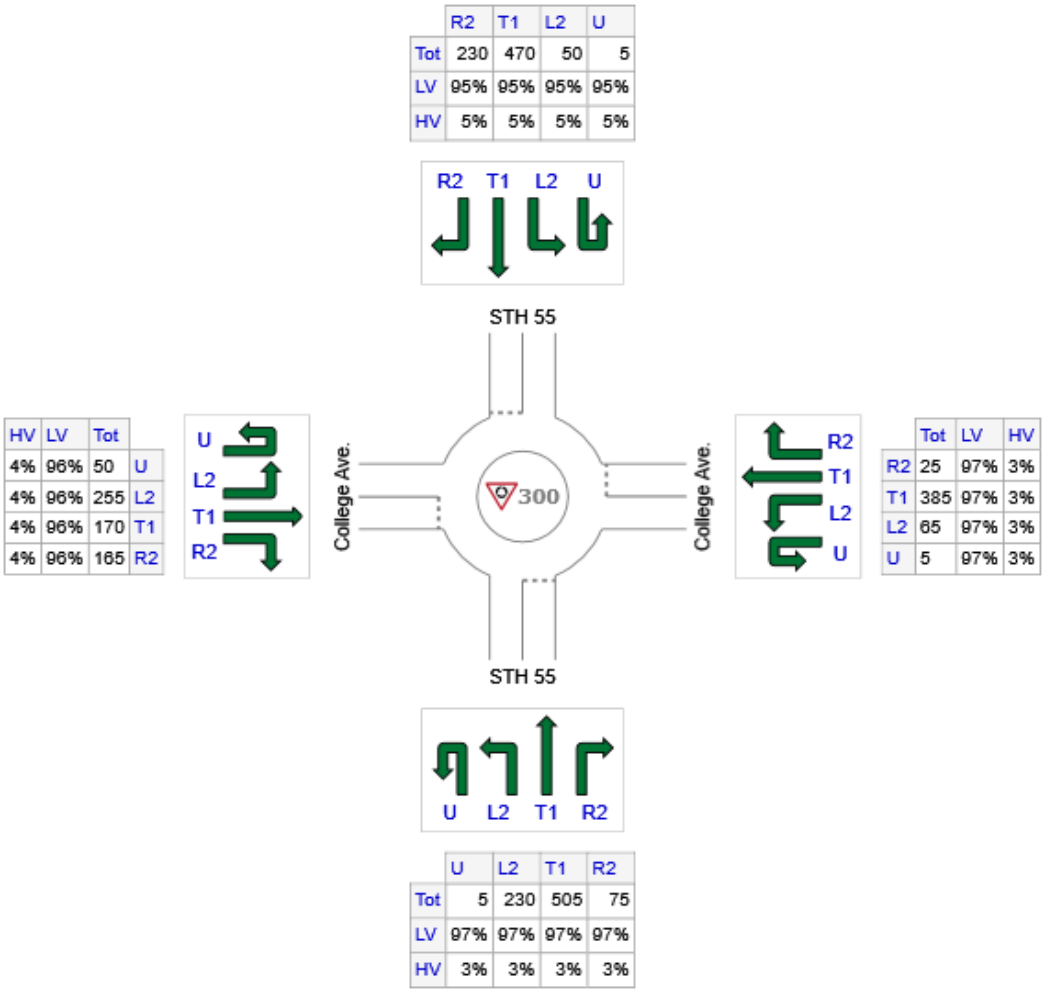
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: [300] STH 55 & CTH CE/College Ave. (Folder1)

Total Traffic - AM Peak Hour (7:15 - 8:15 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: STH 55	815	791	24
E: College Ave.	480	466	14
N: STH 55	755	717	38
W: College Ave.	640	614	26
Total	2690	2588	102

MOVEMENT SUMMARY

Site: [300] STH 55 & CTH CE/College Ave. (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - AM Peak Hour (7:15 - 8:15 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed mph
South: STH 55															
3u	U	All MCs	6	3.0	6	3.0	0.758	23.4	LOS C	7.3	187.0	0.87	1.08	1.76	25.5
3	L2	All MCs	299	3.0	299	3.0	0.758	23.5	LOS C	7.3	187.0	0.87	1.08	1.76	25.5
8	T1	All MCs	656	3.0	656	3.0	0.758	22.6	LOS C	7.3	187.0	0.86	1.07	1.76	26.5
18	R2	All MCs	97	3.0	97	3.0	0.758	22.5	LOS C	7.3	186.9	0.86	1.07	1.75	26.7
Approach			1058	3.0	1058	3.0	0.758	22.8	LOS C	7.3	187.0	0.86	1.07	1.76	26.2
East: College Ave.															
1u	U	All MCs	6	3.0	6	3.0	0.831	48.2	LOS E	5.1	130.0	0.93	1.23	2.06	20.5
1	L2	All MCs	84	3.0	84	3.0	0.831	48.2	LOS E	5.1	130.0	0.93	1.23	2.06	20.5
6	T1	All MCs	500	3.0	500	3.0	0.831	45.5	LOS E	5.1	130.0	0.93	1.23	2.06	21.0
16	R2	All MCs	32	3.0	32	3.0	0.831	45.3	LOS E	5.1	129.9	0.93	1.23	2.06	21.1
Approach			623	3.0	623	3.0	0.831	45.8	LOS E	5.1	130.0	0.93	1.23	2.06	21.0
North: STH 55															
7u	U	All MCs	6	5.0	6	5.0	0.927	51.1	LOS F	11.0	285.6	0.95	1.56	2.99	20.0
7	L2	All MCs	65	5.0	65	5.0	0.927	51.1	LOS F	11.0	285.6	0.95	1.56	2.99	20.0
4	T1	All MCs	610	5.0	610	5.0	0.927	49.7	LOS E	11.0	286.1	0.95	1.56	2.99	20.2
14	R2	All MCs	299	5.0	299	5.0	0.927	49.6	LOS E	11.0	286.1	0.95	1.56	2.99	20.1
Approach			981	5.0	981	5.0	0.927	49.8	LOS E	11.0	286.1	0.95	1.56	2.99	20.2
West: College Ave.															
5u	U	All MCs	65	4.0	65	4.0	0.668	20.3	LOS C	4.7	120.5	0.82	0.97	1.44	25.7
5	L2	All MCs	331	4.0	331	4.0	0.668	20.3	LOS C	4.7	120.5	0.82	0.97	1.44	25.7
2	T1	All MCs	221	4.0	221	4.0	0.668	19.3	LOS C	4.7	120.5	0.80	0.94	1.41	27.8
12	R2	All MCs	214	4.0	214	4.0	0.668	19.3	LOS C	4.6	118.3	0.80	0.94	1.41	27.6
Approach			831	4.0	831	4.0	0.668	19.8	LOS C	4.7	120.5	0.81	0.95	1.42	26.7
All Vehicles			3494	3.8	3494	3.8	0.927	33.8	LOS D	11.0	286.1	0.89	1.21	2.08	23.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

Site: [300] STH 55 & CTH CE/College Ave. (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - AM Peak Hour (7:15 - 8:15 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: STH 55															
Lane 1	519	3.0	519	3.0	685	0.758	100	23.2	LOS C	7.3	187.0	Full	1600	0.0	0.0
Lane 2[d]	539	3.0	539	3.0	711	0.758	100	22.5	LOS C	7.3	186.9	Full	1600	0.0	0.0
Approach	1058	3.0	1058	3.0		0.758		22.8	LOS C	7.3	187.0				
East: College Ave.															
Lane 1	307	3.0	307	3.0	369	0.831	100	46.4	LOS E	5.1	130.0	Full	1600	0.0	0.0
Lane 2[d]	317	3.0	317	3.0	381	0.831	100	45.3	LOS E	5.1	129.9	Full	1600	0.0	0.0
Approach	623	3.0	623	3.0		0.831		45.8	LOS E	5.1	130.0				
North: STH 55															
Lane 1	488	5.0	488	5.0	526	0.927	100	49.9	LOS E	11.0	285.6	Full	1600	0.0	0.0
Lane 2[d]	493	5.0	493	5.0	531	0.927	100	49.6	LOS E	11.0	286.1	Full	1600	0.0	0.0
Approach	981	5.0	981	5.0		0.927		49.8	LOS E	11.0	286.1				
West: College Ave.															
Lane 1	403	4.0	403	4.0	604	0.668	100	20.2	LOS C	4.7	120.5	Full	1600	0.0	0.0
Lane 2[d]	428	4.0	428	4.0	640	0.668	100	19.3	LOS C	4.6	118.3	Full	1600	0.0	0.0
Approach	831	4.0	831	4.0		0.668		19.8	LOS C	4.7	120.5				
All Vehicles	3494	3.8	3494	3.8		0.927		33.8	LOS D	11.0	286.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: STH 55

Mov.	U	L2	T1	R2	Total	%HV	Deg.	Lane	Prob.	Ov.

From S To Exit:	S	W	N	E			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	6	299	214	-	519	3.0	685	0.758	100	NA	NA
Lane 2	-	-	442	97	539	3.0	711	0.758	100	NA	NA
Approach	6	299	656	97	1058	3.0		0.758			
East: College Ave.											
Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	84	216	-	307	3.0	369	0.831	100	NA	NA
Lane 2	-	-	284	32	317	3.0	381	0.831	100	NA	NA
Approach	6	84	500	32	623	3.0		0.831			
North: STH 55											
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	65	416	-	488	5.0	526	0.927	100	NA	NA
Lane 2	-	-	194	299	493	5.0	531	0.927	100	NA	NA
Approach	6	65	610	299	981	5.0		0.927			
West: College Ave.											
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	65	331	7	-	403	4.0	604	0.668	100	NA	NA
Lane 2	-	-	214	214	428	4.0	640	0.668	100	NA	NA
Approach	65	331	221	214	831	4.0		0.668			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	3494	3.8	0.927

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Dist] ft

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: STH 55				
Lane 1	0.0	0.0	0.0	0.0

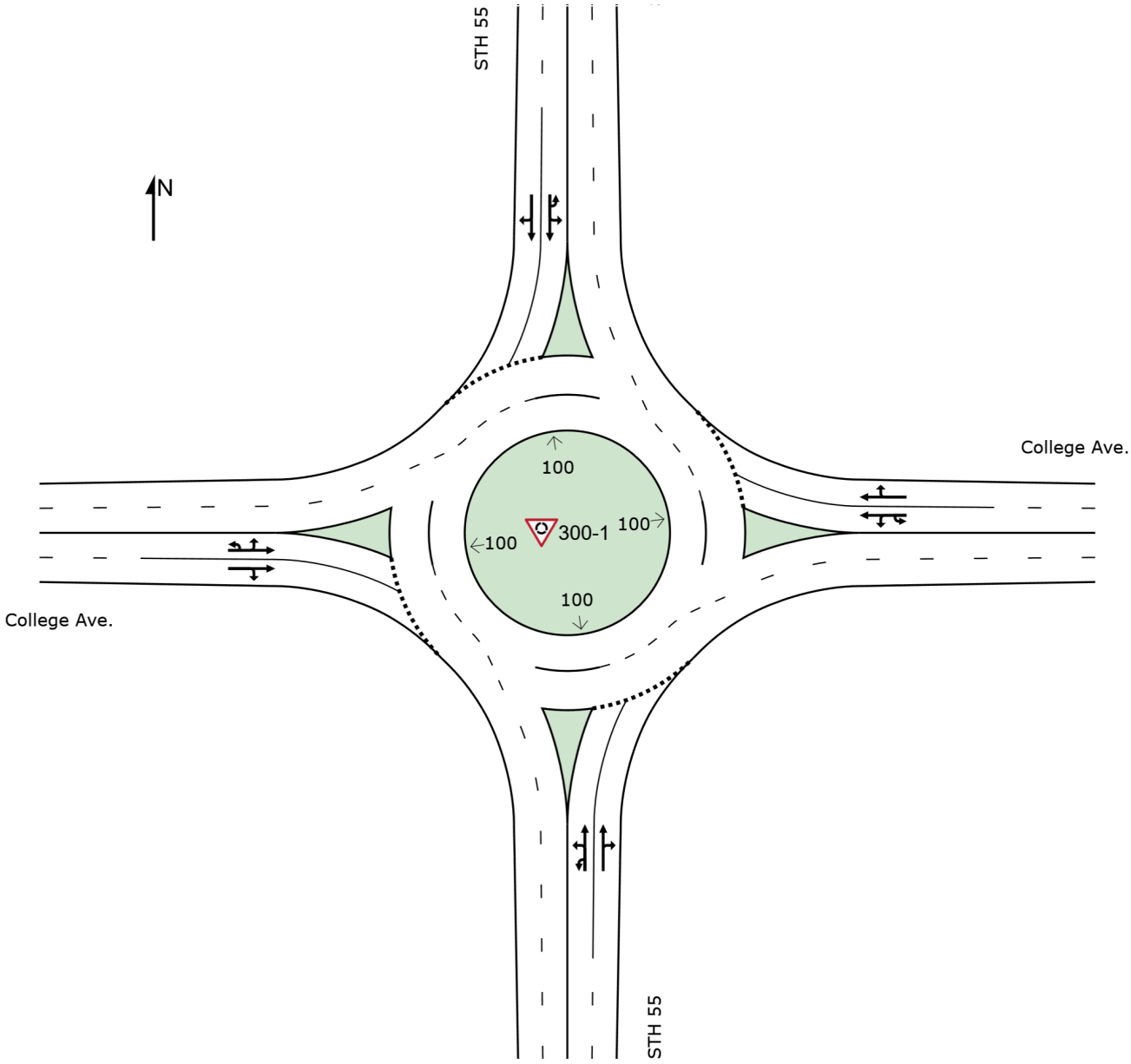
Lane 2	0.0	0.0	0.0	0.0
East: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

Site: [300-1] STH 55 & CTH CE/College Ave. (Folder1)

Total Traffic - PM Peak Hour (3:15 - 4:15 PM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



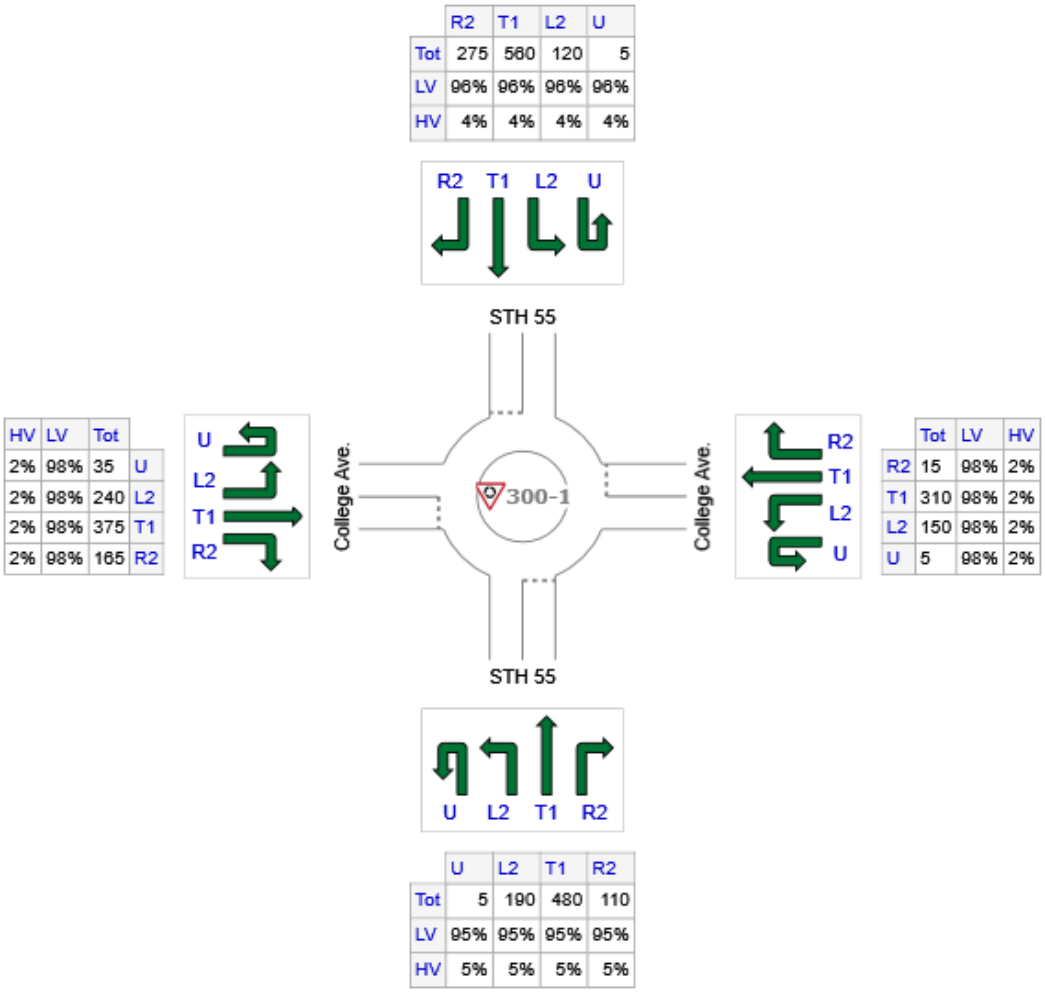
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: [300-1] STH 55 & CTH CE/College Ave. (Folder1)

Total Traffic - PM Peak Hour (3:15 - 4:15 PM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: STH 55	785	746	39
E: College Ave.	480	470	10
N: STH 55	960	922	38
W: College Ave.	815	799	16
Total	3040	2936	104

MOVEMENT SUMMARY

Site: [300-1] STH 55 & CTH CE/College Ave. (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - PM Peak Hour (3:15 - 4:15 PM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed mph
South: STH 55															
3u	U	All MCs	6	5.0	6	5.0	0.757	27.3	LOS D	5.8	150.8	0.86	1.10	1.74	24.5
3	L2	All MCs	211	5.0	211	5.0	0.757	27.5	LOS D	5.8	150.8	0.86	1.10	1.74	24.5
8	T1	All MCs	533	5.0	533	5.0	0.757	26.2	LOS D	5.8	150.8	0.86	1.10	1.74	25.4
18	R2	All MCs	122	5.0	122	5.0	0.757	26.2	LOS D	5.8	150.4	0.85	1.09	1.74	25.6
Approach			872	5.0	872	5.0	0.757	26.5	LOS D	5.8	150.8	0.86	1.10	1.74	25.2
East: College Ave.															
1u	U	All MCs	6	2.0	6	2.0	0.529	18.3	LOS C	2.5	64.5	0.78	0.89	1.16	27.0
1	L2	All MCs	167	2.0	167	2.0	0.529	18.3	LOS C	2.5	64.5	0.78	0.89	1.16	27.0
6	T1	All MCs	344	2.0	344	2.0	0.529	16.9	LOS C	2.5	64.5	0.77	0.88	1.15	28.4
16	R2	All MCs	17	2.0	17	2.0	0.529	17.0	LOS C	2.5	63.3	0.76	0.87	1.14	28.6
Approach			533	2.0	533	2.0	0.529	17.4	LOS C	2.5	64.5	0.77	0.88	1.15	27.9
North: STH 55															
7u	U	All MCs	6	4.0	6	4.0	0.823	30.4	LOS D	8.7	225.5	0.91	1.24	2.14	24.1
7	L2	All MCs	133	4.0	133	4.0	0.823	30.4	LOS D	8.7	225.5	0.91	1.24	2.14	24.1
4	T1	All MCs	622	4.0	622	4.0	0.823	29.5	LOS D	8.7	225.5	0.91	1.24	2.14	24.6
14	R2	All MCs	306	4.0	306	4.0	0.823	29.4	LOS D	8.7	225.3	0.91	1.24	2.14	24.6
Approach			1067	4.0	1067	4.0	0.823	29.6	LOS D	8.7	225.5	0.91	1.24	2.14	24.5
West: College Ave.															
5u	U	All MCs	39	2.0	39	2.0	0.797	31.2	LOS D	6.6	168.4	0.88	1.17	1.90	23.4
5	L2	All MCs	267	2.0	267	2.0	0.797	31.2	LOS D	6.6	168.4	0.88	1.17	1.90	23.4
2	T1	All MCs	417	2.0	417	2.0	0.797	29.7	LOS D	6.6	168.4	0.88	1.17	1.89	24.4
12	R2	All MCs	183	2.0	183	2.0	0.797	29.6	LOS D	6.6	168.3	0.87	1.16	1.89	24.6
Approach			906	2.0	906	2.0	0.797	30.2	LOS D	6.6	168.4	0.88	1.17	1.89	24.1
All Vehicles			3378	3.4	3378	3.4	0.823	27.0	LOS D	8.7	225.5	0.87	1.13	1.82	25.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

Site: [300-1] STH 55 & CTH CE/College Ave. (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - PM Peak Hour (3:15 - 4:15 PM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: STH 55															
Lane 1	428	5.0	428	5.0	566	0.757	100	26.9	LOS D	5.8	150.8	Full	1600	0.0	0.0
Lane 2[d]	444	5.0	444	5.0	586	0.757	100	26.2	LOS D	5.8	150.4	Full	1600	0.0	0.0
Approach	872	5.0	872	5.0		0.757		26.5	LOS D	5.8	150.8				
East: College Ave.															
Lane 1	259	2.0	259	2.0	490	0.529	100	17.8	LOS C	2.5	64.5	Full	1600	0.0	0.0
Lane 2[d]	274	2.0	274	2.0	519	0.529	100	17.0	LOS C	2.5	63.3	Full	1600	0.0	0.0
Approach	533	2.0	533	2.0		0.529		17.4	LOS C	2.5	64.5				
North: STH 55															
Lane 1	529	4.0	529	4.0	643	0.823	100	29.8	LOS D	8.7	225.5	Full	1600	0.0	0.0
Lane 2[d]	538	4.0	538	4.0	653	0.823	100	29.4	LOS D	8.7	225.3	Full	1600	0.0	0.0
Approach	1067	4.0	1067	4.0		0.823		29.6	LOS D	8.7	225.5				
West: College Ave.															
Lane 1	441	2.0	441	2.0	553	0.797	100	30.8	LOS D	6.6	168.4	Full	1600	0.0	0.0
Lane 2[d]	465	2.0	465	2.0	583	0.797	100	29.6	LOS D	6.6	168.3	Full	1600	0.0	0.0
Approach	906	2.0	906	2.0		0.797		30.2	LOS D	6.6	168.4				
All Vehicles	3378	3.4	3378	3.4		0.823		27.0	LOS D	8.7	225.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: STH 55

Mov.	U	L2	T1	R2	Total	%HV	Deg.	Lane	Prob.	Ov.

From S To Exit:	S	W	N	E			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	6	211	212	-	428	5.0	566	0.757	100	NA	NA
Lane 2	-	-	322	122	444	5.0	586	0.757	100	NA	NA
Approach	6	211	533	122	872	5.0		0.757			
East: College Ave.											
Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	167	87	-	259	2.0	490	0.529	100	NA	NA
Lane 2	-	-	258	17	274	2.0	519	0.529	100	NA	NA
Approach	6	167	344	17	533	2.0		0.529			
North: STH 55											
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	133	390	-	529	4.0	643	0.823	100	NA	NA
Lane 2	-	-	232	306	538	4.0	653	0.823	100	NA	NA
Approach	6	133	622	306	1067	4.0		0.823			
West: College Ave.											
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	39	267	135	-	441	2.0	553	0.797	100	NA	NA
Lane 2	-	-	281	183	465	2.0	583	0.797	100	NA	NA
Approach	39	267	417	183	906	2.0		0.797			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	3378	3.4	0.823

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Dist] ft

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: STH 55				
Lane 1	0.0	0.0	0.0	0.0

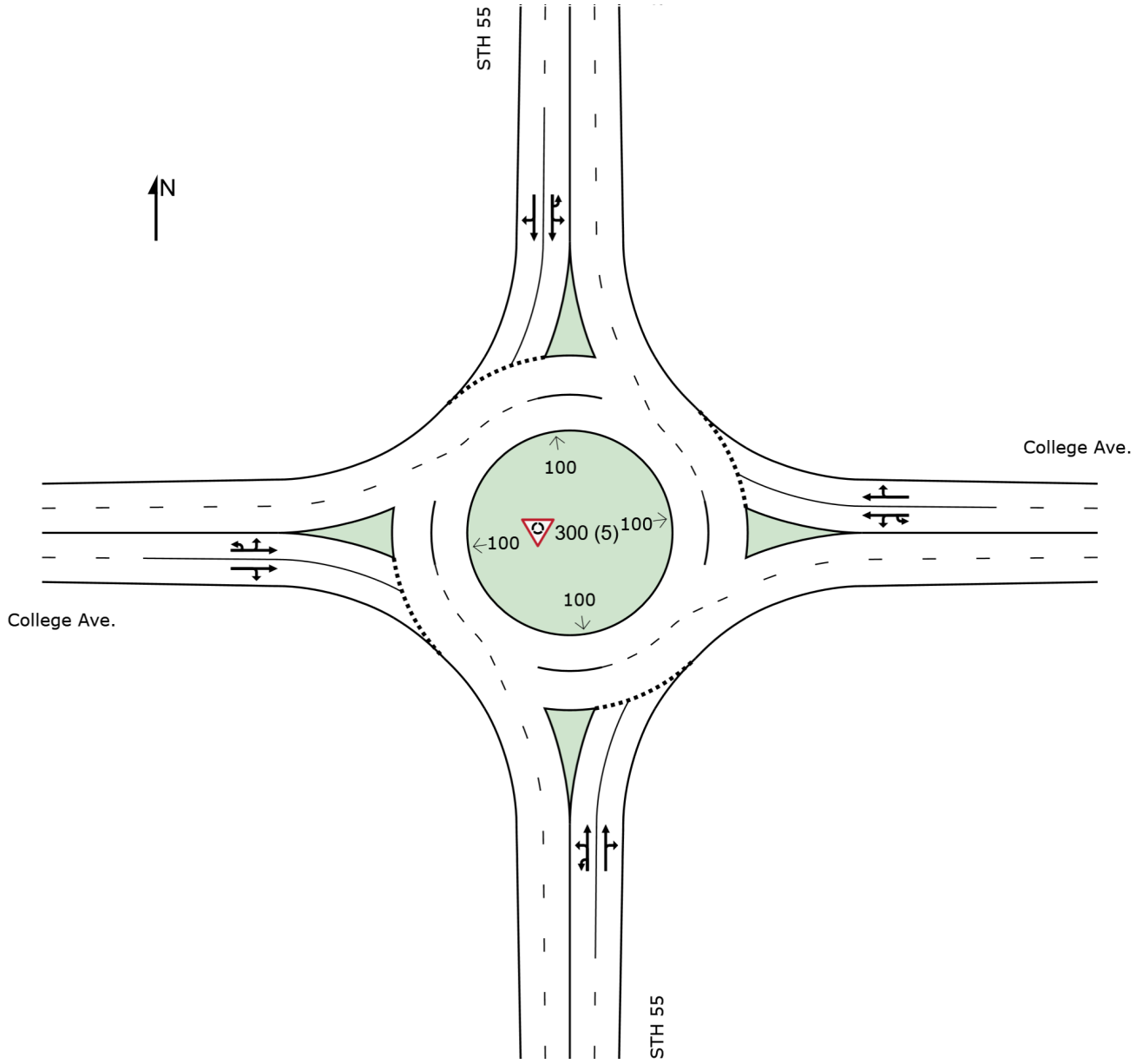
Lane 2	0.0	0.0	0.0	0.0
East: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

Site: [300 (5)] STH 55 & CTH CE/College Ave. - Total Traffic
Existing Geometry (Folder1)

Total Traffic - AM Peak Hour (6:30 - 7:30 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Organisation: TRAFFIC ANALYSIS & DESIGN, INC | Licence: NETWORK / 1PC | Created: Tuesday, September 2, 2025 4:05:35 PM
Project: Z:\Shared\WI\3422 Middle School Kaukauna\analysis\roundabout 2025_08 Update\STH 55_College Sidra Build Vol High School.sipx

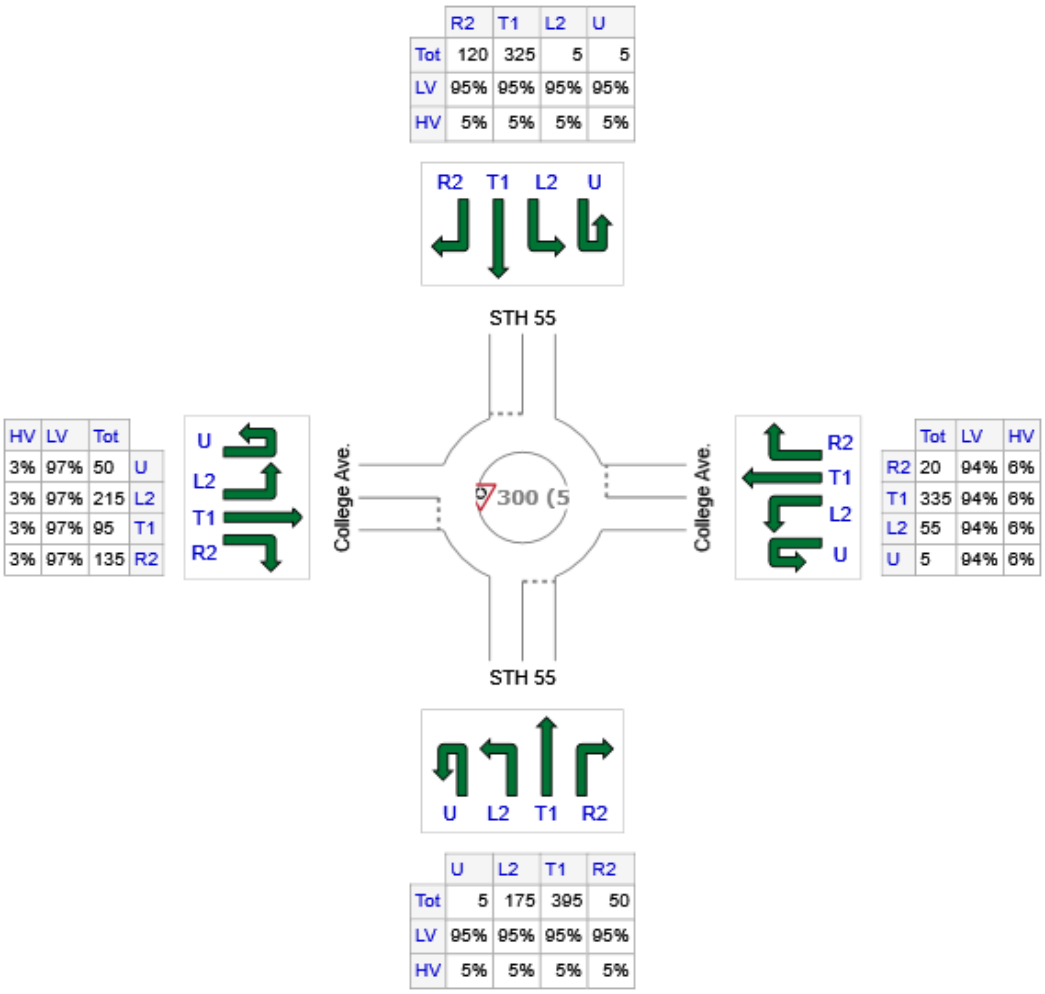
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: [300 (5)] STH 55 & CTH CE/College Ave. - Total Traffic
Existing Geometry (Folder1)

Total Traffic - AM Peak Hour (6:30 - 7:30 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: STH 55	625	594	31
E: College Ave.	415	390	25
N: STH 55	455	432	23
W: College Ave.	495	480	15
Total	1990	1896	94

MOVEMENT SUMMARY

Site: [300 (5)] STH 55 & CTH CE/College Ave. - Total Traffic

Existing Geometry (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - AM Peak Hour (6:30 - 7:30 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed mph
South: STH 55															
3u	U	All MCs	7	5.0	7	5.0	0.605	14.7	LOS B	4.6	119.7	0.75	0.80	1.22	28.1
3	L2	All MCs	261	5.0	261	5.0	0.605	14.8	LOS B	4.6	119.7	0.75	0.80	1.22	28.1
8	T1	All MCs	590	5.0	590	5.0	0.605	14.2	LOS B	4.6	119.7	0.73	0.79	1.21	29.4
18	R2	All MCs	75	5.0	75	5.0	0.605	14.2	LOS B	4.5	118.3	0.73	0.78	1.20	29.5
Approach			933	5.0	933	5.0	0.605	14.4	LOS B	4.6	119.7	0.74	0.79	1.21	29.0
East: College Ave.															
1u	U	All MCs	7	6.0	7	6.0	0.833	48.4	LOS E	5.1	133.0	0.93	1.26	2.14	20.4
1	L2	All MCs	82	6.0	82	6.0	0.833	48.4	LOS E	5.1	133.0	0.93	1.26	2.14	20.4
6	T1	All MCs	500	6.0	500	6.0	0.833	46.2	LOS E	5.1	133.0	0.92	1.26	2.14	20.9
16	R2	All MCs	30	6.0	30	6.0	0.833	46.1	LOS E	5.1	132.5	0.92	1.26	2.14	20.9
Approach			619	6.0	619	6.0	0.833	46.5	LOS E	5.1	133.0	0.92	1.26	2.14	20.8
North: STH 55															
7u	U	All MCs	7	5.0	7	5.0	0.636	21.9	LOS C	3.5	91.6	0.79	0.95	1.36	26.9
7	L2	All MCs	7	5.0	7	5.0	0.636	21.9	LOS C	3.5	91.6	0.79	0.95	1.36	26.9
4	T1	All MCs	485	5.0	485	5.0	0.636	20.7	LOS C	3.5	91.6	0.79	0.95	1.36	27.4
14	R2	All MCs	179	5.0	179	5.0	0.636	20.7	LOS C	3.5	91.4	0.78	0.95	1.36	27.2
Approach			679	5.0	679	5.0	0.636	20.7	LOS C	3.5	91.6	0.79	0.95	1.36	27.3
West: College Ave.															
5u	U	All MCs	75	3.0	75	3.0	0.536	12.9	LOS B	3.5	90.0	0.73	0.75	1.08	27.9
5	L2	All MCs	321	3.0	321	3.0	0.536	12.9	LOS B	3.5	90.0	0.73	0.75	1.08	27.9
2	T1	All MCs	142	3.0	142	3.0	0.443	10.4	LOS B	2.3	58.9	0.64	0.62	0.85	31.3
12	R2	All MCs	201	3.0	201	3.0	0.443	10.4	LOS B	2.3	58.9	0.64	0.62	0.85	31.0
Approach			739	3.0	739	3.0	0.536	11.8	LOS B	3.5	90.0	0.69	0.69	0.97	29.2
All Vehicles			2970	4.7	2970	4.7	0.833	21.9	LOS C	5.1	133.0	0.77	0.90	1.38	26.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

Site: [300 (5)] STH 55 & CTH CE/College Ave. - Total Traffic
Existing Geometry (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - AM Peak Hour (6:30 - 7:30 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: STH 55															
Lane 1	460	5.0	460	5.0	760	0.605	100	14.6	LOS B	4.6	119.7	Full	1600	0.0	0.0
Lane 2[d]	473	5.0	473	5.0	783	0.605	100	14.2	LOS B	4.5	118.3	Full	1600	0.0	0.0
Approach	933	5.0	933	5.0		0.605		14.4	LOS B	4.6	119.7				
East: College Ave.															
Lane 1	306	6.0	306	6.0	367	0.833	100	46.9	LOS E	5.1	133.0	Full	1600	0.0	0.0
Lane 2[d]	314	6.0	314	6.0	377	0.833	100	46.1	LOS E	5.1	132.5	Full	1600	0.0	0.0
Approach	619	6.0	619	6.0		0.833		46.5	LOS E	5.1	133.0				
North: STH 55															
Lane 1	339	5.0	339	5.0	533	0.636	100	20.8	LOS C	3.5	91.6	Full	1600	0.0	0.0
Lane 2[d]	340	5.0	340	5.0	535	0.636	100	20.7	LOS C	3.5	91.4	Full	1600	0.0	0.0
Approach	679	5.0	679	5.0		0.636		20.7	LOS C	3.5	91.6				
West: College Ave.															
Lane 1[d]	396	3.0	396	3.0	738	0.536	100	12.9	LOS B	3.5	90.0	Full	1600	0.0	0.0
Lane 2	343	3.0	343	3.0	775	0.443	83[5]	10.4	LOS B	2.3	58.9	Full	1600	0.0	0.0
Approach	739	3.0	739	3.0		0.536		11.8	LOS B	3.5	90.0				
All Vehicles	2970	4.7	2970	4.7		0.833		21.9	LOS C	5.1	133.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: STH 55

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	261	191	-	460	5.0	760	0.605	100	NA	NA
Lane 2	-	-	399	75	473	5.0	783	0.605	100	NA	NA
Approach	7	261	590	75	933	5.0		0.605			

East: College Ave.

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	82	216	-	306	6.0	367	0.833	100	NA	NA
Lane 2	-	-	284	30	314	6.0	377	0.833	100	NA	NA
Approach	7	82	500	30	619	6.0		0.833			

North: STH 55

Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	7	324	-	339	5.0	533	0.636	100	NA	NA
Lane 2	-	-	161	179	340	5.0	535	0.636	100	NA	NA
Approach	7	7	485	179	679	5.0		0.636			

West: College Ave.

Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	75	321	-	-	396	3.0	738	0.536	100	NA	NA
Lane 2	-	-	142	201	343	3.0	775	0.443	83[5]	NA	NA
Approach	75	321	142	201	739	3.0		0.536			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	2970	4.7	0.833

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

5 Lane under-utilisation found by the program

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate sec veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Dist] ft

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: STH 55				

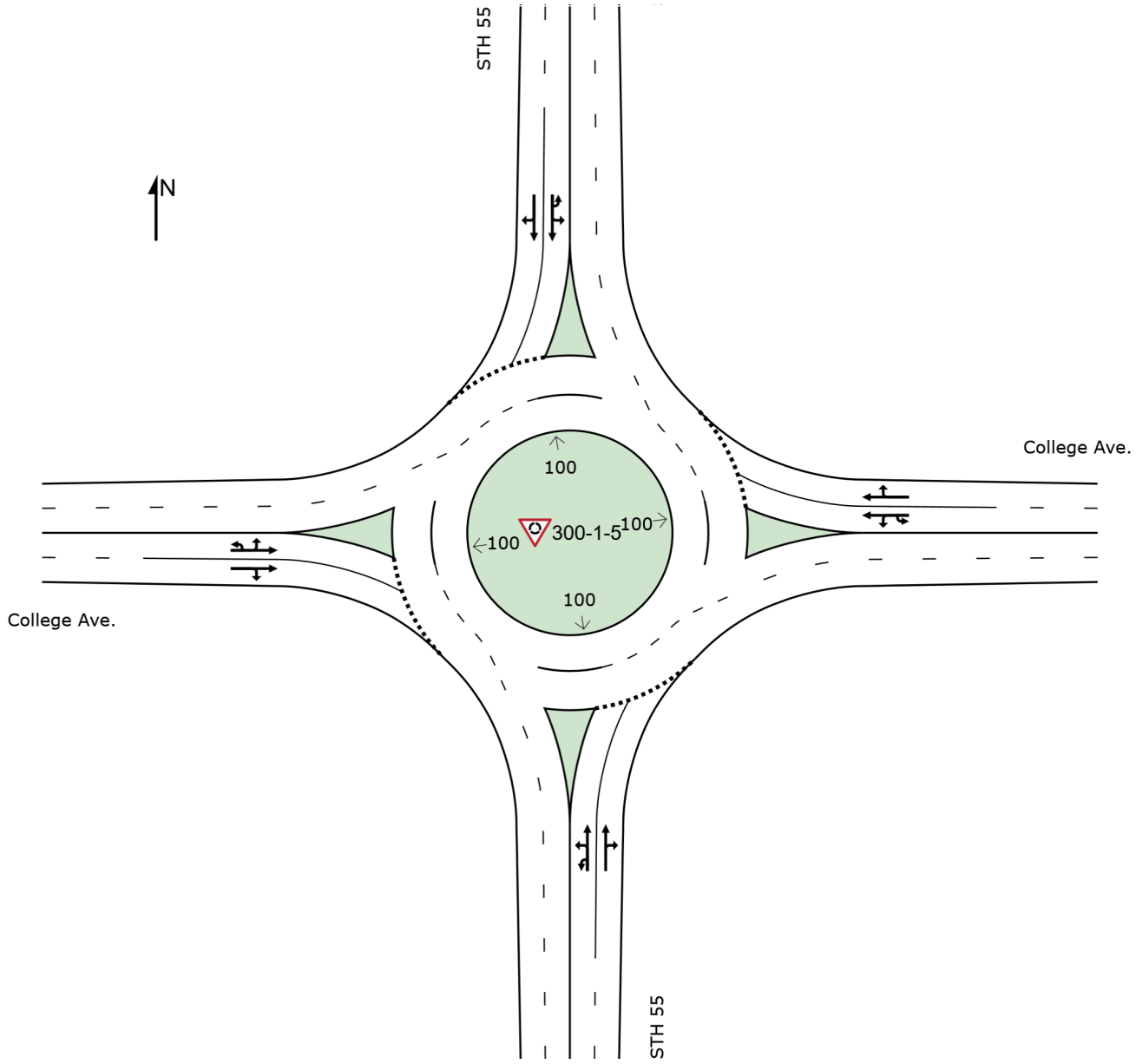
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

Site: [300-1-5] STH 55 & CTH CE/College Ave. - Total PM
Existing Geometry (Folder1)

Total Traffic - PM Peak Hour (2:45 - 3:45 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



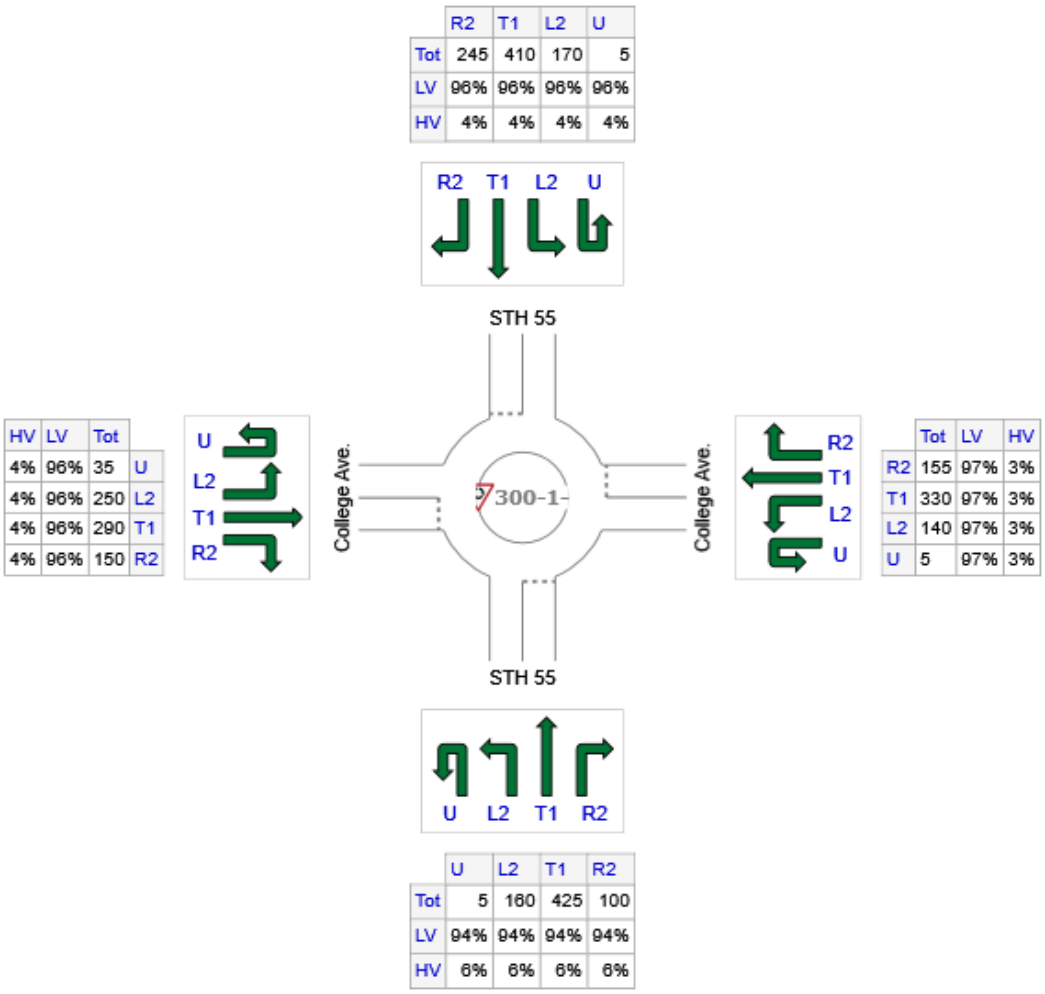
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: [300-1-5] STH 55 & CTH CE/College Ave. - Total PM
Existing Geometry (Folder1)

Total Traffic - PM Peak Hour (2:45 - 3:45 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: STH 55	690	649	41
E: College Ave.	630	611	19
N: STH 55	830	797	33
W: College Ave.	725	696	29
Total	2875	2752	122

MOVEMENT SUMMARY

Site: [300-1-5] STH 55 & CTH CE/College Ave. - Total PM

Existing Geometry (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - PM Peak Hour (2:45 - 3:45 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed mph
South: STH 55															
3u	U	All MCs	6	6.0	6	6.0	0.839	38.3	LOS E	7.0	184.2	0.90	1.27	2.15	22.0
3	L2	All MCs	200	6.0	200	6.0	0.839	38.4	LOS E	7.0	184.2	0.90	1.27	2.15	22.0
8	T1	All MCs	531	6.0	531	6.0	0.839	36.9	LOS E	7.0	184.3	0.90	1.27	2.16	22.7
18	R2	All MCs	125	6.0	125	6.0	0.839	36.7	LOS E	7.0	184.3	0.90	1.27	2.16	22.8
Approach			862	6.0	862	6.0	0.839	37.2	LOS E	7.0	184.3	0.90	1.27	2.16	22.6
East: College Ave.															
1u	U	All MCs	6	3.0	6	3.0	0.838	41.1	LOS E	6.4	164.1	0.92	1.26	2.13	21.6
1	L2	All MCs	175	3.0	175	3.0	0.838	41.1	LOS E	6.4	164.1	0.92	1.26	2.13	21.6
6	T1	All MCs	412	3.0	412	3.0	0.838	39.2	LOS E	6.4	164.2	0.91	1.26	2.13	22.1
16	R2	All MCs	194	3.0	194	3.0	0.838	39.0	LOS E	6.4	164.2	0.91	1.26	2.13	22.3
Approach			788	3.0	788	3.0	0.838	39.6	LOS E	6.4	164.2	0.91	1.26	2.13	22.0
North: STH 55															
7u	U	All MCs	6	4.0	6	4.0	0.868	37.7	LOS E	9.5	246.1	0.94	1.36	2.41	22.2
7	L2	All MCs	212	4.0	212	4.0	0.868	37.7	LOS E	9.5	246.1	0.94	1.36	2.41	22.2
4	T1	All MCs	513	4.0	513	4.0	0.868	36.5	LOS E	9.6	246.4	0.93	1.35	2.41	22.7
14	R2	All MCs	306	4.0	306	4.0	0.868	36.4	LOS E	9.6	246.4	0.93	1.35	2.42	22.8
Approach			1038	4.0	1038	4.0	0.868	36.7	LOS E	9.6	246.4	0.93	1.35	2.42	22.7
West: College Ave.															
5u	U	All MCs	44	4.0	44	4.0	0.826	34.9	LOS D	7.2	185.9	0.90	1.24	2.06	22.4
5	L2	All MCs	312	4.0	312	4.0	0.826	34.9	LOS D	7.2	185.9	0.90	1.24	2.06	22.4
2	T1	All MCs	362	4.0	362	4.0	0.826	33.4	LOS D	7.2	185.9	0.89	1.23	2.06	23.5
12	R2	All MCs	188	4.0	188	4.0	0.826	33.3	LOS D	7.2	185.5	0.89	1.23	2.06	23.6
Approach			906	4.0	906	4.0	0.826	34.0	LOS D	7.2	185.9	0.90	1.23	2.06	23.1
All Vehicles			3594	4.3	3594	4.3	0.868	36.8	LOS E	9.6	246.4	0.91	1.28	2.20	22.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

Site: [300-1-5] STH 55 & CTH CE/College Ave. - Total PM

Existing Geometry (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - PM Peak Hour (2:45 - 3:45 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: STH 55															
Lane 1	424	6.0	424	6.0	505	0.839	100	37.7	LOS E	7.0	184.2	Full	1600	0.0	0.0
Lane 2[d]	439	6.0	439	6.0	523	0.839	100	36.7	LOS E	7.0	184.3	Full	1600	0.0	0.0
Approach	862	6.0	862	6.0		0.839		37.2	LOS E	7.0	184.3				
East: College Ave.															
Lane 1	386	3.0	386	3.0	460	0.838	100	40.2	LOS E	6.4	164.1	Full	1600	0.0	0.0
Lane 2[d]	402	3.0	402	3.0	480	0.838	100	39.0	LOS E	6.4	164.2	Full	1600	0.0	0.0
Approach	788	3.0	788	3.0		0.838		39.6	LOS E	6.4	164.2				
North: STH 55															
Lane 1	512	4.0	512	4.0	589	0.868	100	37.1	LOS E	9.5	246.1	Full	1600	0.0	0.0
Lane 2[d]	526	4.0	526	4.0	606	0.868	100	36.4	LOS E	9.6	246.4	Full	1600	0.0	0.0
Approach	1038	4.0	1038	4.0		0.868		36.7	LOS E	9.6	246.4				
West: College Ave.															
Lane 1	440	4.0	440	4.0	533	0.826	100	34.7	LOS D	7.2	185.9	Full	1600	0.0	0.0
Lane 2[d]	466	4.0	466	4.0	564	0.826	100	33.3	LOS D	7.2	185.5	Full	1600	0.0	0.0
Approach	906	4.0	906	4.0		0.826		34.0	LOS D	7.2	185.9				
All Vehicles	3594	4.3	3594	4.3		0.868		36.8	LOS E	9.6	246.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: STH 55

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	200	217	-	424	6.0	505	0.839	100	NA	NA
Lane 2	-	-	314	125	439	6.0	523	0.839	100	NA	NA
Approach	6	200	531	125	862	6.0		0.839			

East: College Ave.

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	175	204	-	386	3.0	460	0.838	100	NA	NA
Lane 2	-	-	208	194	402	3.0	480	0.838	100	NA	NA
Approach	6	175	412	194	788	3.0		0.838			

North: STH 55

Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	212	293	-	512	4.0	589	0.868	100	NA	NA
Lane 2	-	-	220	306	526	4.0	606	0.868	100	NA	NA
Approach	6	212	513	306	1038	4.0		0.868			

West: College Ave.

Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	44	312	84	-	440	4.0	533	0.826	100	NA	NA
Lane 2	-	-	278	188	466	4.0	564	0.826	100	NA	NA
Approach	44	312	362	188	906	4.0		0.826			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	3594	4.3	0.868

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Dist] ft

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: STH 55				
Lane 1	0.0	0.0	0.0	0.0

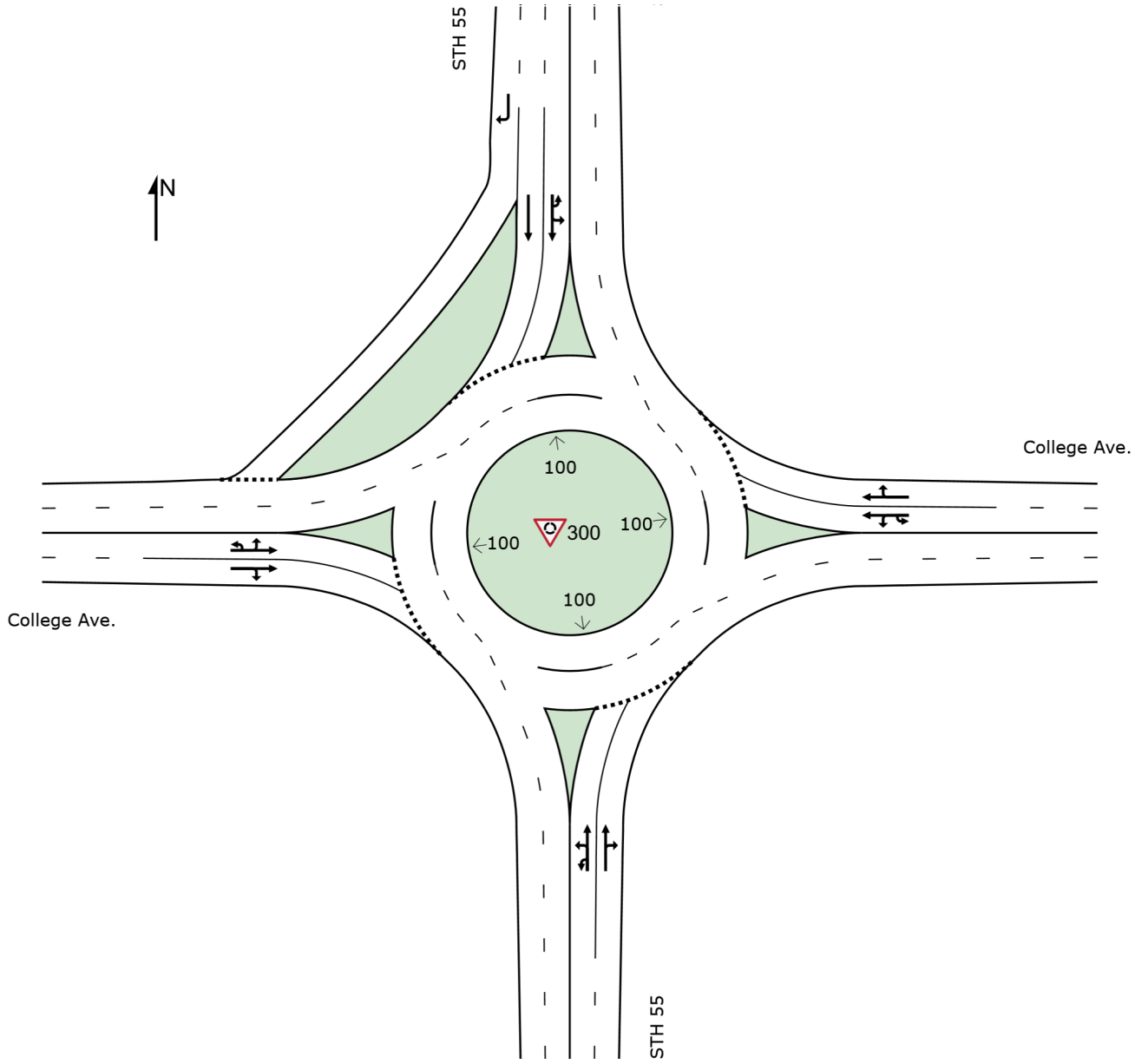
Lane 2	0.0	0.0	0.0	0.0
East: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

Site: [300] STH 55 & CTH CE/College Ave. (Folder1)

Total Traffic - AM Peak Hour (7:15 - 8:15 AM) Improved
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: Z:\Shared\WI\3422 Middle School Kaukauna\analysis\roundabout 2025_08 Update\STH 55_College Sidra Total Vol Exist Geometry.sipx

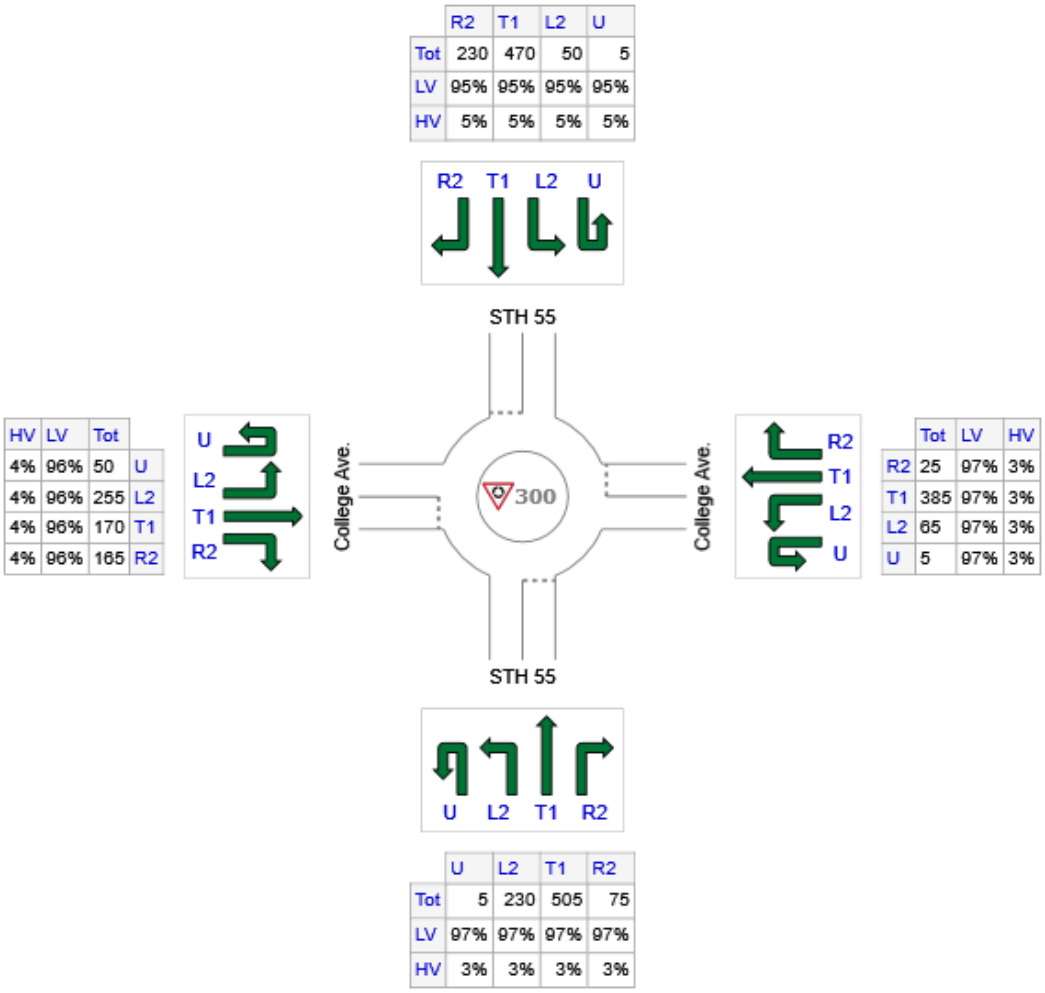
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: [300] STH 55 & CTH CE/College Ave. (Folder1)

Total Traffic - AM Peak Hour (7:15 - 8:15 AM) Improved
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: STH 55	815	791	24
E: College Ave.	480	466	14
N: STH 55	755	717	38
W: College Ave.	640	614	26
Total	2690	2588	102

MOVEMENT SUMMARY

Site: [300] STH 55 & CTH CE/College Ave. (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - AM Peak Hour (7:15 - 8:15 AM) Improved
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed mph
South: STH 55															
3u	U	All MCs	6	3.0	6	3.0	0.758	23.4	LOS C	7.3	187.0	0.87	1.08	1.76	25.5
3	L2	All MCs	299	3.0	299	3.0	0.758	23.5	LOS C	7.3	187.0	0.87	1.08	1.76	25.5
8	T1	All MCs	656	3.0	656	3.0	0.758	22.6	LOS C	7.3	187.0	0.86	1.07	1.76	26.5
18	R2	All MCs	97	3.0	97	3.0	0.758	22.5	LOS C	7.3	186.9	0.86	1.07	1.75	26.7
Approach			1058	3.0	1058	3.0	0.758	22.8	LOS C	7.3	187.0	0.86	1.07	1.76	26.2
East: College Ave.															
1u	U	All MCs	6	3.0	6	3.0	0.831	48.2	LOS E	5.1	130.0	0.93	1.23	2.06	20.5
1	L2	All MCs	84	3.0	84	3.0	0.831	48.2	LOS E	5.1	130.0	0.93	1.23	2.06	20.5
6	T1	All MCs	500	3.0	500	3.0	0.831	45.5	LOS E	5.1	130.0	0.93	1.23	2.06	21.0
16	R2	All MCs	32	3.0	32	3.0	0.831	45.3	LOS E	5.1	129.9	0.93	1.23	2.06	21.1
Approach			623	3.0	623	3.0	0.831	45.8	LOS E	5.1	130.0	0.93	1.23	2.06	21.0
North: STH 55															
7u	U	All MCs	6	5.0	6	5.0	0.646	22.5	LOS C	3.6	94.7	0.80	0.97	1.39	26.4
7	L2	All MCs	65	5.0	65	5.0	0.646	22.5	LOS C	3.6	94.7	0.80	0.97	1.39	26.4
4	T1	All MCs	610	5.0	610	5.0	0.646	21.3	LOS C	3.6	94.7	0.79	0.96	1.39	27.1
14	R2	All MCs	299	5.0	299	5.0	0.511	14.9	LOS B	2.5	64.8	0.72	0.81	1.09	29.2
Approach			981	5.0	981	5.0	0.646	19.4	LOS C	3.6	94.7	0.77	0.92	1.30	27.6
West: College Ave.															
5u	U	All MCs	65	4.0	65	4.0	0.668	20.2	LOS C	4.7	121.9	0.82	0.97	1.46	25.7
5	L2	All MCs	331	4.0	331	4.0	0.668	20.2	LOS C	4.7	121.9	0.82	0.97	1.46	25.7
2	T1	All MCs	221	4.0	221	4.0	0.668	19.3	LOS C	4.7	121.9	0.80	0.95	1.44	27.8
12	R2	All MCs	214	4.0	214	4.0	0.668	19.3	LOS C	4.6	119.7	0.80	0.95	1.43	27.6
Approach			831	4.0	831	4.0	0.668	19.8	LOS C	4.7	121.9	0.81	0.96	1.44	26.7
All Vehicles			3494	3.8	3494	3.8	0.831	25.3	LOS D	7.3	187.0	0.84	1.03	1.61	25.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

Site: [300] STH 55 & CTH CE/College Ave. (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - AM Peak Hour (7:15 - 8:15 AM) Improved
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: STH 55															
Lane 1	519	3.0	519	3.0	685	0.758	100	23.2	LOS C	7.3	187.0	Full	1600	0.0	0.0
Lane 2[d]	539	3.0	539	3.0	711	0.758	100	22.5	LOS C	7.3	186.9	Full	1600	0.0	0.0
Approach	1058	3.0	1058	3.0		0.758		22.8	LOS C	7.3	187.0				
East: College Ave.															
Lane 1	307	3.0	307	3.0	369	0.831	100	46.4	LOS E	5.1	130.0	Full	1600	0.0	0.0
Lane 2[d]	317	3.0	317	3.0	381	0.831	100	45.3	LOS E	5.1	129.9	Full	1600	0.0	0.0
Approach	623	3.0	623	3.0		0.831		45.8	LOS E	5.1	130.0				
North: STH 55															
Lane 1	338	5.0	338	5.0	524	0.646	100	21.6	LOS C	3.6	94.7	Full	1600	0.0	0.0
Lane 2[d]	343	5.0	343	5.0	531	0.646	100	21.3	LOS C	3.6	94.2	Full	1600	0.0	0.0
Lane 3	299	5.0	299	5.0	584	0.511	100	14.9	LOS B	2.5	64.8	Full	500	0.0	0.0
Approach	981	5.0	981	5.0		0.646		19.4	LOS C	3.6	94.7				
West: College Ave.															
Lane 1	403	4.0	403	4.0	604	0.668	100	20.2	LOS C	4.7	121.9	Full	1600	0.0	0.0
Lane 2[d]	428	4.0	428	4.0	640	0.668	100	19.3	LOS C	4.6	119.7	Full	1600	0.0	0.0
Approach	831	4.0	831	4.0		0.668		19.8	LOS C	4.7	121.9				
All Vehicles	3494	3.8	3494	3.8		0.831		25.3	LOS D	7.3	187.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: STH 55

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	299	214	-	519	3.0	685	0.758	100	NA	NA
Lane 2	-	-	442	97	539	3.0	711	0.758	100	NA	NA
Approach	6	299	656	97	1058	3.0		0.758			

East: College Ave.

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	84	216	-	307	3.0	369	0.831	100	NA	NA
Lane 2	-	-	284	32	317	3.0	381	0.831	100	NA	NA
Approach	6	84	500	32	623	3.0		0.831			

North: STH 55

Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	65	267	-	338	5.0	524	0.646	100	NA	NA
Lane 2	-	-	343	-	343	5.0	531	0.646	100	NA	NA
Lane 3	-	-	-	299	299	5.0	584	0.511	100	NA	NA
Approach	6	65	610	299	981	5.0		0.646			

West: College Ave.

Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	65	331	7	-	403	4.0	604	0.668	100	NA	NA
Lane 2	-	-	214	214	428	4.0	640	0.668	100	NA	NA
Approach	65	331	221	214	831	4.0		0.668			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	3494	3.8	0.831

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Dist] ft

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec

South: STH 55

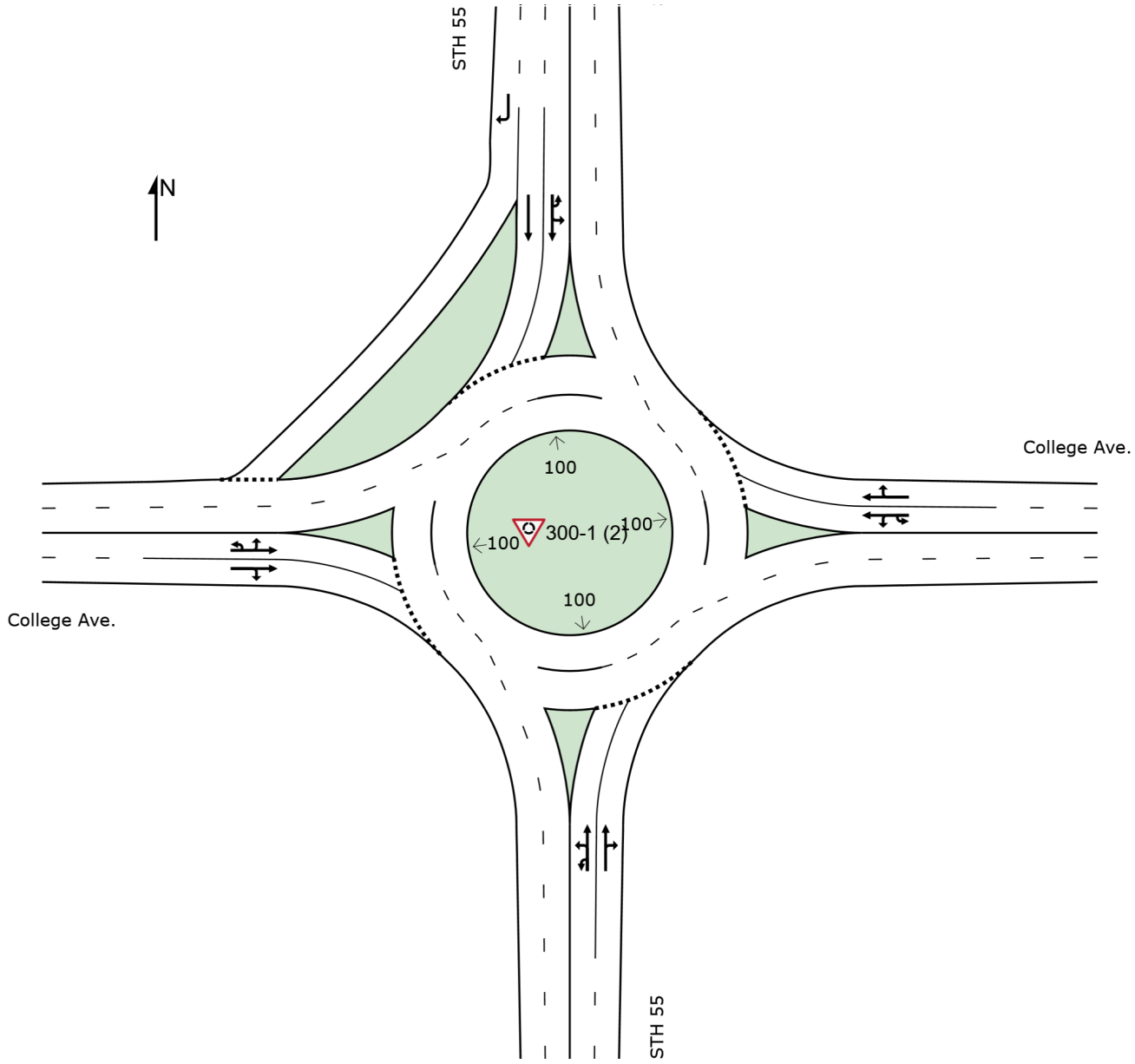
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
West: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

Site: [300-1 (2)] STH 55 & CTH CE/College Ave. (Folder1)

Total Traffic - PM Peak Hour (3:15 - 4:15 PM) - Improved Geometry
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Organisation: TRAFFIC ANALYSIS & DESIGN, INC | Licence: NETWORK / 1PC | Created: Friday, August 29, 2025 12:25:18 PM
Project: Z:\Shared\WI\3422 Middle School Kaukauna\analysis\roundabout 2025_08 Update\STH 55_College Sidra Total Vol Exist Geometry.sipx

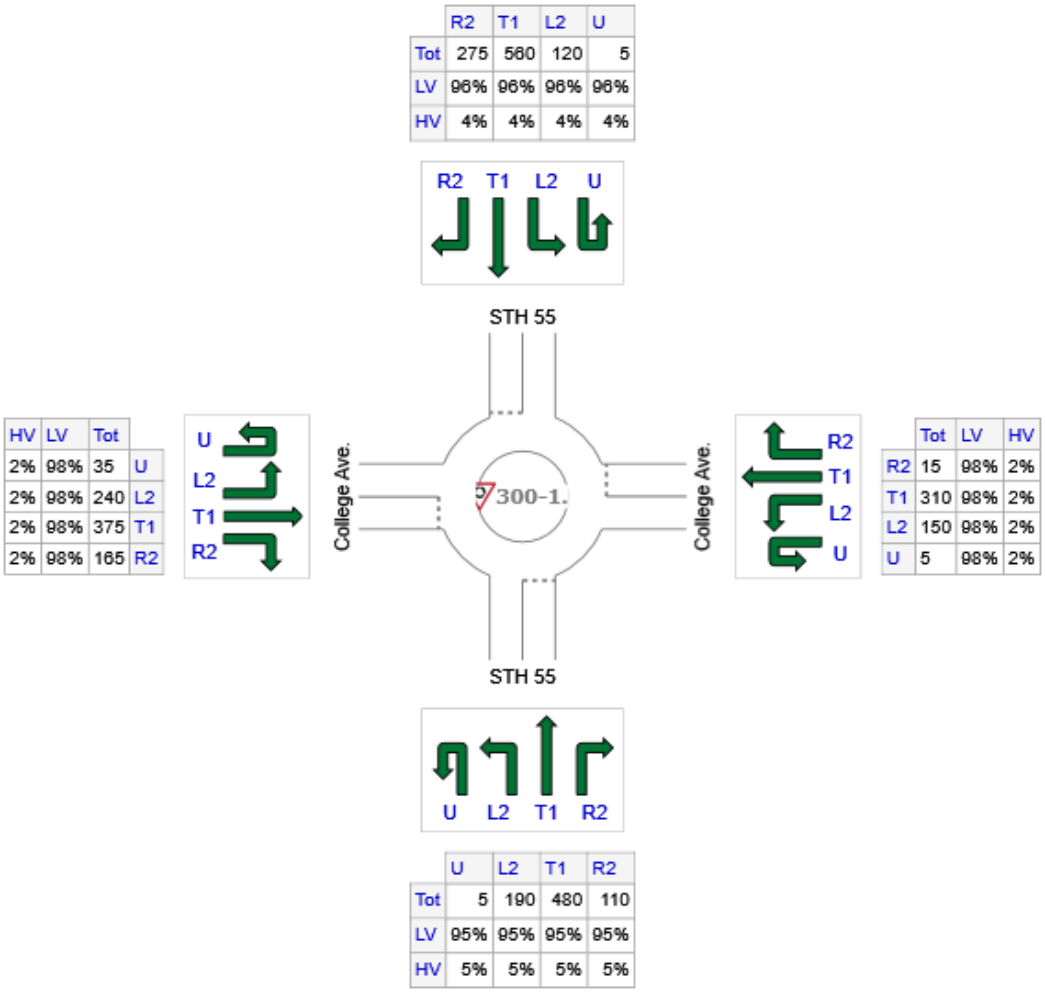
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: [300-1 (2)] STH 55 & CTH CE/College Ave. (Folder1)

Total Traffic - PM Peak Hour (3:15 - 4:15 PM) - Improved Geometry
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: STH 55	785	746	39
E: College Ave.	480	470	10
N: STH 55	960	922	38
W: College Ave.	815	799	16
Total	3040	2936	104

MOVEMENT SUMMARY

Site: [300-1 (2)] STH 55 & CTH CE/College Ave. (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - PM Peak Hour (3:15 - 4:15 PM) - Improved Geometry
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed mph
South: STH 55															
3u	U	All MCs	6	5.0	6	5.0	0.757	27.3	LOS D	5.8	150.8	0.86	1.10	1.74	24.5
3	L2	All MCs	211	5.0	211	5.0	0.757	27.5	LOS D	5.8	150.8	0.86	1.10	1.74	24.5
8	T1	All MCs	533	5.0	533	5.0	0.757	26.2	LOS D	5.8	150.8	0.86	1.10	1.74	25.4
18	R2	All MCs	122	5.0	122	5.0	0.757	26.2	LOS D	5.8	150.4	0.85	1.09	1.74	25.6
Approach			872	5.0	872	5.0	0.757	26.5	LOS D	5.8	150.8	0.86	1.10	1.74	25.2
East: College Ave.															
1u	U	All MCs	6	2.0	6	2.0	0.529	18.3	LOS C	2.5	64.5	0.78	0.89	1.16	27.0
1	L2	All MCs	167	2.0	167	2.0	0.529	18.3	LOS C	2.5	64.5	0.78	0.89	1.16	27.0
6	T1	All MCs	344	2.0	344	2.0	0.529	16.9	LOS C	2.5	64.5	0.77	0.88	1.15	28.4
16	R2	All MCs	17	2.0	17	2.0	0.529	17.0	LOS C	2.5	63.3	0.76	0.87	1.14	28.6
Approach			533	2.0	533	2.0	0.529	17.4	LOS C	2.5	64.5	0.77	0.88	1.15	27.9
North: STH 55															
7u	U	All MCs	6	4.0	6	4.0	0.589	16.7	LOS C	3.6	94.1	0.76	0.86	1.25	27.9
7	L2	All MCs	133	4.0	133	4.0	0.589	16.7	LOS C	3.6	94.1	0.76	0.86	1.25	27.9
4	T1	All MCs	622	4.0	622	4.0	0.589	15.9	LOS C	3.6	94.1	0.75	0.86	1.24	28.9
14	R2	All MCs	306	4.0	306	4.0	0.396	9.6	LOS A	1.8	47.5	0.61	0.57	0.75	31.3
Approach			1067	4.0	1067	4.0	0.589	14.2	LOS B	3.6	94.1	0.71	0.78	1.10	29.4
West: College Ave.															
5u	U	All MCs	39	2.0	39	2.0	0.797	31.2	LOS D	6.7	171.2	0.88	1.19	1.93	23.4
5	L2	All MCs	267	2.0	267	2.0	0.797	31.2	LOS D	6.7	171.2	0.88	1.19	1.93	23.4
2	T1	All MCs	417	2.0	417	2.0	0.797	29.7	LOS D	6.7	171.2	0.88	1.18	1.93	24.4
12	R2	All MCs	183	2.0	183	2.0	0.797	29.6	LOS D	6.7	171.2	0.87	1.18	1.93	24.6
Approach			906	2.0	906	2.0	0.797	30.2	LOS D	6.7	171.2	0.88	1.18	1.93	24.1
All Vehicles			3378	3.4	3378	3.4	0.797	22.2	LOS C	6.7	171.2	0.80	0.98	1.50	26.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

Site: [300-1 (2)] STH 55 & CTH CE/College Ave. (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - PM Peak Hour (3:15 - 4:15 PM) - Improved Geometry
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: STH 55															
Lane 1	428	5.0	428	5.0	566	0.757	100	26.9	LOS D	5.8	150.8	Full	1600	0.0	0.0
Lane 2[d]	444	5.0	444	5.0	586	0.757	100	26.2	LOS D	5.8	150.4	Full	1600	0.0	0.0
Approach	872	5.0	872	5.0		0.757		26.5	LOS D	5.8	150.8				
East: College Ave.															
Lane 1	259	2.0	259	2.0	490	0.529	100	17.8	LOS C	2.5	64.5	Full	1600	0.0	0.0
Lane 2[d]	274	2.0	274	2.0	519	0.529	100	17.0	LOS C	2.5	63.3	Full	1600	0.0	0.0
Approach	533	2.0	533	2.0		0.529		17.4	LOS C	2.5	64.5				
North: STH 55															
Lane 1	376	4.0	376	4.0	639	0.589	100	16.2	LOS C	3.6	94.1	Full	1600	0.0	0.0
Lane 2[d]	385	4.0	385	4.0	653	0.589	100	15.9	LOS C	3.6	93.1	Full	1600	0.0	0.0
Lane 3	306	4.0	306	4.0	771	0.396	100	9.6	LOS A	1.8	47.5	Full	500	0.0	0.0
Approach	1067	4.0	1067	4.0		0.589		14.2	LOS B	3.6	94.1				
West: College Ave.															
Lane 1	441	2.0	441	2.0	553	0.797	100	30.8	LOS D	6.7	171.2	Full	1600	0.0	0.0
Lane 2[d]	465	2.0	465	2.0	583	0.797	100	29.6	LOS D	6.7	171.2	Full	1600	0.0	0.0
Approach	906	2.0	906	2.0		0.797		30.2	LOS D	6.7	171.2				
All Vehicles	3378	3.4	3378	3.4		0.797		22.2	LOS C	6.7	171.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: STH 55

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	211	212	-	428	5.0	566	0.757	100	NA	NA
Lane 2	-	-	322	122	444	5.0	586	0.757	100	NA	NA
Approach	6	211	533	122	872	5.0		0.757			

East: College Ave.

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	167	87	-	259	2.0	490	0.529	100	NA	NA
Lane 2	-	-	258	17	274	2.0	519	0.529	100	NA	NA
Approach	6	167	344	17	533	2.0		0.529			

North: STH 55

Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	133	237	-	376	4.0	639	0.589	100	NA	NA
Lane 2	-	-	385	-	385	4.0	653	0.589	100	NA	NA
Lane 3	-	-	-	306	306	4.0	771	0.396	100	NA	NA
Approach	6	133	622	306	1067	4.0		0.589			

West: College Ave.

Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	39	267	135	-	441	2.0	553	0.797	100	NA	NA
Lane 2	-	-	281	183	465	2.0	583	0.797	100	NA	NA
Approach	39	267	417	183	906	2.0		0.797			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	3378	3.4	0.797

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Dist] ft

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec

South: STH 55

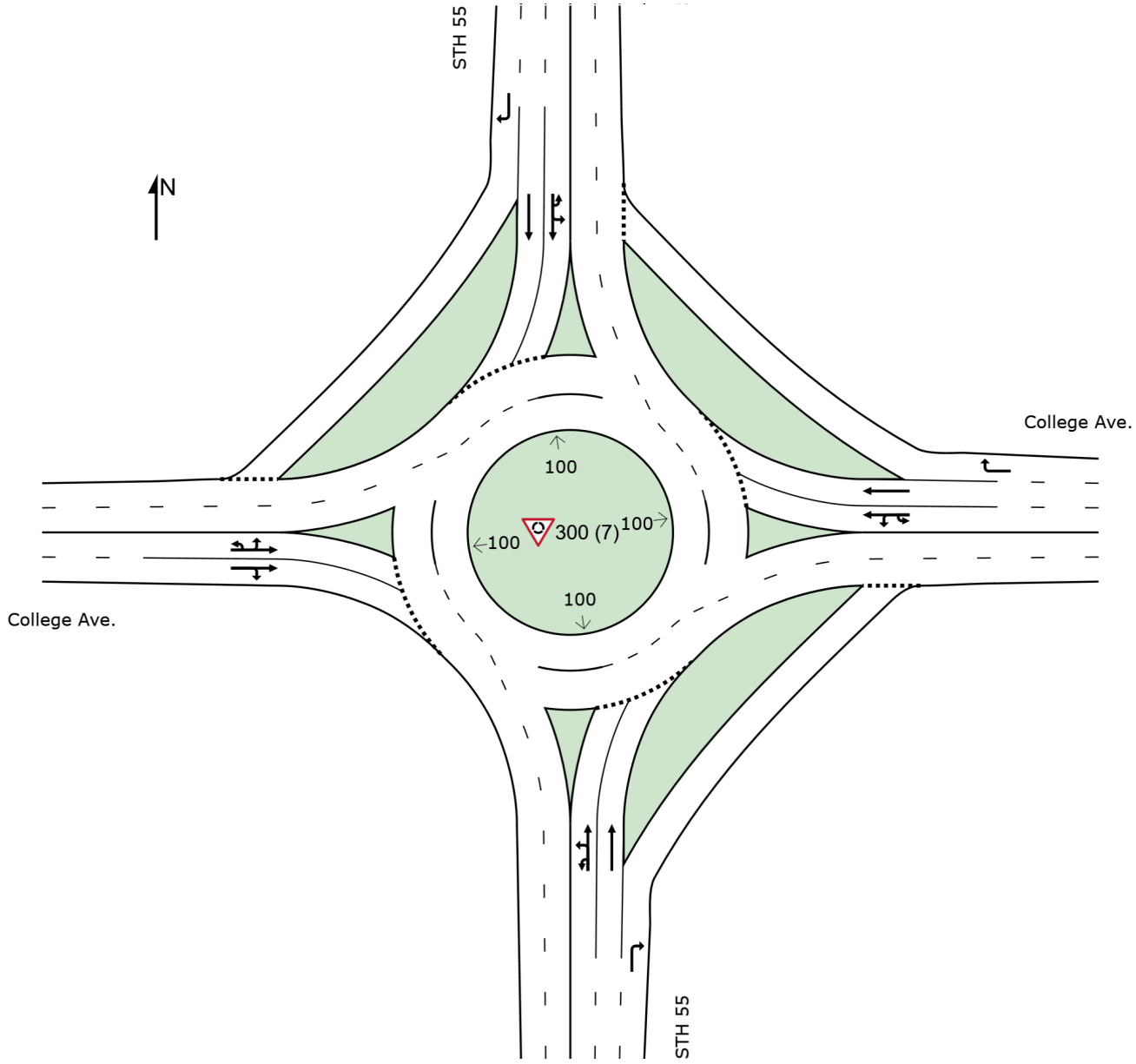
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
West: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

Site: [300 (7)] STH 55 & CTH CE/College Ave. - Total Traffic SB, EB & NB Slip Ramps (Folder1)

Total Traffic - AM Peak Hour (6:30 - 7:30 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: Z:\Shared\WI\3422 Middle School Kaukauna\analysis\roundabout 2025_08 Update\STH 55_College Sidra Build Vol High School.sipx

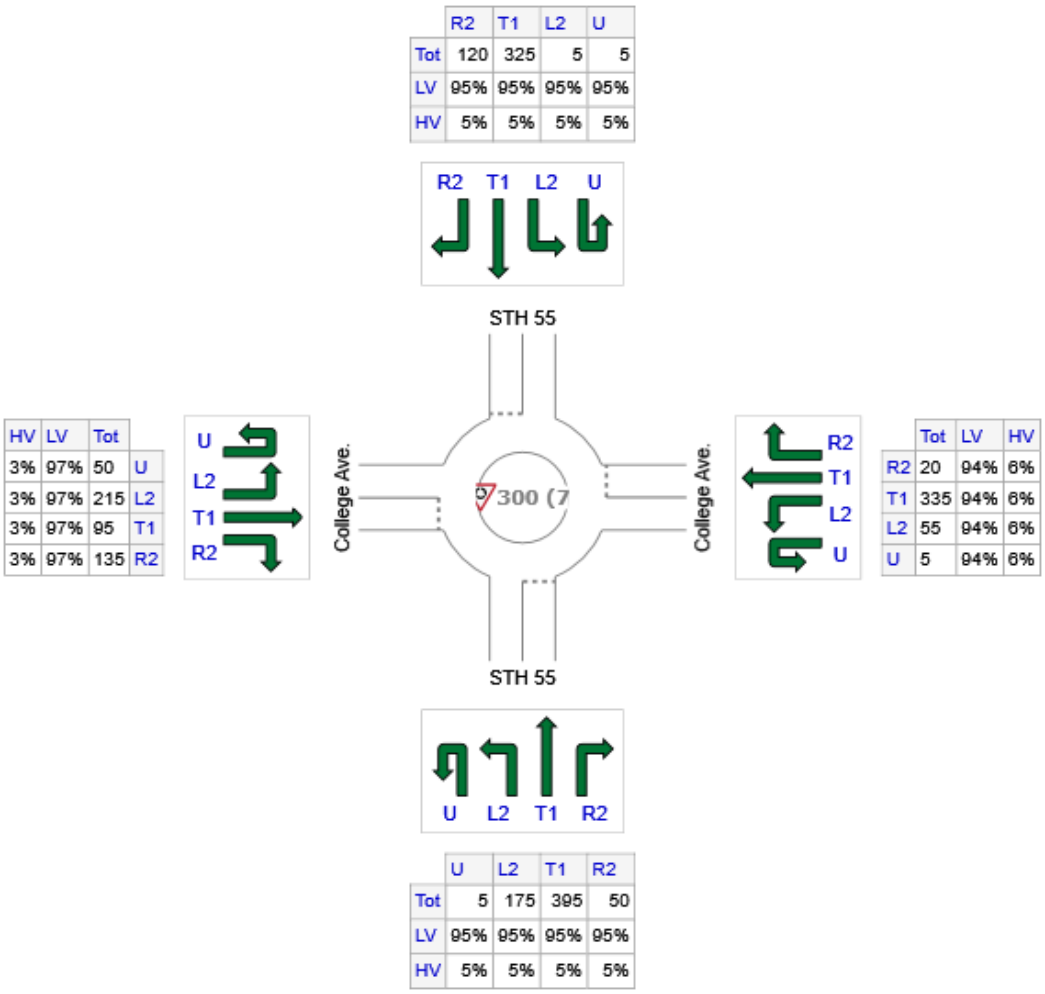
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: [300 (7)] STH 55 & CTH CE/College Ave. - Total Traffic SB, EB & NB Slip Ramps (Folder1)

Total Traffic - AM Peak Hour (6:30 - 7:30 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: STH 55	625	594	31
E: College Ave.	415	390	25
N: STH 55	455	432	23
W: College Ave.	495	480	15
Total	1990	1896	94

MOVEMENT SUMMARY

Site: [300 (7)] STH 55 & CTH CE/College Ave. - Total Traffic SB, EB & NB Slip Ramps (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - AM Peak Hour (6:30 - 7:30 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed mph
South: STH 55															
3u	U	All MCs	7	5.0	7	5.0	0.557	13.3	LOS B	3.8	99.0	0.72	0.74	1.10	28.4
3	L2	All MCs	261	5.0	261	5.0	0.557	13.4	LOS B	3.8	99.0	0.72	0.74	1.10	28.4
8	T1	All MCs	590	5.0	590	5.0	0.557	12.9	LOS B	3.8	99.0	0.70	0.73	1.08	30.0
18	R2	All MCs	75	5.0	75	5.0	0.065	3.7	LOS A	0.2	5.8	0.25	0.13	0.25	34.2
Approach			933	5.0	933	5.0	0.557	12.3	LOS B	3.8	99.0	0.67	0.68	1.02	29.8
East: College Ave.															
1u	U	All MCs	7	6.0	7	6.0	0.793	43.3	LOS E	4.4	115.9	0.91	1.20	1.94	21.3
1	L2	All MCs	82	6.0	82	6.0	0.793	43.3	LOS E	4.4	115.9	0.91	1.20	1.94	21.3
6	T1	All MCs	500	6.0	500	6.0	0.793	41.1	LOS E	4.4	115.9	0.91	1.19	1.94	21.9
16	R2	All MCs	30	6.0	30	6.0	0.056	7.4	LOS A	0.2	4.1	0.57	0.56	0.57	32.3
Approach			619	6.0	619	6.0	0.793	39.8	LOS E	4.4	115.9	0.89	1.16	1.88	22.1
North: STH 55															
7u	U	All MCs	7	5.0	7	5.0	0.468	15.9	LOS C	2.0	52.7	0.71	0.80	1.03	28.9
7	L2	All MCs	7	5.0	7	5.0	0.468	15.9	LOS C	2.0	52.7	0.71	0.80	1.03	28.9
4	T1	All MCs	485	5.0	485	5.0	0.468	14.8	LOS B	2.0	52.7	0.71	0.80	1.03	29.5
14	R2	All MCs	179	5.0	179	5.0	0.304	10.2	LOS B	1.1	27.9	0.64	0.63	0.71	31.0
Approach			679	5.0	679	5.0	0.468	13.6	LOS B	2.0	52.7	0.69	0.76	0.94	29.9
West: College Ave.															
5u	U	All MCs	75	3.0	75	3.0	0.536	12.9	LOS B	3.5	90.3	0.73	0.75	1.08	27.9
5	L2	All MCs	321	3.0	321	3.0	0.536	12.9	LOS B	3.5	90.3	0.73	0.75	1.08	27.9
2	T1	All MCs	142	3.0	142	3.0	0.443	10.4	LOS B	2.3	59.0	0.64	0.63	0.85	31.3
12	R2	All MCs	201	3.0	201	3.0	0.443	10.4	LOS B	2.3	59.0	0.64	0.63	0.85	31.0
Approach			739	3.0	739	3.0	0.536	11.8	LOS B	3.5	90.3	0.69	0.69	0.98	29.2
All Vehicles			2970	4.7	2970	4.7	0.793	18.2	LOS C	4.4	115.9	0.73	0.80	1.17	27.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

Site: [300 (7)] STH 55 & CTH CE/College Ave. - Total Traffic SB, EB & NB Slip Ramps (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - AM Peak Hour (6:30 - 7:30 AM)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: STH 55															
Lane 1	422	5.0	422	5.0	758	0.557	100	13.2	LOS B	3.8	99.0	Full	1600	0.0	0.0
Lane 2[d]	436	5.0	436	5.0	783	0.557	100	12.9	LOS B	3.7	97.4	Full	1600	0.0	0.0
Lane 3	75	5.0	75	5.0	1144	0.065	100	3.7	LOS A	0.2	5.8	Full	500	0.0	0.0
Approach	933	5.0	933	5.0		0.557		12.3	LOS B	3.8	99.0				
East: College Ave.															
Lane 1	291	6.0	291	6.0	367	0.793	100	41.9	LOS E	4.4	115.9	Full	1600	0.0	0.0
Lane 2[d]	299	6.0	299	6.0	377	0.793	100	41.1	LOS E	4.4	115.3	Full	1600	0.0	0.0
Lane 3	30	6.0	30	6.0	536	0.056	100	7.4	LOS A	0.2	4.1	Full	500	0.0	0.0
Approach	619	6.0	619	6.0		0.793		39.8	LOS E	4.4	115.9				
North: STH 55															
Lane 1	249	5.0	249	5.0	533	0.468	100	14.8	LOS B	2.0	52.7	Full	1600	0.0	0.0
Lane 2[d]	251	5.0	251	5.0	535	0.468	100	14.8	LOS B	2.0	52.5	Full	1600	0.0	0.0
Lane 3	179	5.0	179	5.0	589	0.304	100	10.2	LOS B	1.1	27.9	Full	500	0.0	0.0
Approach	679	5.0	679	5.0		0.468		13.6	LOS B	2.0	52.7				
West: College Ave.															
Lane 1[d]	396	3.0	396	3.0	738	0.536	100	12.9	LOS B	3.5	90.3	Full	1600	0.0	0.0
Lane 2	343	3.0	343	3.0	775	0.443	83[5]	10.4	LOS B	2.3	59.0	Full	1600	0.0	0.0
Approach	739	3.0	739	3.0		0.536		11.8	LOS B	3.5	90.3				
All Vehicles	2970	4.7	2970	4.7		0.793		18.2	LOS C	4.4	115.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: STH 55

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	261	154	-	422	5.0	758	0.557	100	NA	NA
Lane 2	-	-	436	-	436	5.0	783	0.557	100	NA	NA
Lane 3	-	-	-	75	75	5.0	1144	0.065	100	NA	NA
Approach	7	261	590	75	933	5.0		0.557			

East: College Ave.

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	82	201	-	291	6.0	367	0.793	100	NA	NA
Lane 2	-	-	299	-	299	6.0	377	0.793	100	NA	NA
Lane 3	-	-	-	30	30	6.0	536	0.056	100	NA	NA
Approach	7	82	500	30	619	6.0		0.793			

North: STH 55

Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	7	235	-	249	5.0	533	0.468	100	NA	NA
Lane 2	-	-	251	-	251	5.0	535	0.468	100	NA	NA
Lane 3	-	-	-	179	179	5.0	589	0.304	100	NA	NA
Approach	7	7	485	179	679	5.0		0.468			

West: College Ave.

Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	75	321	-	-	396	3.0	738	0.536	100	NA	NA
Lane 2	-	-	142	201	343	3.0	775	0.443	83[5]	NA	NA
Approach	75	321	142	201	739	3.0		0.536			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	2970	4.7	0.793

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

5 Lane under-utilisation found by the program

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Dist] ft

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial	Residual	Time for	Duration

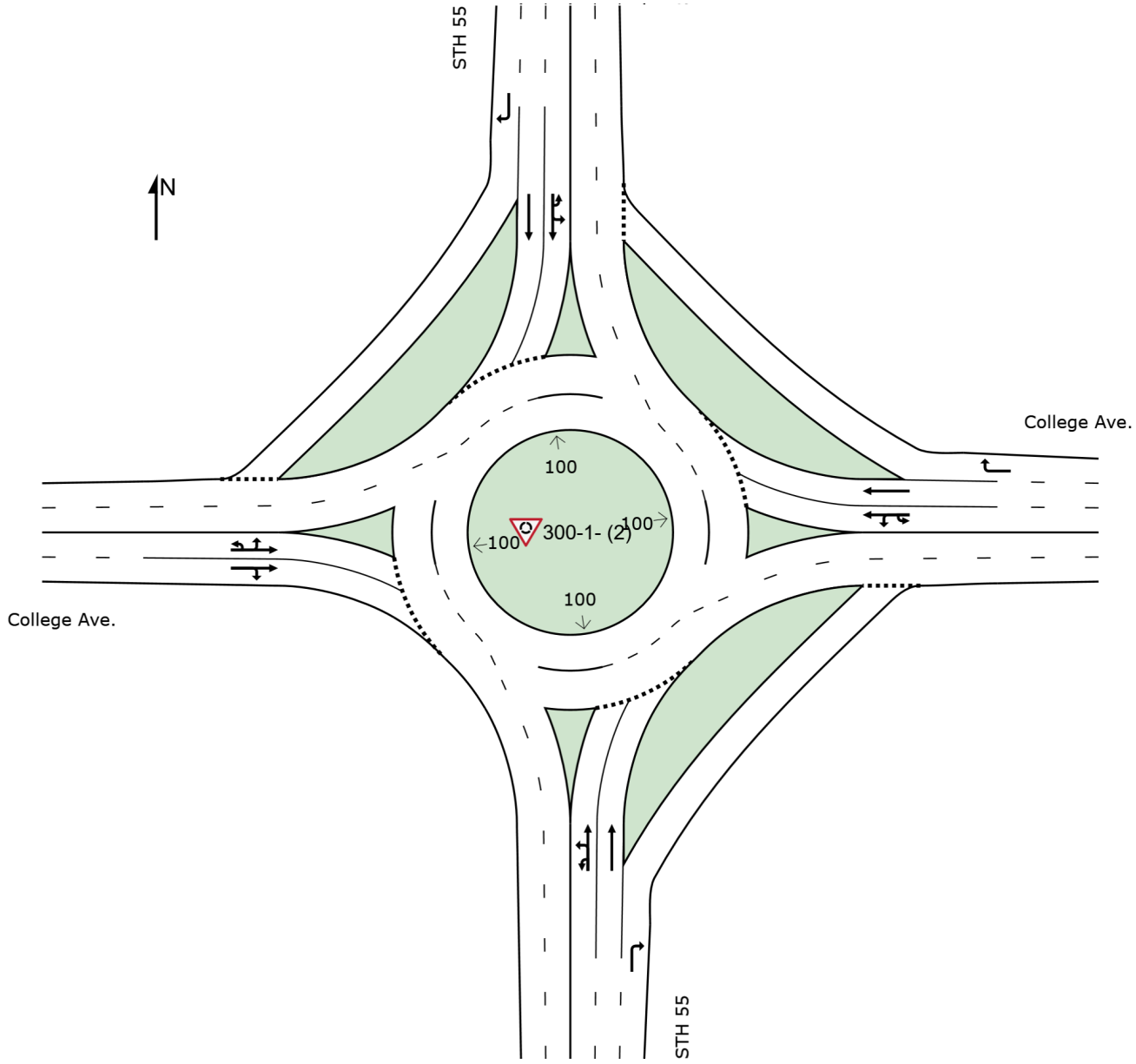
	Queued Demand veh	Queued Demand veh	Residual Demand to Clear sec	of Oversatn sec
South: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
East: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
North: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
West: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

Site: [300-1- (2)] STH 55 & CTH CE/College Ave. - Total PM SB, NB & EB Slip Ramps (Folder1)

Total Traffic - PM Peak Hour (2:45 - 3:45 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: Z:\Shared\WI\3422 Middle School Kaukauna\analysis\roundabout 2025_08 Update\STH 55_College Sidra Build Vol High School.sipx

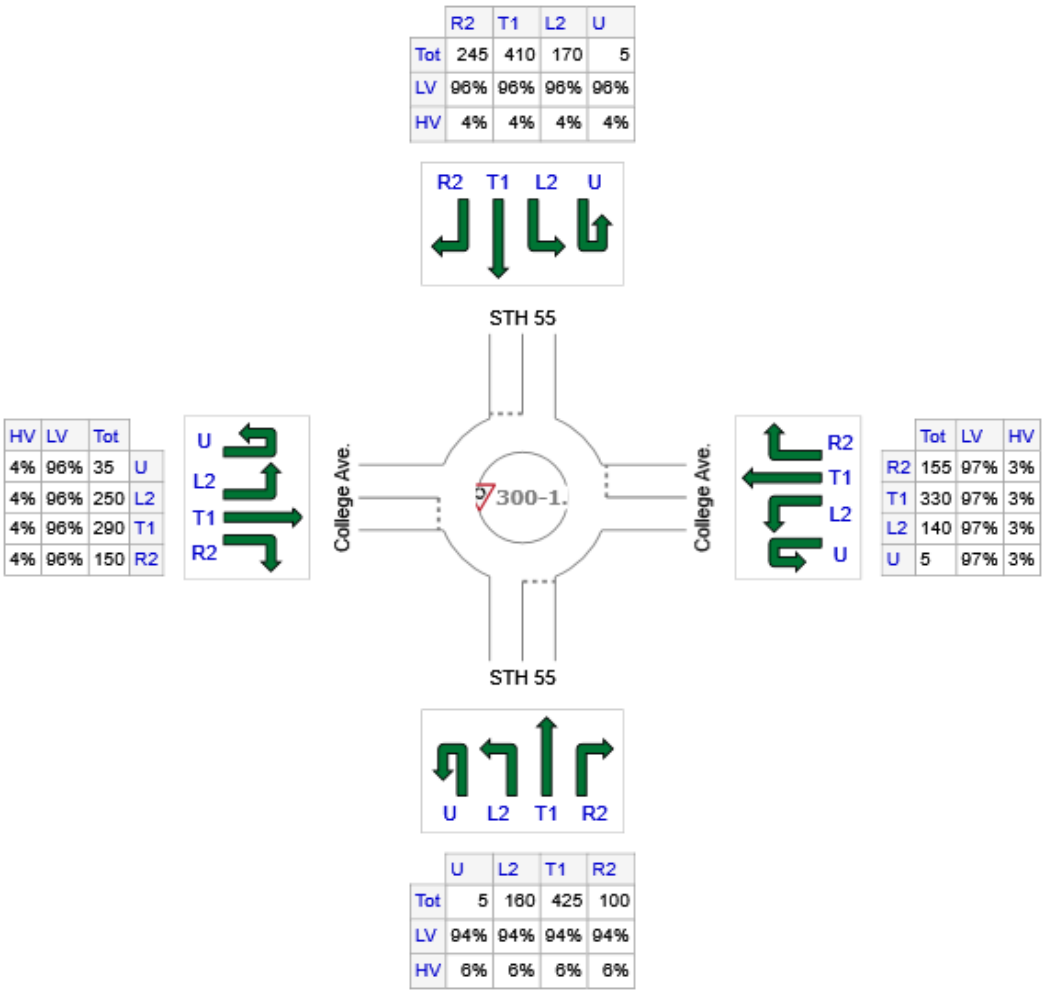
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: [300-1- (2)] STH 55 & CTH CE/College Ave. - Total PM SB, NB & EB Slip Ramps (Folder1)

Total Traffic - PM Peak Hour (2:45 - 3:45 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: STH 55	690	649	41
E: College Ave.	630	611	19
N: STH 55	830	797	33
W: College Ave.	725	696	29
Total	2875	2752	122

MOVEMENT SUMMARY

Site: [300-1- (2)] STH 55 & CTH CE/College Ave. - Total PM SB, NB & EB Slip Ramps (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - PM Peak Hour (2:45 - 3:45 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed mph
South: STH 55															
3u	U	All MCs	6	6.0	6	6.0	0.720	27.2	LOS D	4.5	118.8	0.84	1.06	1.60	24.5
3	L2	All MCs	200	6.0	200	6.0	0.720	27.3	LOS D	4.5	118.8	0.84	1.06	1.60	24.5
8	T1	All MCs	531	6.0	531	6.0	0.720	25.9	LOS D	4.5	118.8	0.83	1.05	1.59	25.6
18	R2	All MCs	125	6.0	125	6.0	0.167	6.6	LOS A	0.5	14.3	0.52	0.44	0.52	32.7
Approach			862	6.0	862	6.0	0.720	23.4	LOS C	4.5	118.8	0.79	0.96	1.44	26.1
East: College Ave.															
1u	U	All MCs	6	3.0	6	3.0	0.636	24.3	LOS C	3.3	84.9	0.83	0.99	1.39	25.3
1	L2	All MCs	175	3.0	175	3.0	0.636	24.3	LOS C	3.3	84.9	0.83	0.99	1.39	25.3
6	T1	All MCs	412	3.0	412	3.0	0.636	22.6	LOS C	3.3	84.9	0.82	0.98	1.39	26.5
16	R2	All MCs	194	3.0	194	3.0	0.318	10.2	LOS B	1.2	30.5	0.64	0.65	0.73	31.1
Approach			788	3.0	788	3.0	0.636	19.9	LOS C	3.3	84.9	0.78	0.90	1.23	27.2
North: STH 55															
7u	U	All MCs	6	4.0	6	4.0	0.615	18.8	LOS C	3.7	96.5	0.79	0.92	1.32	26.8
7	L2	All MCs	212	4.0	212	4.0	0.615	18.8	LOS C	3.7	96.5	0.79	0.92	1.32	26.8
4	T1	All MCs	512	4.0	512	4.0	0.615	17.9	LOS C	3.7	96.5	0.77	0.91	1.31	28.1
14	R2	All MCs	306	4.0	306	4.0	0.423	10.6	LOS B	2.0	52.5	0.64	0.64	0.85	30.9
Approach			1038	4.0	1038	4.0	0.615	15.9	LOS C	3.7	96.5	0.74	0.83	1.18	28.6
West: College Ave.															
5u	U	All MCs	44	4.0	44	4.0	0.826	34.9	LOS D	7.3	189.0	0.90	1.25	2.10	22.4
5	L2	All MCs	312	4.0	312	4.0	0.826	34.9	LOS D	7.3	189.0	0.90	1.25	2.10	22.4
2	T1	All MCs	362	4.0	362	4.0	0.826	33.4	LOS D	7.3	189.0	0.89	1.24	2.10	23.5
12	R2	All MCs	188	4.0	188	4.0	0.826	33.3	LOS D	7.3	188.7	0.89	1.24	2.10	23.6
Approach			906	4.0	906	4.0	0.826	34.0	LOS D	7.3	189.0	0.90	1.25	2.10	23.1
All Vehicles			3594	4.3	3594	4.3	0.826	23.2	LOS C	7.3	189.0	0.80	0.98	1.48	26.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

Site: [300-1- (2)] STH 55 & CTH CE/College Ave. - Total PM SB, NB & EB Slip Ramps (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Total Traffic - PM Peak Hour (2:45 - 3:45 pm)
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: STH 55															
Lane 1	361	6.0	361	6.0	502	0.720	100	26.7	LOS D	4.5	118.8	Full	1600	0.0	0.0
Lane 2[d]	376	6.0	376	6.0	523	0.720	100	25.9	LOS D	4.5	117.9	Full	500	0.0	0.0
Lane 3	125	6.0	125	6.0	750	0.167	100	6.6	LOS A	0.5	14.3	Full	500	0.0	0.0
Approach	862	6.0	862	6.0		0.720		23.4	LOS C	4.5	118.8				
East: College Ave.															
Lane 1	289	3.0	289	3.0	454	0.636	100	23.7	LOS C	3.3	84.9	Full	1600	0.0	0.0
Lane 2[d]	305	3.0	305	3.0	480	0.636	100	22.6	LOS C	3.3	83.8	Full	1600	0.0	0.0
Lane 3	194	3.0	194	3.0	610	0.318	100	10.2	LOS B	1.2	30.5	Full	500	0.0	0.0
Approach	788	3.0	788	3.0		0.636		19.9	LOS C	3.3	84.9				
North: STH 55															
Lane 1	358	4.0	358	4.0	583	0.615	100	18.4	LOS C	3.7	96.5	Full	1600	0.0	0.0
Lane 2[d]	373	4.0	373	4.0	606	0.615	100	17.9	LOS C	3.7	95.0	Full	1600	0.0	0.0
Lane 3	306	4.0	306	4.0	724	0.423	100	10.6	LOS B	2.0	52.5	Full	500	0.0	0.0
Approach	1038	4.0	1038	4.0		0.615		15.9	LOS C	3.7	96.5				
West: College Ave.															
Lane 1	440	4.0	440	4.0	533	0.826	100	34.7	LOS D	7.3	189.0	Full	1600	0.0	0.0
Lane 2[d]	466	4.0	466	4.0	564	0.826	100	33.3	LOS D	7.3	188.7	Full	1600	0.0	0.0
Approach	906	4.0	906	4.0		0.826		34.0	LOS D	7.3	189.0				
All Vehicles	3594	4.3	3594	4.3		0.826		23.2	LOS C	7.3	189.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: STH 55

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	200	155	-	361	6.0	502	0.720	100	NA	NA
Lane 2	-	-	376	-	376	6.0	523	0.720	100	NA	NA
Lane 3	-	-	-	125	125	6.0	750	0.167	100	NA	NA
Approach	6	200	531	125	862	6.0		0.720			

East: College Ave.

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	175	108	-	289	3.0	454	0.636	100	NA	NA
Lane 2	-	-	305	-	305	3.0	480	0.636	100	NA	NA
Lane 3	-	-	-	194	194	3.0	610	0.318	100	NA	NA
Approach	6	175	412	194	788	3.0		0.636			

North: STH 55

Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	212	140	-	358	4.0	583	0.615	100	NA	NA
Lane 2	-	-	373	-	373	4.0	606	0.615	100	NA	NA
Lane 3	-	-	-	306	306	4.0	724	0.423	100	NA	NA
Approach	6	212	512	306	1038	4.0		0.615			

West: College Ave.

Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	44	312	84	-	440	4.0	533	0.826	100	NA	NA
Lane 2	-	-	278	188	466	4.0	564	0.826	100	NA	NA
Approach	44	312	362	188	906	4.0		0.826			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	3594	4.3	0.826

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	Merge Queue [Veh	Dist] ft

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial Queued	Residual Queued	Time for Residual	Duration of

	Demand veh	Demand veh	Demand to Clear sec	Oversatn sec
South: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
East: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
North: STH 55				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
West: College Ave.				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0