



Warehouse/Distribution Development Traffic Analysis

Village of Kronenwetter
Marathon County, Wisconsin

September 8, 2025

TRAFFIC IMPACT ANALYSIS FOR:

WAREHOUSE/DISTRIBUTION DEVELOPMENT

VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN

DATE SUBMITTED: September 8, 2025

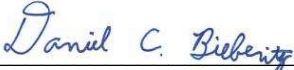
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PART A – INTRODUCTION

A warehouse/distribution building is being proposed on the southeast quadrant of County Trunk Highway (CTH) XX and Trailwood Lane in the Village of Kronenwetter. Just south of the proposed warehouse building, there is a second lot which could be developed in the future as a warehouse or light industrial building.

This traffic study summarizes the trip generation and traffic operations anticipated with the proposed warehouse/distribution development (Lot 1) as Phase 1 and the future buildout of both lots (Full Buildout) with the warehouse/distribution building and an additional warehouse/light industrial building at the study intersections.

PART B – STUDY AREA

An aerial of the study area with the proposed development site location is shown in [Exhibit 1](#). A conceptual site plan for the proposed development is shown in [Exhibit 2](#).

The study area includes the following intersections with the existing traffic control in parentheses:

- CTH XX with Tower Road (stop control)
- CTH XX with Trailwood Lane (traffic signal)
- Trailwood Lane with existing bank drive/proposed North Site driveway (proposed stop control)
- Trailwood Lane with proposed South Site driveway of Lot 1 (proposed stop control)
- Trailwood Lane with proposed Lot 2 driveway (proposed stop control)

[Exhibit 3](#) shows the existing transportation details of the study area intersections.

CTH XX is an east/west four-lane divided collector street west of Trailwood Lane and a two-lane undivided collector street east of Trailwood Lane. CTH XX has a 35-mph speed limit within the study area. According to the Wisconsin Department of Transportation (WisDOT), the 2023 annual average daily traffic (AADT) west of Trailwood Lane is 6,600 vehicles per day (vpd) and east of Trailwood Lane, the year 2019 AADT is 4,100 vpd. There are no sidewalks or street lighting along CTH XX; however, there is intersection street lighting at the Trailwood Lane intersection.

Trailwood Lane is a two-lane north/south local street that dead ends at a cul-de-sac approximately 1,200 feet south of CTH XX. There are no sidewalks along the street. There are two streetlights along Trailwood Lane, spaced at approximately 500-600 feet apart.

Tower Road is a north/south two-lane undivided collector street that has a 35-mph speed limit within the study area. According to the WisDOT, the 2010 AADT south of CTH XX is 1,800 vpd. Due to the rural nature of this roadway, there are no sidewalks or street lighting along Tower Road within the study area.

PART C – TRAFFIC VOLUMES

C1. Year 2025 Existing Traffic Volumes

TADI performed weekday turning movement traffic counts at the following intersections on Wednesday and Thursday, June 18-19, 2025, from 6:00 – 9:00 am and 3:00 – 6:00 pm during favorable weather condition days:

- CTH XX & Trailwood Lane
- CTH XX & Tower Road

The peak hours from the turning movement counts were identified to be the following time periods:

- Weekday AM Peak hour: 7:45 – 8:45 am
- Weekday PM Peak Hour: 4:30 – 5:30 pm

[Exhibit 4](#) shows the existing peak hour traffic volumes. The turning movement counts are included in [Appendix A](#).

C2. Proposed Development Access

The warehouse Lot 1 development has two proposed access driveways on Trailwood Lane, and the southern parcel (Lot 2) will have one proposed access on Trailwood lane. The most northern access is proposed opposite of the existing bank driveway, approximately 200 feet south of CTH XX. The southern Lot 1 driveway is proposed at approximately 800 feet south of CTH XX. The location of the most southern access to Lot 2 is unknown at this time. See [Exhibit 2 and 3](#) for proposed site driveway locations.

C3. Trip Generation & Distribution

Trips for the proposed development were calculated based on other company sites for Lot 1 (warehouse/distribution) and the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. ITE land use #150 Warehousing was chosen with a 175,000 SF building for Lot 2, which would be likely at a higher end for the size of building on this parcel.

The development trip generation tables for Phase 1 and full buildout of the development are shown on [Exhibit 5](#). Based on the ITE Trip Generation rates, Phase 1 of the proposed development is expected to generate the following trips:

- Weekday Daily: 1,700 new trips
- Weekday AM Peak Hour: 195 new trips (115 in/80 out)
- Weekday PM Peak Hour: 130 new trips (70 in/60 out)

For full buildout (with Lot 2 developed), the development is expected to generate the following trips:

- Weekday Daily: 2,010 new trips
- Weekday AM Peak Hour: 240 new trips (150 in/90 out)
- Weekday PM Peak Hour: 175 new trips (85 in/90 out)

The trip distribution of new site trips was based on the existing peak hour traffic counts and proximity to major interchanges for the greater Wausau area. The distribution of the development trips is listed below and shown graphically on [Exhibit 6](#).

- 75% to/from west on CTH XX
- 20% to/from east on CTH XX
- 5% to/from south on Tower Road

The development new trips traffic assignment for Phase 1 of the development is shown on [Exhibit 7](#). The Year 2026 Phase 1 build traffic volumes, shown in [Exhibit 8](#), were determined by summing the Year 2025 existing traffic volumes ([Exhibit 4](#)) and the Phase 1 development new trips shown in [Exhibit 7](#).

The development new trips traffic assignment for the full buildout is shown on [Exhibit 9](#). The Year 2027 Full Build traffic volumes, shown in [Exhibit 10](#), were determined by summing the Year 2025 existing traffic volumes ([Exhibit 4](#)) and the development full build new trips shown in [Exhibit 9](#).

PART D – INTERSECTION CAPACITY ANALYSIS

D1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual, 7th Edition* (HCM). Intersection operation is defined by “Level of Service.” Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A’, to very poor, represented by LOS ‘F’. For the purpose of this study and as a standard in most Wisconsin municipalities and villages, LOS D or better was used to define desirable peak hour operating conditions at the study area intersections. Descriptions of the various levels of service are shown in [Table 1](#).

Table 1: Level of Service Descriptions

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

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

D2. Traffic Operations – Year 2025 Existing Conditions

The analysis of the Year 2025 existing traffic volumes was conducted using the existing transportation detail shown in [Exhibit 3](#) and the traffic volumes in [Exhibit 4](#). The analysis used WisDOT guidance for saturation flow rates and no right-turns on red with a 0.62 growth rate for exclusive right-turn lanes at the signalized intersection of CTH XX and Trailwood Lane. Based on the results of the capacity analysis (LOS, delay, and queue length) as shown on [Table 2](#), all movements are shown to currently operate at a LOS B or better at the study intersections.

Table 2
Year 2025 Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: CTH XX & Tower Road <i>One-Way Stop Control</i>	AM	Lanes->	-	1		1		-		1		-			
		LOS	-	*		A		-		B		-			A
		Delay	-	*		7.5		-		10.1		-			1.7
	PM	Queue	-	*		0'		-		25'		-			
		LOS	-	*		A		-		B		-			A
		Delay	-	*		7.8		-		11.3		-			1.4
Queue	-	*		0'		-		25'		-					
Node 200: CTH XX & Trailwood Lane <i>Traffic Signal Control</i>	AM	Lanes->	1	1	1	1		1		1		1			
		LOS	A	A	A	A		A		B		B		A	
		Delay	5	5.7	5.3	4.9		5.9		15		14.5		6.7	
	PM	Queue	25'	50'	25'	25'		65'		25'		25'			
		LOS	A	A	A	A		A		B		B		A	
		Delay	5.7	6.9	6	5.6		6.7		14.7		14.1		7.8	
Queue	25'	85'	25'	25'		80'		35'		25'					

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
 Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

The analysis worksheets of the existing conditions are included in [Appendix B](#).

D3. Traffic Operations – Year 2026 Phase 1 Build Volumes

The analysis for Year 2026 Phase 1 build traffic volumes was conducted using the existing geometry and traffic control as shown in [Exhibit 3](#) and the traffic volumes in [Exhibit 8](#). At the proposed site access drives along Trailwood Lane, one westbound shared left/right-turn lane was assumed with side-street stop control with free-flow traffic on Trailwood Lane. No additional turn lanes were assumed on Trailwood Lane. Based on the results of the capacity analysis as shown on [Table 3](#), all movements are expected to operate at a LOS B or better at the study intersections.

Table 3
Year 2026 Phase 1 Build Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay	
			Eastbound			Westbound			Northbound			Southbound				
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙		
Node 100: CTH XX & Tower Road <i>One-Way Stop Control</i>	AM	Lanes->	-	1		1	-		1							
		LOS	-	*		A	-		B							A
		Delay	-	*		7.6	-		10.5							1.7
	PM	Queue	-	*		0'	-		25'							
		LOS	-	*		A	-		B							A
		Delay	-	*		7.9	-		11.6						1.4	
Node 200: CTH XX & Trailwood Lane <i>Traffic Signal Control</i>	AM	Lanes->	1	1	1	1	1		1			1				
		LOS	A	B	B	A	B		B			B			B	
		Delay	9.7	11.1	10.9	8.8	10.2		18.9			12.2			12.3	
	PM	Queue	25'	80'	55'	25'	95'		80'			25'				
		LOS	A	A	A	A	A		B			B			A	
		Delay	6.9	8.3	8.5	6.5	7.6		15.3			13.7			9.5	
Node 300: Trailwood Lane & Bank Dr/North Site Drive <i>Two-Way Stop Control</i>	AM	Lanes->				1			1			1				
		LOS				B			A			*		A		
		Delay				12.3			8.9			*		7.7	3.2	
	PM	Queue				25'			25'			*		25'		
		LOS				B			A			*		A		
		Delay				10.7			9			*		8.3	2.6	
Node 400: Trailwood Lane & South Site Drive <i>One-Way Stop Control</i>	AM	Lanes->				1			-		1		1	-		
		LOS				-			A			*		A		
		Delay				-			9.8			*		7.5	5.6	
	PM	Queue				-			25'			*		0'		
		LOS				-			A			*		A		
		Delay				-			9.6			*		8.6	4.2	
		Queue					-	25'			*		25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
 Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

The analysis worksheets are included in [Appendix C](#).

D4. Traffic Operations – Year 2027 Full Build Volumes

The analysis for Year 2027 Full Build traffic volumes was conducted using the existing geometry and traffic control as shown in [Exhibit 3](#) and the traffic volumes in [Exhibit 10](#). As in the Phase 1 analysis, all of the proposed site access drives along Trailwood Lane assumed one westbound shared left/right-turn lane with side-street stop control. Based on the results of the capacity analysis as shown on [Table 4](#), all movements are expected to operate at a LOS B or better at the study intersections.

Table 4
Year 2027 Full Build Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: CTH XX & Tower Road <i>One-Way Stop Control</i>	AM	Lanes->	-	1		1	-		1		-				
		LOS	-	*		A	-		B		-				A
		Delay	-	*		7.6	-		10.6		-				1.8
	PM	Queue	-	*		0'	-		25'		-				
		LOS	-	*		A	-		B		-				A
		Delay	-	*		7.9	-		11.7		-				1.4
Queue	-	*		0'	-		25'		-						
Node 200: CTH XX & Trailwood Lane <i>Traffic Signal Control</i>	AM	Lanes->	1	1	1	1	1		1		1		1		
		LOS	B	B	B	B	B		B		B		B	B	
		Delay	12.1	13.7	13.8	11	12.5		18.4		11.2			14.2	
	PM	Queue	25'	85'	70'	30'	100'		85'		25'				
		LOS	A	A	A	A	A		B		B		B	B	
		Delay	7.2	8.8	9.1	6.8	7.8		15.9		13.6			10.1	
Queue	25'	115'	40'	25'	95'		90'		25'						
Node 300: Trailwood Lane & Bank Dr/North Site Dr. <i>Two-Way Stop Control</i>	AM	Lanes->	1			1			1			1			
		LOS	B			A			*			A			A
		Delay	12.9			9			*			7.8			2.7
	PM	Queue	25'			25'			*			25'			
		LOS	B			A			*			A			A
		Delay	11.3			9.3			*			8.4			2.2
Queue	25'			25'			*			0'					
Node 400: Trailwood Lane & South Site Drive <i>One-Way Stop Control</i>	AM	Lanes->	-			1			-			1			-
		LOS	-			A			-			*			A
		Delay	-			9.9			-			*			4.4
	PM	Queue	-			25'			-			*			0'
		LOS	-			A			-			*			A
		Delay	-			9.9			-			*			3.3
Queue	-			25'			-			*			25'		
Node 500: Trailwood Lane & Lot 2 Driveway <i>One-Way Stop Control</i>	AM	Lanes->	-			1			-			1			-
		LOS	-			A			-			*			A
		Delay	-			8.4			-			*			4.4
	PM	Queue	-			25'			-			*			0'
		LOS	-			A			-			*			A
		Delay	-			8.6			-			*			4.3
Queue	-			25'			-			*			0'		

(-) 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.

The analysis worksheets are included in [Appendix D](#).

D5. Traffic Operations – Year 2027 Full Build Volumes with Improvements

Due to the expected widening of Trailwood Lane needed for the truck turning movements (see Part E), an analysis was completed with a shared northbound left-turn/through lane and a separate right-turn lane. This analysis was completed with the year 2027 full build volumes with the improved northbound approach on Trailwood Lane at CTH XX. Based on the results of the capacity analysis as shown on [Table 5](#), the northbound approach queues are reduced by approximately 20 feet or one vehicle length.

Table 5
Year 2027 Full Build Traffic Peak Hour Operating Conditions
With Improved Geometrics and Existing Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound		Southbound				
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 200: CTH XX & Trailwood Lane Traffic Signal Control	Lanes->		1	1	1	1	1	1	1	1	1	1	1		
	AM	LOS	B	B	B	B	B	C	B	B	B	B	B	B	16.1
		Delay	13.8	15.7	15.8	12.6	14.4	23.4	11.9	23.4	12.6	12.6	12.6		
		Queue	25'	75'	60'	25'	90'	65'	90'	65'	25'	25'	25'		
	PM	LOS	A	A	A	A	A	B	B	B	B	B	B	A	9.9
		Delay	7.2	8.8	9.1	6.8	7.8	15.2	14.1	15.2	14.1	13.6	13.6		
		Queue	25'	105'	40'	25'	90'	70'	30'	70'	30'	25'	25'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
 Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

The analysis worksheets are included in [Appendix E](#).

PART E – TRUCK TURN ANALYSIS/WEIGHT RESTRICTIONS

Both Bus. 51 and CTH XX are classified as a Class A for weight limits, which means that the maximum weight limit is 20,000 lbs. per axle or a total gross weight limit of 80,000 lbs. WisDOT classifies Business 51 (Bus. 51) as a 65-foot restricted truck route from the I-39 offramps proceeding north; therefore, the maximum length of a semi-truck is 65 feet, so 53-foot trailers and double trailers would not be allowed on this route.

A traffic count was completed on Tuesday, Aug. 26, 2025, at the intersection of Bus. 51 and CTH XX. From this 12-hour weekday traffic count, 213 semi-trucks with 53-foot trailers or longer were counted, including three semi-trucks with double trailers. In addition, many of the businesses along Bus. 51 north of the interchange and along CTH XX use 53-foot trailers for their deliveries, as evident from *Google Earth* aerials. (Larger semi trailers can be found parked in many business parking lots.) See [Exhibit 11](#) for the Bus. 51 & CTH XX traffic count showing the amount of trucks with 53-foot trailers or longer by hour and turning movement direction. See [Appendix A](#) for intersection turning movement count and snapshots of 53-foot trailers and double bottoms using the Bus 51 and CTH XX intersection.

Truck turning wheel path analysis was completed at the CTH XX and Trailwood Lane intersection and the Trailwood Lane and access drive intersection for the WB-67 and double bottom trailers. These size of trucks were chosen for when and if Bus. 51 truck restriction could be removed, thus officially allowing 53-foot trailers (WB-67) and double trailer trucks. Based on the turning paths, the radii at the CTH XX and Trailwood Lane would need to be widened and a much larger radii would be needed at the site driveway. See [Exhibit 12](#) for intersection radii improvements and [Appendix F](#) for the truck wheel path turning exhibits.

The existing cross section for Trailwood Lane shows that there is a 3-inch bituminous pavement, Type LV on top of an 8-inch crushed aggregate base, as shown on [Exhibit 13](#). A 3-inch asphalt thickness is generally not sufficient for heavier trucks over a long period of time. A thicker pavement (4-5 inches) may be needed on Trailwood Lane from CTH XX to the northern site driveway, a distance of approximately 200 feet.

PART F – RECOMMENDED MODIFICATIONS

Modifications are for jurisdictional consideration and are not legally binding. The Villages of Kronenwetter, Rothschild, and Marathon County reserves the right to determine alternative solutions.

Based on the general operations of the proposed development, it is critical that 65-foot truck restriction be removed along Bus. 51 from the I-39 ramps to at least the CTH XX intersection. It

is recommended to make an official request to WisDOT to remove the 65-foot truck restriction on Bus. 51 from the I-39 ramp intersections to STH 29. As noted in the existing Bus. 51 and CTH XX traffic counts, there is a significant amount of semi-trucks that are longer than 65 feet using Bus. 51.

Based on the proposed development traffic and capacity analysis, the following improvements are recommended, which are also shown on [Exhibit 14](#):

CTH XX & Tower Road

- No additional improvements are needed with the development traffic.

CTH XX & Trailwood Lane

- Widen the southwest corner radius for right-turning trucks.
- If semi-trucks will be using CTH XX east of Trailwood Lane, widen the southeast corner radius.
- Widen the width of Trailwood Lane from Lot 1 North Drive to CTH XX and install a northbound shared left-turn/through lane and one exclusive right-turn lane. The length of the right-turn lane should extend to the radius of the Lot 1 North Drive.
- Based on the as-built plans, Trailwood Lane has a 3-inch asphalt depth over an 8-inch aggregate depth. Further analysis is needed to determine if additional pavement depth is needed based on the anticipated weight of the new development trucks.

Trailwood Lane & Lot 1 North Driveway

- Construct the proposed North Site Driveway opposite of existing bank driveway with one shared left-turn/thru/right-turn lane and add a stop sign for westbound approach. Provide for a wide throat width for truck turning as shown on [Exhibit 12](#).
- Add “Do Not Block Intersection” sign for northbound approach so queued traffic from the traffic signal does not block this intersection for the southbound left-turn traffic. (The analysis does not show a long queue from the CTH XX intersection (95th percentile showing 65 feet); however, three semi-trucks from the CTH XX intersection could block this intersection.)

Trailwood Lane & Lot 1 South Driveway

- Construct the proposed South Driveway at the at the location shown on the conceptual site plan ([Exhibit 2](#)) with a westbound shared left-turn/right-turn lane and add a stop sign for westbound approach.

Trailwood Lane & Future Lot 2 South Driveway

- Construct a proposed driveway to Lot 2 when it is developed. The westbound approach should have a shared left-turn/right-turn lane and add a stop sign for westbound approach.

PART G – CONCLUSION

With the addition of the proposed warehouse/distribution development, traffic volumes will increase along CTH XX and Trailwood Lane; however, all movements at the study area intersections are expected to operate safely and efficiently with the recommended improvements. The removing of the Bus. 51 truck restriction is critical to the general operation of the warehouse/distribution development in Lot 1. Due to the many other businesses using the longer

53-foot trailers on Bus. 51, removal of this truck restriction is not solely based on one proposed development, but on many businesses along Bus. 51 and CTH XX.

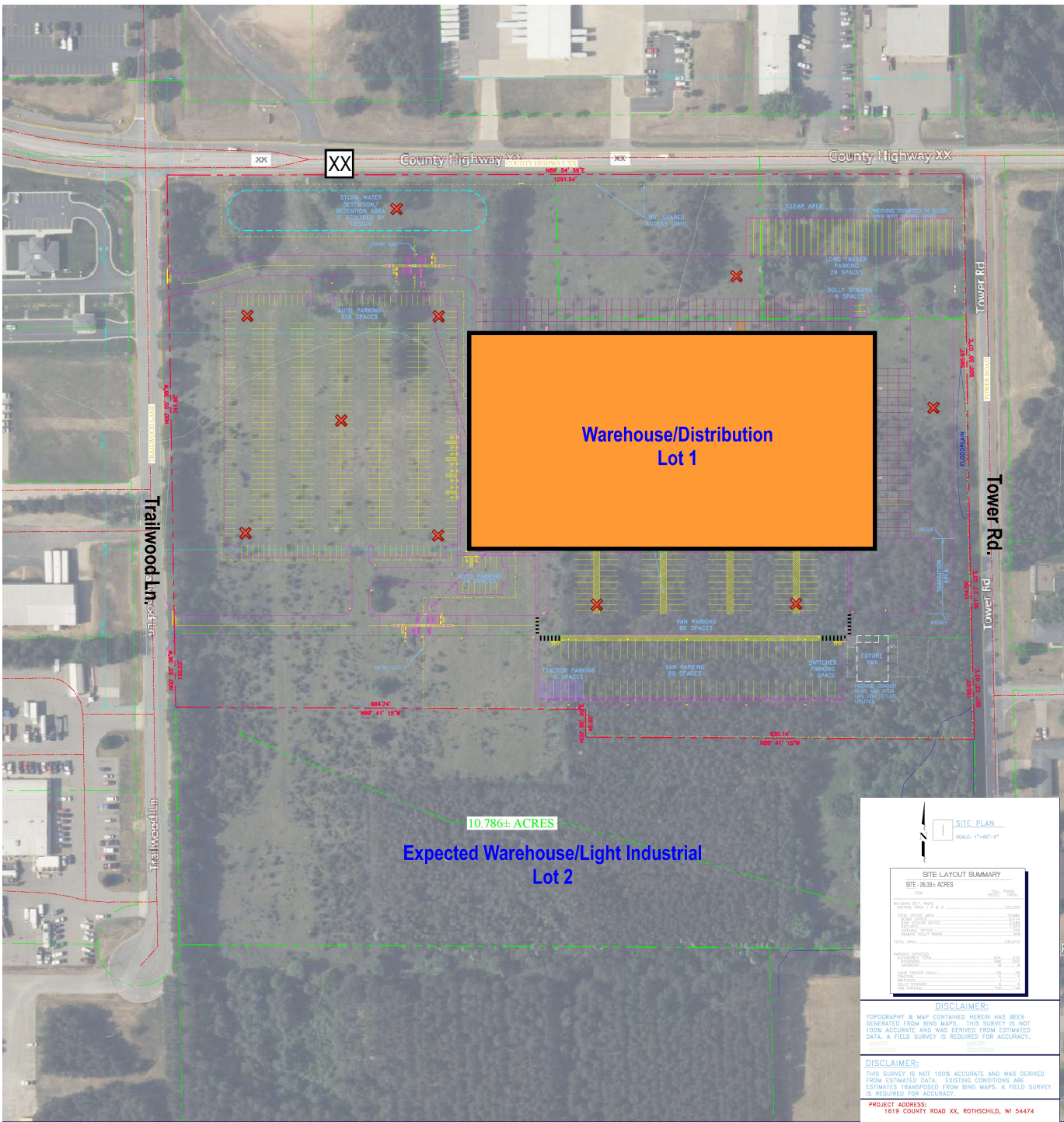


LEGEND

- Existing Study Intersection
- Proposed Study Intersection
- Proposed Development Site

OpenStreetMap® is open data, licensed under the Open Data Commons Open Database License (ODbL) by the OpenStreetMap Foundation (OSMF).





DATE: 06/05/2025
 DRAWN BY: KEN
 CHECKED BY:

FOR INFORMATION PURPOSES ONLY
 NOT FOR CONSTRUCTION



WAUSAU, WI
 SITE LAYOUT

SDI.01C

SITE PLAN
 SCALE: 1"=80'-0"

SITE LAYOUT SUMMARY	
SITE: 26.33± ACRES	
BLDG. FLOOR AREA	100,000
TRAILER PARKING	28 SPACES
LONG TRAILER PARKING	6 SPACES
TRUCK PARKING	80 SPACES
VAN PARKING	63 SPACES
TRACTOR PARKING	6 SPACES
SWITCHER PARKING	1 SPACE
FUTURE VAN PARKING	10 SPACES
TOTAL PARKING	184 SPACES

DISCLAIMER:
 TOPOGRAPHY & MAP CONTAINED HEREIN HAS BEEN GENERATED FROM BING MAPS. THIS SURVEY IS NOT 100% ACCURATE AND WAS DERIVED FROM ESTIMATED DATA. A FIELD SURVEY IS REQUIRED FOR ACCURACY.

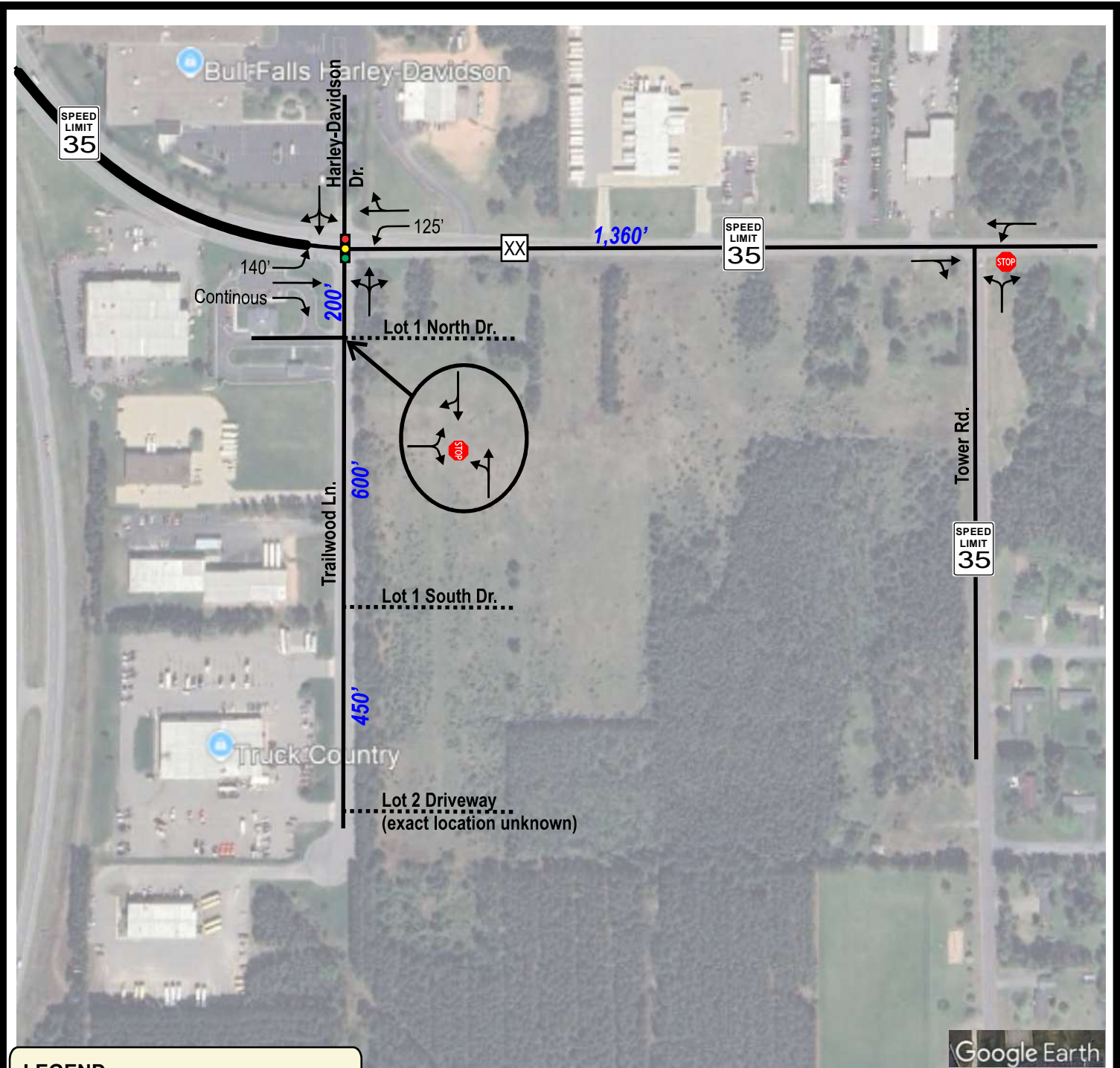
DISCLAIMER:
 THIS SURVEY IS NOT 100% ACCURATE AND WAS DERIVED FROM ESTIMATED DATA. EXISTING CONDITIONS ARE ESTIMATES TRANSMITTED FROM BING MAPS. A FIELD SURVEY IS REQUIRED FOR ACCURACY.

PROJECT ADDRESS:
 1619 COUNTY ROAD XX, ROTHSCHILD, WI 54474









**EXHIBIT 2
 CONCEPTUAL SITE PLAN**

KRONENWETTER, WISCONSIN



LEGEND

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



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3494; 06/23/25

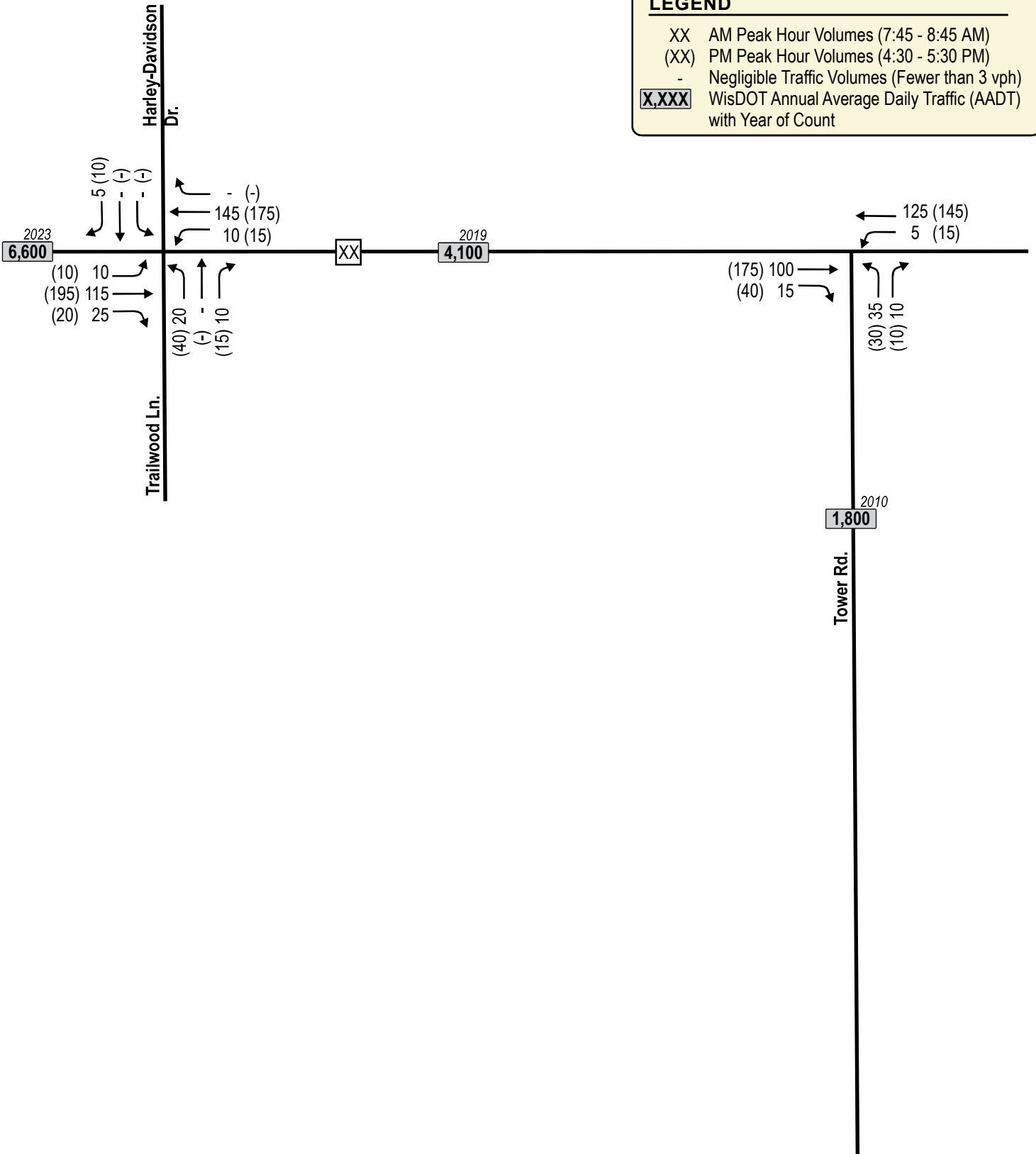


N
NOT TO SCALE

**EXHIBIT 3
EXISTING TRANSPORTATION DETAIL**

LEGEND

- XX AM Peak Hour Volumes (7:45 - 8:45 AM)
- (XX) PM Peak Hour Volumes (4:30 - 5:30 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)
- X,XXX** WisDOT Annual Average Daily Traffic (AADT) with Year of Count



NOT TO SCALE

On-Site Trip Generation Table ¹ - Phase 1

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
High-Cube Parcel Hub Warehouse	156	231.000 x 1,000 SF	1,700	115 (59%)	80 (41%)	195	70 (54%)	60 (46%)	130
Total New Trips			1,700	115	80	195	70	60	130

¹ Based on other typical company sites.

TRIP DISTRIBUTION

West on CTH XX	75%	1275	85	60	55	45
East on CTH XX	20%	340	25	15	10	10
South on Tower Rd.	5%	85	5	5	5	5
	100%	1700	115	80	70	60

On-Site Trip Generation Table ¹ - Full Build


Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
High-Cube Parcel Hub Warehouse	156	231.000 x 1,000 SF	1,700	115 (59%)	80 (41%)	195	70 (54%)	60 (46%)	130
Warehousing - Lot 2	150	175.000 x 1,000 SF	310 FCE	35 (77%)	10 (23%)	45 FCE	15 (28%)	30 (72%)	45 FCE
Total New Trips			2,010	150	90	240	85	90	175

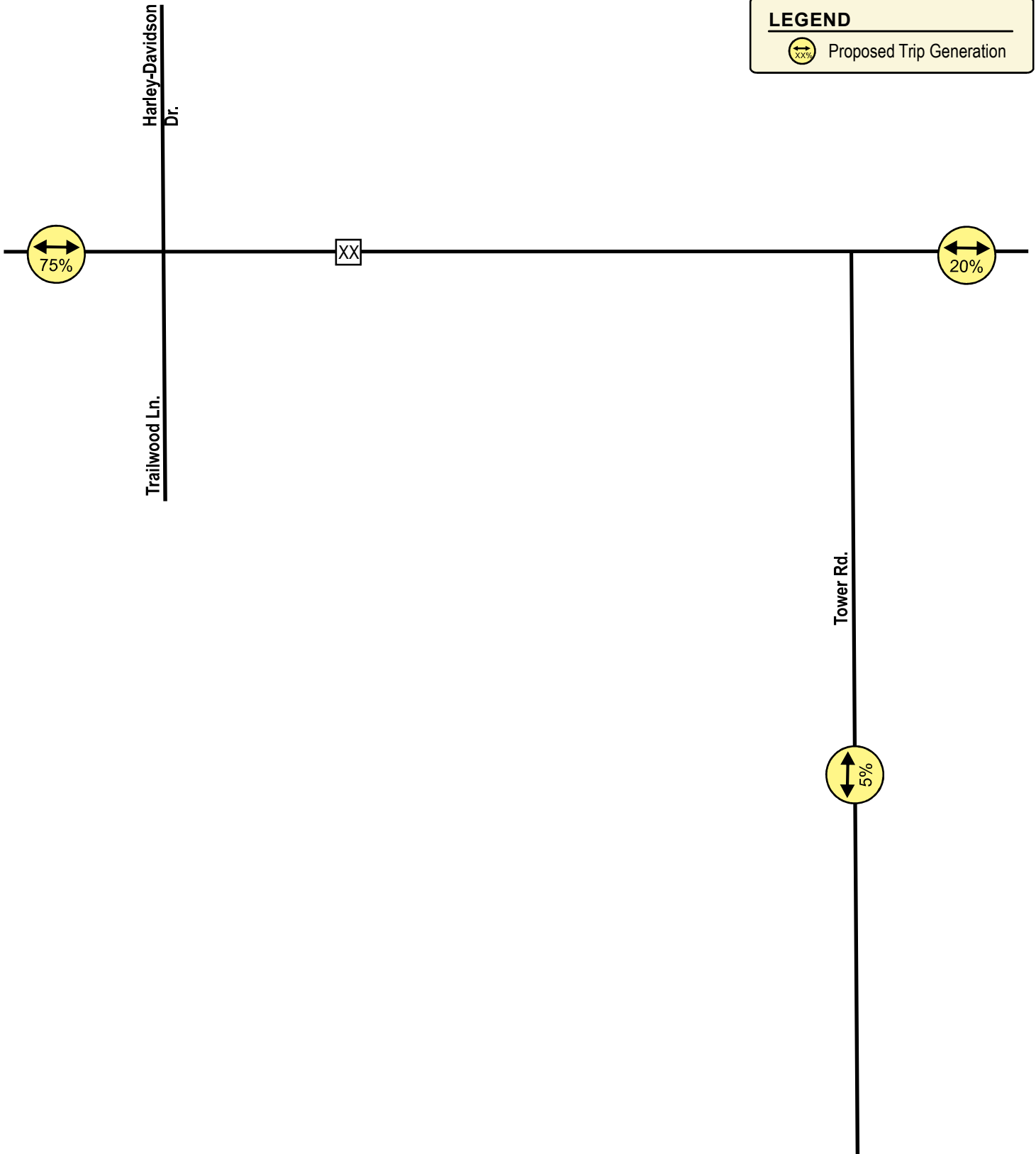
¹ Warehousing Land Use based on ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition. High-Cube Parcel Hub based on other company sites.

TRIP DISTRIBUTION

West on CTH XX	75%	1510	115	70	65	70
East on CTH XX	20%	400	25	15	15	15
South on Tower Rd.	5%	100	10	5	5	5
	100%	2010	150	90	85	90

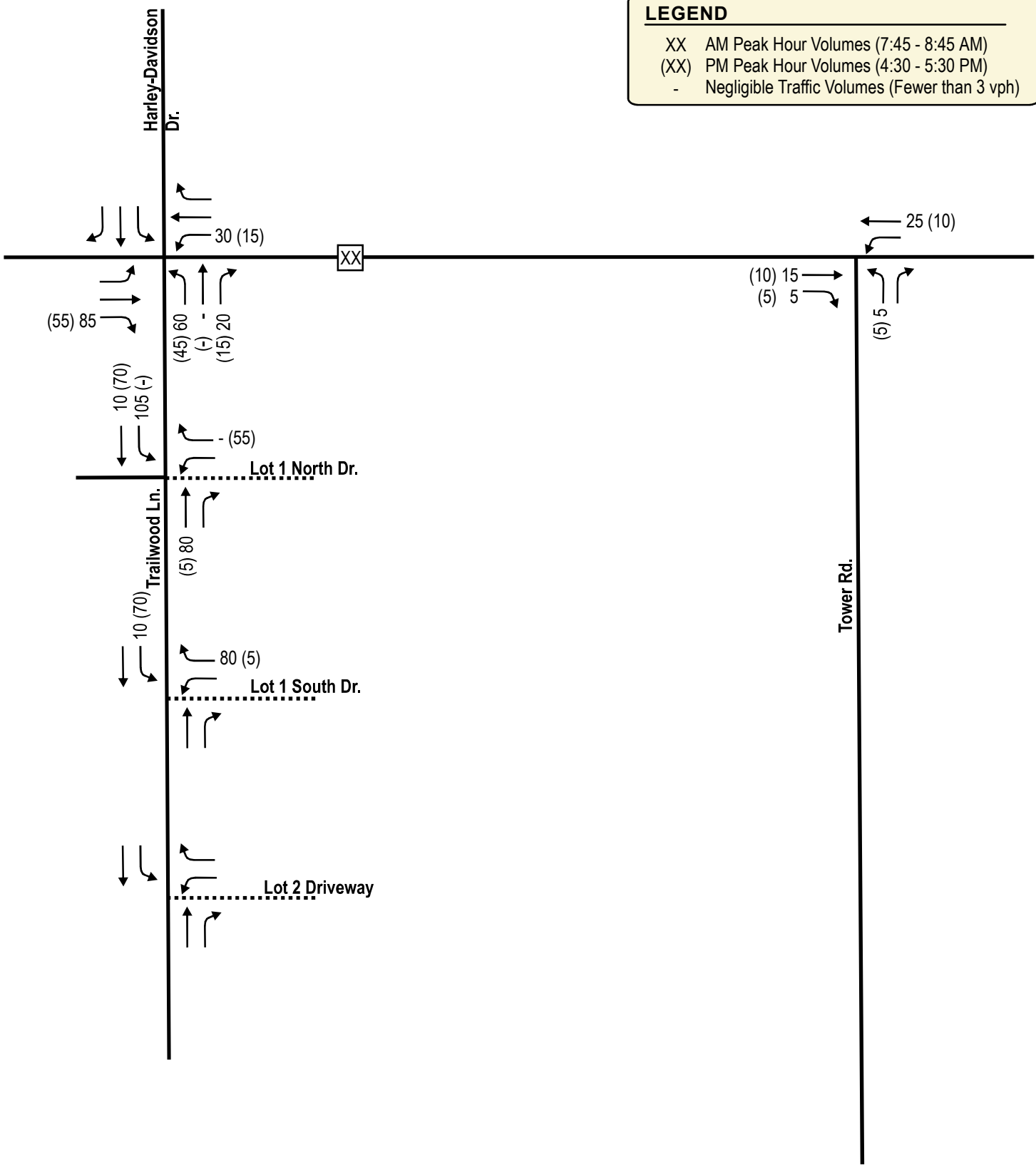
LEGEND

 Proposed Trip Generation



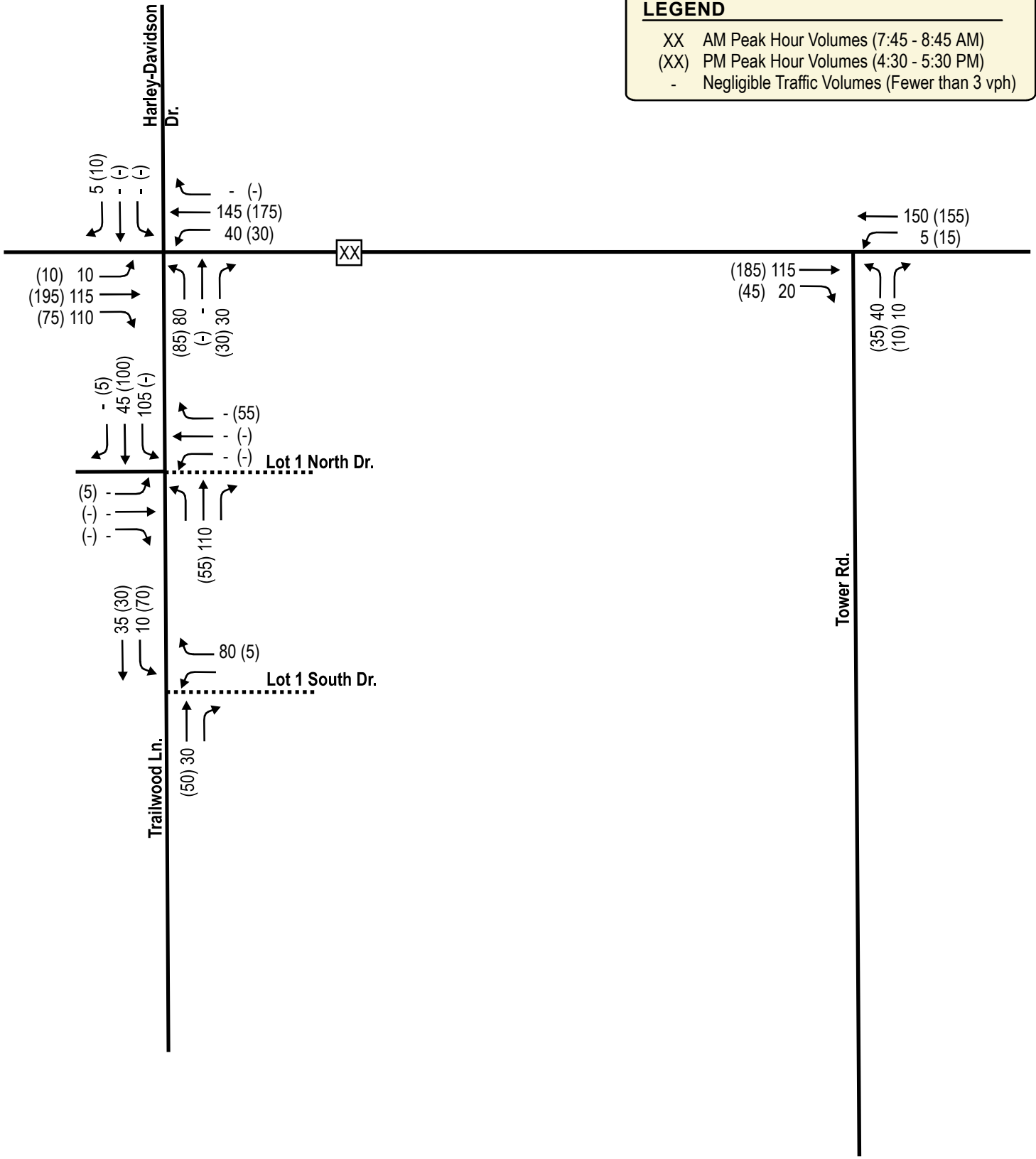
LEGEND

- XX AM Peak Hour Volumes (7:45 - 8:45 AM)
- (XX) PM Peak Hour Volumes (4:30 - 5:30 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



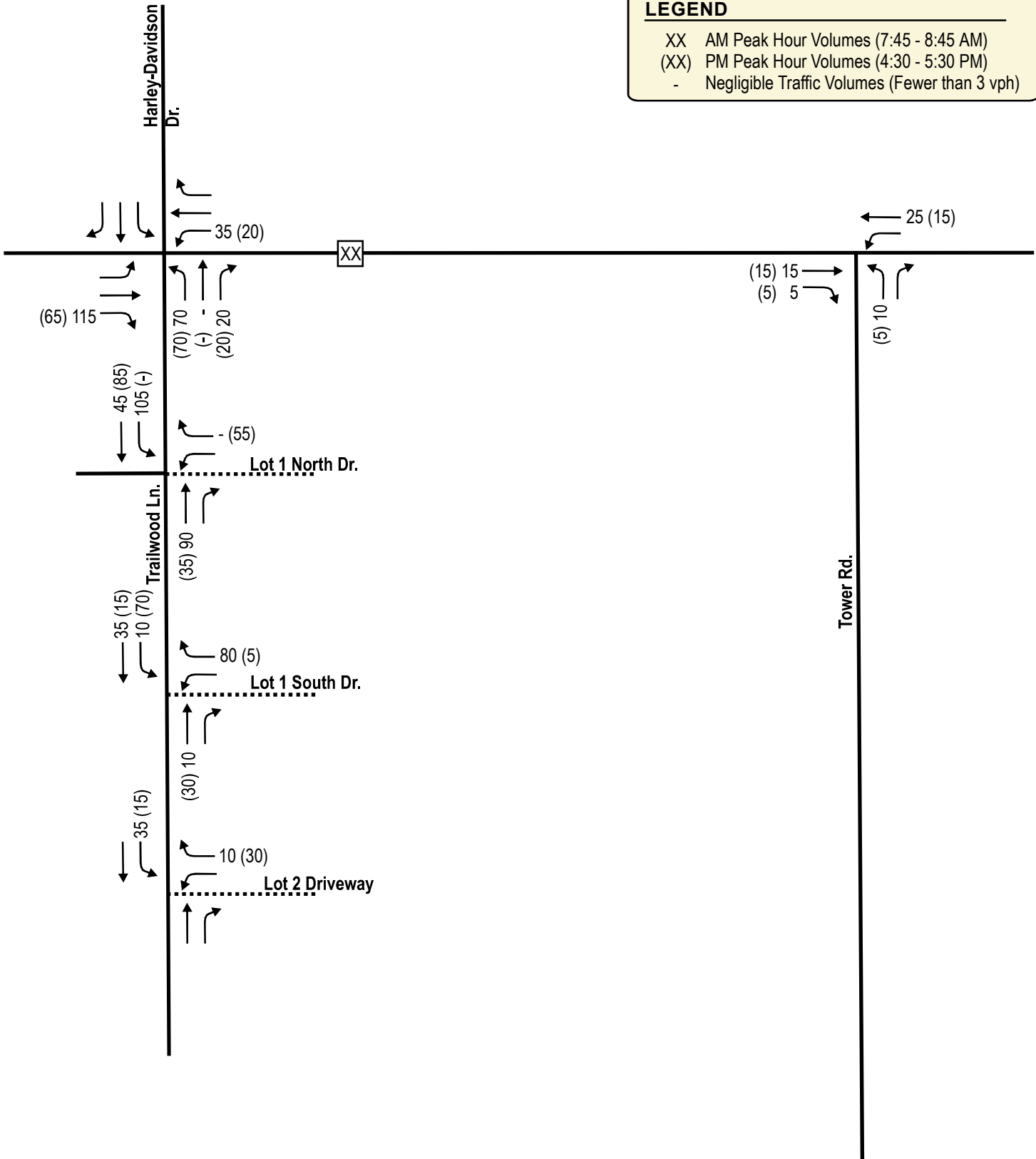
LEGEND

- XX AM Peak Hour Volumes (7:45 - 8:45 AM)
- (XX) PM Peak Hour Volumes (4:30 - 5:30 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



LEGEND

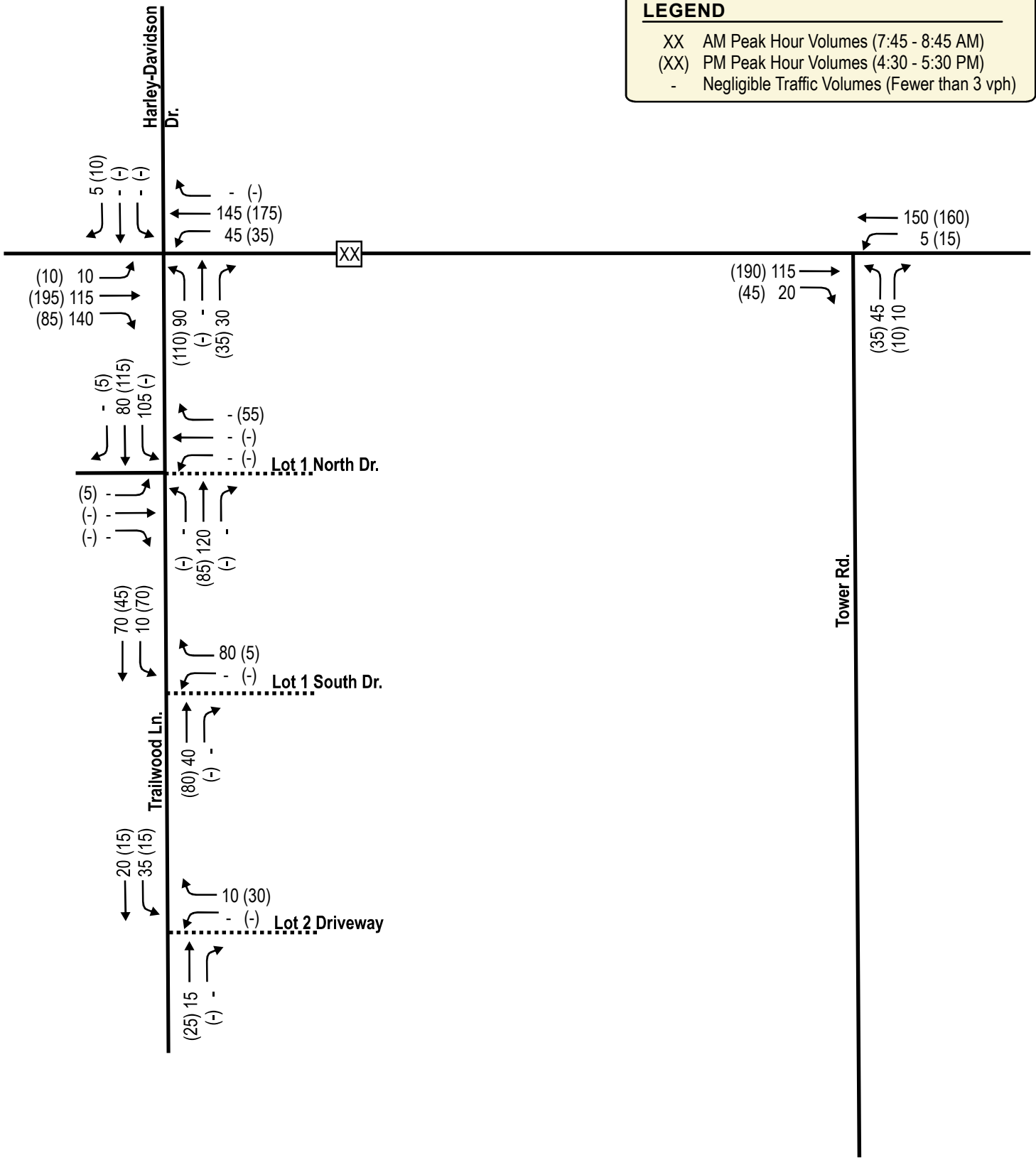
- XX AM Peak Hour Volumes (7:45 - 8:45 AM)
- (XX) PM Peak Hour Volumes (4:30 - 5:30 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



NOT TO SCALE

LEGEND

- XX AM Peak Hour Volumes (7:45 - 8:45 AM)
- (XX) PM Peak Hour Volumes (4:30 - 5:30 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)

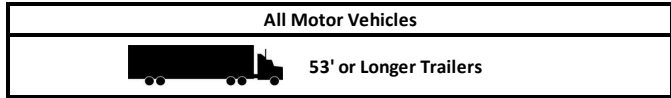


Intersection Traffic: Long Semi-Trucks

Hourly Volume Summary - Motor Vehicle Data

BUS 51 & CTH XX - Imperial Avenue

Count Basics			
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	12	Non-Holiday	No Special Events



One-Hour 53' or Longer Trailers Vehicle Data

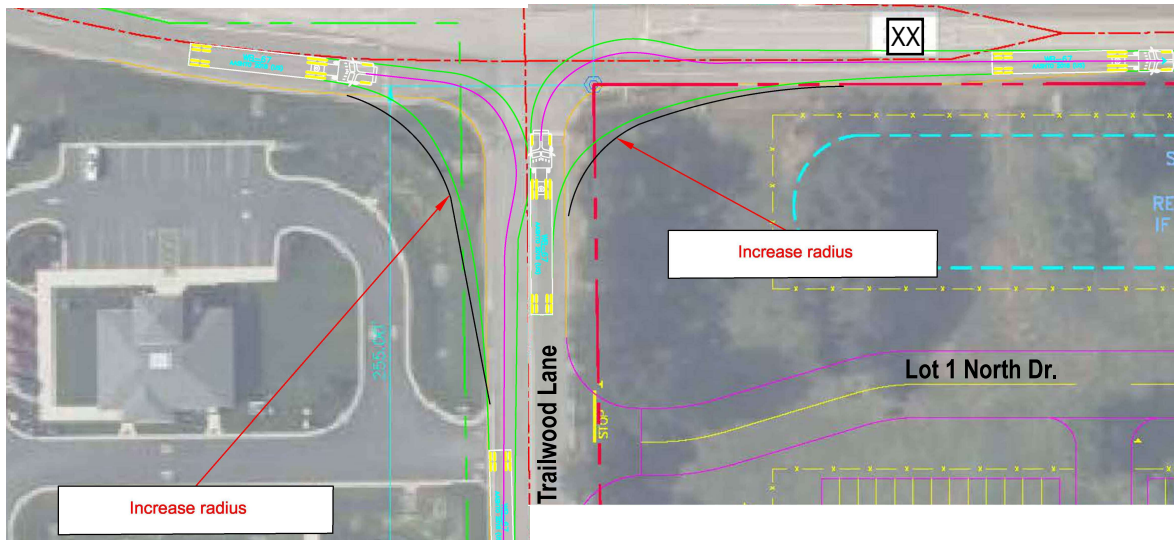
One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals		
	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM	6:00 AM	0	1	0	0	1	1	0	5	0	6	5	3	2	0	10	0	0	0	0	0	17	6	11
	7:00 AM	0	5	0	0	5	2	0	1	0	3	5	3	0	0	8	1	0	1	0	2	18	5	13
	8:00 AM	1	2	0	0	3	0	0	4	0	4	4	4	0	0	8	2	0	1	0	3	18	7	11
	9:00 AM	1	5	0	0	6	1	1	7	0	9	8	5	2	0	15	2	0	1	0	3	33	12	21
MD	10:00 AM	1	5	0	0	6	3	0	4	0	7	3	5	0	0	8	0	0	0	0	0	21	7	14
	11:00 AM	1	6	1	0	8	0	0	2	0	2	7	8	1	0	16	0	0	1	0	1	27	3	24
	12:00 PM	0	2	0	0	2	2	0	4	0	6	6	4	0	0	10	0	0	0	0	0	18	6	12
	1:00 PM	0	4	0	0	4	0	0	2	0	2	2	2	0	0	4	0	0	1	0	1	11	3	8
PM	2:00 PM	0	1	0	0	1	0	0	1	0	1	5	1	1	0	7	0	0	0	0	0	9	1	8
	3:00 PM	0	6	0	0	6	0	0	4	0	4	3	2	0	0	5	0	0	0	0	0	15	4	11
	4:00 PM	0	2	0	0	2	0	0	2	0	2	9	2	0	0	11	0	0	0	0	0	15	2	13
	5:00 PM	0	2	1	0	3	1	0	1	0	2	4	1	0	0	5	1	0	0	0	1	11	3	8
Totals		4	41	2	0	47	10	1	37	0	48	61	40	6	0	107	6	0	5	0	11	213	59	154



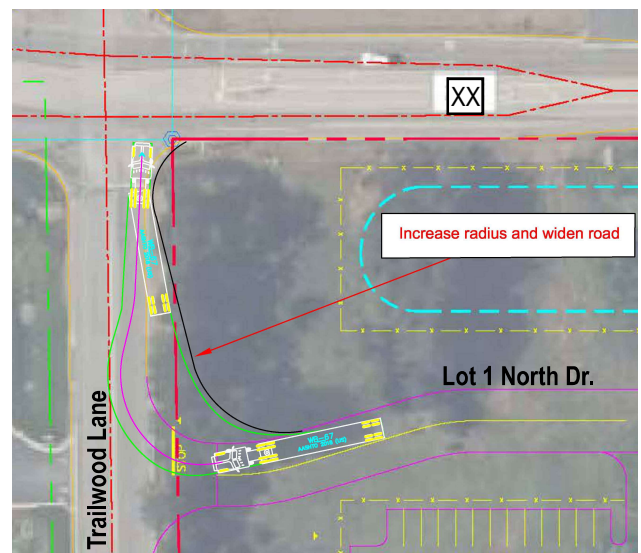
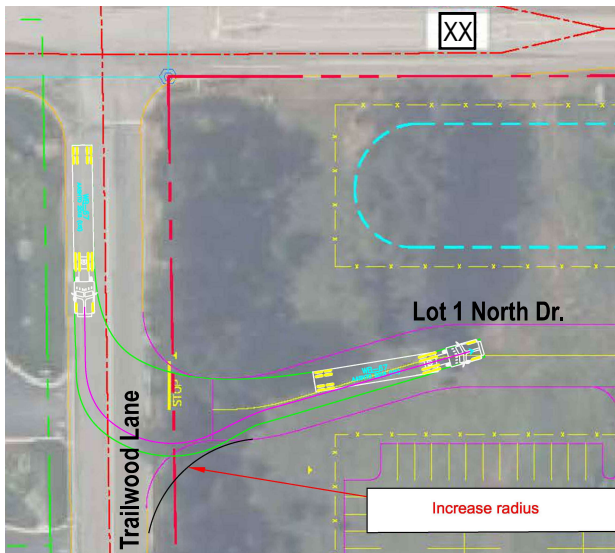
EXHIBIT 11
BUS. 51 & CTH XX TRAFFIC COUNT
SHOWING 53-FT OR LONGER TRAILER TRUCKS

KRONENWETTER, WISCONSIN

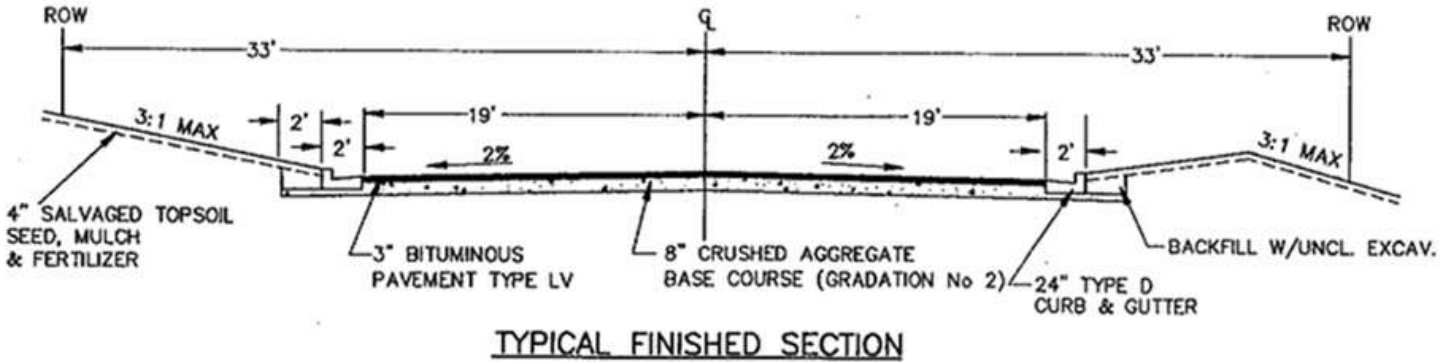
Recommended Radius Improvements Based on WB-67 Turning Paths

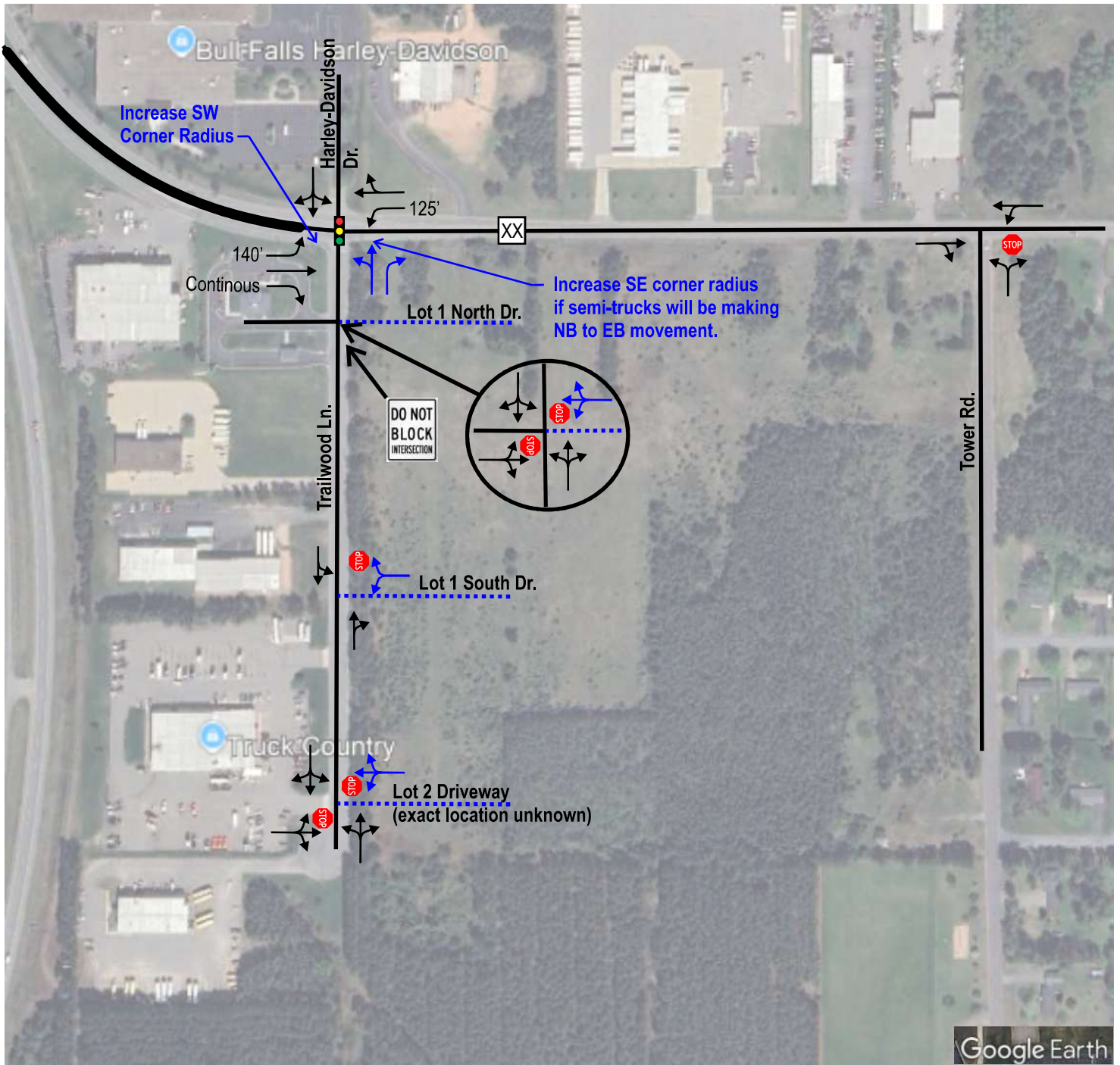


Recommended Radius Improvements Based on WB-67 Turning Paths



TRAILWOOD LANE





LEGEND	
	Traffic Signal Control
	Stop Sign Control
	Existing Lane Configuration
	Planned Lane Configuration
BLUE	Proposed Modifications

Appendix A

Traffic

Existing Turning Movement Counts

Saturation Flow Rate Calculations

Photos of WB-67 & Double Trailer Trucks at Bus. 51 & CTH XX

Intersection Traffic Volume Report

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: CTH XX
 Minor St: Trailwood Lane
 Intersection of: CTH XX & Trailwood Lane

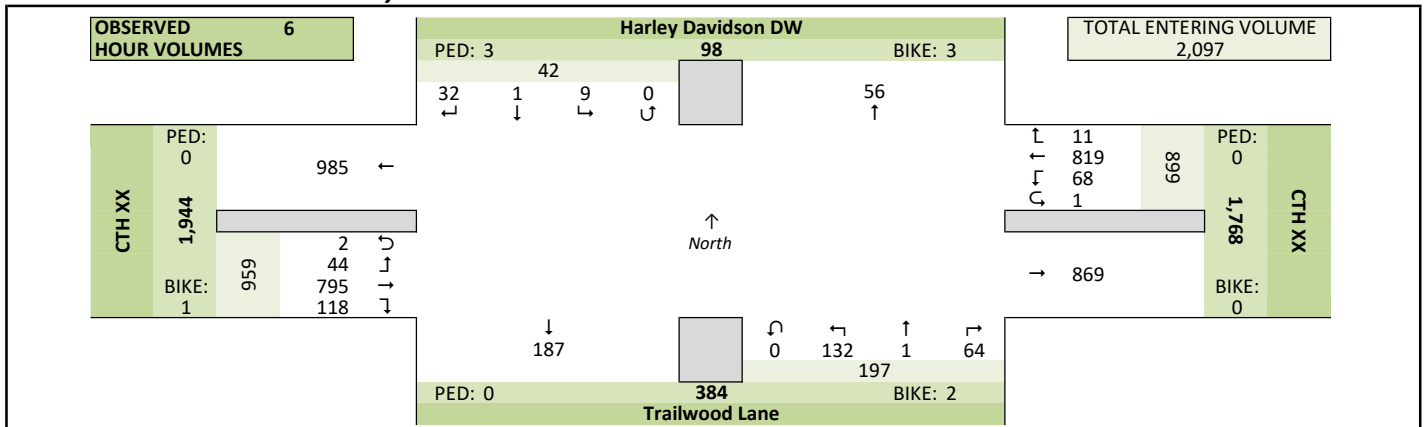
Site Information

Municipality	Village of Kronenwetter		
County	37 - Marathon	WisDOT Region	NC-W
Traffic Control	Traffic Signal		
Roadway Names	North Direction ↑		
North Leg	Harley Davidson DW		
East Leg	CTH XX		
South Leg	Trailwood Lane		
West Leg	CTH XX		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)		None	None

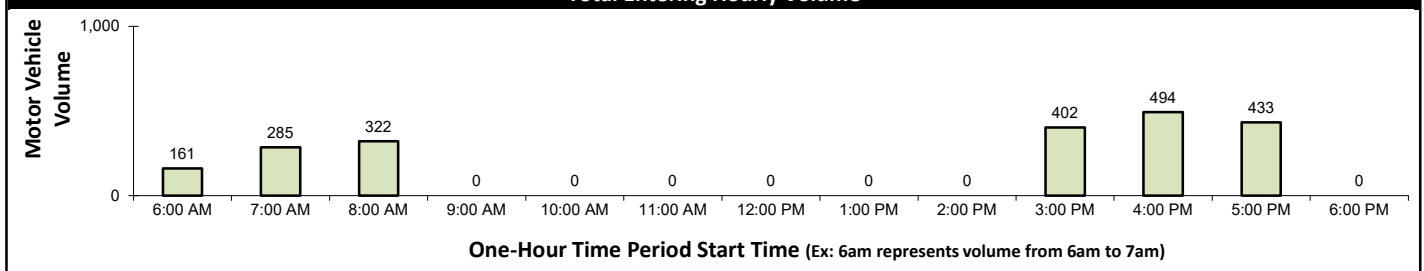
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Wednesday, June 18, 2025		Weather
AM Peak Period	Thursday, June 19, 2025		Clear and Dry
Midday Peak Period	Thursday, June 19, 2025		Clear and Dry
PM Peak Period	Wednesday, June 18, 2025		Clear and Dry
Calculated Peak Hours			
	AM	7:45-8:45am MD	PM 4:00-5:00pm
Peak Hours Selected for Analysis			
	AM	7:45-8:45am MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %		
Count Expansion Group	(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor	0.864	Count Expansion Factor	2.346
Company Name	TADI		Manual Adj. 1.000
Observers	AM Peak Period	Lori Atwell	
	Midday Peak Period	None	
	PM Peak Period	Lori Atwell	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.		

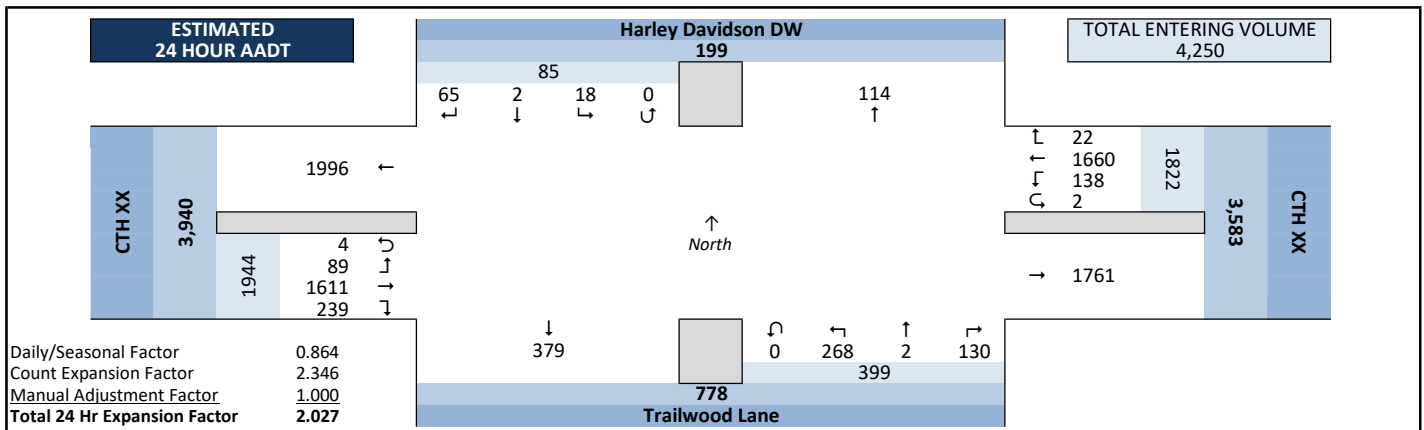
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



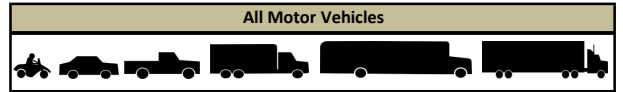
Estimated 24 Hour AADT



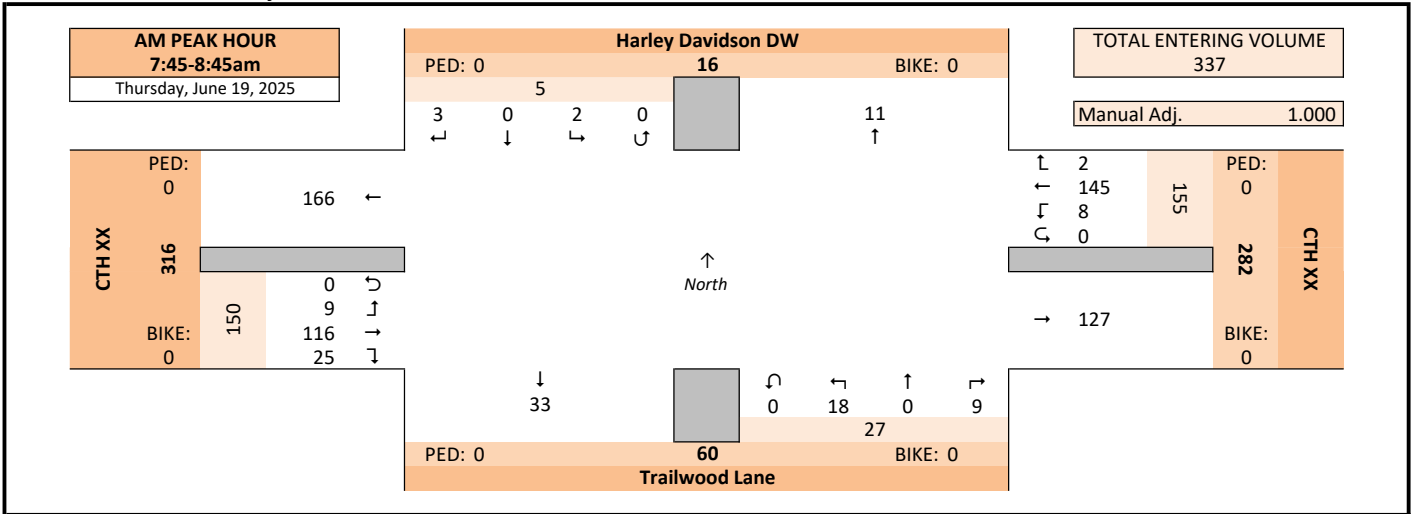
Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

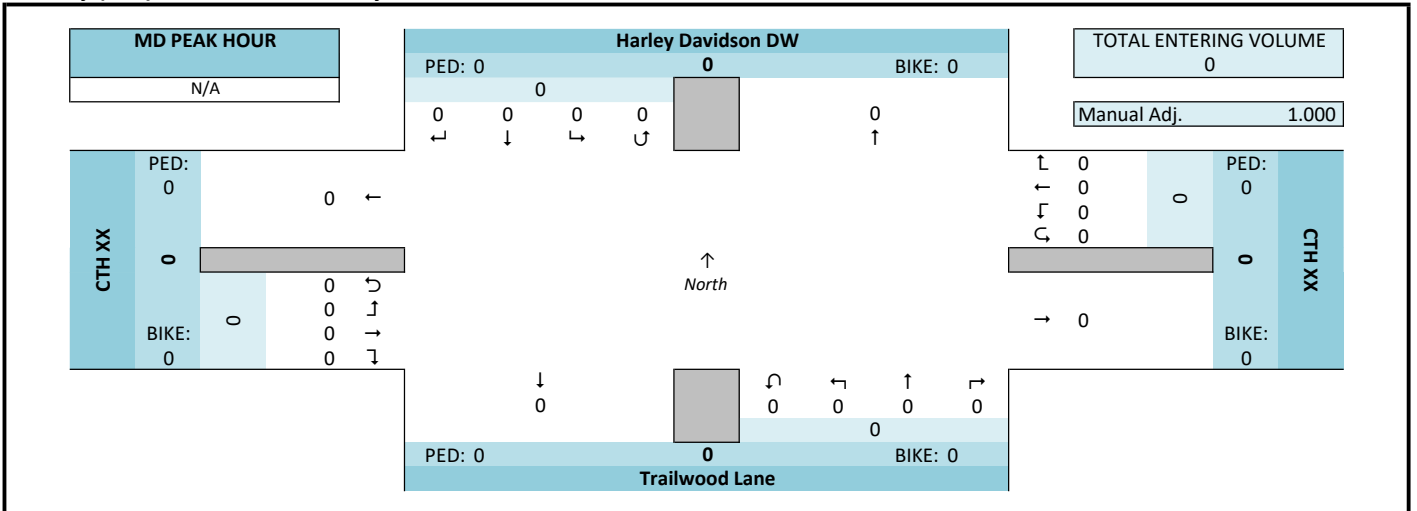
CTH XX & Trailwood Lane



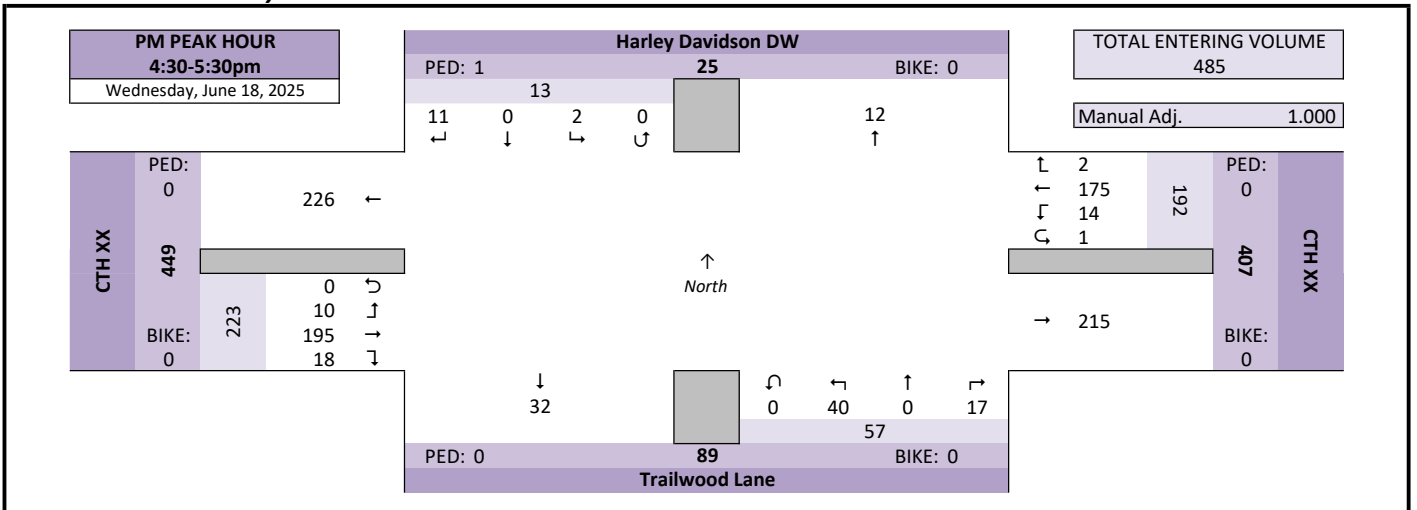
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

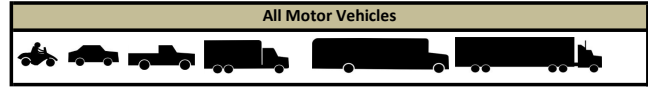


Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

CTH XX & Trailwood Lane

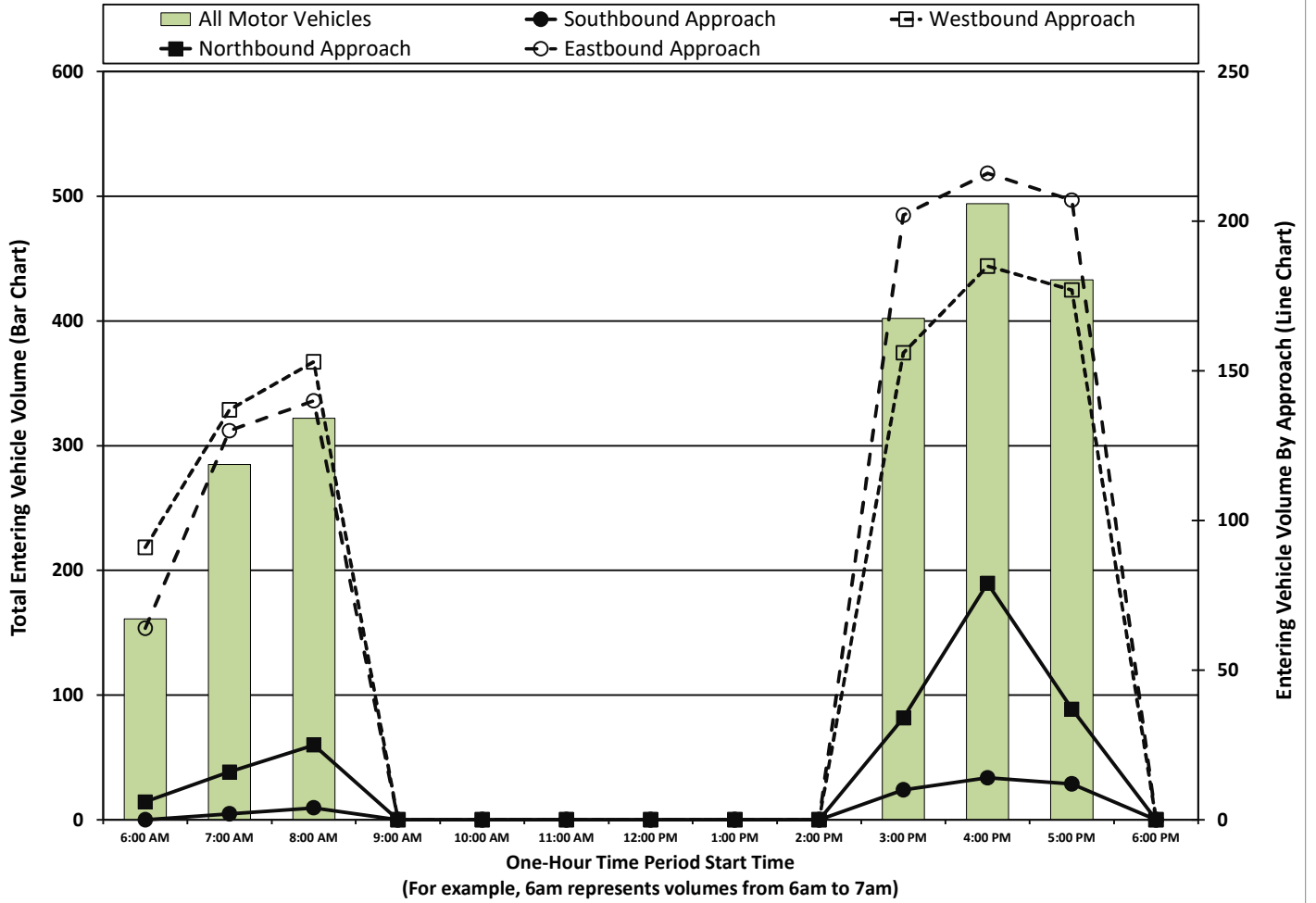
Count Basics		Page 4 of 13	
Start Date:	Wednesday, June 18, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time	From North Harley Davidson DW					From East CTH XX				From South Trailwood Lane				From West CTH XX				Total Vehicle Volume	Directional Volume Totals E/W N/S					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru				Left	U-Tn	Total	
	AM	6:00 AM	0	0	0	0	0	0	78	13	0	91	3	0	3	0	6				15	48	1	0
	7:00 AM	2	0	0	0	2	0	132	5	0	137	3	0	13	0	16	21	105	4	0	130	285	267	18
	8:00 AM	2	0	2	0	4	2	142	9	0	153	8	0	17	0	25	21	106	13	0	140	322	293	29
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	7	0	3	0	10	3	138	15	0	156	14	0	20	0	34	22	172	7	1	202	402	358	44
	4:00 PM	12	1	1	0	14	1	165	19	0	185	25	1	53	0	79	20	186	10	0	216	494	401	93
	5:00 PM	9	0	3	0	12	5	164	7	1	177	11	0	26	0	37	19	178	9	1	207	433	384	49
	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	32	1	9	0	42	11	819	68	1	899	64	1	132	0	197	118	795	44	2	959	2097	1858	239

Graphical Summary of Hourly Volumes

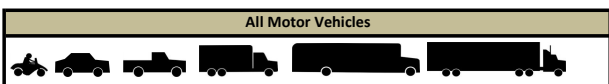


Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

CTH XX & Trailwood Lane

Count Basics		Page 5 of 13	
Start Date:	Wednesday, June 18, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF
	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	17	3	0	20	0	0	1	0	1	3	10	0	0	13	34	161	0.82
6:15 AM	0	0	0	0	0	0	12	1	0	13	1	0	0	0	1	6	9	0	0	15	29	180	0.85
6:30 AM	0	0	0	0	0	0	24	6	0	30	2	0	2	0	4	2	12	1	0	15	49	218	0.81
6:45 AM	0	0	0	0	0	0	25	3	0	28	0	0	0	0	0	4	17	0	0	21	49	237	0.87
7:00 AM	0	0	0	0	0	0	25	1	0	26	0	0	4	0	4	3	19	1	0	23	53	285	0.73
7:15 AM	1	0	0	0	1	0	33	1	0	34	0	0	2	0	2	5	24	1	0	30	67	315	0.81
7:30 AM	0	0	0	0	0	0	32	1	0	33	1	0	2	0	3	4	26	2	0	32	68	316	0.81
7:45 AM	1	0	0	0	1	0	42	2	0	44	2	0	5	0	7	9	36	0	0	45	97	337	0.87
8:00 AM	1	0	0	0	1	0	32	4	0	36	1	0	6	0	7	7	30	2	0	39	83	322	0.90
8:15 AM	0	0	1	0	1	1	32	0	0	33	2	0	4	0	6	2	25	1	0	28	68		
8:30 AM	1	0	1	0	2	1	39	2	0	42	4	0	3	0	7	7	25	6	0	38	89		
8:45 AM	0	0	0	0	0	0	39	3	0	42	1	0	4	0	5	5	26	4	0	35	82		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	2	0	2	0	4	1	32	3	0	36	5	0	5	0	10	3	34	1	1	39	89	402	0.81
3:15 PM	2	0	0	0	2	1	34	2	0	37	4	0	3	0	7	5	41	0	0	46	92	452	0.81
3:30 PM	2	0	0	0	2	0	35	2	0	37	1	0	4	0	5	5	48	0	0	53	97	473	0.85
3:45 PM	1	0	1	0	2	1	37	8	0	46	4	0	8	0	12	9	49	6	0	64	124	490	0.88
4:00 PM	2	1	1	0	4	0	47	2	0	49	10	0	11	0	21	11	51	3	0	65	139	494	0.89
4:15 PM	5	0	0	0	5	1	29	8	0	38	4	1	16	0	21	2	44	3	0	49	113	463	0.90
4:30 PM	4	0	0	0	4	0	39	6	0	45	3	0	11	0	14	1	49	1	0	51	114	485	0.90
4:45 PM	1	0	0	0	1	0	50	3	0	53	8	0	15	0	23	6	42	3	0	51	128	477	0.88
5:00 PM	0	0	0	0	0	0	40	4	1	45	3	0	5	0	8	5	46	4	0	55	108	433	0.80
5:15 PM	6	0	2	0	8	2	46	1	0	49	3	0	9	0	12	6	58	2	0	66	135		
5:30 PM	1	0	1	0	2	1	44	2	0	47	3	0	6	0	9	4	43	1	0	48	106		
5:45 PM	2	0	0	0	2	2	34	0	0	36	2	0	6	0	8	4	31	2	1	38	84		
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	32	1	9	0	42	11	819	68	1	899	64	1	132	0	197	118	795	44	2	959	2097		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF
	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:45 AM	3	0	2	0	5	2	145	8	0	155	9	0	18	0	27	25	116	9	0	150	337	0.87
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	11	0	2	0	13	2	175	14	1	192	17	0	40	0	57	18	195	10	0	223	485	0.90

Intersection Traffic Volume Report

15-Minute Automobile Data

CTH XX & Trailwood Lane



15-Minute Automobile Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	17	3	0	20	0	0	0	0	0	3	8	0	0	11	31	150
6:15 AM	0	0	0	0	0	0	12	1	0	13	1	0	0	0	1	6	9	0	0	15	29	167
6:30 AM	0	0	0	0	0	0	19	6	0	25	2	0	0	0	2	2	12	1	0	15	42	199
6:45 AM	0	0	0	0	0	0	25	3	0	28	0	0	0	0	0	4	16	0	0	20	48	221
7:00 AM	0	0	0	0	0	0	23	1	0	24	0	0	1	0	1	3	19	1	0	23	48	260
7:15 AM	1	0	0	0	1	0	31	1	0	32	0	0	0	0	0	5	22	1	0	28	61	288
7:30 AM	0	0	0	0	0	0	28	1	0	29	1	0	2	0	3	4	26	2	0	32	64	291
7:45 AM	1	0	0	0	1	0	38	2	0	40	1	0	5	0	6	7	33	0	0	40	87	305
8:00 AM	1	0	0	0	1	0	31	4	0	35	1	0	5	0	6	3	29	2	0	34	76	291
8:15 AM	0	0	1	0	1	1	31	0	0	32	2	0	1	0	3	2	25	1	0	28	64	
8:30 AM	1	0	1	0	2	1	34	2	0	37	3	0	2	0	5	5	23	6	0	34	78	
8:45 AM	0	0	0	0	0	0	33	3	0	36	1	0	3	0	4	3	26	4	0	33	73	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	2	0	2	0	4	1	31	2	0	34	5	0	5	0	10	3	31	1	1	36	84	376
3:15 PM	2	0	0	0	2	1	33	2	0	36	4	0	2	0	6	4	40	0	0	44	88	421
3:30 PM	2	0	0	0	2	0	35	1	0	36	0	0	3	0	3	2	46	0	0	48	89	439
3:45 PM	1	0	1	0	2	1	37	8	0	46	4	0	7	0	11	8	43	5	0	56	115	459
4:00 PM	1	1	1	0	3	0	46	1	0	47	10	0	9	0	19	9	48	3	0	60	129	462
4:15 PM	5	0	0	0	5	1	27	7	0	35	4	1	14	0	19	2	42	3	0	47	106	433
4:30 PM	4	0	0	0	4	0	38	6	0	44	3	0	11	0	14	1	45	1	0	47	109	459
4:45 PM	1	0	0	0	1	0	49	1	0	50	8	0	15	0	23	5	36	3	0	44	118	451
5:00 PM	0	0	0	0	0	0	38	2	1	41	3	0	5	0	8	5	42	4	0	51	100	413
5:15 PM	6	0	2	0	8	2	44	1	0	47	3	0	9	0	12	6	57	2	0	65	132	
5:30 PM	1	0	1	0	2	1	43	2	0	46	3	0	6	0	9	4	39	1	0	44	101	
5:45 PM	2	0	0	0	2	2	33	0	0	35	1	0	5	0	6	4	30	2	1	37	80	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	31	1	9	0	41	11	776	60	1	848	60	1	110	0	171	100	747	43	2	892	1952	

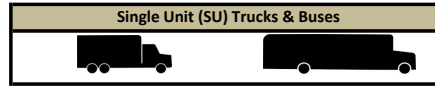
Peak Hour Automobile Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:45 AM	3	0	2	0	5	2	134	8	0	144	7	0	13	0	20	17	110	9	0	136	305	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:30 PM	11	0	2	0	13	2	169	10	1	182	17	0	40	0	57	17	180	10	0	207	459	

Intersection Traffic Volume Report

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

CTH XX & Trailwood Lane



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

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	9
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:30 AM	0	0	0	0	0	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	7	18
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
7:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	5	24
7:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	0	2	0	0	2	6	26
7:30 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4	24
7:45 AM	0	0	0	0	0	0	0	4	0	4	1	0	0	0	1	1	3	0	0	4	9	26
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	4	1	0	0	5	7	23
8:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	4	
8:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	2	1	0	0	3	6	
8:45 AM	0	0	0	0	0	0	0	4	0	4	0	0	1	0	1	1	0	0	0	1	6	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	4	20
3:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	4	22
3:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	2	1	0	0	3	6	24
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	1	0	5	6	21
4:00 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	1	3	0	0	4	6	20	
4:15 PM	0	0	0	0	0	0	0	2	1	3	0	0	1	0	1	0	2	0	0	2	6	20
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	16
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	5	15
5:00 PM	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3	0	0	3	6	14
5:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	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	2	0	0	2	2	
5:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	1	0	0	1	4	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	1	0	0	0	1	0	31	8	0	39	4	0	19	0	23	13	33	1	0	47	110	

SU Truck %age: 3.1% 0.0% 0.0% 0.0% 2.4% 0.0% 3.8% 11.8% 0.0% 4.3% 6.3% 0.0% 14.4% 0.0% 11.7% 11.0% 4.2% 2.3% 0.0% 4.9% 5.2%

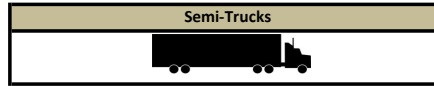
Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	
	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:45 AM	0	0	0	0	0	0	7	0	0	7	2	0	5	0	7	7	5	0	0	12	26	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:30 PM	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	0	9	0	0	9	16	

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

CTH XX & Trailwood Lane



15-Minute Semi-Truck Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	10	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	10	
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	2	1	0	0	0	1	4	12	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	10	
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2	10	
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	3	0	0	4	5	11	
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2	6	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	0	0	0	0	0	0	12	0	0	12	0	0	3	0	3	5	15	0	0	20	35	

emi Truck %age: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 1.5% 0.0% 0.0% 1.3% 0.0% 0.0% 2.3% 0.0% 1.5% 4.2% 1.9% 0.0% 0.0% 2.1% 1.7%

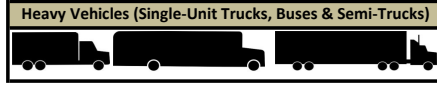
Peak Hour Semi-Truck Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	6
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	10

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

CTH XX & Trailwood Lane



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3	11
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
6:30 AM	0	0	0	0	0	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	7	19
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	16
7:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	5	25
7:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	0	2	0	0	2	6	27
7:30 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4	25
7:45 AM	0	0	0	0	0	0	0	4	0	4	1	0	0	0	1	2	3	0	0	5	10	32
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	4	1	0	0	5	7	31
8:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	4	
8:30 AM	0	0	0	0	0	0	0	5	0	5	1	0	1	0	2	2	2	0	0	4	11	
8:45 AM	0	0	0	0	0	0	0	6	0	6	0	0	1	0	1	2	0	0	0	2	9	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	3	0	0	3	5	26
3:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	4	31
3:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	3	2	0	0	5	8	34
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	6	1	0	8	9	31
4:00 PM	1	0	0	0	1	0	0	1	1	2	0	0	2	0	2	2	3	0	0	5	10	32
4:15 PM	0	0	0	0	0	0	0	2	1	3	0	0	2	0	2	0	2	0	0	2	7	30
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	5	26
4:45 PM	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	1	6	0	0	7	10	26
5:00 PM	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	4	4	0	0	4	8	20
5:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3	
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	5	
5:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	1	0	0	1	4	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	1	0	0	0	1	0	43	8	0	51	4	0	22	0	26	18	48	1	0	67	145	

total Truck %age: 3.1% 0.0% 0.0% 0.0% 2.4% 0.0% 5.3% 11.8% 0.0% 5.7% 6.3% 0.0% 16.7% 0.0% 13.2% 15.3% 6.0% 2.3% 0.0% 7.0% 6.9%

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:45 AM	0	0	0	0	0	0	11	0	0	11	2	0	5	0	7	8	6	0	0	14	32
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	6	4	0	10	0	0	0	0	0	1	15	0	0	16	26

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Wednesday, June 18, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

CTH XX & Trailwood Lane



15-Minute Pedestrian and Bicyclist Data

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

Special Pedestrians

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

Intersection Traffic Volume Report

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: CTH XX
 Minor St: Tower Road
 Intersection of: CTH XX & Tower Road

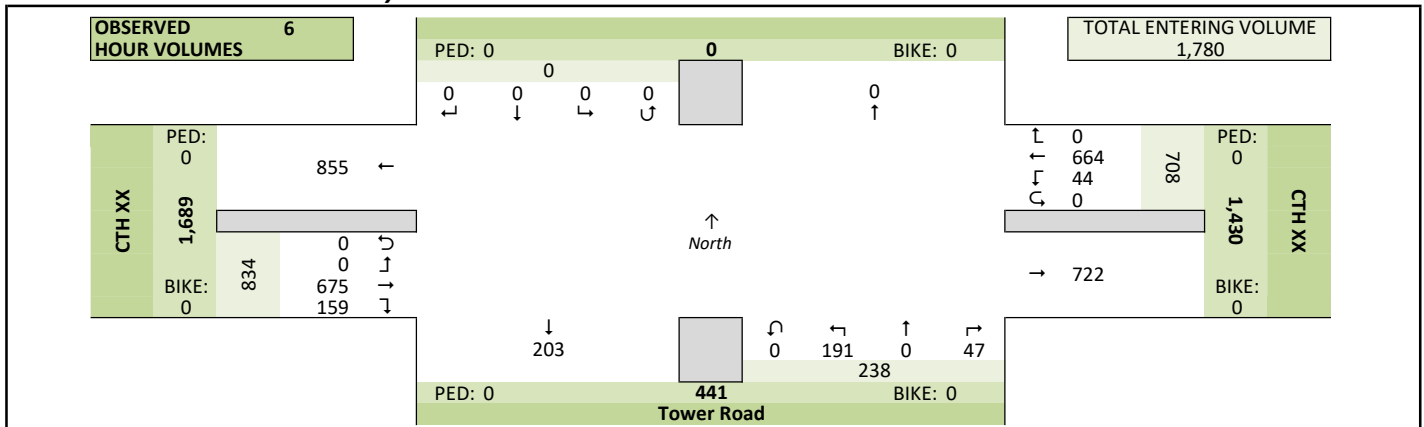
Site Information

Municipality	Village of Kronenwetter
County	37 - Marathon
WisDOT Region	NC-W
Traffic Control	Partial Stop Control
Roadway Names	North Direction ↑
North Leg	
East Leg	CTH XX
South Leg	Tower Road
West Leg	CTH XX
Special Considerations	
Schools	In Session
Holidays	None
Special Events	None
Special Pedestrians Observed	
Pre-school children	None
Elementary school age children	None
Visually impaired (white cane/helper dog)	None
Elderly/disabled (except wheelchairs)	None
Wheelchairs/electric scooters	None
Other (describe)	None

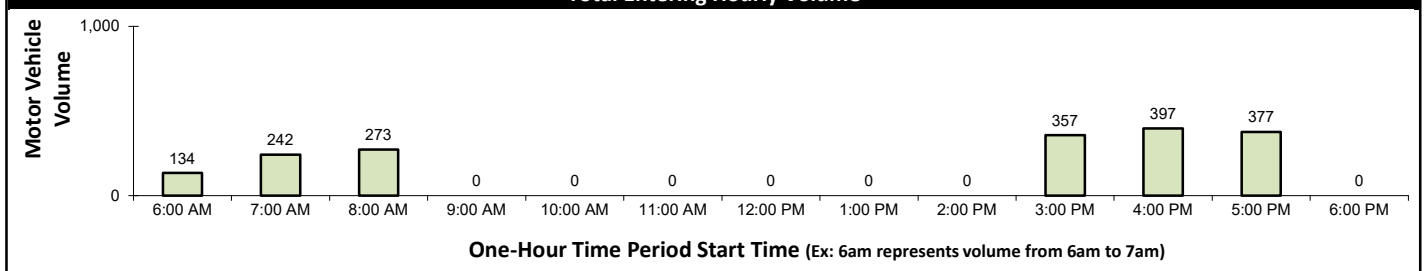
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Wednesday, June 18, 2025	Weather	
AM Peak Period	Thursday, June 19, 2025	Clear and Dry	
Midday Peak Period	Thursday, June 19, 2025	Clear and Dry	
PM Peak Period	Wednesday, June 18, 2025	Clear and Dry	
Calculated Peak Hours			
AM	7:45-8:45am	MD	PM 4:30-5:30pm
Peak Hours Selected for Analysis			
AM	7:45-8:45am	MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %		
Count Expansion Group	(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor	0.864	Count Expansion Factor	2.346
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	Jane Fait	
	Midday Peak Period	None	
	PM Peak Period	Jane Fait	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.		

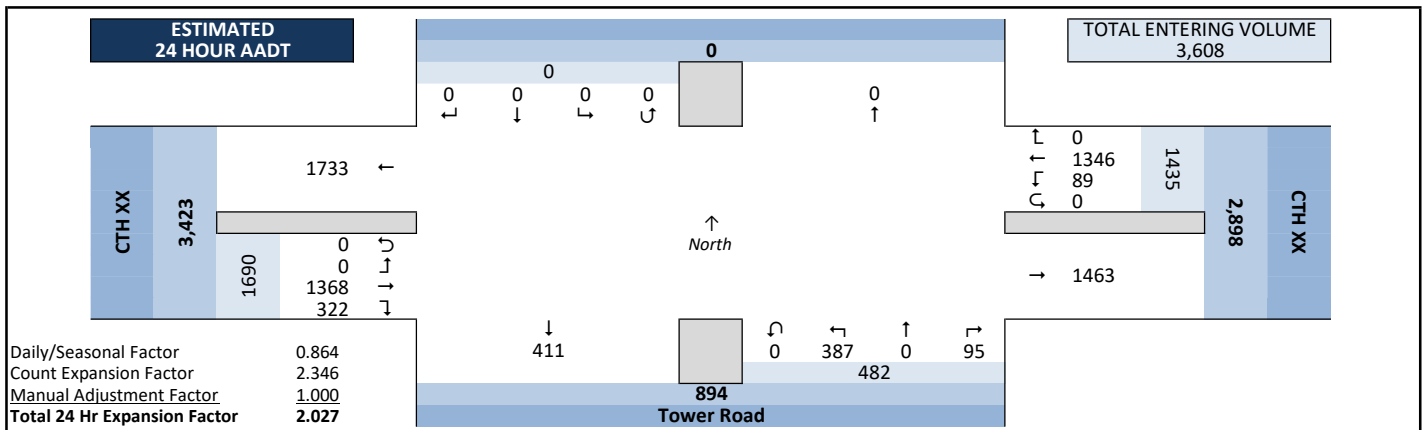
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

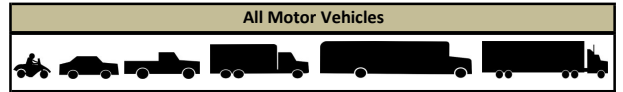


Intersection Traffic Volume Report

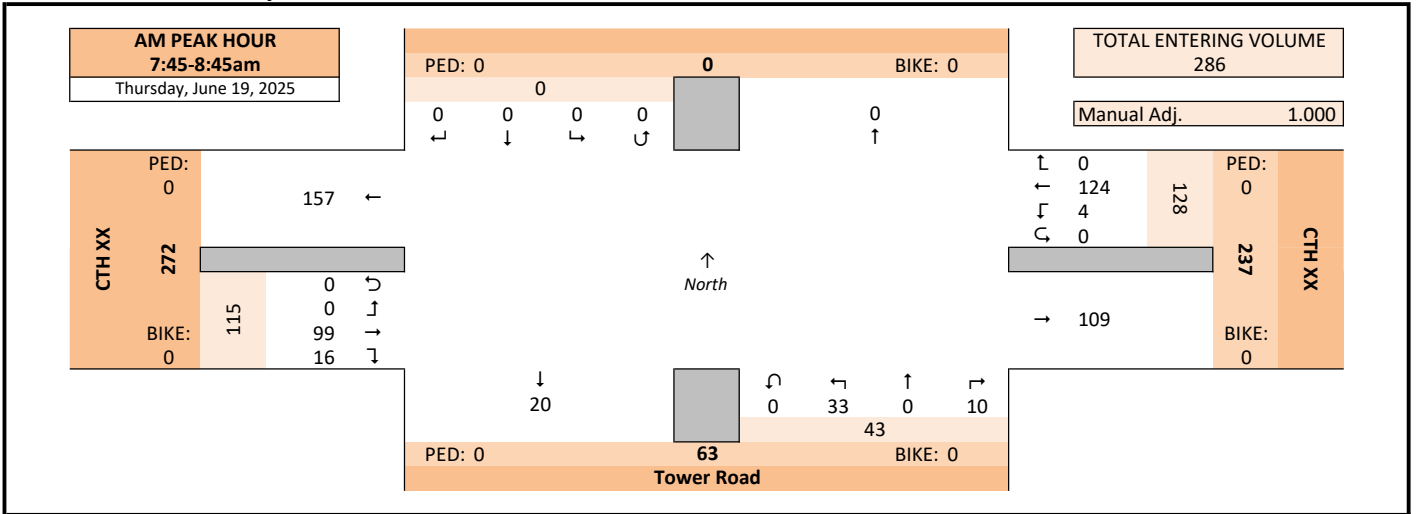
Count Basics		Page 2 of 13	
Start Date:	Wednesday, June 18, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

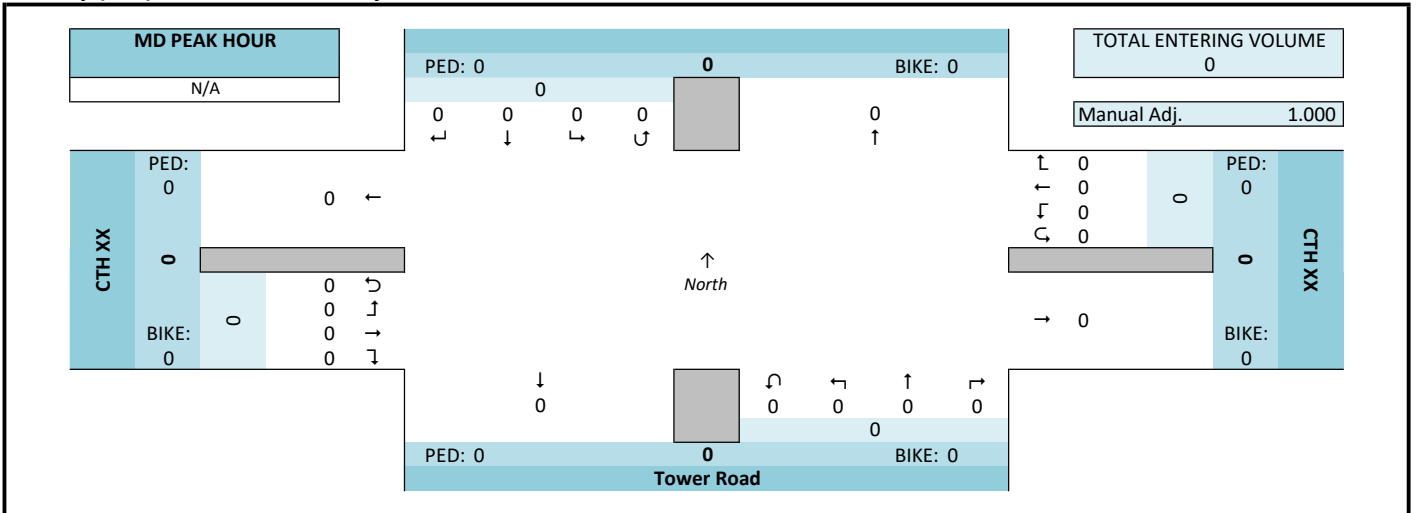
CTH XX & Tower Road



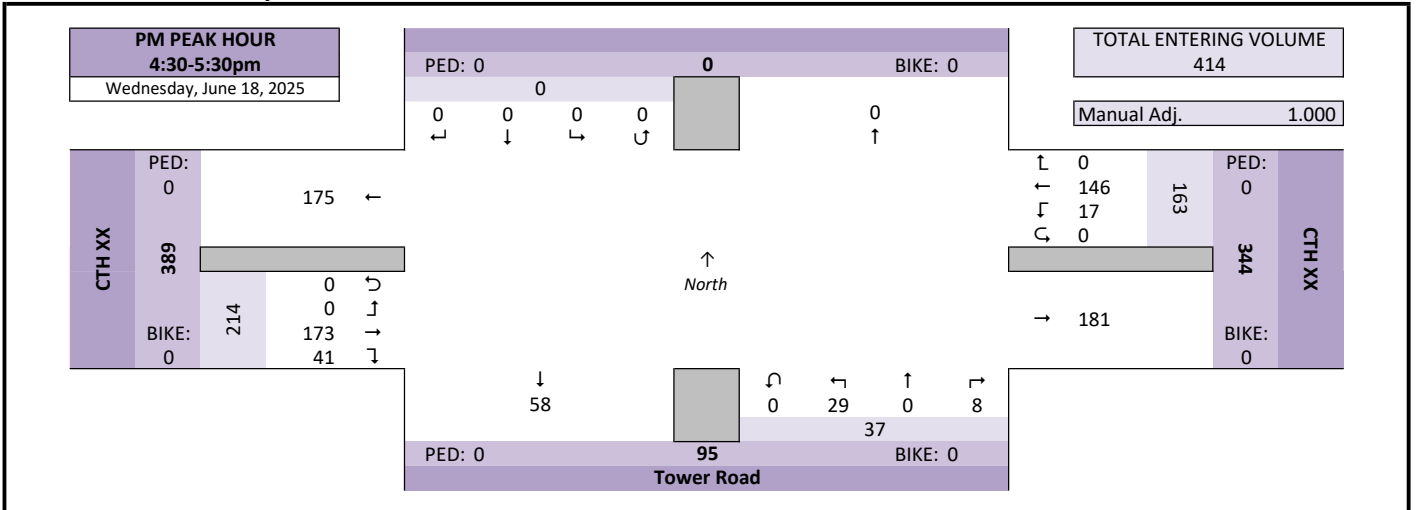
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

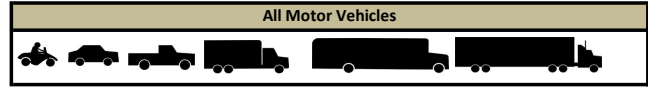


Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

CTH XX & Tower Road

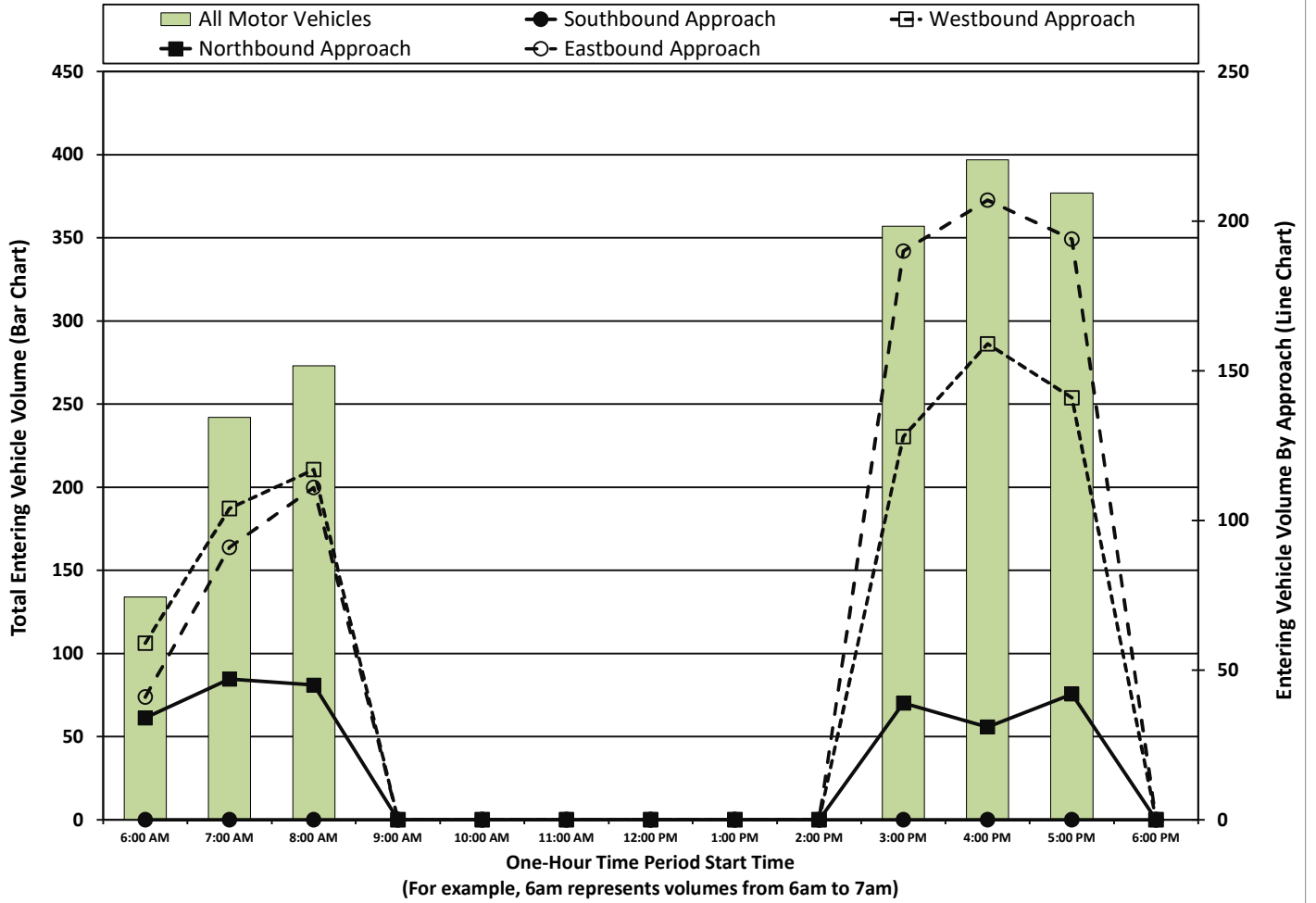
Count Basics			Page 4 of 13
Start Date:	Wednesday, June 18, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East				From South				From West					Total Vehicle Volume	Directional Volume Totals			
						CTH XX				Tower Road				CTH XX									
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left				U-Tn	Total
AM																							
6:00 AM	0	0	0	0	0	0	58	1	0	59	7	0	27	0	34	6	35	0	0	41	134	100	34
7:00 AM	0	0	0	0	0	0	100	4	0	104	13	0	34	0	47	14	77	0	0	91	242	195	47
8:00 AM	0	0	0	0	0	0	114	3	0	117	10	0	35	0	45	19	92	0	0	111	273	228	45
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD																							
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM																							
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	119	9	0	128	5	0	34	0	39	40	150	0	0	190	357	318	39
4:00 PM	0	0	0	0	0	0	145	14	0	159	5	0	26	0	31	38	169	0	0	207	397	366	31
5:00 PM	0	0	0	0	0	0	128	13	0	141	7	0	35	0	42	42	152	0	0	194	377	335	42
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	0	0	0	0	0	0	664	44	0	708	47	0	191	0	238	159	675	0	0	834	1780	1542	238

Graphical Summary of Hourly Volumes

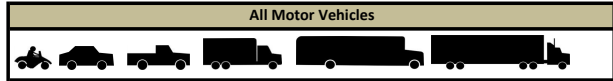


Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

CTH XX & Tower Road

Count Basics		Page 5 of 13	
Start Date:	Wednesday, June 18, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	CTH XX					Tower Road					CTH XX													
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
6:00 AM	0	0	0	0	0	0	9	1	0	10	1	0	8	0	9	0	8	0	0	8	8	27	134	0.68
6:15 AM	0	0	0	0	0	0	4	0	0	4	1	0	5	0	6	1	4	0	0	5	15	155	0.79	
6:30 AM	0	0	0	0	0	0	24	0	0	24	4	0	7	0	11	4	10	0	0	14	49	192	0.92	
6:45 AM	0	0	0	0	0	0	21	0	0	21	1	0	7	0	8	1	13	0	0	14	43	204	0.84	
7:00 AM	0	0	0	0	0	0	23	1	0	24	3	0	4	0	7	2	15	0	0	17	48	242	0.75	
7:15 AM	0	0	0	0	0	0	22	0	0	22	2	0	10	0	12	1	17	0	0	18	52	261	0.81	
7:30 AM	0	0	0	0	0	0	21	1	0	22	5	0	9	0	14	8	17	0	0	25	61	277	0.85	
7:45 AM	0	0	0	0	0	0	34	2	0	36	3	0	11	0	14	3	28	0	0	31	81	286	0.88	
8:00 AM	0	0	0	0	0	0	25	0	0	25	1	0	12	0	13	2	27	0	0	29	67	273	0.98	
8:15 AM	0	0	0	0	0	0	31	1	0	32	2	0	5	0	7	7	22	0	0	29	68			
8:30 AM	0	0	0	0	0	0	34	1	0	35	4	0	5	0	9	4	22	0	0	26	70			
8:45 AM	0	0	0	0	0	0	24	1	0	25	3	0	13	0	16	6	21	0	0	27	68			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM	0	0	0	0	0	0	26	3	0	29	2	0	11	0	13	10	33	0	0	43	85	357	0.92	
3:15 PM	0	0	0	0	0	0	31	2	0	33	2	0	7	0	9	8	37	0	0	45	87	382	0.87	
3:30 PM	0	0	0	0	0	0	29	2	0	31	0	0	7	0	7	12	38	0	0	50	88	382	0.87	
3:45 PM	0	0	0	0	0	0	33	2	0	35	1	0	9	0	10	10	42	0	0	52	97	385	0.88	
4:00 PM	0	0	0	0	0	0	39	2	0	41	0	0	8	0	8	9	52	0	0	61	110	397	0.90	
4:15 PM	0	0	0	0	0	0	28	3	0	31	1	0	9	0	10	13	33	0	0	46	87	383	0.88	
4:30 PM	0	0	0	0	0	0	30	4	0	34	1	0	5	0	6	7	44	0	0	51	91	414	0.88	
4:45 PM	0	0	0	0	0	0	48	5	0	53	3	0	4	0	7	9	40	0	0	49	109	413	0.88	
5:00 PM	0	0	0	0	0	0	29	5	0	34	0	0	11	0	11	14	37	0	0	51	96	377	0.80	
5:15 PM	0	0	0	0	0	0	39	3	0	42	4	0	9	0	13	11	52	0	0	63	118			
5:30 PM	0	0	0	0	0	0	33	2	0	35	1	0	8	0	9	9	37	0	0	46	90			
5:45 PM	0	0	0	0	0	0	27	3	0	30	2	0	7	0	9	8	26	0	0	34	73			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	0	0	0	0	0	0	664	44	0	708	47	0	191	0	238	159	675	0	0	834	1780			

Peak Hour All Vehicle Volume Summary

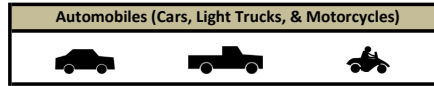
Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF
	CTH XX					Tower Road					CTH XX											
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:45 AM	0	0	0	0	0	0	124	4	0	128	10	0	33	0	43	16	99	0	0	115	286	0.88
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:30 PM	0	0	0	0	0	0	146	17	0	163	8	0	29	0	37	41	173	0	0	214	414	0.88

Intersection Traffic Volume Report

Count Basics		Page 6 of 13	
Start Date:	Wednesday, June 18, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Automobile Data

CTH XX & Tower Road



15-Minute Automobile Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	CTH XX					Tower Road					CTH XX											
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	9	1	0	10	1	0	8	0	9	0	8	0	0	8	27	129
6:15 AM	0	0	0	0	0	0	4	0	0	4	1	0	5	0	6	1	4	0	0	5	15	148
6:30 AM	0	0	0	0	0	0	21	0	0	21	4	0	6	0	10	4	10	0	0	14	45	183
6:45 AM	0	0	0	0	0	0	20	0	0	20	1	0	7	0	8	1	13	0	0	14	42	195
7:00 AM	0	0	0	0	0	0	21	1	0	22	3	0	4	0	7	2	15	0	0	17	46	229
7:15 AM	0	0	0	0	0	0	22	0	0	22	2	0	9	0	11	1	16	0	0	17	50	247
7:30 AM	0	0	0	0	0	0	18	1	0	19	4	0	9	0	13	8	17	0	0	25	57	265
7:45 AM	0	0	0	0	0	0	32	2	0	34	3	0	11	0	14	3	25	0	0	28	76	273
8:00 AM	0	0	0	0	0	0	23	0	0	23	1	0	12	0	13	2	26	0	0	28	64	264
8:15 AM	0	0	0	0	0	0	31	1	0	32	2	0	5	0	7	7	22	0	0	29	68	
8:30 AM	0	0	0	0	0	0	32	1	0	33	4	0	5	0	9	4	19	0	0	23	65	
8:45 AM	0	0	0	0	0	0	23	1	0	24	3	0	13	0	16	6	21	0	0	27	67	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	24	2	0	26	2	0	11	0	13	10	30	0	0	40	79	339
3:15 PM	0	0	0	0	0	0	30	2	0	32	1	0	7	0	8	8	36	0	0	44	84	366
3:30 PM	0	0	0	0	0	0	28	2	0	30	0	0	7	0	7	12	36	0	0	48	85	363
3:45 PM	0	0	0	0	0	0	32	2	0	34	1	0	9	0	10	9	38	0	0	47	91	364
4:00 PM	0	0	0	0	0	0	38	2	0	40	0	0	8	0	8	9	49	0	0	58	106	376
4:15 PM	0	0	0	0	0	0	25	3	0	28	1	0	9	0	10	12	31	0	0	43	81	359
4:30 PM	0	0	0	0	0	0	29	4	0	33	0	0	5	0	5	7	41	0	0	48	86	394
4:45 PM	0	0	0	0	0	0	45	5	0	50	3	0	4	0	7	9	37	0	0	46	103	394
5:00 PM	0	0	0	0	0	0	26	5	0	31	0	0	10	0	10	14	34	0	0	48	89	362
5:15 PM	0	0	0	0	0	0	37	3	0	40	4	0	9	0	13	11	52	0	0	63	116	
5:30 PM	0	0	0	0	0	0	32	2	0	34	1	0	8	0	9	9	34	0	0	43	86	
5:45 PM	0	0	0	0	0	0	27	3	0	30	2	0	7	0	9	8	24	0	0	32	71	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	0	0	0	0	0	629	43	0	672	44	0	188	0	232	157	638	0	0	795	1699	

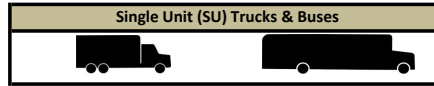
Peak Hour Automobile Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	CTH XX					Tower Road					CTH XX											
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:45 AM	0	0	0	0	0	0	118	4	0	122	10	0	33	0	43	16	92	0	0	108	273	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:30 PM	0	0	0	0	0	0	137	17	0	154	7	0	28	0	35	41	164	0	0	205	394	

Intersection Traffic Volume Report

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

CTH XX & Tower Road



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

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
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	7
6:30 AM	0	0	0	0	0	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	4	8
6:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
7:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	13
7:30 AM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	4	12
7:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	5	11	
8:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3	7	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	3	0	0	3	5	15	
3:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	3	14	
3:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	2	3	16		
3:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	0	3	4	16		
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	0	3	4	16		
4:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	2	0	0	3	5	19		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	16		
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	2	4	15		
5:00 PM	0	0	0	0	0	0	0	3	0	3	0	1	0	1	0	3	0	0	3	7	13		
5:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	29	1	30	2	0	2	0	4	2	32	0	0	34	68		

SU Truck %age: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 4.4% 2.3% 0.0% 4.2% 4.3% 0.0% 1.0% 0.0% 1.7% 1.3% 4.7% 0.0% 0.0% 4.1% 3.8%

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

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	8	0	0	8	16

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

CTH XX & Tower Road



15-Minute Semi-Truck Data

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

Semi Truck %age: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.9% 0.0% 0.0% 0.8% 2.1% 0.0% 0.5% 0.0% 0.8% 0.0% 0.7% 0.0% 0.0% 0.6% 0.7%

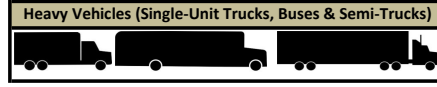
Peak Hour Semi-Truck Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	CTH XX					Tower Road					CTH XX											
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	0	1	4

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

CTH XX & Tower Road



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
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	7
6:30 AM	0	0	0	0	0	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	4	9
6:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9
7:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	14	
7:30 AM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	4	12	
7:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	5	13	
8:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3	9	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	5	0	
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3	0	0	3	6	18	
3:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	3	16	
3:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	19	
3:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4	0	0	5	6	21	
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	0	3	4	21		
4:15 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	2	0	0	3	6	24	
4:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	3	0	0	3	5	20	
4:45 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	0	3	6	19		
5:00 PM	0	0	0	0	0	0	0	3	0	3	0	0	1	0	1	0	3	0	0	3	7	15	
5:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	0	3	4	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	35	1	36	3	0	3	0	6	2	37	0	0	39	81		

total Truck %age: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 5.3% 2.3% 0.0% 5.1% 6.4% 0.0% 1.6% 0.0% 2.5% 1.3% 5.5% 0.0% 0.0% 4.7% 4.6%

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	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 4:30 PM	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	0	9	0	0	9	20

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Wednesday, June 18, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

CTH XX & Tower Road



15-Minute Pedestrian and Bicyclist Data

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

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13	
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in Session		
Total Number of Hours Counted:	12	Non-Holiday	No Special Events		

Base Information, Observed (12) Hour and Estimated (24) Hour Volume Summaries

Major St: BUS 51
 Minor St: CTH XX - Imperial Avenue
 Intersection of: BUS 51 & CTH XX - Imperial Avenue

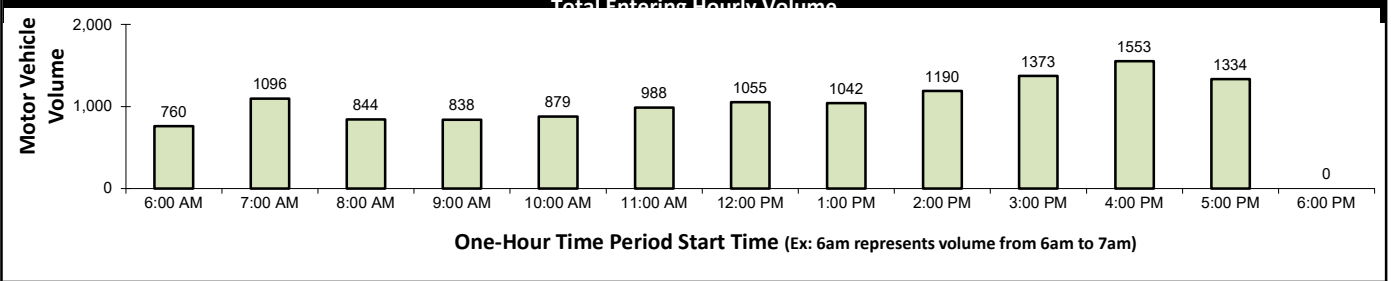
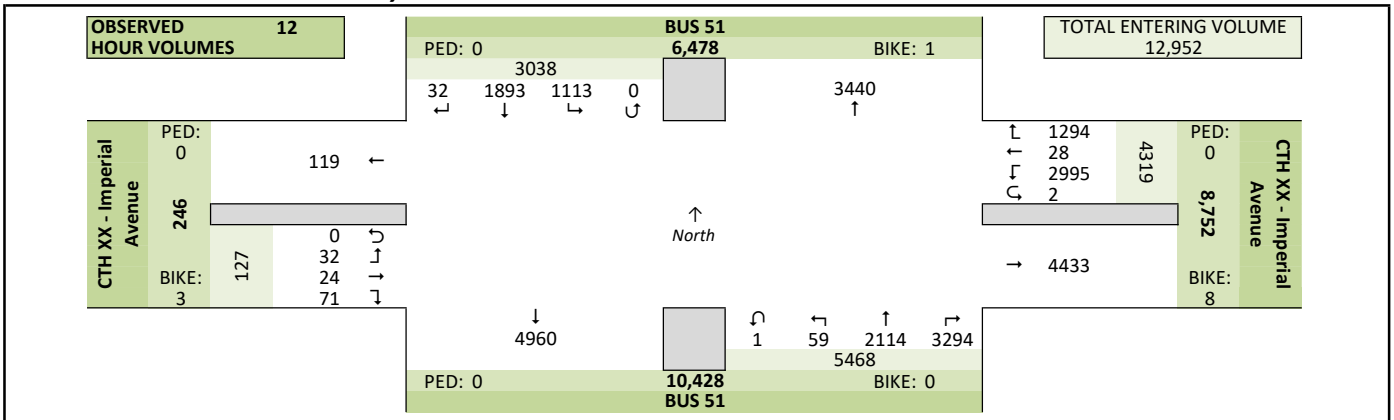
Site Information

Municipality	Village of Rothchild		
County	37 - Marathon	WisDOT Region	NC-W
Traffic Control	Traffic Signal		
Roadway Names	North Direction ↑		
North Leg	BUS 51		
East Leg	CTH XX - Imperial Avenue		
South Leg	BUS 51		
West Leg	CTH XX - Imperial Avenue		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None	None	

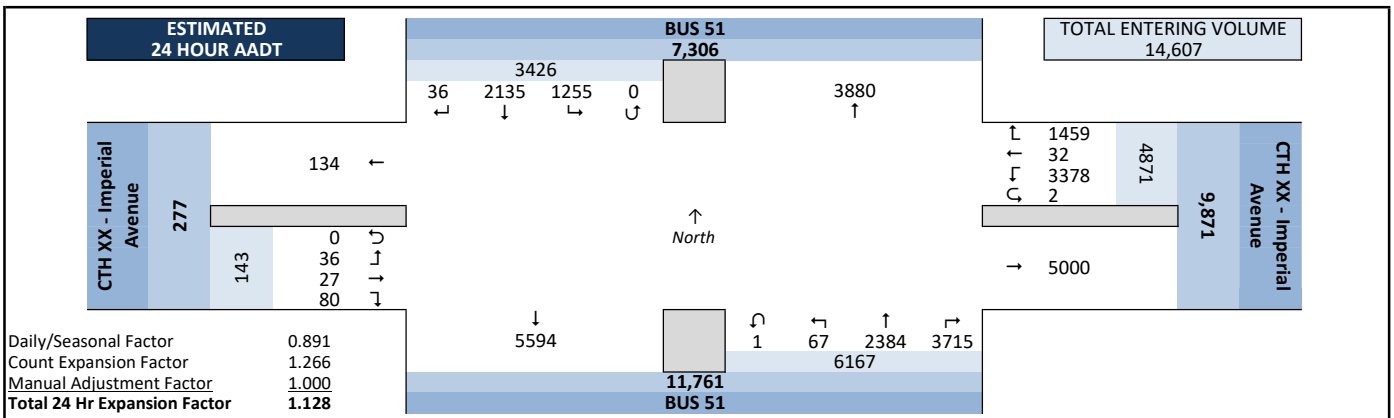
Count Information

Hrs Counted:	06:00 AM-06:00 PM		
1st Day of Count	Tuesday, August 26, 2025		Weather
AM Peak Period	Tuesday, August 26, 2025		Clear and Dry
Midday Peak Period	Tuesday, August 26, 2025		Clear and Dry
PM Peak Period	Tuesday, August 26, 2025		Clear and Dry
Calculated Peak Hours			
	AM	7:15-8:15am	MD 12:30-1:30pm
	PM	4:00-5:00pm	
Peak Hours Selected for Analysis			
	AM	7:15-8:15am	MD 12:30-1:30pm
	PM	4:00-5:00pm	
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %		
Count Expansion Group	(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor	0.891	Count Expansion Factor	1.266
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period	Amy Scheuerlein	
	PM Peak Period	Amy Scheuerlein	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors. Semi-truck category only includes 53' or longer trailers.		

Observed 12 Hour Volume Summary



Estimated 24 Hour AADT

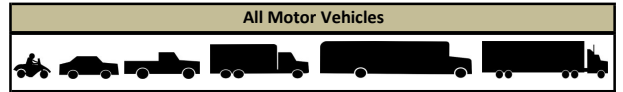


Intersection Traffic Volume Report

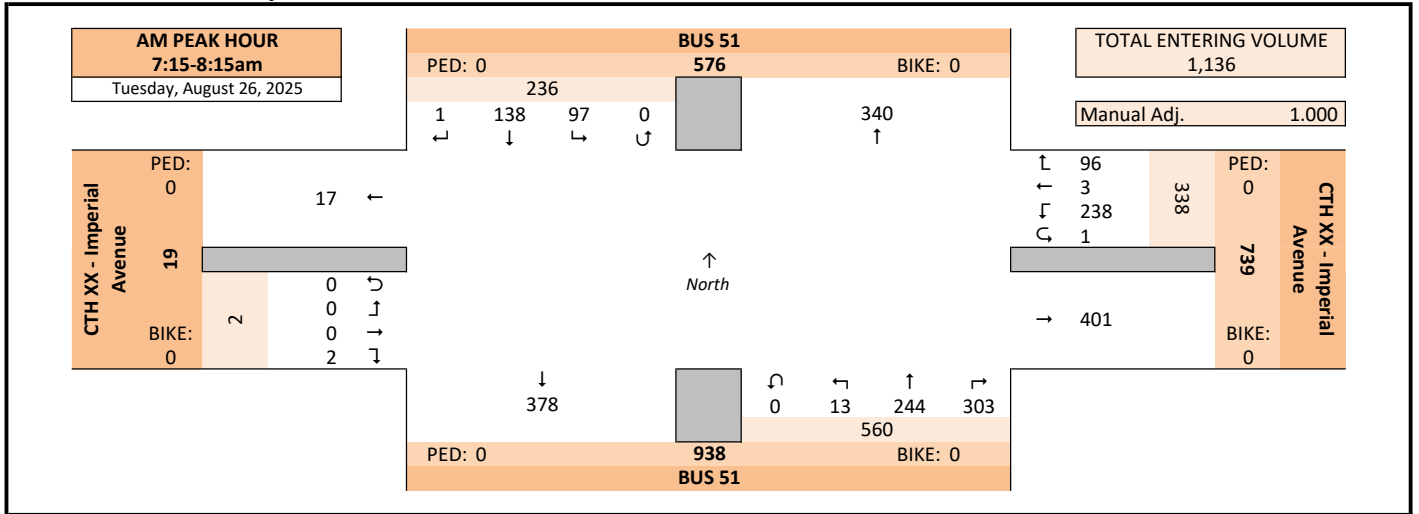
Peak Hour Volume Graphical Summary

Count Basics		Page 2 of 13	
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	12	Non-Holiday	No Special Events

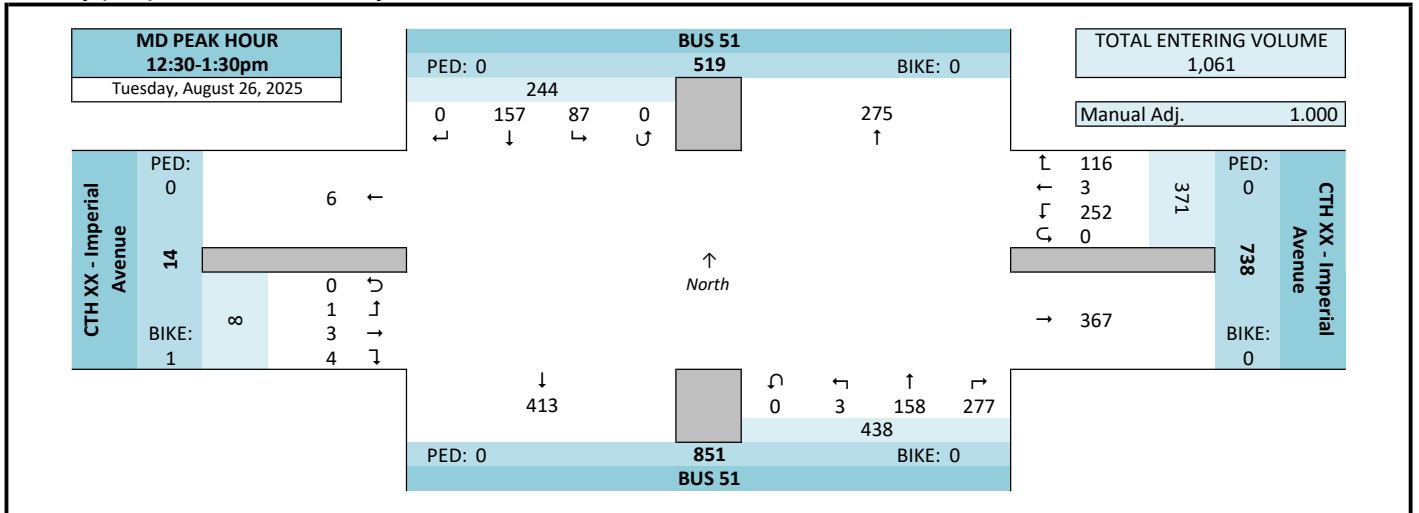
BUS 51 & CTH XX - Imperial Avenue



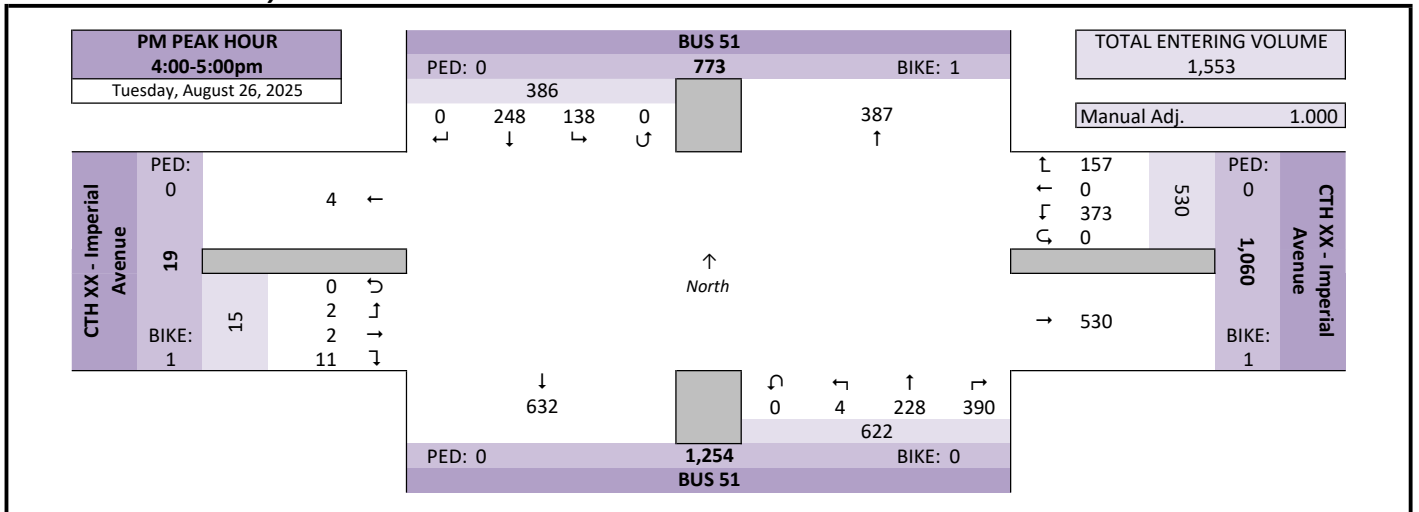
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

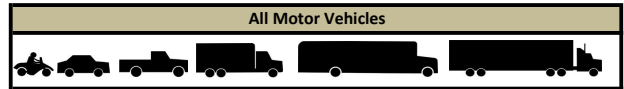


Intersection Traffic Volume Report

Peak Hour Volume Summary

BUS 51 & CTH XX - Imperial Avenue

Count Basics		Page 3 of 13	
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	12	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, August 26, 2025		From North					From East					From South					From West					Totals
AM Peak Hour		BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial 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		
7:15 AM	0	39	23	0	62	28	0	61	0	89	81	44	3	0	128	0	0	0	0	0	279	
7:30 AM	0	32	30	0	62	24	0	79	0	103	85	48	4	0	137	0	0	0	0	0	302	
7:45 AM	0	47	27	0	74	20	3	54	1	78	65	85	4	0	154	0	0	0	0	0	306	
8:00 AM	1	20	17	0	38	24	0	44	0	68	72	67	2	0	141	2	0	0	0	0	249	
Peak Hour Volume	1	138	97	0	236	96	3	238	1	338	303	244	13	0	560	2	0	0	0	0	1136	
Rounded Hourly Volume	0	140	95	0	235	95	5	240	0	340	305	245	15	0	565	0	0	0	0	0	1140	
% Single Unit Trucks	0.0	3.6	5.2	0.0	4.2	5.2	0.0	8.4	0.0	7.4	4.0	6.6	30.8	0.0	5.7	50.0	0.0	0.0	0.0	50.0	6.0	
% Heavy Trucks	100.0	4.3	0.0	0.0	3.0	2.1	0.0	0.4	0.0	0.9	1.0	1.6	0.0	0.0	1.2	50.0	0.0	0.0	0.0	50.0	1.6	
% Trucks (Total)	100.0	8.0	5.2	0.0	7.2	7.3	0.0	8.8	0.0	8.3	5.0	8.2	30.8	0.0	7.0	100.0	0.0	0.0	0.0	100.0	7.6	
Peak Hour Factor (PHF)	0.25	0.73	0.81	0.00	0.80	0.86	0.25	0.75	0.25	0.82	0.89	0.72	0.81	0.00	0.91	0.25	0.00	0.00	0.00	0.25	0.93	

Tuesday, August 26, 2025		From North					From East					From South					From West					Totals
Midday (MD) Peak Hour		BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial 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		
12:30 PM	0	33	21	0	54	29	1	63	0	93	72	43	2	0	117	3	1	1	0	5	269	
12:45 PM	0	34	29	0	63	30	1	61	0	92	75	28	0	0	103	1	1	0	0	2	260	
1:00 PM	0	47	21	0	68	25	0	59	0	84	67	37	1	0	105	0	1	0	0	1	258	
1:15 PM	0	43	16	0	59	32	1	69	0	102	63	50	0	0	113	0	0	0	0	0	274	
Peak Hour Volume	0	157	87	0	244	116	3	252	0	371	277	158	3	0	438	4	3	1	0	8	1061	
Rounded Hourly Volume	0	155	85	0	240	115	5	250	0	370	275	160	5	0	440	5	5	0	0	10	1060	
% Single Unit Trucks	0.0	12.7	2.3	0.0	9.0	1.7	66.7	4.8	0.0	4.3	8.3	7.6	33.3	0.0	8.2	50.0	33.3	0.0	0.0	37.5	7.3	
% Heavy Trucks	0.0	0.6	0.0	0.0	0.4	0.9	0.0	1.6	0.0	1.3	1.8	1.3	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.2	
% Trucks (Total)	0.0	13.4	2.3	0.0	9.4	2.6	66.7	6.3	0.0	5.7	10.1	8.9	33.3	0.0	9.8	50.0	33.3	0.0	0.0	37.5	8.5	
Peak Hour Factor (PHF)	0.00	0.84	0.75	0.00	0.90	0.91	0.75	0.91	0.00	0.91	0.92	0.79	0.37	0.00	0.94	0.33	0.75	0.25	0.00	0.40	0.97	

Tuesday, August 26, 2025		From North					From East					From South					From West					Totals
PM Peak Hour		BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial 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		
4:00 PM	0	59	33	0	92	36	0	104	0	140	97	58	0	0	155	4	1	1	0	5	392	
4:15 PM	0	57	34	0	91	40	0	82	0	122	94	60	1	0	155	5	1	1	0	7	375	
4:30 PM	0	60	29	0	89	48	0	101	0	149	94	53	0	0	147	1	0	0	0	1	386	
4:45 PM	0	72	42	0	114	33	0	86	0	119	105	57	3	0	165	1	0	1	0	2	400	
Peak Hour Volume	0	248	138	0	386	157	0	373	0	530	390	228	4	0	622	11	2	2	0	15	1553	
Rounded Hourly Volume	0	250	140	0	390	155	0	375	0	530	390	230	5	0	625	10	0	0	0	10	1555	
% Single Unit Trucks	0.0	2.4	4.3	0.0	3.1	1.3	0.0	2.9	0.0	2.5	4.6	3.1	25.0	0.0	4.2	18.2	0.0	0.0	0.0	13.3	3.4	
% Heavy Trucks	0.0	0.8	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.4	2.3	0.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.0	
% Trucks (Total)	0.0	3.2	4.3	0.0	3.6	1.3	0.0	3.5	0.0	2.8	6.9	3.9	25.0	0.0	5.9	18.2	0.0	0.0	0.0	13.3	4.4	
Peak Hour Factor (PHF)	0.00	0.86	0.82	0.00	0.85	0.82	0.00	0.90	0.00	0.89	0.93	0.95	0.33	0.00	0.94	0.55	0.50	0.50	0.00	0.54	0.97	

Peak Hour Pedestrian and Bicyclist Volumes

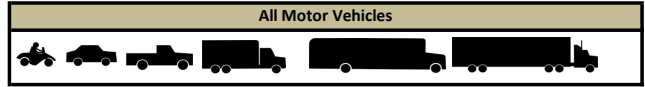
Pedestrians and Bicyclists	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
	BUS 51			CTH XX - Imperial Avenue			BUS 51			CTH XX - Imperial Avenue			
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
15-Minute Start Time													
AM													
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	
MD													
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	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	1	1	
Total	0	0	0	0	0	0	0	0	0	0	1	1	
PM													
4:00 PM	0	1	1	0	0	0	0	0	0	0	1	1	
4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	
4:30 PM	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	
Total	0	1	1	0	1	1	0	0	0	0	1	1	

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

BUS 51 & CTH XX - Imperial Avenue

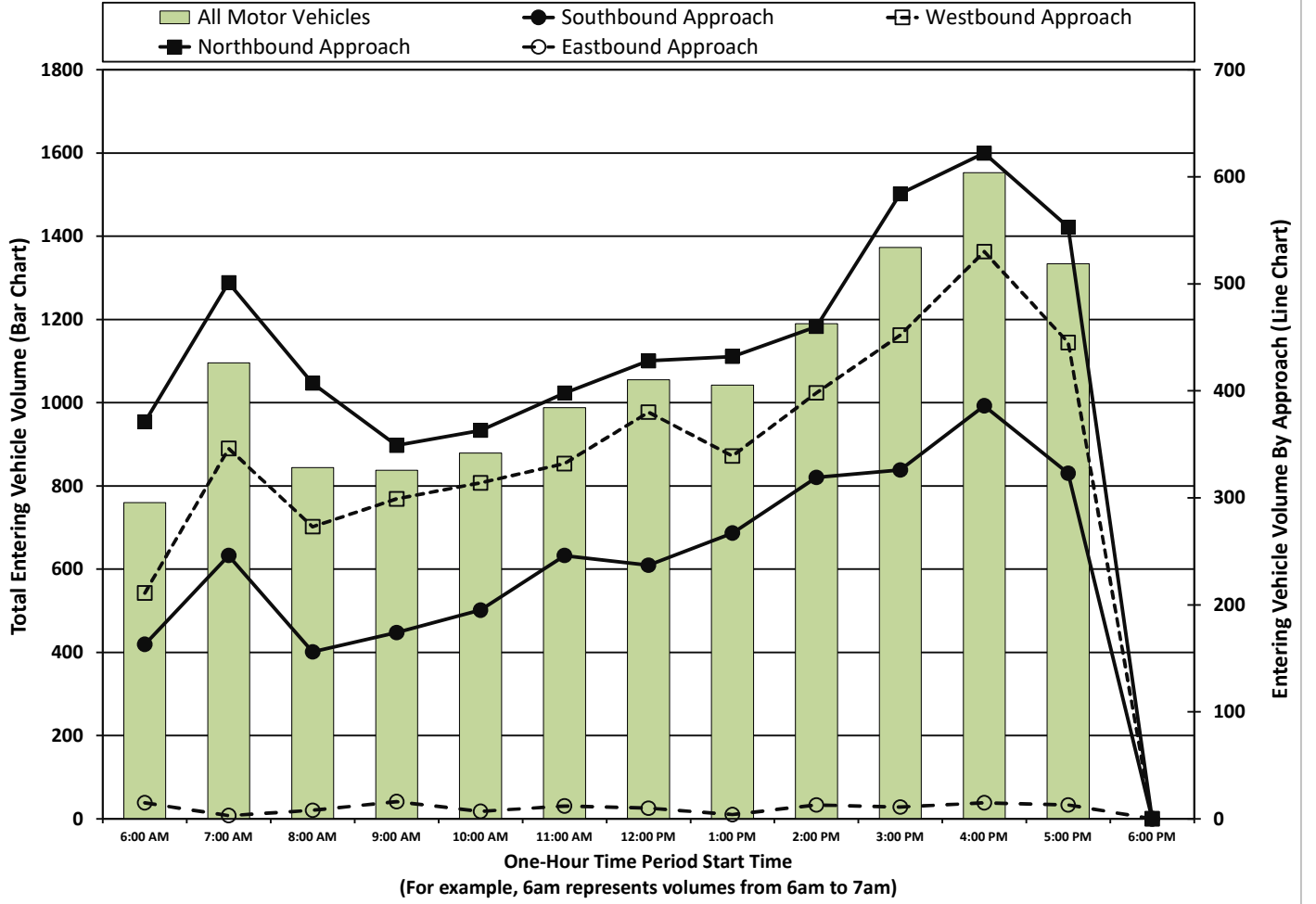
Count Basics			Page 4 of 13
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	12	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue						E/W	N/S
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	3	114	46	0	163	51	1	159	0	211	222	141	8	0	371	8	1	6	0	15	760	226	534
7:00 AM	2	153	91	0	246	81	3	261	1	346	282	207	12	0	501	2	0	1	0	3	1096	349	747
8:00 AM	1	81	74	0	156	66	2	205	0	273	246	155	5	1	407	4	1	3	0	8	844	281	563
9:00 AM	7	107	60	0	174	87	3	209	0	299	218	126	5	0	349	7	4	5	0	16	838	315	523
10:00 AM	5	115	75	0	195	101	5	207	1	314	212	147	4	0	363	4	1	2	0	7	879	321	558
11:00 AM	2	143	101	0	246	109	4	219	0	332	262	132	4	0	398	5	5	2	0	12	988	344	644
12:00 PM	0	139	98	0	237	117	5	258	0	380	289	135	4	0	428	6	3	1	0	10	1055	390	665
1:00 PM	2	178	87	0	267	107	1	231	0	339	246	185	1	0	432	1	2	1	0	4	1042	343	699
2:00 PM	1	205	113	0	319	121	1	276	0	398	274	183	3	0	460	6	3	4	0	13	1190	411	779
3:00 PM	1	222	103	0	326	145	2	305	0	452	333	248	3	0	584	8	0	3	0	11	1373	463	910
4:00 PM	0	248	138	0	386	157	0	373	0	530	390	228	4	0	622	11	2	2	0	15	1553	545	1008
5:00 PM	8	188	127	0	323	152	1	292	0	445	320	227	6	0	553	9	2	2	0	13	1334	458	876
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	32	1893	1113	0	3038	1294	28	2995	2	4319	3294	2114	59	1	5468	71	24	32	0	127	12952	4446	8506

Graphical Summary of Hourly Volumes

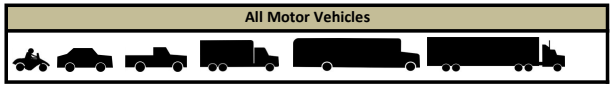


Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

BUS 51 & CTH XX - Imperial Avenue

Count Basics			Page 5 of 13		
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in Session		
Total Number of Hours Counted:	12	Non-Holiday	No Special Events		



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF
	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	2	26	3	0	31	7	0	24	0	31	29	28	1	0	58	6	0	6	0	12	132	760	0.75
6:15 AM	1	27	9	0	37	11	1	34	0	46	46	24	2	0	72	1	1	0	0	2	157	837	0.83
6:30 AM	0	27	10	0	37	14	0	50	0	64	67	49	1	0	117	1	0	0	0	1	219	959	0.86
6:45 AM	0	34	24	0	58	19	0	51	0	70	80	40	4	0	124	0	0	0	0	0	252	1042	0.86
7:00 AM	2	35	11	0	48	9	0	67	0	76	51	30	1	0	82	2	0	1	0	3	209	1096	0.90
7:15 AM	0	39	23	0	62	28	0	61	0	89	81	44	3	0	128	0	0	0	0	0	279	1136	0.93
7:30 AM	0	32	30	0	62	24	0	79	0	103	85	48	4	0	137	0	0	0	0	0	302	1046	0.85
7:45 AM	0	47	27	0	74	20	3	54	1	78	65	85	4	0	154	0	0	0	0	0	306	944	0.77
8:00 AM	1	20	17	0	38	24	0	44	0	68	72	67	2	0	141	2	0	0	0	2	249	844	0.85
8:15 AM	0	22	16	0	38	17	1	45	0	63	55	31	0	0	86	0	1	1	0	2	189	831	0.88
8:30 AM	0	21	22	0	43	14	1	55	0	70	53	31	0	0	84	1	0	2	0	3	200	845	0.90
8:45 AM	0	18	19	0	37	11	0	61	0	72	66	26	3	1	96	1	0	0	0	1	206	851	0.90
9:00 AM	4	31	16	0	51	25	0	55	0	80	63	39	2	0	104	0	0	1	0	1	236	838	0.89
9:15 AM	0	24	13	0	37	24	1	54	0	79	51	27	1	0	79	4	1	3	0	8	203	800	0.97
9:30 AM	2	27	18	0	47	19	1	53	0	73	46	34	2	0	82	2	2	0	0	4	206	827	0.90
9:45 AM	1	25	13	0	39	19	1	47	0	67	58	26	0	0	84	1	1	1	0	3	193	853	0.92
10:00 AM	0	28	14	0	42	22	3	58	0	83	43	27	1	0	71	2	0	0	0	2	198	879	0.95
10:15 AM	1	29	27	0	57	18	0	47	0	65	60	46	1	0	107	1	0	0	0	1	230	912	0.98
10:30 AM	2	29	14	0	45	35	2	53	1	91	49	45	0	0	94	1	0	1	0	2	232	919	0.97
10:45 AM	2	29	20	0	51	26	0	49	0	75	60	29	2	0	91	0	1	1	0	2	219	953	0.90
11:00 AM	0	31	25	0	56	37	1	53	0	91	55	27	0	0	82	1	0	1	0	2	231	988	0.93
11:15 AM	0	29	22	0	51	30	1	46	0	77	62	41	1	0	104	2	3	0	0	5	237	1026	0.95
11:30 AM	1	43	32	0	76	20	1	51	0	72	76	40	0	0	116	1	1	0	0	2	266	1046	0.97
11:45 AM	1	40	22	0	63	22	1	69	0	92	69	24	3	0	96	1	1	1	0	3	254	1049	0.97
12:00 PM	0	29	20	0	49	35	2	70	0	107	79	30	1	0	110	2	1	0	0	3	269	1055	0.98
12:15 PM	0	43	28	0	71	23	1	64	0	88	63	34	1	0	98	0	0	0	0	0	257	1044	0.97
12:30 PM	0	33	21	0	54	29	1	63	0	93	72	43	2	0	117	3	1	1	0	5	269	1061	0.97
12:45 PM	0	34	29	0	63	30	1	61	0	92	75	28	0	0	103	1	1	0	0	2	260	1041	0.95
1:00 PM	0	47	21	0	68	25	0	59	0	84	67	37	1	0	105	0	1	0	0	1	258	1042	0.95
1:15 PM	0	43	16	0	59	32	1	69	0	102	63	50	0	0	113	0	0	0	0	0	274	1067	0.94
1:30 PM	1	42	19	0	62	21	0	48	0	69	59	58	0	0	117	0	0	1	0	1	249	1107	0.88
1:45 PM	1	46	31	0	78	29	0	55	0	84	57	40	0	0	97	1	1	0	0	2	261	1151	0.92
2:00 PM	0	49	20	0	69	36	1	62	0	99	51	61	0	0	112	1	2	0	0	3	283	1190	0.95
2:15 PM	1	50	42	0	93	23	0	57	0	80	90	47	1	0	138	2	0	1	0	3	314	1256	0.90
2:30 PM	0	58	27	0	85	32	0	76	0	108	60	36	0	0	96	1	1	2	0	4	293	1280	0.92
2:45 PM	0	48	24	0	72	30	0	81	0	111	73	39	2	0	114	2	0	1	0	3	300	1355	0.92
3:00 PM	0	54	30	0	84	45	0	92	0	137	81	43	0	0	124	3	0	1	0	4	349	1373	0.93
3:15 PM	0	59	25	0	84	38	2	68	0	108	85	56	1	0	142	3	0	1	0	4	338	1416	0.90
3:30 PM	1	54	20	0	75	34	0	81	0	115	91	84	1	0	176	1	0	1	0	2	368	1453	0.93
3:45 PM	0	55	28	0	83	28	0	64	0	92	76	65	1	0	142	1	0	0	0	1	318	1471	0.94
4:00 PM	0	59	33	0	92	36	0	104	0	140	97	58	0	0	155	4	1	0	0	5	392	1553	0.97
4:15 PM	0	57	34	0	91	40	0	82	0	122	94	60	1	0	155	5	1	1	0	7	375	1520	0.95
4:30 PM	0	60	29	0	89	48	0	101	0	149	94	53	0	0	147	1	0	0	0	1	386	1482	0.93
4:45 PM	0	72	42	0	114	33	0	86	0	119	105	57	3	0	165	1	0	1	0	2	400	1428	0.89
5:00 PM	1	53	30	0	84	35	1	85	0	121	76	78	0	0	154	0	0	0	0	0	359	1334	0.93
5:15 PM	4	48	33	0	85	34	0	74	0	108	92	45	3	0	140	1	1	2	0	4	337		
5:30 PM	3	50	32	0	85	33	0	83	0	116	73	56	2	0	131	0	0	0	0	0	332		
5:45 PM	0	37	32	0	69	50	0	50	0	100	79	48	1	0	128	8	1	0	0	9	306		
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	32	1893	1113	0	3038	1294	28	2995	2	4319	3294	2114	59	1	5468	71	24	32	0	127	12952		

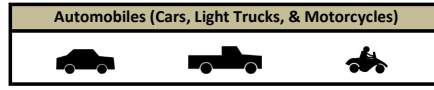
Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF
	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:15 AM	1	138	97	0	236	96	3	238	1	338	303	244	13	0	560	2	0	0	0	2	1136	0.93
MD 12:30 PM	0	157	87	0	244	116	3	252	0	371	277	158	3	0	438	4	3	1				

Intersection Traffic Volume Report

15-Minute Automobile Data

BUS 51 & CTH XX - Imperial Avenue



15-Minute Automobile Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	1	26	3	0	30	4	0	15	0	19	25	28	1	0	54	5	0	6	0	11	114	699
6:15 AM	0	25	9	0	34	9	0	31	0	40	42	23	0	65	0	0	0	0	0	0	139	782
6:30 AM	0	26	10	0	36	13	0	47	0	60	67	45	1	113	1	0	0	0	0	1	210	905
6:45 AM	0	31	24	0	55	18	0	46	0	64	77	36	4	117	0	0	0	0	0	0	236	973
7:00 AM	2	32	11	0	45	9	0	66	0	75	49	27	1	77	0	0	0	0	0	0	197	1027
7:15 AM	0	35	23	0	58	26	0	56	0	82	79	40	3	122	0	0	0	0	0	0	262	1050
7:30 AM	0	29	28	0	57	22	0	71	0	93	80	45	3	128	0	0	0	0	0	0	278	956
7:45 AM	0	45	27	0	72	18	3	50	1	72	62	82	2	146	0	0	0	0	0	0	290	856
8:00 AM	0	18	14	0	32	23	0	40	0	63	67	57	1	125	0	0	0	0	0	0	220	749
8:15 AM	0	16	14	0	30	16	1	40	0	57	53	28	0	81	0	0	0	0	0	0	168	742
8:30 AM	0	19	21	0	40	13	1	49	0	63	46	27	0	73	1	0	1	0	2	178	747	
8:45 AM	0	17	19	0	36	11	0	53	0	64	56	25	1	83	0	0	0	0	0	0	183	753
9:00 AM	3	28	15	0	46	23	0	51	0	74	57	35	0	92	0	0	1	0	1	213	744	
9:15 AM	0	20	13	0	33	22	0	47	0	69	45	22	0	67	2	0	2	0	4	173	702	
9:30 AM	2	23	17	0	42	18	1	50	0	69	42	29	1	72	1	0	0	0	1	184	731	
9:45 AM	1	22	13	0	36	18	0	43	0	61	54	21	0	75	0	1	1	0	2	174	759	
10:00 AM	0	23	14	0	37	21	1	51	0	73	38	22	0	60	1	0	0	0	1	171	785	
10:15 AM	0	25	27	0	52	18	0	42	0	60	53	37	0	90	0	0	0	0	0	202	823	
10:30 AM	2	26	14	0	42	34	1	49	1	85	48	36	0	84	0	0	1	0	1	212	836	
10:45 AM	1	25	20	0	46	25	0	47	0	72	54	27	0	81	0	0	1	0	1	200	869	
11:00 AM	0	23	24	0	47	35	1	50	0	86	52	23	0	75	1	0	0	0	1	209	899	
11:15 AM	0	25	22	0	47	29	1	41	0	71	58	35	0	93	1	3	0	0	4	215	938	
11:30 AM	1	39	30	0	70	19	1	46	0	66	75	32	0	107	1	1	0	0	2	245	963	
11:45 AM	0	37	20	0	57	22	0	66	0	88	60	22	2	84	0	0	1	0	1	230	962	
12:00 PM	0	27	20	0	47	32	2	68	0	102	71	26	1	98	1	0	0	0	1	248	974	
12:15 PM	0	40	28	0	68	22	1	55	0	78	61	32	1	94	0	0	0	0	0	240	965	
12:30 PM	0	29	21	0	50	28	0	60	0	88	61	40	2	103	1	1	1	0	3	244	971	
12:45 PM	0	29	27	0	56	29	1	57	0	87	70	28	0	98	1	0	0	0	1	242	964	
1:00 PM	0	41	21	0	62	25	0	56	0	81	63	32	0	95	0	1	0	0	1	239	966	
1:15 PM	0	37	16	0	53	31	0	63	0	94	55	44	0	99	0	0	0	0	0	246	986	
1:30 PM	0	39	18	0	57	21	0	47	0	68	56	56	0	112	0	0	0	0	0	237	1034	
1:45 PM	1	37	29	0	67	28	0	54	0	82	56	39	0	95	0	0	0	0	0	244	1076	
2:00 PM	0	47	20	0	67	35	0	57	0	92	41	56	0	97	1	2	0	0	3	259	1117	
2:15 PM	0	48	41	0	89	22	0	52	0	74	83	45	0	128	2	0	1	0	3	294	1186	
2:30 PM	0	57	26	0	83	32	0	72	0	104	56	34	0	90	0	0	2	0	2	279	1218	
2:45 PM	0	45	24	0	69	30	0	77	0	107	69	37	1	107	1	0	1	0	2	285	1288	
3:00 PM	0	50	30	0	80	42	0	88	0	130	74	40	0	114	3	0	1	0	4	328	1307	
3:15 PM	0	54	25	0	79	38	1	67	0	106	83	54	0	137	3	0	1	0	4	326	1361	
3:30 PM	0	52	20	0	72	32	0	78	0	110	85	80	1	166	0	0	1	0	1	349	1387	
3:45 PM	0	51	28	0	79	28	0	62	0	90	73	61	0	134	1	0	0	0	1	304	1406	
4:00 PM	0	59	33	0	92	36	0	103	0	139	90	57	0	147	3	1	0	0	4	382	1485	
4:15 PM	0	57	31	0	88	39	0	78	0	117	85	56	0	141	4	1	1	0	6	352	1445	
4:30 PM	0	55	28	0	83	47	0	99	0	146	87	51	0	138	1	0	0	0	1	368	1423	
4:45 PM	0	69	40	0	109	33	0	80	0	113	101	55	3	159	1	0	1	0	2	383	1384	
5:00 PM	1	51	30	0	82	34	1	80	0	115	69	76	0	145	0	0	0	0	0	342	1293	
5:15 PM	4	45	33	0	82	33	0	73	0	106	90	45	3	138	1	1	2	0	4	330		
5:30 PM	3	50	32	0	85	33	0	83	0	116	70	56	2	128	0	0	0	0	0	329		
5:45 PM	0	35	31	0	66	48	0	48	0	96	76	47	0	123	6	1	0	0	7	292		
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	22	1739	1084	0	2845	1244	17	2804	2	4067	3064	1951	34	1	5050	44	13	26	0	83	12045	

Peak Hour Automobile Volume Summary

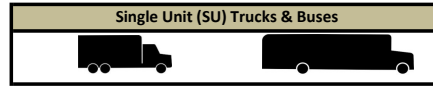
Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:15 AM	0	127	92	0	219	89	3	217	1	310	288	224	9	0	521	0	0	0	0	0	1050
MD 12:30 PM	0	136	85	0	221	113	1	236	0	350	249	144	2	0	395	2	2	1	0	5	971
PM 4:00 PM	0	240	132	0	372	155	0	360	0	515	363	219	3	0	585	9	2	2	0	13	1485

Intersection Traffic Volume Report

Count Basics			Page 7 of 13	
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in Session	
Total Number of Hours Counted:	12	Non-Holiday	No Special Events	

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

BUS 51 & CTH XX - Imperial Avenue



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

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	1	0	0	0	1	3	0	8	0	11	2	0	0	0	2	1	0	0	0	1	15	44
6:15 AM	1	1	0	0	2	2	1	2	0	5	2	1	0	0	3	1	1	0	0	2	12	37
6:30 AM	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	6	37
6:45 AM	0	3	0	0	3	1	0	3	0	4	2	2	0	0	4	0	0	0	0	0	11	48
7:00 AM	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	8	51
7:15 AM	0	2	0	0	2	1	0	5	0	6	1	3	0	0	4	0	0	0	0	0	12	68
7:30 AM	0	2	2	0	4	1	0	7	0	8	3	1	1	0	5	0	0	0	0	0	17	73
7:45 AM	0	0	0	0	0	2	0	4	0	6	3	3	2	0	8	0	0	0	0	0	14	73
8:00 AM	0	1	3	0	4	1	0	4	0	5	5	9	1	0	15	1	0	0	0	1	25	77
8:15 AM	0	5	2	0	7	1	0	4	0	5	2	2	0	0	4	0	1	0	0	1	17	67
8:30 AM	0	2	1	0	3	1	0	5	0	6	5	2	0	0	7	0	0	1	0	1	17	69
8:45 AM	0	1	0	0	1	0	0	6	0	6	8	1	2	0	11	0	0	0	0	0	18	68
9:00 AM	0	2	1	0	3	2	0	2	0	4	3	4	1	0	8	0	0	0	0	0	15	61
9:15 AM	0	4	0	0	4	1	1	4	0	6	3	4	0	0	7	1	1	0	0	2	19	67
9:30 AM	0	2	1	0	3	1	0	2	0	3	4	3	1	0	8	0	2	0	0	2	16	68
9:45 AM	0	1	0	0	1	1	0	3	0	4	2	3	0	0	5	1	0	0	0	1	11	67
10:00 AM	0	4	0	0	4	0	2	6	0	8	4	3	1	0	8	1	0	0	0	1	21	73
10:15 AM	0	3	0	0	3	0	0	3	0	3	6	6	1	0	13	1	0	0	0	1	20	67
10:30 AM	0	1	0	0	1	0	1	3	0	4	0	9	0	0	9	1	0	0	0	1	15	62
10:45 AM	1	3	0	0	4	0	0	2	0	2	6	2	2	0	10	0	1	0	0	1	17	62
11:00 AM	0	5	1	0	6	2	0	3	0	5	2	2	0	0	4	0	0	0	0	0	15	62
11:15 AM	0	2	0	0	2	1	0	4	0	5	3	4	0	0	7	1	0	0	0	1	15	62
11:30 AM	0	3	1	0	4	1	0	4	0	5	1	5	0	0	6	0	0	0	0	0	15	59
11:45 AM	0	3	2	0	5	0	1	3	0	4	4	1	1	0	6	1	1	0	0	2	17	63
12:00 PM	0	2	0	0	2	2	0	2	0	4	6	1	0	0	7	1	1	0	0	2	15	63
12:15 PM	0	1	0	0	1	1	0	7	0	8	2	1	0	0	3	0	0	0	0	0	12	64
12:30 PM	0	4	0	0	4	1	1	1	0	3	7	3	0	0	10	2	0	0	0	2	19	77
12:45 PM	0	5	2	0	7	0	0	4	0	4	5	0	0	0	5	0	1	0	0	1	17	67
1:00 PM	0	6	0	0	6	0	0	2	0	2	3	4	1	0	8	0	0	0	0	0	16	65
1:15 PM	0	5	0	0	5	1	1	5	0	7	8	5	0	0	13	0	0	0	0	0	25	71
1:30 PM	1	2	1	0	4	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	9	62
1:45 PM	0	7	2	0	9	1	0	1	0	2	1	1	0	0	2	1	1	0	0	2	15	66
2:00 PM	0	2	0	0	2	1	1	5	0	7	8	5	0	0	13	0	0	0	0	0	22	64
2:15 PM	1	1	1	0	3	1	0	5	0	6	4	2	1	0	7	0	0	0	0	0	16	58
2:30 PM	0	1	1	0	2	0	0	4	0	4	4	1	0	0	5	1	1	0	0	2	13	50
2:45 PM	0	3	0	0	3	0	0	3	0	3	4	2	0	0	6	1	0	0	0	1	13	51
3:00 PM	0	2	0	0	2	3	0	2	0	5	6	3	0	0	9	0	0	0	0	0	16	51
3:15 PM	0	3	0	0	3	0	1	1	0	2	1	1	1	0	3	0	0	0	0	0	8	44
3:30 PM	1	1	0	0	2	2	0	1	0	3	5	3	0	0	8	1	0	0	0	1	14	55
3:45 PM	0	3	0	0	3	0	0	2	0	2	3	4	1	0	8	0	0	0	0	0	13	51
4:00 PM	0	0	0	0	0	0	0	1	0	1	6	1	0	0	7	1	0	0	0	1	9	53
4:15 PM	0	0	3	0	3	1	0	3	0	4	7	3	1	0	11	1	0	0	0	1	19	58
4:30 PM	0	4	1	0	5	1	0	1	0	2	2	1	0	0	3	0	0	0	0	0	10	45
4:45 PM	0	2	2	0	4	0	0	6	0	6	3	2	0	0	5	0	0	0	0	0	15	36
5:00 PM	0	2	0	0	2	0	0	4	0	4	6	2	0	0	8	0	0	0	0	0	14	30
5:15 PM	0	2	0	0	2	1	0	1	0	2	2	0	0	0	2	0	0	0	0	0	6	
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
5:45 PM	0	1	0	0	1	2	0	2	0	4	2	0	1	0	3	1	0	0	0	1	9	
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	113	27	0	146	40	10	154	0	204	169	123	19	0	311	21	11	1	0	33	694	

SU Truck %age: 18.8% 6.0% 2.4% 0.0% 4.8% 3.1% 35.7% 5.1% 0.0% 4.7% 5.1% 5.8% 32.2% 0.0% 5.7% 29.6% 45.8% 3.1% 0.0% 26.0% 5.4%

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

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:15 AM	0	5	5	0	10	5	0	20	0	25	12	16	4	0	32	1	0	0	0	1	68
MD 12:30 PM	0	20	2	0	22	2	2	12	0	16	23	12	1	0	36	2	1	0	0	3	77
PM 4:00 PM	0	6	6	0	12	2	0	11	0	13	18	7	1	0	26	2	0	0	0	2	53

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

BUS 51 & CTH XX - Imperial Avenue



15-Minute Semi-Truck Data (53' or more trailers)

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3	17
6:15 AM	0	1	0	0	1	1	0	1	0	2	2	0	2	0	4	0	0	0	0	0	6	18
6:30 AM	0	0	0	0	0	1	0	1	0	2	0	1	0	1	4	0	0	0	0	0	3	17
6:45 AM	0	0	0	0	0	0	0	2	0	2	1	2	0	3	2	0	0	0	0	0	5	21
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	1	0	0	2	4	18
7:15 AM	0	2	0	0	2	1	0	0	0	1	1	1	0	3	2	0	0	0	0	2	5	18
7:30 AM	0	1	0	0	1	1	0	1	0	2	2	2	0	4	0	0	0	0	0	0	7	17
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	1	1	1	0	0	0	1	4	18
8:15 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	2	0	0	1	0	1	2	4	22
8:30 AM	0	0	0	0	0	0	0	1	0	1	2	2	0	4	0	0	0	0	0	0	5	29
8:45 AM	0	0	0	0	0	0	0	2	0	2	2	0	0	4	1	0	0	0	0	1	5	30
9:00 AM	1	1	0	0	2	0	0	2	0	2	3	0	1	4	0	0	0	0	0	0	8	33
9:15 AM	0	0	0	0	0	1	0	3	0	4	3	1	1	5	1	0	1	0	2	11	31	
9:30 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	2	1	0	0	0	0	1	6	28
9:45 AM	0	2	0	0	2	0	1	1	0	2	2	2	0	4	0	0	0	0	0	0	8	27
10:00 AM	0	1	0	0	1	1	0	1	0	2	1	2	0	3	0	0	0	0	0	0	6	21
10:15 AM	1	1	0	0	2	0	0	2	0	2	1	3	0	4	0	0	0	0	0	0	8	22
10:30 AM	0	2	0	0	2	1	0	1	0	2	1	0	0	1	0	0	0	0	0	0	5	21
10:45 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	22
11:00 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	3	0	0	1	0	1	7	27	
11:15 AM	0	2	0	0	2	0	0	1	0	1	1	2	1	4	0	0	0	0	0	7	26	
11:30 AM	0	1	1	0	2	0	0	1	0	1	0	3	0	3	0	0	0	0	0	6	24	
11:45 AM	1	0	0	0	1	0	0	0	0	0	5	1	0	6	0	0	0	0	0	7	24	
12:00 PM	0	0	0	0	0	1	0	0	0	1	2	3	0	5	0	0	0	0	0	6	18	
12:15 PM	0	2	0	0	2	0	0	2	0	2	0	1	0	1	0	0	0	0	0	5	15	
12:30 PM	0	0	0	0	0	0	0	2	0	2	4	0	0	4	0	0	0	0	0	6	13	
12:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	10	
1:00 PM	0	0	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	0	3	11	
1:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	0	0	0	0	3	10	
1:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	11	
1:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	9	
2:15 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	12	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	12	
2:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	2	16	
3:00 PM	0	2	0	0	2	0	0	2	0	2	1	0	0	1	0	0	0	0	0	5	15	
3:15 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4	11	
3:30 PM	0	1	0	0	1	0	0	2	0	2	1	1	0	2	0	0	0	0	0	5	11	
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	15	
4:15 PM	0	0	0	0	0	0	0	1	0	1	2	1	0	3	0	0	0	0	0	4	17	
4:30 PM	0	1	0	0	1	0	0	1	0	1	5	1	0	6	0	0	0	0	0	8	14	
4:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	8	
5:00 PM	0	0	0	0	0	1	0	1	0	2	1	0	0	1	0	0	0	0	0	3	11	
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2		
5:45 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	2	1	0	0	0	1	5		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	4	41	2	0	47	10	1	37	0	48	61	40	6	107	6	0	5	0	11	213		

semi Truck %age: 12.5% 2.2% 0.2% 0.0% 1.5% 0.8% 3.6% 1.2% 0.0% 1.1% 1.9% 1.9% 10.2% 0.0% 2.0% 8.5% 0.0% 15.6% 0.0% 8.7% 1.6%

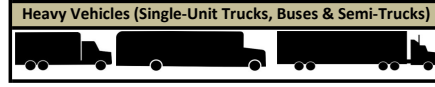
Peak Hour Semi-Truck Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:15 AM	1	6	0	0	7	2	0	1	0	3	3	4	0	7	1	0	0	0	0	1	18
MD 12:30 PM	0	1	0	0	1	1	0	4	0	5	5	2	0	7	0	0	0	0	0	0	13
PM 4:00 PM	0	2	0	0	2	0	0	2	0	2	9	2	0	11	0	0	0	0	0	0	15

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

BUS 51 & CTH XX - Imperial Avenue



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	1	0	0	0	1	3	0	9	0	12	4	0	0	0	4	1	0	0	0	1	18	61
6:15 AM	1	2	0	0	3	2	1	3	0	6	4	1	2	0	7	1	1	0	0	2	18	55
6:30 AM	0	1	0	0	1	1	0	3	0	4	0	4	0	4	0	0	0	0	0	0	9	54
6:45 AM	0	3	0	0	3	1	0	5	0	6	3	4	0	0	7	0	0	0	0	0	16	69
7:00 AM	0	3	0	0	3	0	0	1	0	1	2	3	0	0	5	2	0	1	0	3	12	69
7:15 AM	0	4	0	0	4	2	0	5	0	7	2	4	0	0	6	0	0	0	0	0	17	86
7:30 AM	0	3	2	0	5	2	0	8	0	10	5	3	1	0	9	0	0	0	0	0	24	90
7:45 AM	0	2	0	0	2	2	0	4	0	6	3	3	2	0	8	0	0	0	0	0	16	88
8:00 AM	1	2	3	0	6	1	0	4	0	5	5	10	1	0	16	2	0	0	0	2	29	95
8:15 AM	0	6	2	0	8	1	0	5	0	6	2	3	0	0	5	0	1	1	0	2	21	89
8:30 AM	0	2	1	0	3	1	0	6	0	7	7	4	0	0	11	0	0	1	0	1	22	98
8:45 AM	0	1	0	0	1	0	0	8	0	8	10	1	2	0	13	1	0	0	0	1	23	98
9:00 AM	1	3	1	0	5	2	0	4	0	6	6	4	2	0	12	0	0	0	0	0	23	94
9:15 AM	0	4	0	0	4	2	1	7	0	10	6	5	1	0	12	2	1	1	0	4	30	98
9:30 AM	0	4	1	0	5	1	0	3	0	4	4	5	1	0	10	1	2	0	0	3	22	96
9:45 AM	0	3	0	0	3	1	1	4	0	6	4	5	0	0	9	1	0	0	0	1	19	94
10:00 AM	0	5	0	0	5	1	2	7	0	10	5	5	1	0	11	1	0	0	0	1	27	94
10:15 AM	1	4	0	0	5	0	0	5	0	5	7	9	1	0	17	1	0	0	0	1	28	89
10:30 AM	0	3	0	0	3	1	1	4	0	6	1	9	0	0	10	1	0	0	0	1	20	83
10:45 AM	1	4	0	0	5	1	0	2	0	3	6	2	2	0	10	0	1	0	0	1	19	84
11:00 AM	0	8	1	0	9	2	0	3	0	5	3	4	0	0	7	0	0	1	0	1	22	89
11:15 AM	0	4	0	0	4	1	0	5	0	6	4	6	1	0	11	1	0	0	0	1	22	88
11:30 AM	0	4	2	0	6	1	0	5	0	6	1	8	0	0	9	0	0	0	0	0	21	83
11:45 AM	1	3	2	0	6	0	1	3	0	4	9	2	1	0	12	1	1	0	0	2	24	87
12:00 PM	0	2	0	0	2	3	0	2	0	5	8	4	0	0	12	1	1	0	0	2	21	81
12:15 PM	0	3	0	0	3	1	0	9	0	10	2	2	0	0	4	0	0	0	0	0	17	79
12:30 PM	0	4	0	0	4	1	1	3	0	5	11	3	0	0	14	2	0	0	0	2	25	90
12:45 PM	0	5	2	0	7	1	0	4	0	5	5	0	0	0	5	0	1	0	0	1	18	77
1:00 PM	0	6	0	0	6	0	0	3	0	3	4	5	1	0	10	0	0	0	0	0	19	76
1:15 PM	0	6	0	0	6	1	1	6	0	8	8	6	0	0	14	0	0	0	0	0	28	81
1:30 PM	1	3	1	0	5	0	0	1	0	1	3	2	0	0	5	0	0	1	0	1	12	73
1:45 PM	0	9	2	0	11	1	0	1	0	2	1	1	0	0	2	1	1	0	0	2	17	75
2:00 PM	0	2	0	0	2	1	1	5	0	7	10	5	0	0	15	0	0	0	0	0	24	73
2:15 PM	1	2	1	0	4	1	0	5	0	6	7	2	1	0	10	0	0	0	0	0	20	70
2:30 PM	0	1	1	0	2	0	0	4	0	4	4	2	0	0	6	1	1	0	0	2	14	62
2:45 PM	0	3	0	0	3	0	0	4	0	4	4	2	1	0	7	1	0	0	0	1	15	67
3:00 PM	0	4	0	0	4	3	0	4	0	7	7	3	0	0	10	0	0	0	0	0	21	66
3:15 PM	0	5	0	0	5	0	1	1	0	2	2	2	1	0	5	0	0	0	0	0	12	55
3:30 PM	1	2	0	0	3	2	0	3	0	5	6	4	0	0	10	1	0	0	0	1	19	66
3:45 PM	0	4	0	0	4	0	0	2	0	2	3	4	1	0	8	0	0	0	0	0	14	65
4:00 PM	0	0	0	0	0	0	0	1	0	1	7	1	0	0	8	1	0	0	0	1	10	68
4:15 PM	0	0	3	0	3	1	0	4	0	5	9	4	1	0	14	1	0	0	0	1	23	75
4:30 PM	0	5	1	0	6	1	0	2	0	3	7	2	0	0	9	0	0	0	0	0	18	59
4:45 PM	0	3	2	0	5	0	0	6	0	6	4	2	0	0	6	0	0	0	0	0	17	44
5:00 PM	0	2	0	0	2	1	0	5	0	6	7	2	0	0	9	0	0	0	0	0	17	41
5:15 PM	0	3	0	0	3	1	0	1	0	2	2	0	0	0	2	0	0	0	0	0	7	
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3	
5:45 PM	0	2	1	0	3	2	0	2	0	4	3	1	1	0	5	2	0	0	0	2	14	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	10	154	29	0	193	50	11	191	0	252	230	163	25	0	418	27	11	6	0	44	907	

total Truck %age: 31.3% 8.1% 2.6% 0.0% 6.4% 3.9% 39.3% 6.4% 0.0% 5.8% 7.0% 7.7% 42.4% 0.0% 7.6% 38.0% 45.8% 18.8% 0.0% 34.6% 7.0%

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:15 AM	1	11	5	0	17	7	0	21	0	28	15	20	4	0	39	2	0	0	0	2	86
MD 12:30 PM	0	21	2	0	23	3	2	16	0	21	28	14	1	0	43	2	1	0	0	3	90
PM 4:00 PM	0	8	6	0	14	2	0	13	0	15	27	9	1	0	37	2	0	0	0	2	68

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	12	Non-Holiday	No Special Events

BUS 51 & CTH XX - Imperial Avenue



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	BUS 51			CTH XX - Imperial Avenue			BUS 51			CTH XX - Imperial Avenue				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	2
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	1	1	1	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	1	1	1	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:15 PM	0	0	0	0	4	4	0	0	0	0	0	0	4	4
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	2	2	0	0	0	0	0	0	2	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	1	1	0	0	0	0	0	0	1	1	2	2	3
4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	1	1	0	8	8	0	0	0	0	3	3	12	

Special Pedestrians

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

Date: June 23, 2025

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
CTH XX & Trailwood Ln

Exit Ramp:	No
Speed Limit:	25

Urbanized Area/Cluster Population
74,600

Sat. Flow Rate (pc/h/ln)				
		1588		

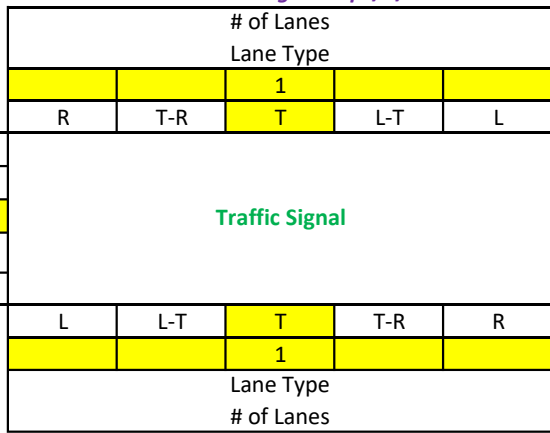
**Consider using 1750 pc/h/ln*



Exit Ramp:
No
Speed Limit:
35

Sat. Flow (pc/h/ln)	1794
	1794
	1750

# of Lanes Lane Type	1	L
		L-T
	1	T
		T-R
	1	R



R	
T-R	1
T	
L-T	
L	1
Lane Type	
# of Lanes	

Sat. Flow (pc/h/ln)	1757
	1757

Exit Ramp:
No
Speed Limit:
35

**Consider using 1750 pc/h/ln*

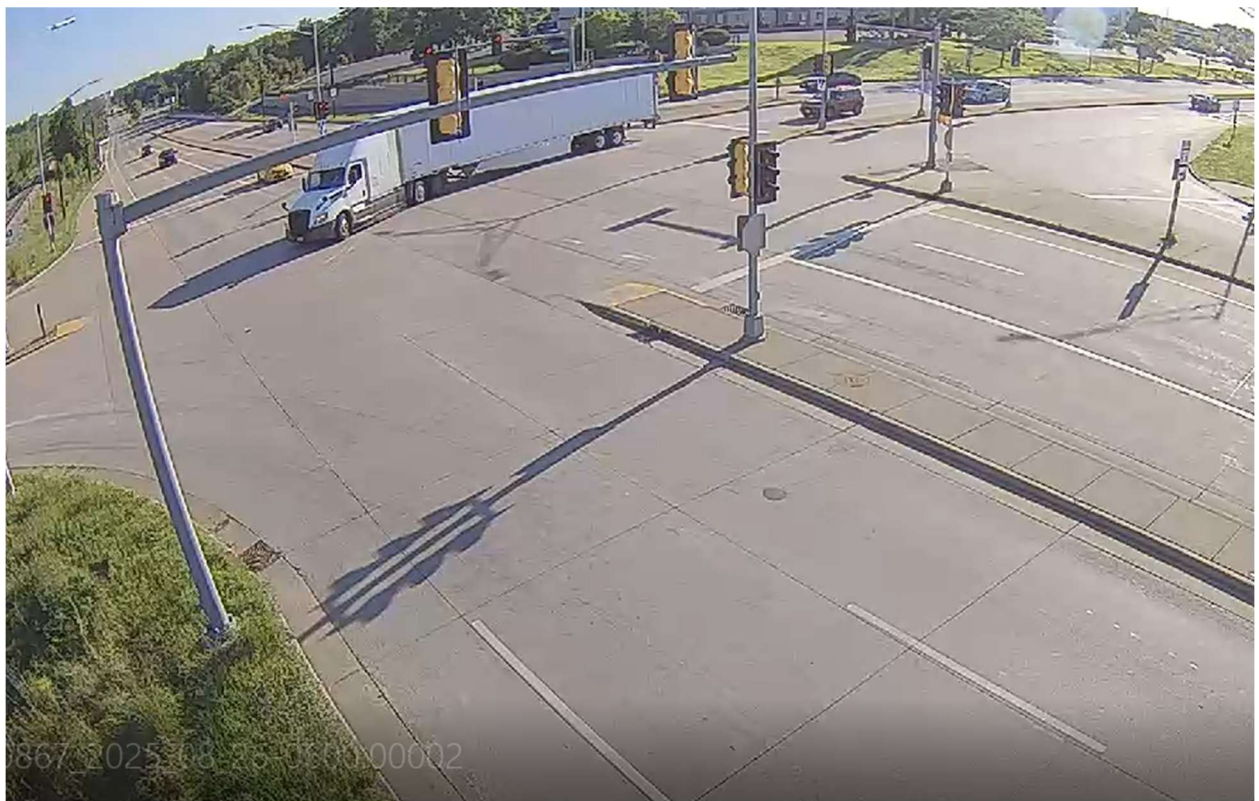
Sat. Flow Rate (pc/h/ln)				
		1588		

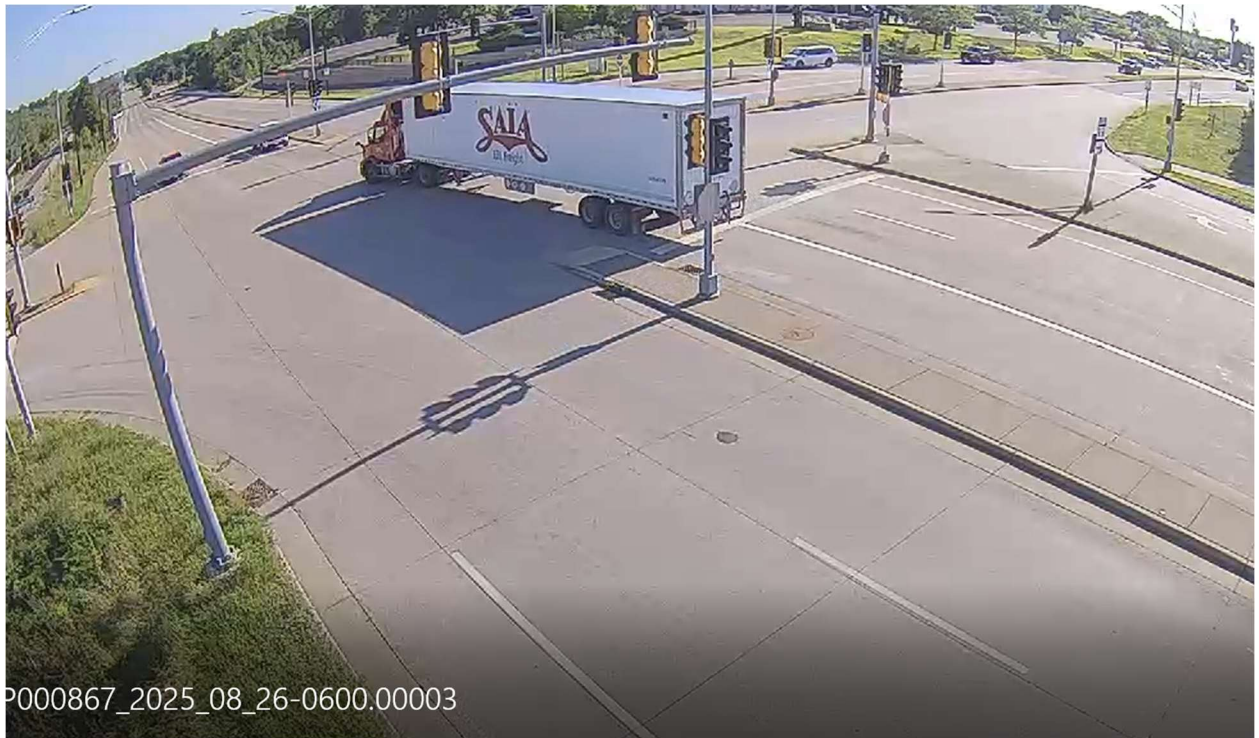
Speed Limit:	25
Exit Ramp:	No



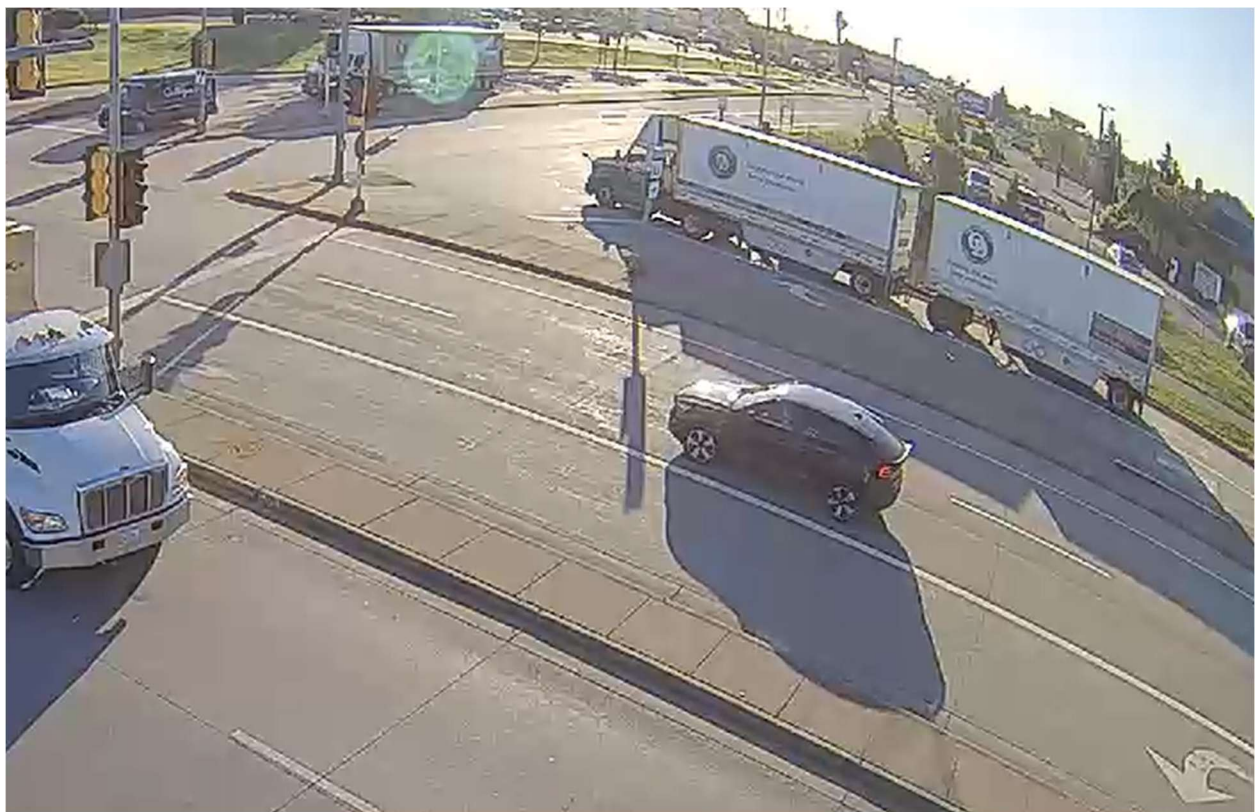
Bureau of Traffic Operations
Last Updated: 4/7/2022

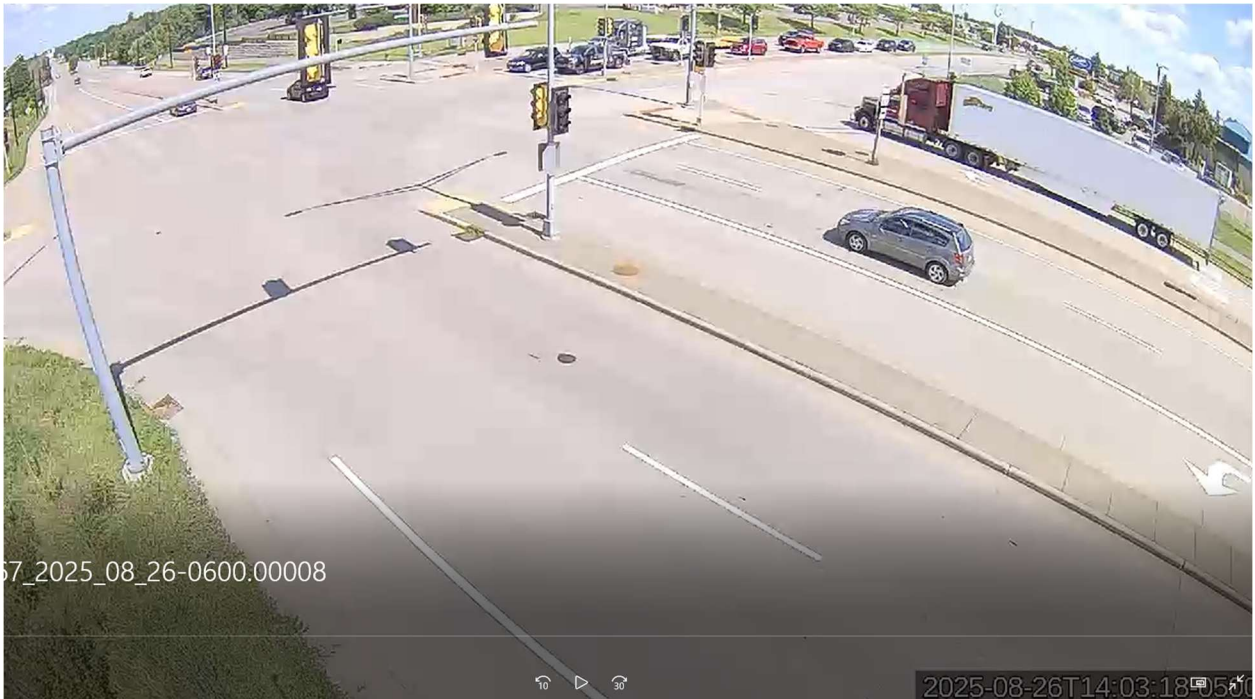
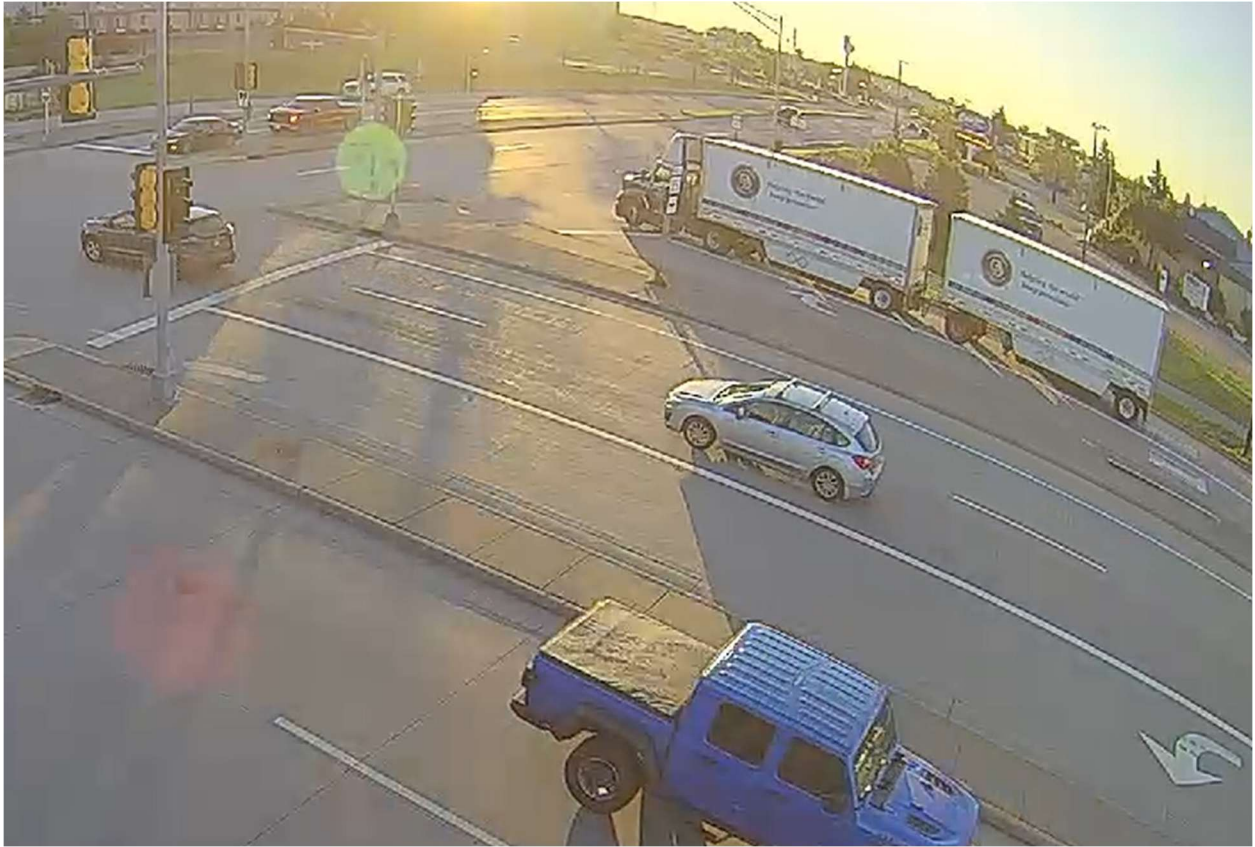
Photos of WB-67 and double trailers at Bus. 51 & CTH XX from Aug. 26, 2025. All photos are taken looking Northeast.





P000867_2025_08_26-0600.00003





Appendix B
Year 2025 Existing Traffic
Peak Hour Analysis Outputs

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	15	5	125	35	10
Future Vol, veh/h	100	15	5	125	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	6	5	5	1	1
Mvmt Flow	114	17	6	142	40	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	131	0	276
Stage 1	-	-	-	-	122
Stage 2	-	-	-	-	153
Critical Hdwy	-	-	4.15	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.245	-	3.509
Pot Cap-1 Maneuver	-	-	1436	-	716
Stage 1	-	-	-	-	906
Stage 2	-	-	-	-	877
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1436	-	713
Mov Cap-2 Maneuver	-	-	-	-	713
Stage 1	-	-	-	-	906
Stage 2	-	-	-	-	873

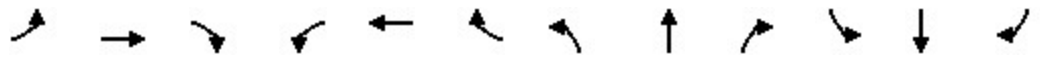
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.29	10.13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	69	-
HCM Lane V/C Ratio	0.068	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Queues

200: Trailwood Ln/Harley Davidson Dr. & CTH XX

06/27/2025

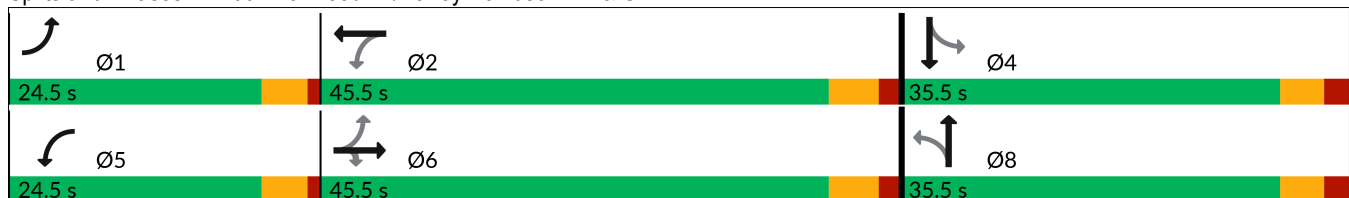


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	115	25	10	145	2	20	0	10	2	0	5
Future Volume (vph)	10	115	25	10	145	2	20	0	10	2	0	5
Satd. Flow (prot)	1671	1811	1365	1560	1639	0	0	1284	0	0	1539	0
Flt Permitted	0.650			0.673								
Satd. Flow (perm)	1143	1811	1365	1105	1639	0	0	1328	0	0	1558	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	132	18	11	169	0	0	34	0	0	8	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8				4
Permitted Phases	6		6	2			8			4		
Total Split (s)	24.5	45.5	45.5	24.5	45.5		35.5	35.5		35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5			5.5	
Act Effct Green (s)	27.9	30.8	30.8	27.9	30.8			8.3			8.3	
Actuated g/C Ratio	0.79	0.87	0.87	0.79	0.87			0.23			0.23	
v/c Ratio	0.01	0.08	0.02	0.01	0.12			0.11			0.02	
Control Delay (s/veh)	2.5	4.8	5.8	2.5	4.9			12.8			12.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	2.5	4.8	5.8	2.5	4.9			12.8			12.0	
LOS	A	A	A	A	A			B			B	
Approach Delay (s/veh)		4.7			4.8			12.8			12.0	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)	0	0	0	0	0			5			1	
Queue Length 95th (ft)	5	51	12	5	65			24			10	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	1228	1770	1334	1155	1602			1239			1454	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.07	0.01	0.01	0.11			0.03			0.01	

Intersection Summary

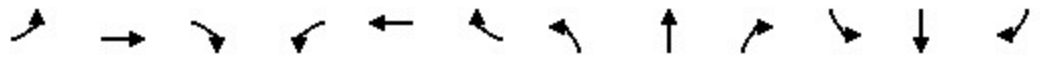
Cycle Length: 105.5
 Actuated Cycle Length: 35.5
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.12
 Intersection Signal Delay (s/veh): 5.6 Intersection LOS: A
 Intersection Capacity Utilization 37.1% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
 200: Trailwood Ln/Harley Davidson Dr. & CTH XX

06/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	115	25	10	145	2	20	0	10	2	0	5
Future Volume (veh/h)	10	115	25	10	145	2	20	0	10	2	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1766	1835	1627	1661	1661	1661	1395	1395	1395	1736	1736	1736
Adj Flow Rate, veh/h	11	132	18	11	167	2	23	0	11	2	0	6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	9	9	7	7	7	26	26	26	1	1	1
Cap, veh/h	682	817	614	683	729	9	237	0	28	158	5	87
Arrive On Green	0.02	0.45	0.45	0.02	0.45	0.45	0.08	0.00	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1682	1835	1379	1582	1638	20	749	0	358	313	62	1127
Grp Volume(v), veh/h	11	132	18	11	0	169	34	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1682	1835	1379	1582	0	1658	1107	0	0	1502	0	0
Q Serve(g_s), s	0.1	1.4	0.2	0.1	0.0	2.1	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	1.4	0.2	0.1	0.0	2.1	1.0	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.68		0.32	0.25		0.75
Lane Grp Cap(c), veh/h	682	817	614	683	0	738	265	0	0	250	0	0
V/C Ratio(X)	0.02	0.16	0.03	0.02	0.00	0.23	0.13	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	1651	2179	1637	1595	0	1968	1152	0	0	1409	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	5.6	5.3	4.9	0.0	5.8	14.8	0.0	0.0	14.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.0	0.0	0.4	0.2	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.0	5.7	5.3	4.9	0.0	5.9	15.0	0.0	0.0	14.5	0.0	0.0
LnGrp LOS	A	A	A	A		A	B			B		
Approach Vol, veh/h		161			180			34				8
Approach Delay, s/veh		5.6			5.9			15.0				14.5
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	20.5		8.1	5.1	20.5		8.1				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.1	4.1		2.2	2.1	3.4		3.0				
Green Ext Time (p_c), s	0.0	1.0		0.0	0.0	0.8		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			6.7									
HCM 7th LOS			A									

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	175	40	15	145	30	10
Future Vol, veh/h	175	40	15	145	30	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	6	6	5	5
Mvmt Flow	199	45	17	165	34	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	244	0	420
Stage 1	-	-	-	-	222
Stage 2	-	-	-	-	199
Critical Hdwy	-	-	4.16	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	-	-	2.254	-	3.545
Pot Cap-1 Maneuver	-	-	1299	-	584
Stage 1	-	-	-	-	808
Stage 2	-	-	-	-	827
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1299	-	575
Mov Cap-2 Maneuver	-	-	-	-	575
Stage 1	-	-	-	-	808
Stage 2	-	-	-	-	816

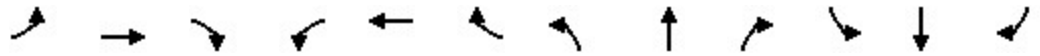
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.73	11.26
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	620	-	-	169	-
HCM Lane V/C Ratio	0.073	-	-	0.013	-
HCM Ctrl Dly (s/v)	11.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Queues

200: Trailwood Ln/Harley Davidson Dr. & CTH XX

06/27/2025

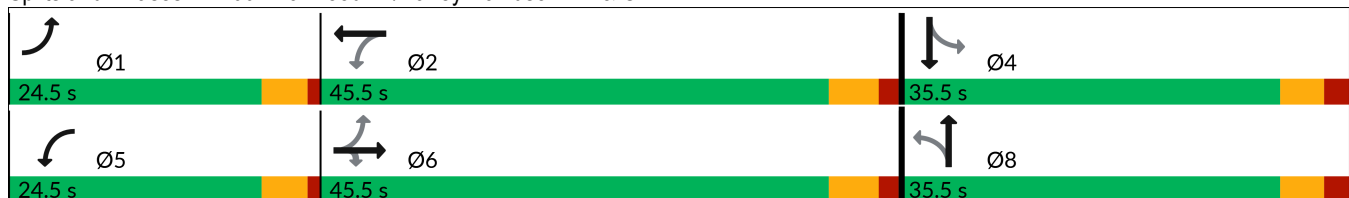


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	195	20	15	175	2	40	0	15	2	0	10
Future Volume (vph)	10	195	20	15	175	2	40	0	15	2	0	10
Satd. Flow (prot)	1593	1845	1390	1590	1670	0	0	1608	0	0	1523	0
Flt Permitted	0.634			0.620							0.933	
Satd. Flow (perm)	1063	1845	1390	1037	1670	0	0	1667	0	0	1432	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	217	14	17	196	0	0	61	0	0	13	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8				4
Permitted Phases	6		6	2			8			4		
Total Split (s)	24.5	45.5	45.5	24.5	45.5		35.5	35.5		35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5			5.5	
Act Effct Green (s)	25.3	27.0	27.0	25.4	27.1			8.5			8.5	
Actuated g/C Ratio	0.70	0.75	0.75	0.71	0.75			0.24			0.24	
v/c Ratio	0.01	0.16	0.01	0.02	0.16			0.15			0.04	
Control Delay (s/veh)	4.2	6.8	7.8	4.1	6.9			13.2			12.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	4.2	6.8	7.8	4.1	6.9			13.2			12.7	
LOS	A	A	A	A	A			B			B	
Approach Delay (s/veh)		6.7			6.7			13.2			12.7	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)	0	0	0	1	0			6			1	
Queue Length 95th (ft)	5	87	11	7	80			37			13	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	1099	1793	1351	1093	1623			1508			1295	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.12	0.01	0.02	0.12			0.04			0.01	

Intersection Summary

Cycle Length: 105.5
 Actuated Cycle Length: 35.9
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.16
 Intersection Signal Delay (s/veh): 7.6
 Intersection LOS: A
 Intersection Capacity Utilization 37.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
 200: Trailwood Ln/Harley Davidson Dr. & CTH XX

06/27/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	195	20	15	175	2	40	0	15	2	0	10
Future Volume (veh/h)	10	195	20	15	175	2	40	0	15	2	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1696	1866	1654	1688	1688	1688	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	217	14	17	194	2	44	0	17	2	0	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	5	5	5	1	1	1	1	1	1
Cap, veh/h	613	787	591	603	718	7	274	17	45	131	12	145
Arrive On Green	0.02	0.42	0.42	0.03	0.43	0.43	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1615	1866	1402	1608	1668	17	855	142	385	122	104	1244
Grp Volume(v), veh/h	11	217	14	17	0	196	61	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1615	1866	1402	1608	0	1685	1382	0	0	1471	0	0
Q Serve(g_s), s	0.1	2.7	0.2	0.2	0.0	2.7	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	2.7	0.2	0.2	0.0	2.7	1.4	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.72		0.28	0.15		0.85
Lane Grp Cap(c), veh/h	613	787	591	603	0	725	335	0	0	288	0	0
V/C Ratio(X)	0.02	0.28	0.02	0.03	0.00	0.27	0.18	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1493	2098	1576	1465	0	1895	1313	0	0	1336	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.7	6.7	6.0	5.6	0.0	6.5	14.5	0.0	0.0	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.2	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	0.0	0.6	0.4	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.7	6.9	6.0	5.6	0.0	6.7	14.7	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	A	A	A	A		A	B			B		
Approach Vol, veh/h		242			213			61				13
Approach Delay, s/veh		6.8			6.6			14.7				14.1
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	20.8		9.6	5.4	20.5		9.6				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.1	4.7		2.3	2.2	4.7		3.4				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.3		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			7.8									
HCM 7th LOS			A									

Appendix C
Year 2026 Phase 1 Build Volumes
Peak Hour Analysis Outputs

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	20	5	150	40	10
Future Vol, veh/h	115	20	5	150	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	6	5	5	1	1
Mvmt Flow	131	23	6	170	45	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	153	0	324	142
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1409	-	672	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1409	-	669	908
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	848	-

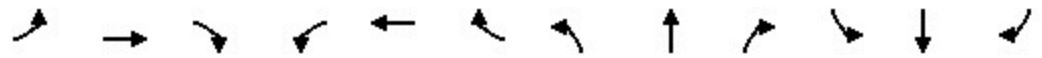
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.24	10.54
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	706	-	-	58	-
HCM Lane V/C Ratio	0.08	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.5	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Queues

200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025

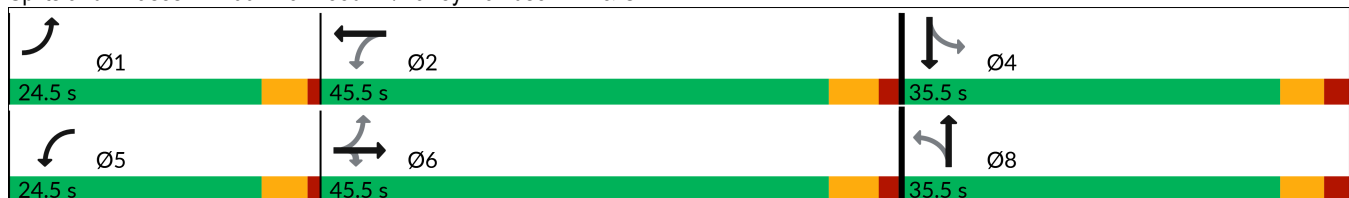


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	115	110	40	145	2	80	0	30	2	0	5
Future Volume (vph)	10	115	110	40	145	2	80	0	30	2	0	5
Satd. Flow (prot)	1671	1811	1365	1560	1639	0	0	857	0	0	1539	0
Flt Permitted	0.650			0.593				0.780			0.933	
Satd. Flow (perm)	1143	1811	1365	974	1639	0	0	693	0	0	1453	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	132	78	46	169	0	0	126	0	0	8	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8				4
Permitted Phases	6		6	2			8			4		
Total Split (s)	24.5	45.5	45.5	24.5	45.5		35.5	35.5		35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5			5.5	
Act Effct Green (s)	24.1	21.4	21.4	26.8	26.0			14.8			14.6	
Actuated g/C Ratio	0.50	0.44	0.44	0.55	0.53			0.30			0.30	
v/c Ratio	0.02	0.17	0.13	0.07	0.19			0.60			0.02	
Control Delay (s/veh)	8.6	17.1	17.3	8.5	12.8			28.6			12.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	8.6	17.1	17.3	8.5	12.8			28.6			12.7	
LOS	A	B	B	A	B			C			B	
Approach Delay (s/veh)		16.8			11.8			28.6			12.7	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	1	31	18	6	26			33			2	
Queue Length 95th (ft)	9	80	54	24	97			79			9	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	893	1490	1123	820	1349			473			991	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.09	0.07	0.06	0.13			0.27			0.01	

Intersection Summary

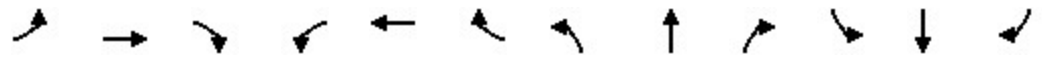
Cycle Length: 105.5
 Actuated Cycle Length: 48.6
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay (s/veh): 17.5
 Intersection LOS: B
 Intersection Capacity Utilization 37.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
 200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	115	110	40	145	2	80	0	30	2	0	5
Future Volume (veh/h)	10	115	110	40	145	2	80	0	30	2	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1766	1835	1627	1661	1661	1661	522	522	522	1736	1736	1736
Adj Flow Rate, veh/h	11	132	78	46	167	2	92	0	34	2	0	6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	9	9	7	7	7	90	90	90	1	1	1
Cap, veh/h	533	607	456	541	609	7	212	6	30	164	42	320
Arrive On Green	0.02	0.33	0.33	0.06	0.37	0.37	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1682	1835	1379	1582	1638	20	278	22	111	241	156	1190
Grp Volume(v), veh/h	11	132	78	46	0	169	126	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1682	1835	1379	1582	0	1658	411	0	0	1587	0	0
Q Serve(g_s), s	0.2	2.4	1.8	0.8	0.0	3.2	11.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	2.4	1.8	0.8	0.0	3.2	12.2	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.73		0.27	0.25		0.75
Lane Grp Cap(c), veh/h	533	607	456	541	0	617	248	0	0	526	0	0
V/C Ratio(X)	0.02	0.22	0.17	0.09	0.00	0.27	0.51	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	1246	1619	1216	1147	0	1462	407	0	0	1083	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.7	10.9	10.8	8.8	0.0	10.0	17.3	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.1	0.0	0.2	1.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.4	0.8	0.4	0.0	1.7	2.3	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.7	11.1	10.9	8.8	0.0	10.2	18.9	0.0	0.0	12.2	0.0	0.0
LnGrp LOS	A	B	B	A		B	B			B		
Approach Vol, veh/h		221			215			126				8
Approach Delay, s/veh		11.0			9.9			18.9				12.2
Approach LOS		B			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	22.4		17.6	7.1	20.5		17.6				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	5.2		2.2	2.8	4.4		14.2				
Green Ext Time (p_c), s	0.0	0.9		0.0	0.1	1.0		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.3								
HCM 7th LOS				B								

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	2	0	110	0	105	45	0
Future Vol, veh/h	1	0	0	0	0	2	0	110	0	105	45	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	90	90	90	5	26	26
Mvmt Flow	1	0	0	0	0	2	0	126	0	121	52	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	420	420	52	420	420	126	52	0	0	126	0	0
Stage 1	293	293	-	126	126	-	-	-	-	-	-	-
Stage 2	126	126	-	293	293	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	5	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	3.01	-	-	2.245	-	-
Pot Cap-1 Maneuver	544	525	1016	544	525	924	1137	-	-	1441	-	-
Stage 1	715	670	-	877	791	-	-	-	-	-	-	-
Stage 2	877	791	-	715	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	496	480	1016	497	480	924	1137	-	-	1441	-	-
Mov Cap-2 Maneuver	496	480	-	497	480	-	-	-	-	-	-	-
Stage 1	653	612	-	877	791	-	-	-	-	-	-	-
Stage 2	875	791	-	653	612	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.28		8.91		0		5.41	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1137	-	-	496	924	1260	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.002	0.084	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.3	8.9	7.7	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.3	-	-

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	80	30	0	10	35
Future Vol, veh/h	0	80	30	0	10	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	90	90	26	26	26	26
Mvmt Flow	0	92	34	0	11	40

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	98	34	0	0	34	0
Stage 1	34	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	7.3	7.1	-	-	4.36	-
Critical Hdwy Stg 1	6.3	-	-	-	-	-
Critical Hdwy Stg 2	6.3	-	-	-	-	-
Follow-up Hdwy	4.31	4.11	-	-	2.434	-
Pot Cap-1 Maneuver	726	835	-	-	1435	-
Stage 1	803	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	720	835	-	-	1435	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.85	0	1.67
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	835	400
HCM Lane V/C Ratio	-	-	0.11	0.008
HCM Ctrl Dly (s/v)	-	-	9.8	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	45	15	155	35	10
Future Vol, veh/h	185	45	15	155	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	6	6	5	5
Mvmt Flow	210	51	17	176	40	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	261	0	446
Stage 1	-	-	-	-	236
Stage 2	-	-	-	-	210
Critical Hdwy	-	-	4.16	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	-	-	2.254	-	3.545
Pot Cap-1 Maneuver	-	-	1280	-	564
Stage 1	-	-	-	-	796
Stage 2	-	-	-	-	818
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1280	-	556
Mov Cap-2 Maneuver	-	-	-	-	556
Stage 1	-	-	-	-	796
Stage 2	-	-	-	-	806

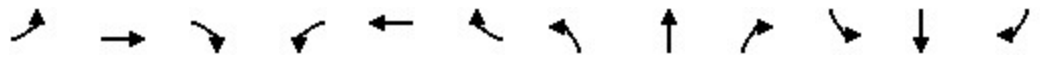
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.69	11.61
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	596	-	-	159	-
HCM Lane V/C Ratio	0.086	-	-	0.013	-
HCM Ctrl Dly (s/v)	11.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Queues

200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025

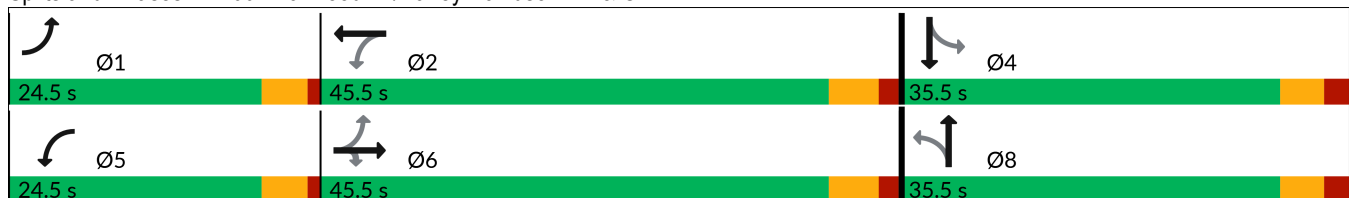


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	195	75	30	175	2	85	0	30	2	0	10
Future Volume (vph)	10	195	75	30	175	2	85	0	30	2	0	10
Satd. Flow (prot)	1593	1845	826	1113	1670	0	0	1612	0	0	1523	0
Flt Permitted	0.634			0.579				0.774			0.940	
Satd. Flow (perm)	1063	1845	826	678	1670	0	0	1294	0	0	1443	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	217	52	33	196	0	0	127	0	0	13	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8				4
Permitted Phases	6		6	2			8			4		
Total Split (s)	24.5	45.5	45.5	24.5	45.5		35.5	35.5		35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5			5.5	
Act Effct Green (s)	22.3	20.6	20.6	23.9	22.9			10.3			10.3	
Actuated g/C Ratio	0.53	0.49	0.49	0.57	0.55			0.25			0.25	
v/c Ratio	0.02	0.24	0.13	0.07	0.21			0.40			0.04	
Control Delay (s/veh)	5.8	12.6	13.4	5.9	9.9			18.9			14.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	5.8	12.6	13.4	5.9	9.9			18.9			14.3	
LOS	A	B	B	A	A			B			B	
Approach Delay (s/veh)		12.5			9.3			18.9			14.3	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)	1	25	6	3	23			20			2	
Queue Length 95th (ft)	7	105	36	14	92			72			14	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	926	1680	752	639	1521			1002			1118	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.13	0.07	0.05	0.13			0.13			0.01	

Intersection Summary

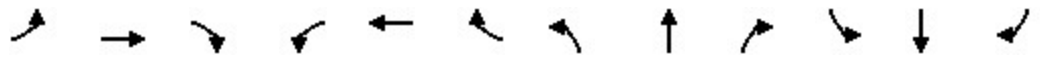
Cycle Length: 105.5
 Actuated Cycle Length: 41.8
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay (s/veh): 12.6 Intersection LOS: B
 Intersection Capacity Utilization 44.2% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
 200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	195	75	30	175	2	85	0	30	2	0	10
Future Volume (veh/h)	10	195	75	30	175	2	85	0	30	2	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1696	1866	658	1072	1688	1688	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	217	52	33	194	2	94	0	33	2	0	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	80	50	5	5	1	1	1	1	1	1
Cap, veh/h	583	727	217	431	699	7	307	20	58	122	23	202
Arrive On Green	0.02	0.39	0.39	0.05	0.42	0.42	0.16	0.00	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1615	1866	558	1021	1668	17	895	123	357	88	140	1252
Grp Volume(v), veh/h	11	217	52	33	0	196	127	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1615	1866	558	1021	0	1685	1374	0	0	1480	0	0
Q Serve(g_s), s	0.2	3.1	2.4	0.7	0.0	2.9	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	3.1	2.4	0.7	0.0	2.9	3.2	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.74		0.26	0.15		0.85
Lane Grp Cap(c), veh/h	583	727	217	431	0	706	384	0	0	347	0	0
V/C Ratio(X)	0.02	0.30	0.24	0.08	0.00	0.28	0.33	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1395	1939	579	914	0	1751	1214	0	0	1235	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.9	8.1	7.9	6.5	0.0	7.4	14.8	0.0	0.0	13.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.6	0.1	0.0	0.2	0.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.6	0.4	0.2	0.0	1.3	1.7	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.9	8.3	8.5	6.5	0.0	7.6	15.3	0.0	0.0	13.7	0.0	0.0
LnGrp LOS	A	A	A	A		A	B			B		
Approach Vol, veh/h		280			229			127				13
Approach Delay, s/veh		8.3			7.4			15.3				13.7
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	21.6		11.7	6.3	20.5		11.7				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	4.9		2.3	2.7	5.1		5.2				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.5		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.5									
HCM 7th LOS			A									

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	0	0	55	0	55	0	2	100	5
Future Vol, veh/h	5	0	0	0	0	55	0	55	0	2	100	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	90	90	90
Mvmt Flow	8	0	0	0	0	85	0	85	0	3	154	8

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	248	248	158	245	252	85	162	0	0	85	0	0
Stage 1	164	164	-	85	85	-	-	-	-	-	-	-
Stage 2	85	85	-	160	168	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.11	-	-	5	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.209	-	-	3.01	-	-
Pot Cap-1 Maneuver	705	654	888	709	651	974	1424	-	-	1101	-	-
Stage 1	838	763	-	923	825	-	-	-	-	-	-	-
Stage 2	923	825	-	842	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	642	652	888	707	649	974	1424	-	-	1101	-	-
Mov Cap-2 Maneuver	642	652	-	707	649	-	-	-	-	-	-	-
Stage 1	836	760	-	923	825	-	-	-	-	-	-	-
Stage 2	843	825	-	840	757	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Ctrl Dly, s/v	10.68		9.05			0		0.15		
HCM LOS	B		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1424	-	-	642	974	33	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.087	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.7	9	8.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	50	0	70	30
Future Vol, veh/h	0	5	50	0	70	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	90	90	1	1	90	90
Mvmt Flow	0	8	77	0	108	46

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	338	77	0	0	77
Stage 1	77	-	-	-	-
Stage 2	262	-	-	-	-
Critical Hdwy	7.3	7.1	-	-	5
Critical Hdwy Stg 1	6.3	-	-	-	-
Critical Hdwy Stg 2	6.3	-	-	-	-
Follow-up Hdwy	4.31	4.11	-	-	3.01
Pot Cap-1 Maneuver	511	786	-	-	1110
Stage 1	764	-	-	-	-
Stage 2	616	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	460	786	-	-	1110
Mov Cap-2 Maneuver	460	-	-	-	-
Stage 1	764	-	-	-	-
Stage 2	554	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.62	0	6.01
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	786	1081
HCM Lane V/C Ratio	-	-	0.01	0.097
HCM Ctrl Dly (s/v)	-	-	9.6	8.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.3

Appendix D
Year 2027 Full Build Volumes
Peak Hour Analysis Outputs

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	20	5	150	45	10
Future Vol, veh/h	115	20	5	150	45	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	6	5	5	1	1
Mvmt Flow	131	23	6	170	51	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	153	0	324
Stage 1	-	-	-	-	142
Stage 2	-	-	-	-	182
Critical Hdwy	-	-	4.15	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.245	-	3.509
Pot Cap-1 Maneuver	-	-	1409	-	672
Stage 1	-	-	-	-	887
Stage 2	-	-	-	-	852
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1409	-	669
Mov Cap-2 Maneuver	-	-	-	-	669
Stage 1	-	-	-	-	887
Stage 2	-	-	-	-	848

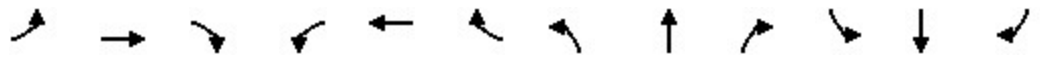
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.24	10.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	703	-	-	58	-
HCM Lane V/C Ratio	0.089	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Queues

200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025

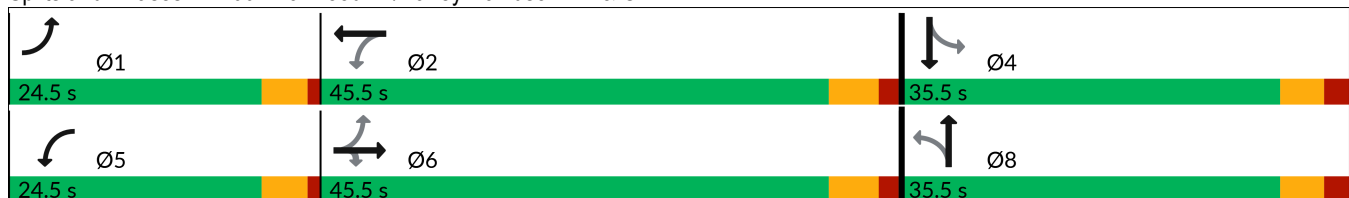


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	115	140	45	145	2	90	0	30	2	0	5
Future Volume (vph)	10	115	140	45	145	2	90	0	30	2	0	5
Satd. Flow (prot)	1671	1811	1365	1560	1639	0	0	858	0	0	1539	0
Flt Permitted	0.650			0.578				0.775			0.947	
Satd. Flow (perm)	1143	1811	1365	949	1639	0	0	690	0	0	1475	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	132	100	52	169	0	0	137	0	0	8	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8				4
Permitted Phases	6		6	2			8			4		
Total Split (s)	24.5	45.5	45.5	24.5	45.5		35.5	35.5		35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5			5.5	
Act Effct Green (s)	23.0	18.6	18.6	26.0	23.6			17.1			17.1	
Actuated g/C Ratio	0.43	0.35	0.35	0.48	0.44			0.32			0.32	
v/c Ratio	0.02	0.21	0.21	0.10	0.24			0.63			0.02	
Control Delay (s/veh)	9.5	18.5	19.3	9.4	13.9			29.2			12.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	9.5	18.5	19.3	9.4	13.9			29.2			12.4	
LOS	A	B	B	A	B			C			B	
Approach Delay (s/veh)		18.5			12.9			29.2			12.4	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	2	33	25	8	28			38			2	
Queue Length 95th (ft)	10	84	69	28	101			87			9	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	785	1381	1040	718	1249			395			846	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.10	0.10	0.07	0.14			0.35			0.01	

Intersection Summary

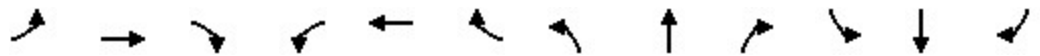
Cycle Length: 105.5
 Actuated Cycle Length: 53.8
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay (s/veh): 18.8
 Intersection LOS: B
 Intersection Capacity Utilization 37.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
 200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	115	140	45	145	2	90	0	30	2	0	5
Future Volume (veh/h)	10	115	140	45	145	2	90	0	30	2	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1766	1835	1627	1661	1661	1661	522	522	522	1736	1736	1736
Adj Flow Rate, veh/h	11	132	100	52	167	2	103	0	34	2	0	6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	9	9	7	7	7	90	90	90	1	1	1
Cap, veh/h	476	544	409	486	558	7	223	5	34	181	41	399
Arrive On Green	0.02	0.30	0.30	0.06	0.34	0.34	0.34	0.00	0.34	0.34	0.00	0.34
Sat Flow, veh/h	1682	1835	1379	1582	1638	20	292	15	101	273	123	1188
Grp Volume(v), veh/h	11	132	100	52	0	169	137	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1682	1835	1379	1582	0	1658	408	0	0	1584	0	0
Q Serve(g_s), s	0.2	2.8	2.8	1.1	0.0	3.8	16.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	2.8	2.8	1.1	0.0	3.8	17.0	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.75		0.25	0.25		0.75
Lane Grp Cap(c), veh/h	476	544	409	486	0	565	262	0	0	621	0	0
V/C Ratio(X)	0.02	0.24	0.24	0.11	0.00	0.30	0.52	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	1112	1450	1090	1014	0	1310	365	0	0	985	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.0	13.5	13.5	10.9	0.0	12.2	16.7	0.0	0.0	11.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.1	0.0	0.3	1.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.8	1.4	0.6	0.0	2.2	2.7	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	13.7	13.8	11.0	0.0	12.5	18.4	0.0	0.0	11.2	0.0	0.0
LnGrp LOS	B	B	B	B		B	B			B		
Approach Vol, veh/h		243			221			137				8
Approach Delay, s/veh		13.7			12.2			18.4				11.2
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	22.8		22.5	7.6	20.5		22.5				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	5.8		2.2	3.1	4.8		19.0				
Green Ext Time (p_c), s	0.0	0.9		0.0	0.1	1.1		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			14.2									
HCM 7th LOS			B									

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	2	0	120	0	105	80	0
Future Vol, veh/h	1	0	0	0	0	2	0	120	0	105	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	90	90	90	5	26	26
Mvmt Flow	1	0	0	0	0	2	0	138	0	121	92	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	471	471	92	471	471	138	92	0	0	138	0	0
Stage 1	333	333	-	138	138	-	-	-	-	-	-	-
Stage 2	138	138	-	333	333	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	5	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	3.01	-	-	2.245	-	-
Pot Cap-1 Maneuver	503	491	965	503	491	910	1094	-	-	1427	-	-
Stage 1	680	644	-	865	782	-	-	-	-	-	-	-
Stage 2	865	782	-	680	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	457	447	965	458	447	910	1094	-	-	1427	-	-
Mov Cap-2 Maneuver	457	447	-	458	447	-	-	-	-	-	-	-
Stage 1	620	586	-	865	782	-	-	-	-	-	-	-
Stage 2	863	782	-	620	586	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.9		8.96		0		4.4	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	457	910	1022	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.003	0.085	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.9	9	7.8	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.3	-	-

Intersection						
Int Delay, s/veh	4.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	80	40	0	10	70
Future Vol, veh/h	0	80	40	0	10	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	90	90	26	26	26	26
Mvmt Flow	0	92	46	0	11	80

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	149	46	0	0	46	0
Stage 1	46	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	7.3	7.1	-	-	4.36	-
Critical Hdwy Stg 1	6.3	-	-	-	-	-
Critical Hdwy Stg 2	6.3	-	-	-	-	-
Follow-up Hdwy	4.31	4.11	-	-	2.434	-
Pot Cap-1 Maneuver	674	821	-	-	1421	-
Stage 1	792	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	668	821	-	-	1421	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.94	0	0.94
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	821	225
HCM Lane V/C Ratio	-	-	0.112	0.008
HCM Ctrl Dly (s/v)	-	-	9.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	4.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	10	15	0	35	20
Future Vol, veh/h	0	10	15	0	35	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	26	26	26	26
Mvmt Flow	0	11	17	0	40	23

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	121	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.36	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.434	-
Pot Cap-1 Maneuver	875	1062	-	-	1457	-
Stage 1	1006	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	850	1062	-	-	1457	-
Mov Cap-2 Maneuver	850	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.43	0	4.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1062	1145
HCM Lane V/C Ratio	-	-	0.011	0.028
HCM Ctrl Dly (s/v)	-	-	8.4	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	45	15	160	35	10
Future Vol, veh/h	190	45	15	160	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	6	6	5	5
Mvmt Flow	216	51	17	182	40	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	267	0	457 241
Stage 1	-	-	-	-	241 -
Stage 2	-	-	-	-	216 -
Critical Hdwy	-	-	4.16	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	2.254	-	3.545 3.345
Pot Cap-1 Maneuver	-	-	1274	-	556 790
Stage 1	-	-	-	-	792 -
Stage 2	-	-	-	-	813 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1274	-	548 790
Mov Cap-2 Maneuver	-	-	-	-	548 -
Stage 1	-	-	-	-	792 -
Stage 2	-	-	-	-	801 -

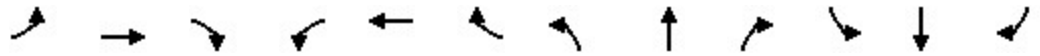
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.67	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	588	-	-	154	-
HCM Lane V/C Ratio	0.087	-	-	0.013	-
HCM Ctrl Dly (s/v)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Queues

200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025

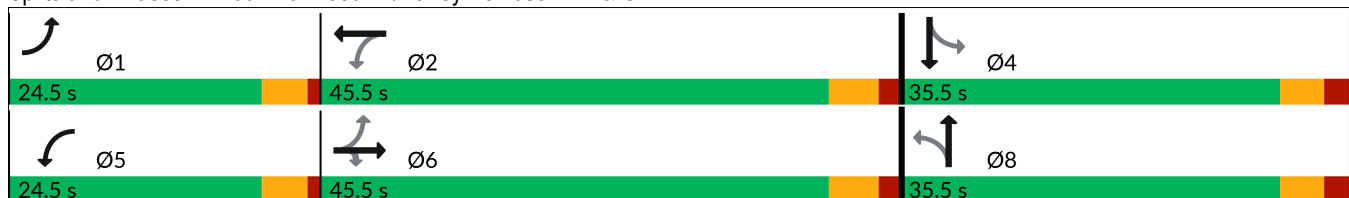


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	195	85	35	175	2	110	0	35	2	0	10
Future Volume (vph)	10	195	85	35	175	2	110	0	35	2	0	10
Satd. Flow (prot)	1593	1845	826	1113	1670	0	0	1614	0	0	1523	0
Flt Permitted	0.634			0.570				0.770			0.950	
Satd. Flow (perm)	1063	1845	826	668	1670	0	0	1290	0	0	1458	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	217	59	39	196	0	0	161	0	0	13	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8				4
Permitted Phases	6		6	2			8			4		
Total Split (s)	24.5	45.5	45.5	24.5	45.5		35.5	35.5		35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5			5.5	
Act Effct Green (s)	21.7	18.6	18.6	23.6	21.2			11.6			11.6	
Actuated g/C Ratio	0.47	0.41	0.41	0.51	0.46			0.25			0.25	
v/c Ratio	0.02	0.29	0.18	0.09	0.25			0.50			0.04	
Control Delay (s/veh)	6.5	13.9	15.1	6.8	10.8			20.8			14.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	6.5	13.9	15.1	6.8	10.8			20.8			14.2	
LOS	A	B	B	A	B			C			B	
Approach Delay (s/veh)		13.9			10.1			20.8			14.2	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	1	28	7	4	25			26			2	
Queue Length 95th (ft)	7	113	42	18	97			92			14	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	842	1583	709	580	1433			877			991	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.14	0.08	0.07	0.14			0.18			0.01	

Intersection Summary

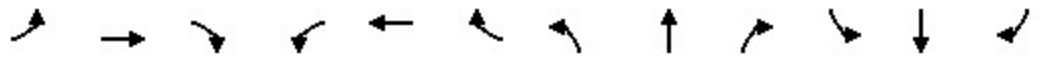
Cycle Length: 105.5
 Actuated Cycle Length: 45.9
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay (s/veh): 14.2 Intersection LOS: B
 Intersection Capacity Utilization 46.0% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
 200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷			↕			↕	
Traffic Volume (veh/h)	10	195	85	35	175	2	110	0	35	2	0	10
Future Volume (veh/h)	10	195	85	35	175	2	110	0	35	2	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1696	1866	658	1072	1688	1688	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	217	59	39	194	2	122	0	39	2	0	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	80	50	5	5	1	1	1	1	1	1
Cap, veh/h	576	711	212	426	695	7	325	14	57	120	25	217
Arrive On Green	0.02	0.38	0.38	0.05	0.42	0.42	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1615	1866	558	1021	1668	17	952	79	330	82	146	1254
Grp Volume(v), veh/h	11	217	59	39	0	196	161	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1615	1866	558	1021	0	1685	1360	0	0	1482	0	0
Q Serve(g_s), s	0.2	3.2	2.9	0.9	0.0	3.0	3.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	3.2	2.9	0.9	0.0	3.0	4.3	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.76		0.24	0.15		0.85
Lane Grp Cap(c), veh/h	576	711	212	426	0	702	396	0	0	362	0	0
V/C Ratio(X)	0.02	0.31	0.28	0.09	0.00	0.28	0.41	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1368	1895	566	890	0	1711	1185	0	0	1207	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	8.5	8.4	6.7	0.0	7.6	15.2	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.1	0.0	0.2	0.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.7	0.5	0.2	0.0	1.4	2.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.2	8.8	9.1	6.8	0.0	7.8	15.9	0.0	0.0	13.6	0.0	0.0
LnGrp LOS	A	A	A	A		A	B			B		
Approach Vol, veh/h		287			235			161				13
Approach Delay, s/veh		8.8			7.6			15.9				13.6
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	21.9		12.3	6.6	20.5		12.3				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	5.0		2.3	2.9	5.2		6.3				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.1	1.5		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh				10.1								
HCM 7th LOS				B								

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	0	0	55	0	85	0	2	115	5
Future Vol, veh/h	5	0	0	0	0	55	0	85	0	2	115	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	90	90	90
Mvmt Flow	8	0	0	0	0	85	0	131	0	3	177	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	318	318	181	314	322	131	185	0	0	131	0	0
Stage 1	187	187	-	131	131	-	-	-	-	-	-	-
Stage 2	131	131	-	183	191	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.11	-	-	5	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.209	-	-	3.01	-	-
Pot Cap-1 Maneuver	635	599	862	639	596	919	1396	-	-	1053	-	-
Stage 1	815	745	-	873	788	-	-	-	-	-	-	-
Stage 2	873	788	-	819	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	575	597	862	637	594	919	1396	-	-	1053	-	-
Mov Cap-2 Maneuver	575	597	-	637	594	-	-	-	-	-	-	-
Stage 1	812	743	-	873	788	-	-	-	-	-	-	-
Stage 2	792	788	-	816	740	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.35		9.32		0		0.14	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1396	-	-	575	919	29	-
HCM Lane V/C Ratio	-	-	-	0.013	0.092	0.003	-
HCM Ctrl Dly (s/v)	0	-	-	11.3	9.3	8.4	0
HCM Lane LOS	A	-	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	5	80	0	70	45
Future Vol, veh/h	0	5	80	0	70	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	90	90	1	1	90	90
Mvmt Flow	0	8	123	0	108	69

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	408	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	7.3	7.1	-	-	5	-
Critical Hdwy Stg 1	6.3	-	-	-	-	-
Critical Hdwy Stg 2	6.3	-	-	-	-	-
Follow-up Hdwy	4.31	4.11	-	-	3.01	-
Pot Cap-1 Maneuver	462	737	-	-	1061	-
Stage 1	724	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	413	737	-	-	1061	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.94	0	5.34
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	737	1020
HCM Lane V/C Ratio	-	-	0.01	0.102
HCM Ctrl Dly (s/v)	-	-	9.9	8.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.3

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	30	25	0	15	15
Future Vol, veh/h	0	30	25	0	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	0	46	38	0	23	23

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	108	38	0	0	38	0
Stage 1	38	-	-	-	-	-
Stage 2	69	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	890	1033	-	-	1578	-
Stage 1	984	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	877	1033	-	-	1578	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.65	0	3.66
HCM LOS	A		

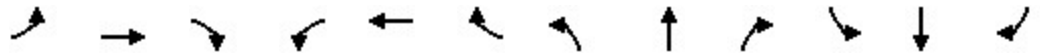
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1033	900
HCM Lane V/C Ratio	-	-	0.045	0.015
HCM Ctrl Dly (s/v)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Appendix E
Year 2027 Full Build Volumes
Peak Hour Analysis Outputs
With Improvements

Queues

200: Trailwood Ln/Harley Davidson Dr. & CTH XX

07/07/2025

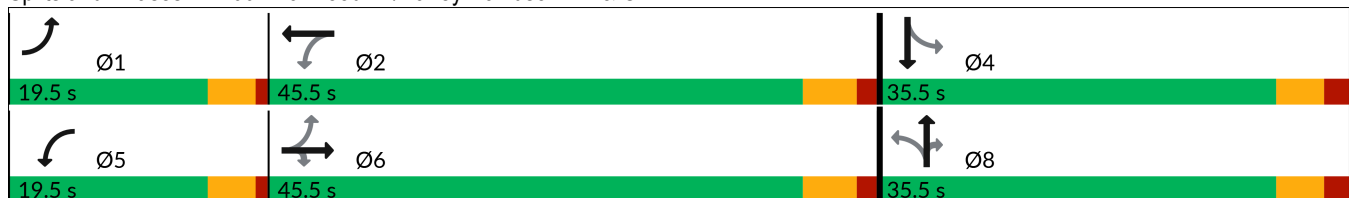


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	115	140	45	145	2	90	0	30	2	0	5
Future Volume (vph)	10	115	140	45	145	2	90	0	30	2	0	5
Satd. Flow (prot)	1671	1811	1365	1560	1639	0	0	875	783	0	1539	0
Flt Permitted	0.650			0.589				0.752			0.930	
Satd. Flow (perm)	1143	1811	1365	967	1639	0	0	693	783	0	1449	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	132	100	52	169	0	0	103	34	0	8	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			8				4
Permitted Phases	6		6	2			8		8	4		
Total Split (s)	19.5	45.5	45.5	19.5	45.5		35.5	35.5	35.5	35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5	5.5		5.5	
Act Effct Green (s)	23.9	21.1	21.1	26.7	25.8			12.9	12.9		12.9	
Actuated g/C Ratio	0.51	0.45	0.45	0.57	0.55			0.28	0.28		0.28	
v/c Ratio	0.02	0.16	0.16	0.08	0.19			0.54	0.16		0.02	
Control Delay (s/veh)	7.4	15.7	16.2	7.3	11.4			27.4	16.0		13.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.4	15.7	16.2	7.3	11.4			27.4	16.0		13.6	
LOS	A	B	B	A	B			C	B		B	
Approach Delay (s/veh)		15.5			10.4			24.6			13.6	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	1	28	22	6	23			26	8		2	
Queue Length 95th (ft)	8	75	62	23	89			66	25		9	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	837	1531	1154	757	1386			485	548		1014	
Starvation Cap Reductn	0	0	0	0	0			0	0		0	
Spillback Cap Reductn	0	0	0	0	0			0	0		0	
Storage Cap Reductn	0	0	0	0	0			0	0		0	
Reduced v/c Ratio	0.01	0.09	0.09	0.07	0.12			0.21	0.06		0.01	

Intersection Summary

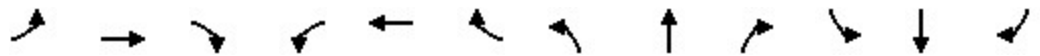
Cycle Length: 100.5
 Actuated Cycle Length: 46.8
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay (s/veh): 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 39.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
 200: Trailwood Ln/Harley Davidson Dr. & CTH XX

07/07/2025

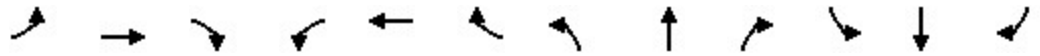


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	115	140	45	145	2	90	0	30	2	0	5
Future Volume (veh/h)	10	115	140	45	145	2	90	0	30	2	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1766	1835	1627	1661	1661	1661	522	522	522	1736	1736	1736
Adj Flow Rate, veh/h	11	132	100	52	167	2	103	0	34	2	0	6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	9	9	7	7	7	90	90	90	1	1	1
Cap, veh/h	437	505	380	451	522	6	193	0	168	83	40	120
Arrive On Green	0.02	0.28	0.28	0.06	0.32	0.32	0.38	0.00	0.38	0.38	0.00	0.38
Sat Flow, veh/h	1682	1835	1379	1582	1638	20	161	0	442	0	105	316
Grp Volume(v), veh/h	11	132	100	52	0	169	103	0	34	8	0	0
Grp Sat Flow(s),veh/h/ln	1682	1835	1379	1582	0	1658	161	0	442	421	0	0
Q Serve(g_s), s	0.3	3.1	3.1	1.2	0.0	4.2	0.0	0.0	2.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	3.1	3.1	1.2	0.0	4.2	20.7	0.0	2.8	20.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.25		0.75
Lane Grp Cap(c), veh/h	437	505	380	451	0	528	193	0	168	243	0	0
V/C Ratio(X)	0.03	0.26	0.26	0.12	0.00	0.32	0.53	0.00	0.20	0.03	0.00	0.00
Avail Cap(c_a), veh/h	872	1348	1012	791	0	1217	260	0	243	484	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.8	15.4	15.4	12.5	0.0	14.1	21.1	0.0	11.3	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.4	0.1	0.0	0.3	2.3	0.0	0.6	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	2.1	1.6	0.7	0.0	2.5	2.5	0.0	0.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.8	15.7	15.8	12.6	0.0	14.4	23.4	0.0	11.9	12.6	0.0	0.0
LnGrp LOS	B	B	B	B		B	C		B	B		
Approach Vol, veh/h		243			221			137				8
Approach Delay, s/veh		15.6			14.0			20.5				12.6
Approach LOS		B			B			C				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	22.9		26.1	7.8	20.5		26.1				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	15.0	40.0		30.0	15.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.3	6.2		22.7	3.2	5.1		22.7				
Green Ext Time (p_c), s	0.0	0.9		0.0	0.1	1.1		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				16.1								
HCM 7th LOS				B								

Queues

200: Trailwood Ln/Harley Davidson Dr. & CTH XX

07/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	195	85	35	175	2	110	0	35	2	0	10
Future Volume (vph)	10	195	85	35	175	2	110	0	35	2	0	10
Satd. Flow (prot)	1593	1845	826	1113	1670	0	0	1646	1473	0	1523	0
Flt Permitted	0.634			0.573				0.749			0.940	
Satd. Flow (perm)	1063	1845	826	671	1670	0	0	1298	1473	0	1443	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	217	59	39	196	0	0	122	39	0	13	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			8				4
Permitted Phases	6		6	2			8		8	4		
Total Split (s)	19.5	45.5	45.5	19.5	45.5		35.5	35.5	35.5	35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5	5.5		5.5	
Act Effct Green (s)	22.1	20.4	20.4	23.9	22.8			10.2	10.2		10.2	
Actuated g/C Ratio	0.53	0.49	0.49	0.57	0.55			0.25	0.25		0.25	
v/c Ratio	0.02	0.24	0.15	0.08	0.21			0.38	0.11		0.04	
Control Delay (s/veh)	5.7	12.6	13.6	5.9	9.7			18.7	14.9		14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	5.7	12.6	13.6	5.9	9.7			18.7	14.9		14.4	
LOS	A	B	B	A	A			B	B		B	
Approach Delay (s/veh)		12.5			9.1			17.8			14.4	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)	1	25	6	4	23			19	6		2	
Queue Length 95th (ft)	7	105	40	16	91			70	28		14	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	817	1681	753	555	1521			1010	1146		1123	
Starvation Cap Reductn	0	0	0	0	0			0	0		0	
Spillback Cap Reductn	0	0	0	0	0			0	0		0	
Storage Cap Reductn	0	0	0	0	0			0	0		0	
Reduced v/c Ratio	0.01	0.13	0.08	0.07	0.13			0.12	0.03		0.01	

Intersection Summary

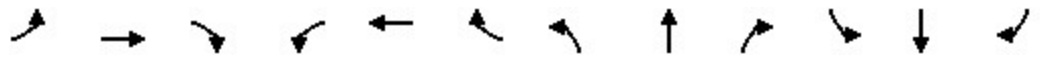
Cycle Length: 100.5
 Actuated Cycle Length: 41.6
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.38
 Intersection Signal Delay (s/veh): 12.6
 Intersection LOS: B
 Intersection Capacity Utilization 43.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



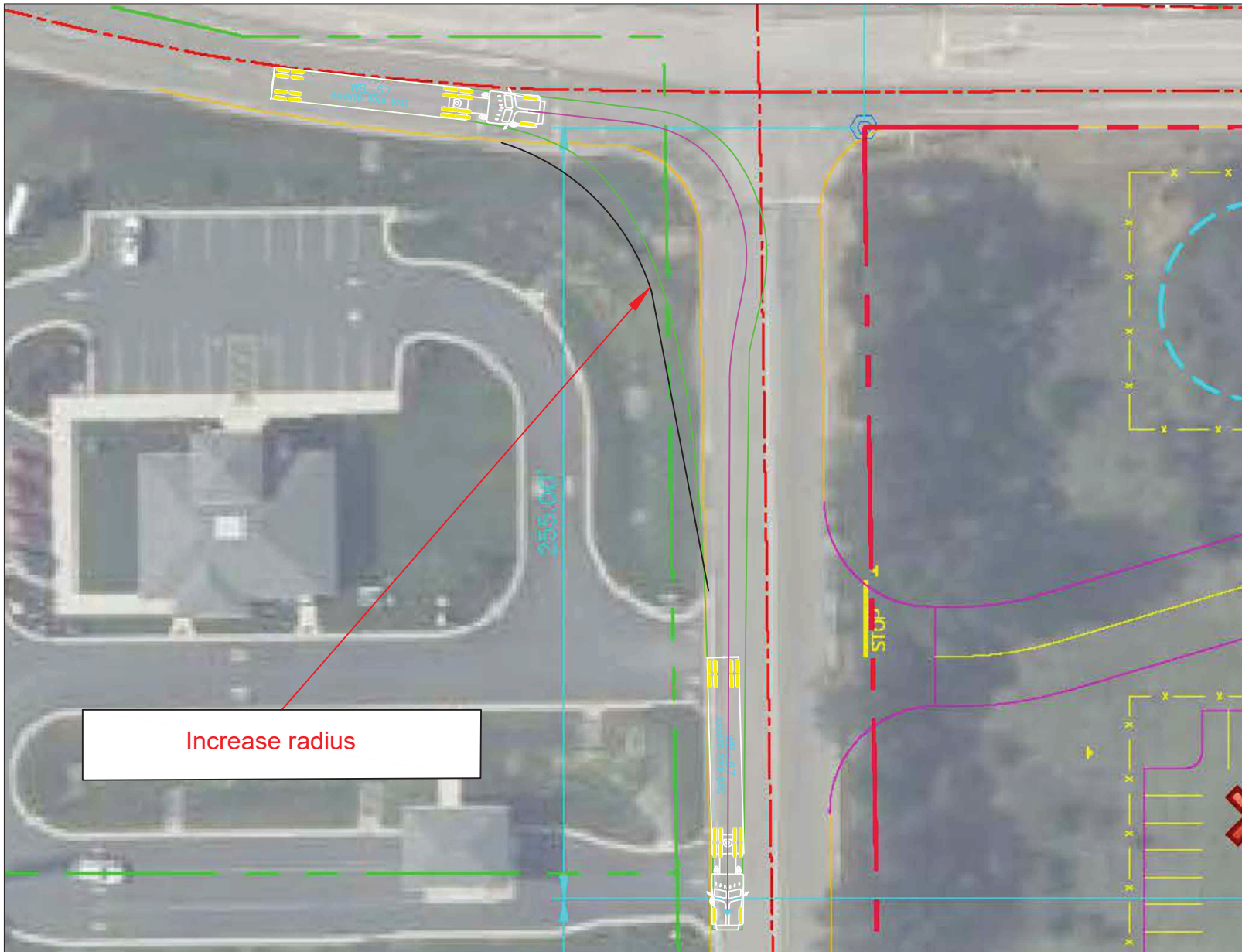
HCM 7th Signalized Intersection Summary
 200: Trailwood Ln/Harley Davidson Dr. & CTH XX

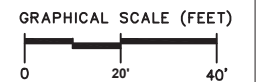
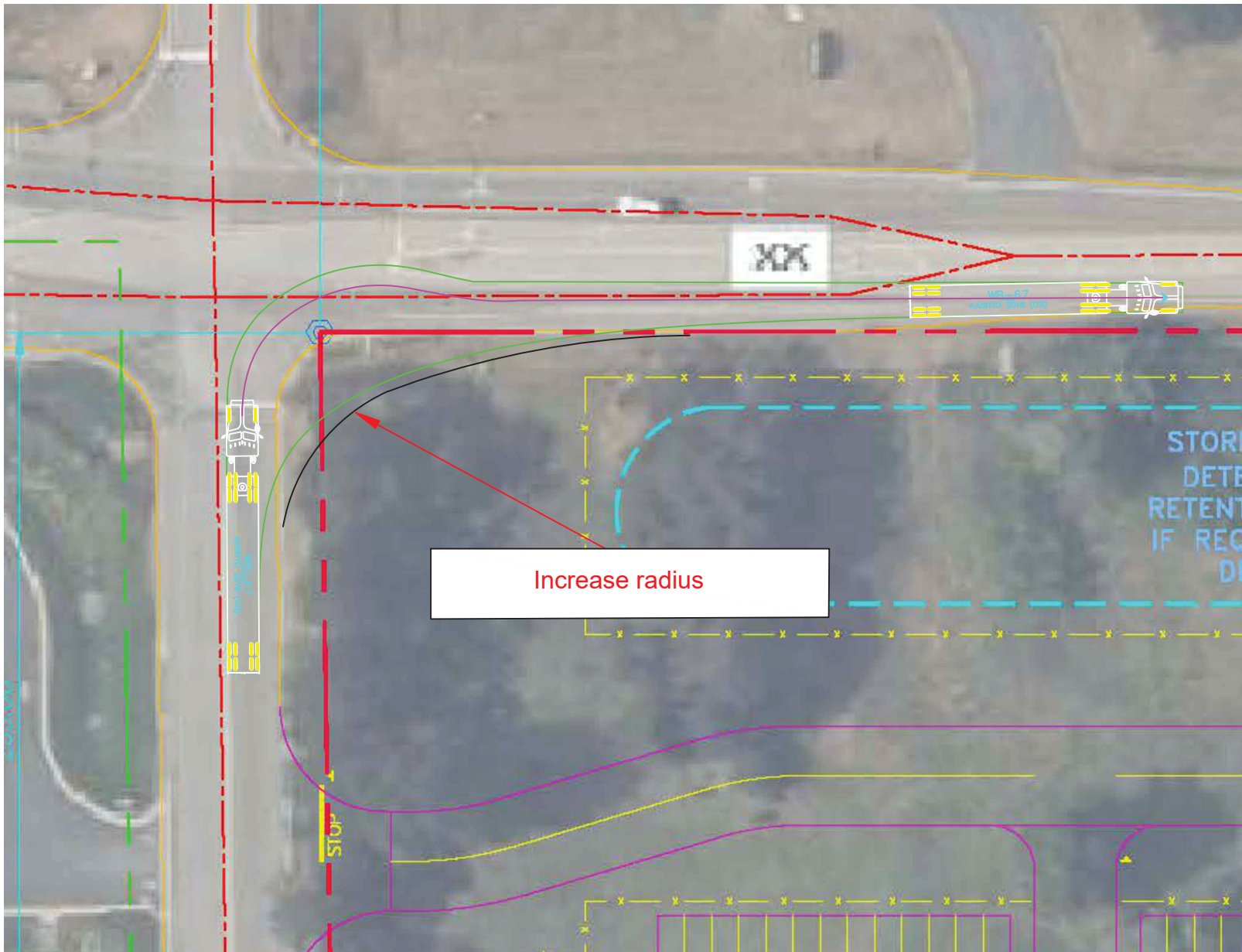
07/07/2025

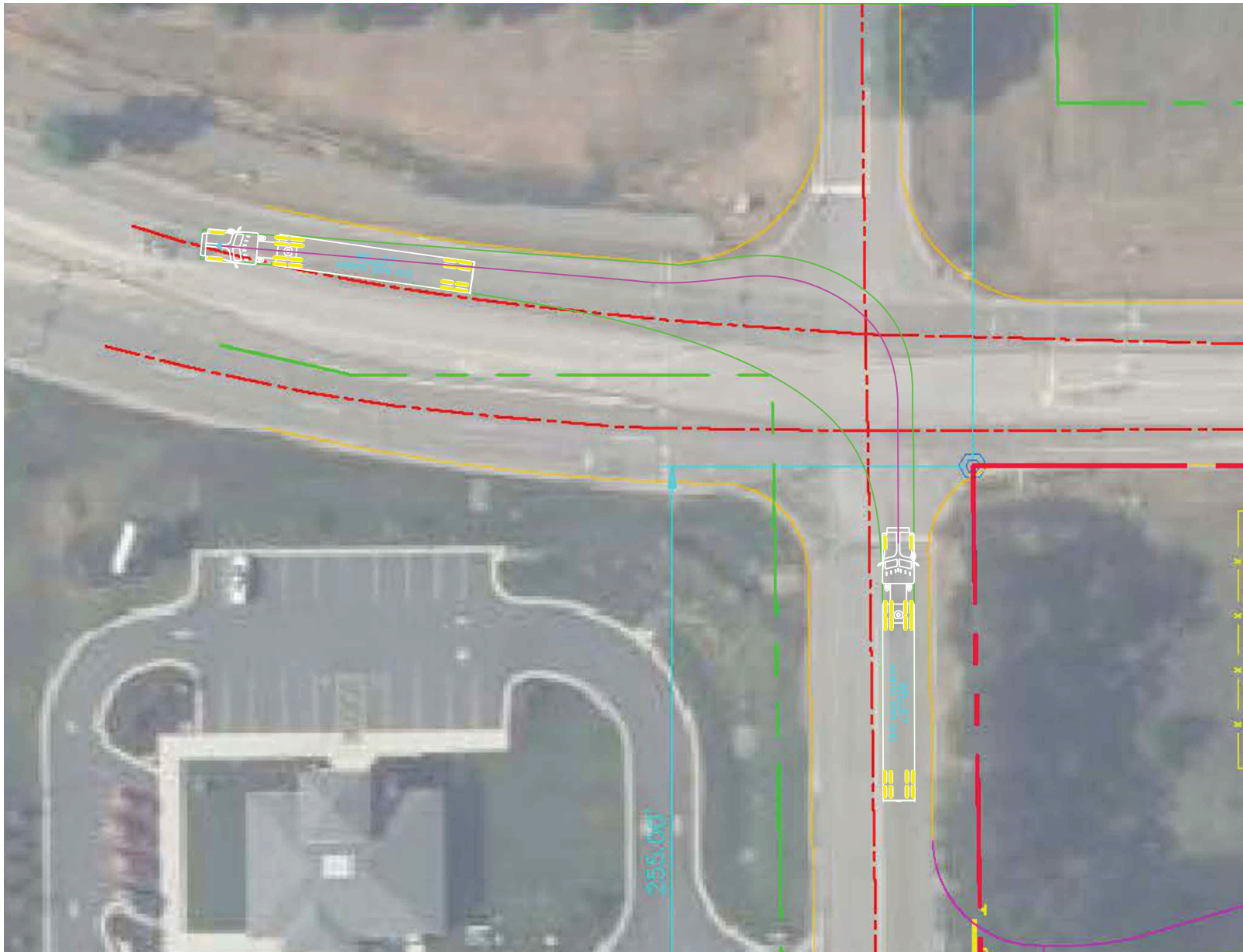


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	195	85	35	175	2	110	0	35	2	0	10
Future Volume (veh/h)	10	195	85	35	175	2	110	0	35	2	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1696	1866	658	1072	1688	1688	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	217	59	39	194	2	122	0	39	2	0	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	80	50	5	5	1	1	1	1	1	1
Cap, veh/h	576	711	212	426	695	7	410	0	254	120	25	217
Arrive On Green	0.02	0.38	0.38	0.05	0.42	0.42	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1615	1866	558	1021	1668	17	1318	0	1471	81	146	1253
Grp Volume(v), veh/h	11	217	59	39	0	196	122	0	39	13	0	0
Grp Sat Flow(s),veh/h/ln	1615	1866	558	1021	0	1685	1318	0	1471	1481	0	0
Q Serve(g_s), s	0.2	3.2	2.9	0.9	0.0	3.0	3.0	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	3.2	2.9	0.9	0.0	3.0	3.3	0.0	0.9	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.15		0.85
Lane Grp Cap(c), veh/h	576	711	212	426	0	702	410	0	254	361	0	0
V/C Ratio(X)	0.02	0.31	0.28	0.09	0.00	0.28	0.30	0.00	0.15	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1163	1895	566	761	0	1711	1178	0	1121	1207	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	8.5	8.4	6.7	0.0	7.6	14.8	0.0	13.8	13.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.1	0.0	0.2	0.4	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.7	0.5	0.2	0.0	1.4	1.6	0.0	0.5	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.2	8.8	9.1	6.8	0.0	7.8	15.2	0.0	14.1	13.6	0.0	0.0
LnGrp LOS	A	A	A	A		A	B		B	B		
Approach Vol, veh/h		287			235			161				13
Approach Delay, s/veh		8.8			7.6			14.9				13.6
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	21.9		12.3	6.6	20.5		12.3				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	15.0	40.0		30.0	15.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	5.0		2.3	2.9	5.2		5.3				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.5		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.9									
HCM 7th LOS			A									

Appendix F
Truck Turning Wheel Path Exhibits

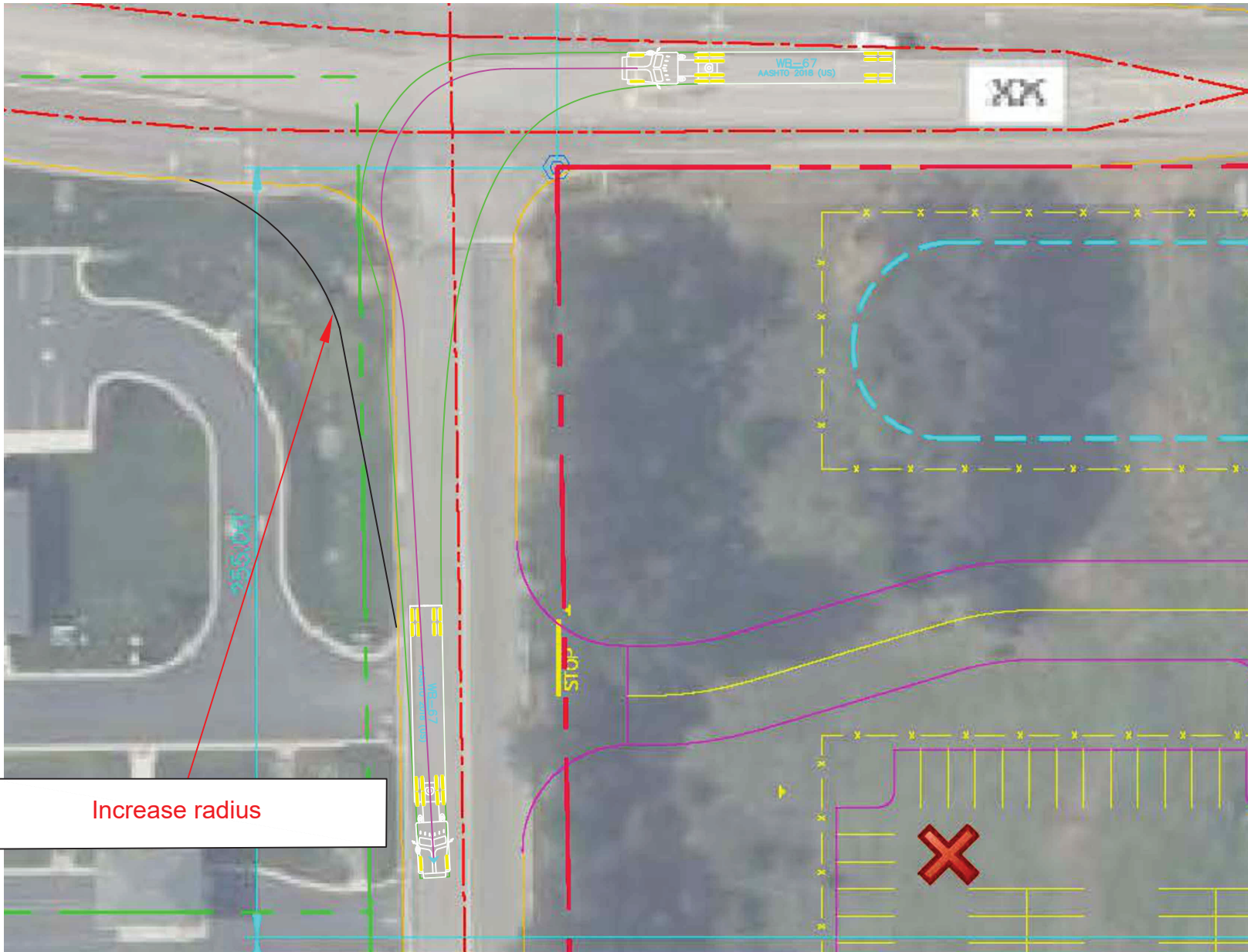






GRAPHICAL SCALE (FEET)



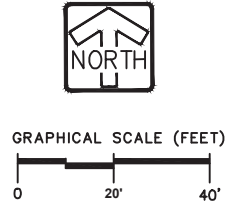


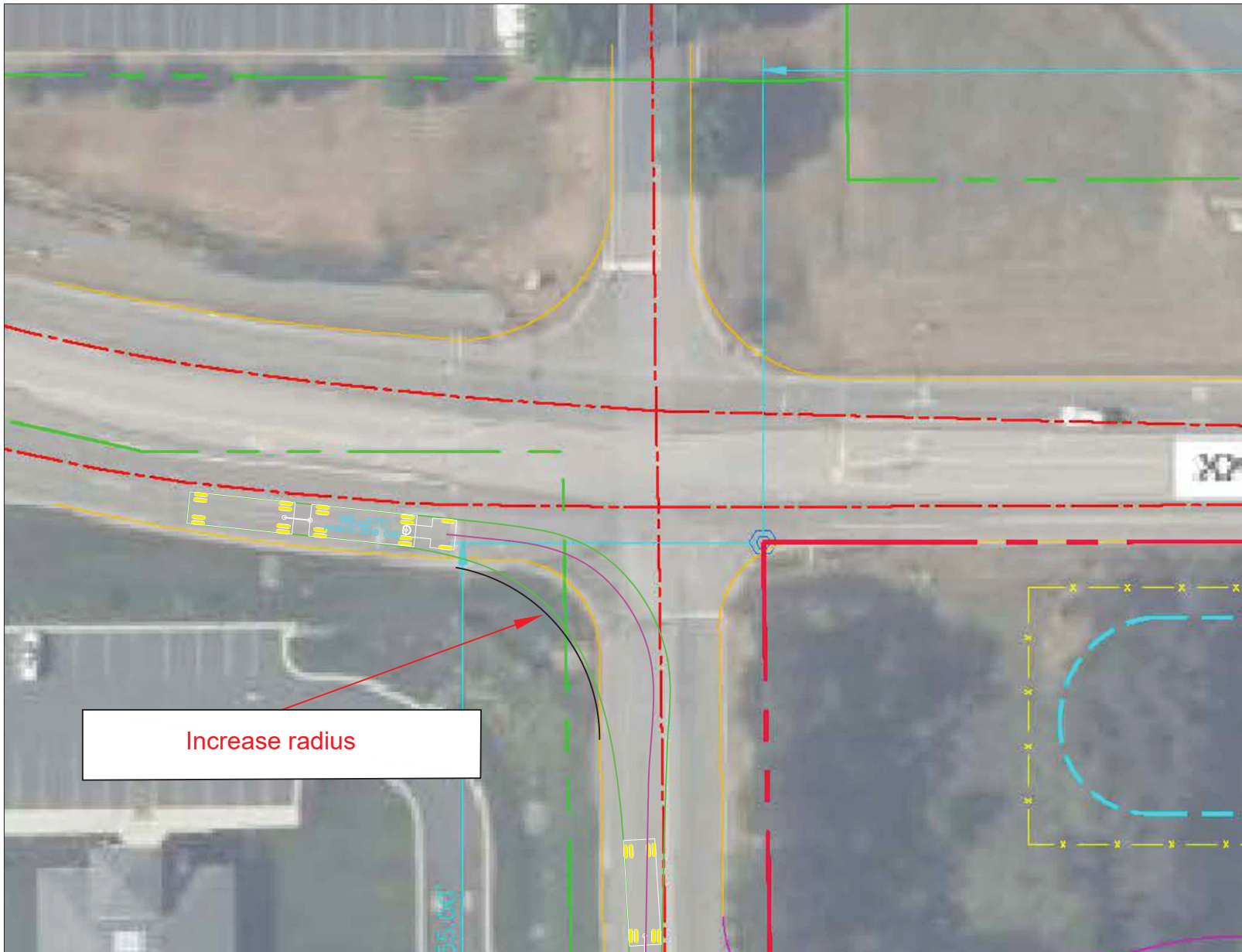
Increase radius

WB-67
AASHTO 2018 (US)

STOP

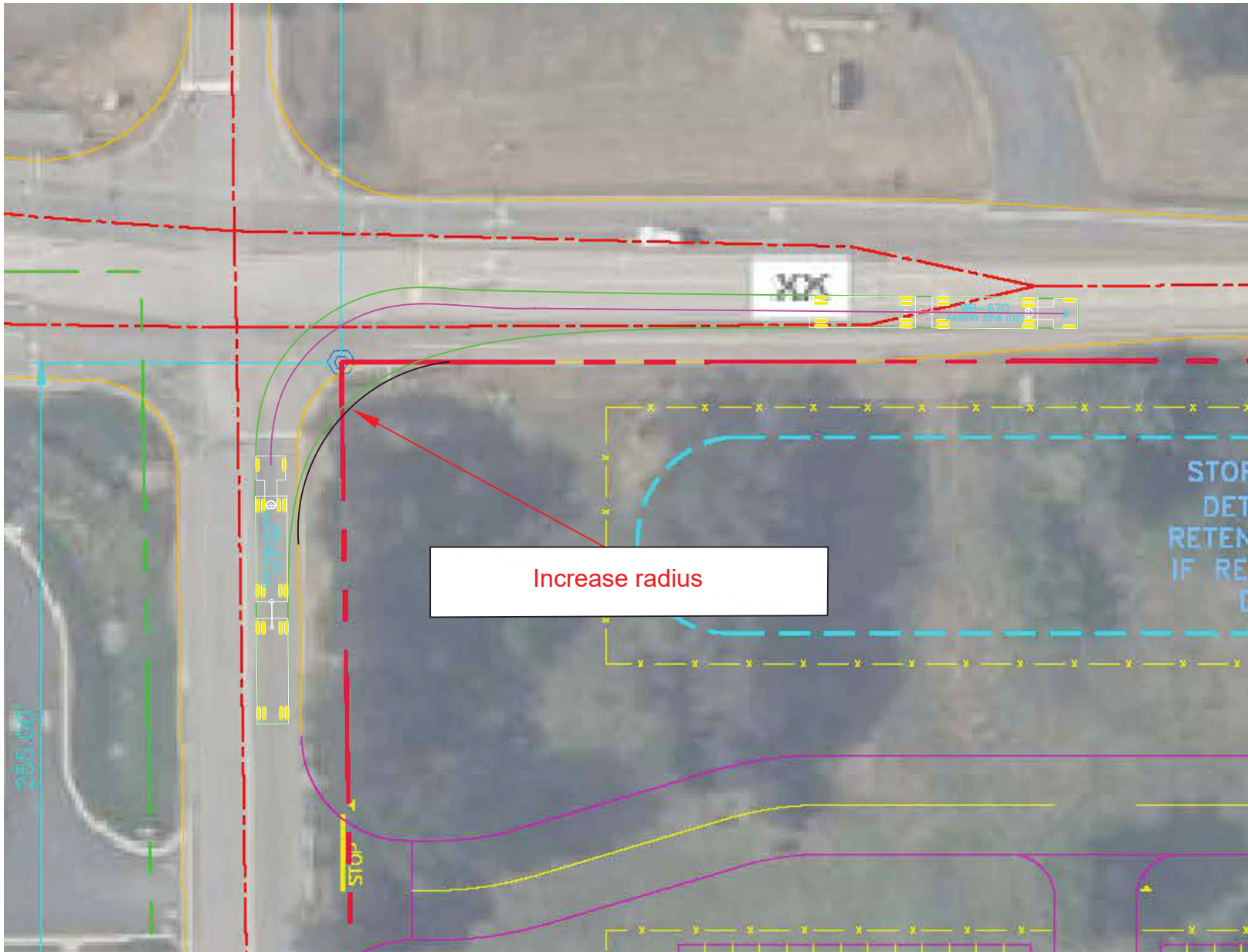
EXHIBIT 4 - CTH XX AT TRAILWOOD 1 STAA TYPE A (WB-67) VEHICLE
WB TO SB LEFT TURN





Increase radius





Increase radius



GRAPHICAL SCALE (FEET)



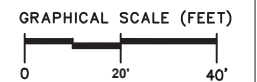
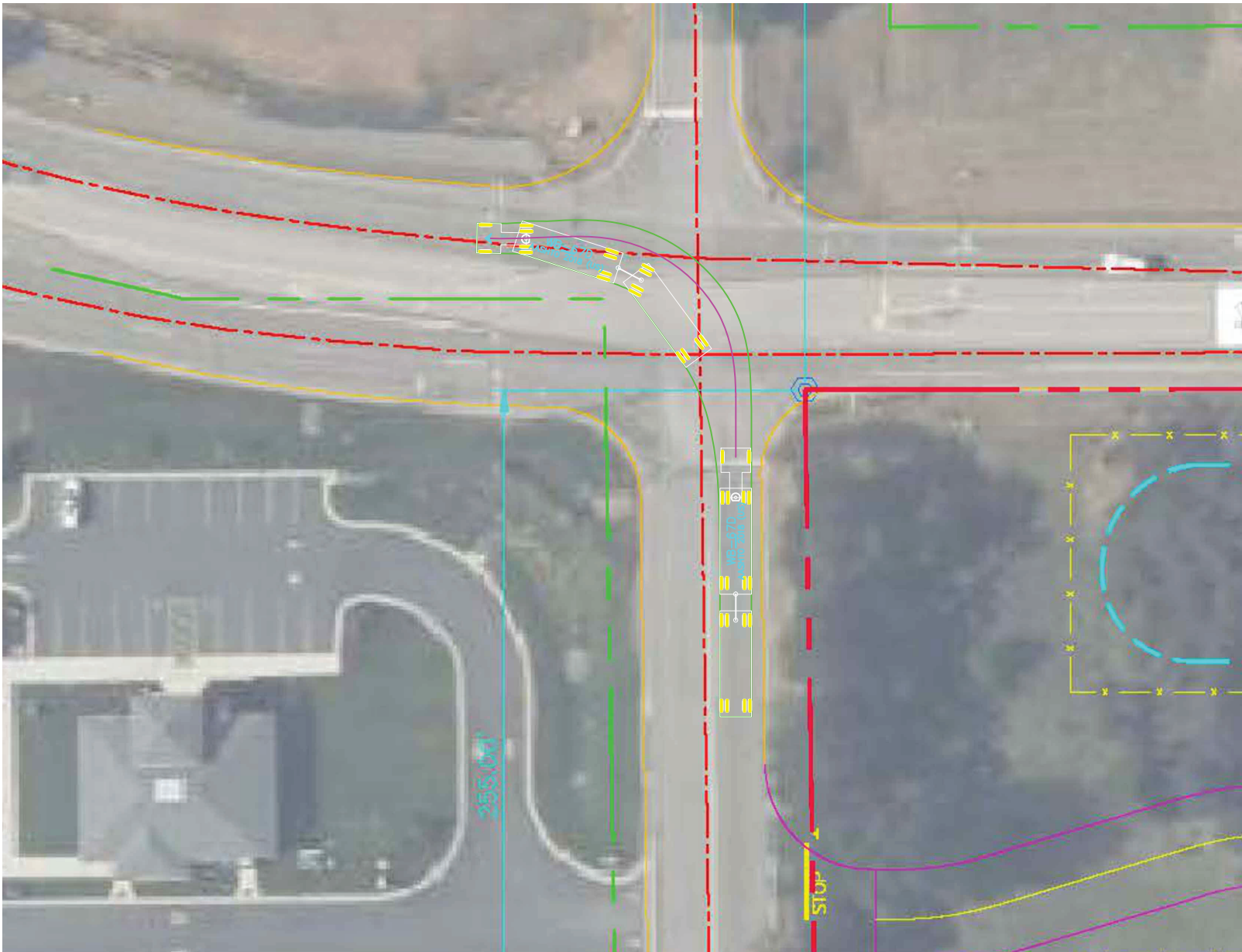
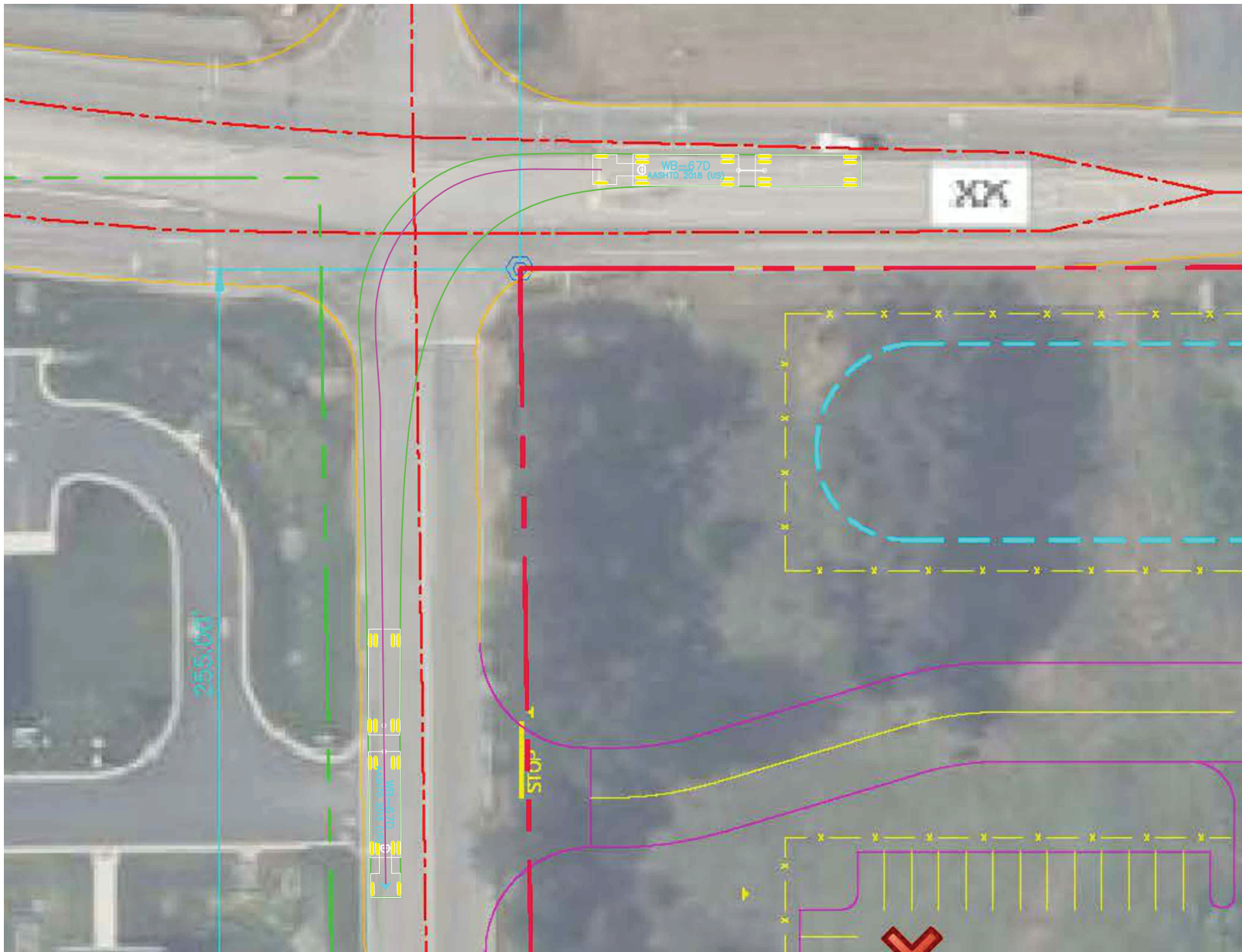


EXHIBIT 7 - CTH XX AT TRAILWOOD 1 STAA TYPE B (WB-67D) VEHICLE NB TO WB LEFT TURN



GRAPHICAL SCALE (FEET)



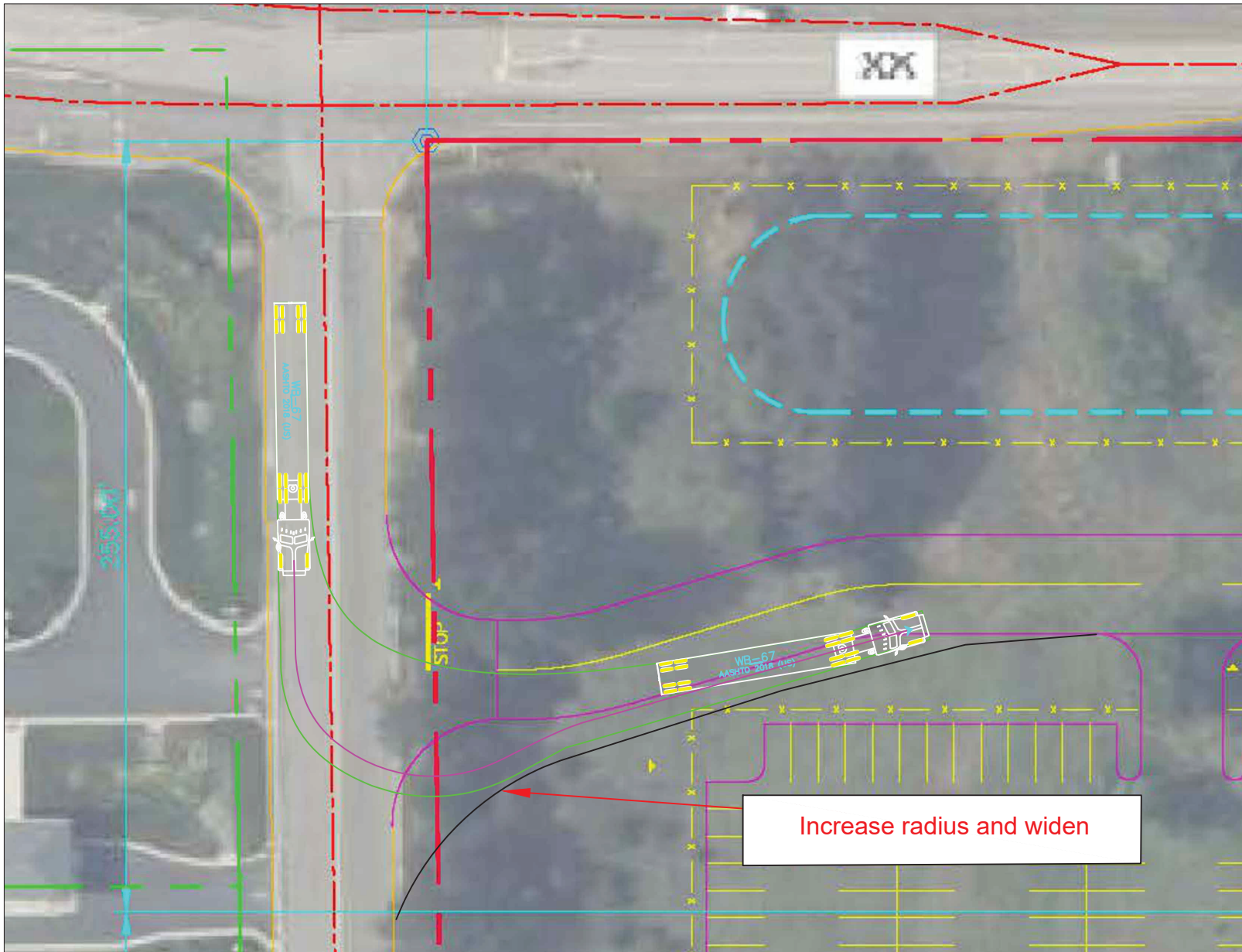


EXHIBIT 9 - TRAILWOOD AT NORTH DRIVEWAY
 STAA TYPE A (WB-67) VEHICLE SB TO EB LEFT TURN

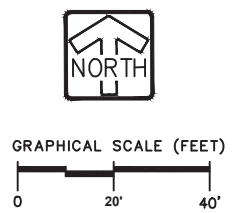
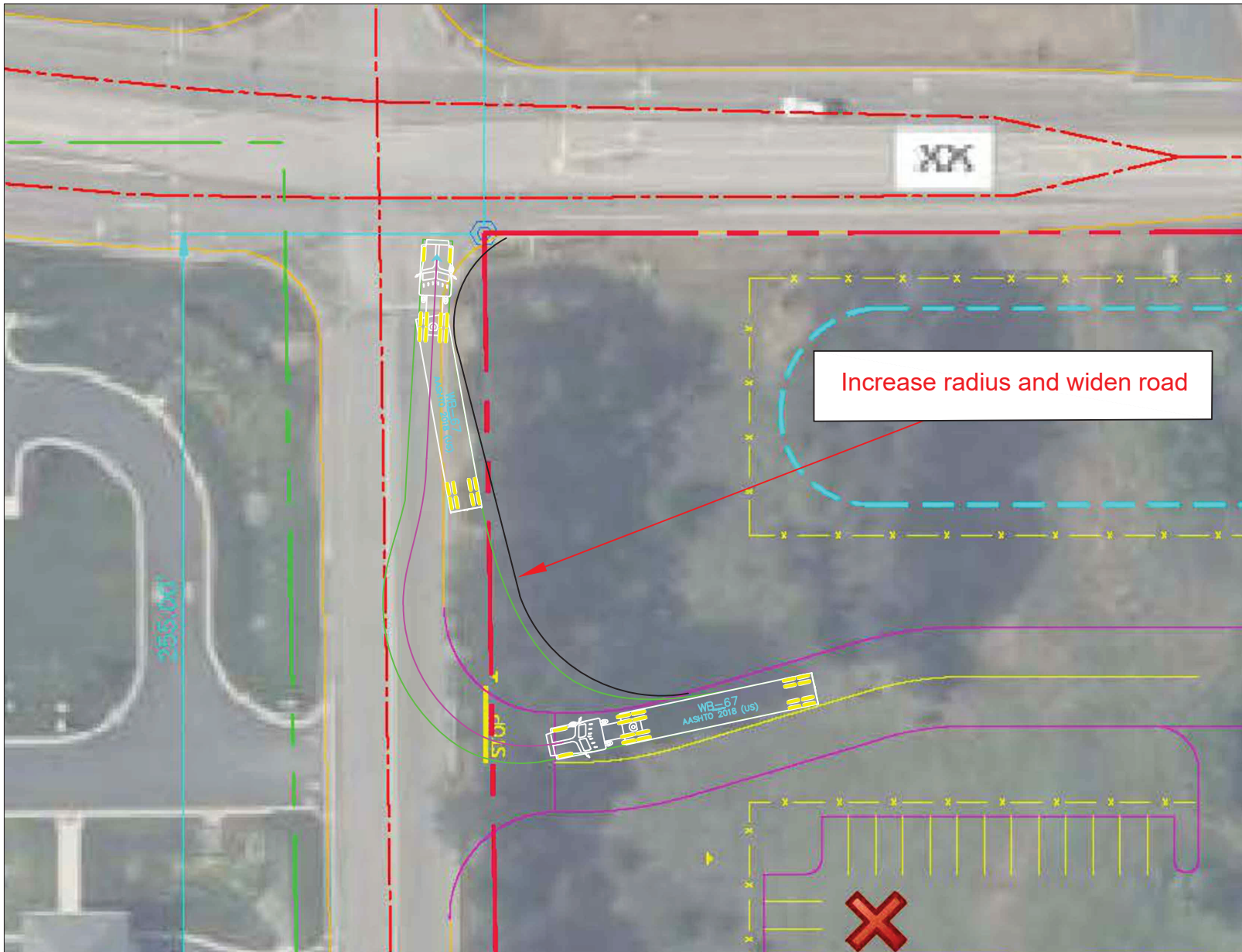


EXHIBIT 10 - TRAILWOOD AT NORTH DRIVEWAY
 STAA TYPE A (WB-67) VEHICLE EB TO NB RIGHT TURN

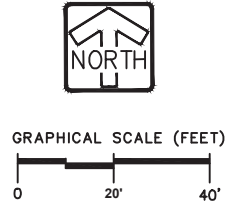
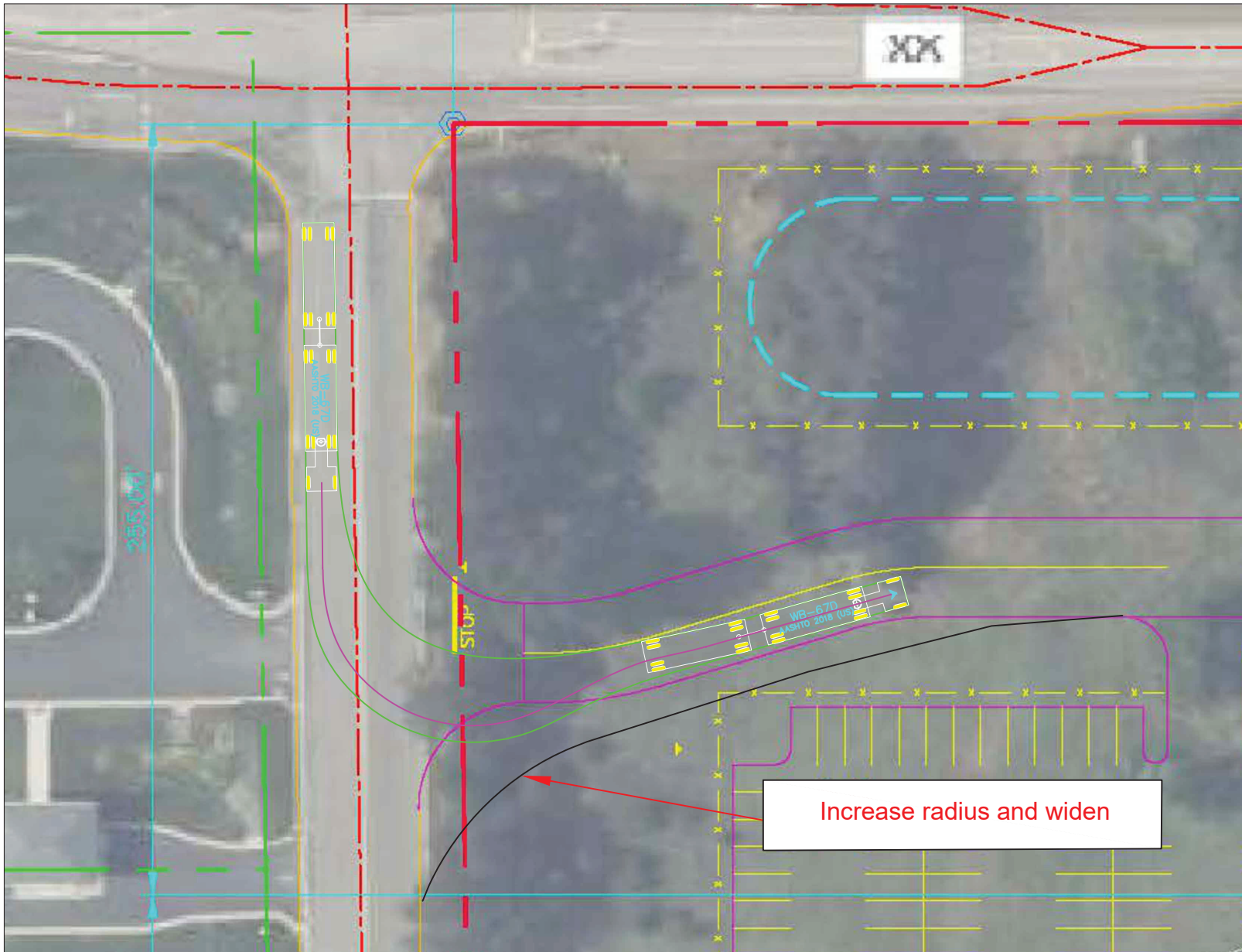
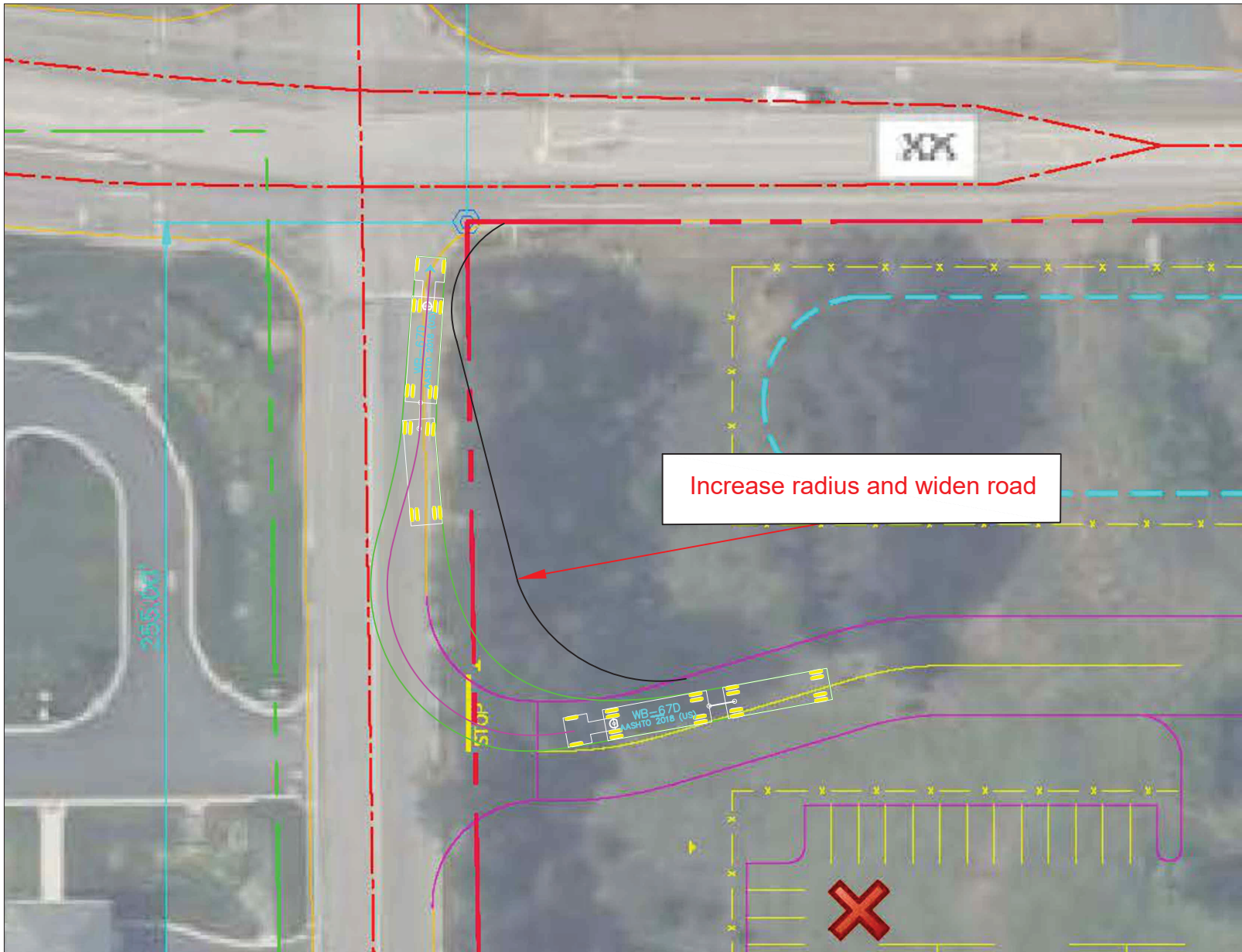


EXHIBIT 11 - TRAILWOOD AT NORTH DRIVEWAY
 STAA TYPE B (WB-67D) VEHICLE SB TO EB LEFT TURN



Increase radius and widen road

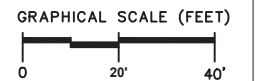


EXHIBIT 12 - TRAILWOOD AT NORTH DRIVEWAY
 STAA TYPE B (WB-67D) VEHICLE WB TO NB RIGHT TURN