



# **Thomas Farms Residential Development Traffic Impact Analysis**

Town of Delafield  
Waukesha County, Wisconsin

March 22, 2023  
[Updated December 6, 2023]



TRAFFIC IMPACT ANALYSIS  
FOR:

**THOMAS FARMS  
RESIDENTIAL DEVELOPMENT**

TOWN OF DELAFIELD, WAUKESHA COUNTY, WISCONSIN

DATE SUBMITTED: March 22, 2023

DATE UPDATED: December 6, 2023

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*“I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.”*

---

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**Thomas Farms Residential Development  
Traffic Impact Analysis  
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- Exhibit 1-3 .....Recommended Modifications
  
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*Full Build Traffic – with modifications (Not Applicable)*

## CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

### PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

The Thomas Farms residential development is being proposed to be located along the north side of Golf Road (CTH DR) immediately west of Elmhurst Road and east of Glen Cove Road in the Town of Delafield, Waukesha County, Wisconsin. Traffic Analysis & Design, Inc. has been retained to determine the additional traffic expected to be generated by the development and to identify roadway modifications, if any, attributed to the new development for the opening year (2023) traffic scenario.

This report documents the procedures, findings, and conclusions of the traffic impact analysis. The analysis identifies recommended modifications based on existing intersection geometrics, background traffic volumes and additional traffic expected to be generated by the proposed development within the limits of the study area.

### PART B – EXECUTIVE SUMMARY

The executive summary includes a description of the study area, description of the proposed development areas and conclusions based on the findings of the TIA.

#### B1. Location of Study Site with Respect to Area Roadway Network

Based on discussions with Waukesha County and as shown in [Exhibit 1-1](#), the study area for the proposed development includes the following intersections:

- Golf Road (CTH DR) with Glen Cove Road
- Golf Road (CTH DR) with the western development access road
- Golf Road (CTH DR) with eastern development access road
- Golf Road (CTH DR) with Elmhurst Road
- Glen Cove Road with Brookstone Circle North/development access road
- Glen Cove Road with Brookstone Circle South
- Elmhurst Road with Golf Ridge North
- Elmhurst Road with Golf Ridge South/ development access road
- Elmhurst Road with Oakton Road

#### B2. On-Site Development Description and Timings

The Thomas Farms Residential development site is proposed to include the following land uses for the development site:

- Single Family Detached Housing (LU210) – 157 units
- Single Family Attached Housing/Townhouses (LU215) – 56 units

Build out of the site is expected to begin in the year 2023 with full build out over the next few years. However, for traffic study purposes, full build is assumed in the opening year Full Build traffic scenario. The site plan for the proposed Thomas Farms residential development is shown in [Exhibit 1-2](#).

#### B3. Off-Site Development Description and Timings

No off-site development has been identified in the study area.

#### **B4. Generated Traffic**

Upon full build, the on-site residential development is expected to generate 145 new trips (40 in/105 out) during a typical weekday morning peak hour. During the typical weekday evening peak hour, the development site is expected to generate 190 new trips (115 in/75 out). On a typical weekday, the proposed development is expected to generate 2,050 new trips (1,025 in/1,025 out) under full build conditions.

#### **B5. Site Access**

Access to the site is proposed via two new three-legged “Tee” roadway connections onto Golf Road and two additional access roadways, one onto Glen Cove Road and one onto Elmhurst Road. The new access roadway onto Glen Cove Road is proposed opposite the Brookstone Circle North access and the new access roadway onto Elmhurst Road is proposed opposite the Golf Ridge South access roadway. All access roadways are proposed as full access intersections with stop control on the new approaches. The extension of Crooked Creek Road to provide access to eight additional single-family parcels is also proposed as part of the development.

#### **B6. Recommended Modifications**

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual (HCM) 6<sup>th</sup> Edition*. 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’. In accordance with WisDOT and Waukesha County accepted traffic engineering standards, LOS D or better was used to define acceptable peak hour operating conditions.

Modifications to address traffic impacts are shown in [Exhibit 1-3](#) for the Year 2023 traffic conditions and have been shown for the following two scenarios:

- “Existing Traffic” – These modifications are expected to be necessary to accommodate existing traffic volumes without the proposed residential development.
- “Build Traffic” – These modifications are expected to be necessary to accommodate the full build traffic volumes, which includes full build out of the proposed residential development.

The analysis was conducted using existing intersection geometrics and traffic control. The following modifications, as shown in [Exhibit 1-3](#), are recommended to accommodate the existing and full build traffic volumes, respectively.

##### *Golf Road (CTH DR) with Glen Cove Road*

- *Existing Traffic*: No modifications.
- *Build Traffic*: No modifications.

##### *Golf Road (CTH DR) with Western Development Access Road*

- *Existing Traffic*: No modifications.
- *Build Traffic*:
  - Construct a new roadway connection to Golf Road with a single shared left-turn/right-turn exit lane on the north approach as shown on the site plan.
  - Construct an eastbound by-pass lane along the south side of Golf Road at the new roadway connection.

- Provide stop sign control on the north approach of the new roadway connection.

Golf Road (CTH DR) with Eastern Development Access Road

- *Existing Traffic:* No modifications.
- *Build Traffic:*
  - Construct a new roadway connection to Golf Road with a single shared left-turn/right-turn exit lane on the north approach as shown on the site plan.
  - Construct an eastbound by-pass lane along the south side of Golf Road at the new roadway connection.
  - Provide stop sign control on the north approach of the new roadway connection.

Golf Road (CTH DR) with Elmhurst Road

- *Existing Traffic:* No modifications.
- *Build Traffic:* No modifications.

Glen Cove Road with Brookstone Circle North/ Development Access Road

- *Existing Traffic:* No modifications.
- *Build Traffic:*
  - Construct a new roadway connection to Glen Cove Road across from Brookstone Circle North with a single shared exit lane on the east approach as shown on the site plan.
  - Provide stop sign control on the east approach of the new roadway connection.

Glen Cove Road with Brookstone Circle South

- *Existing Traffic:* No modifications.
- *Build Traffic:* No modifications.

Elmhurst Road with Golf Ridge North

- *Existing Traffic:* No modifications.
- *Build Traffic:* No modifications.

Elmhurst Road with Golf Ridge South/ Development Access Road

- *Existing Traffic:* No modifications.
- *Build Traffic:*
  - Construct a new roadway connection to Elmhurst Road across from Golf Ridge South with a single shared exit lane on the west approach as shown on the site plan.
  - Provide stop sign control on the west approach of the new roadway connection.



Elmhurst Road with Oakton Road

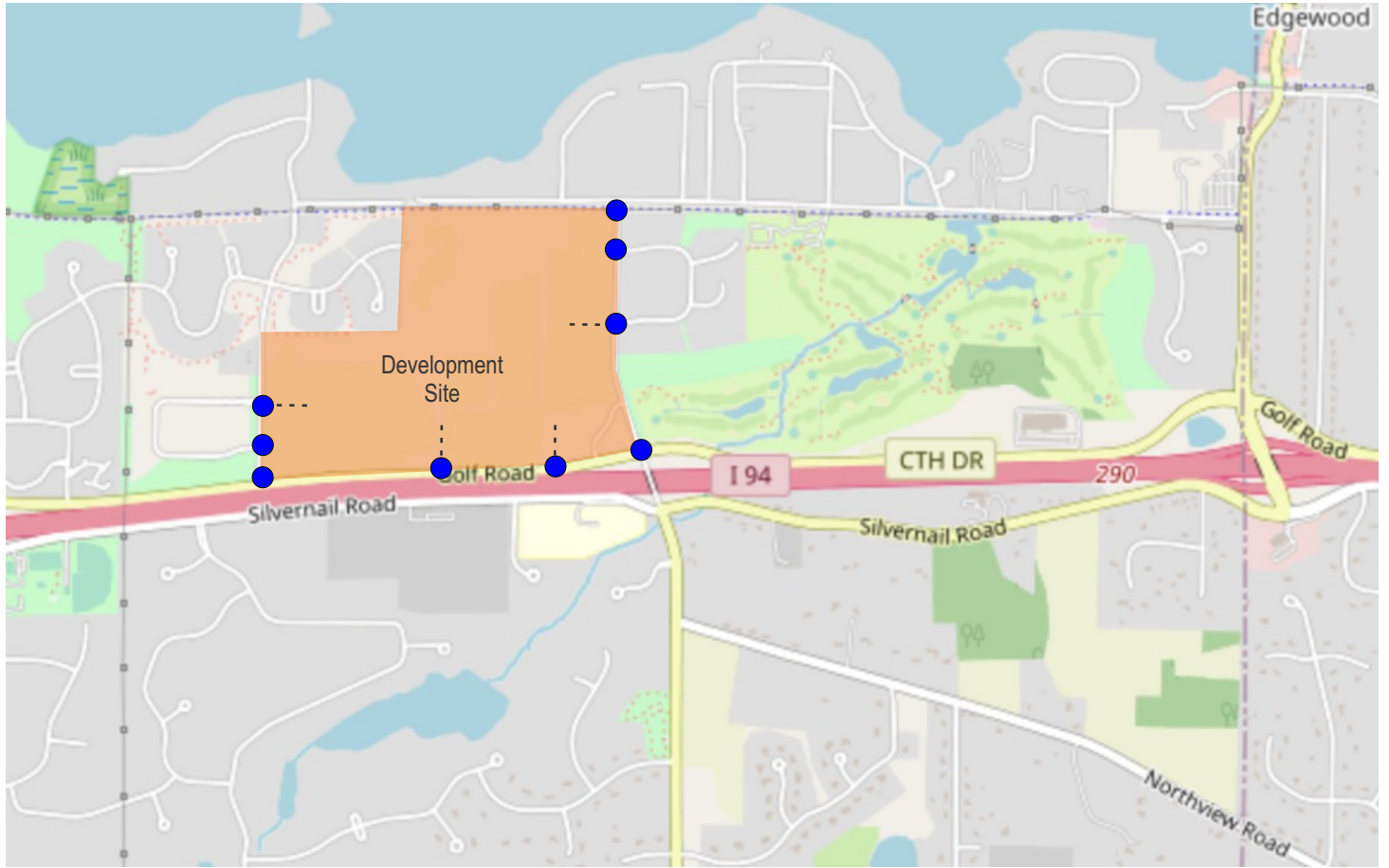
- *Existing Traffic*: No modifications.
- *Build Traffic*: No modifications.

The recommendation for a by-pass lane at the new intersections along Golf Road are based on the Waukesha County Code of Ordinances (*Section 15-54; Access Point Design Criteria*) that requires a by-pass lane at any new “T” type intersection when the mainline AADT volumes are greater than 2,500 vehicles per day (vpd). Based on historic WisDOT AADT count information, the Golf Road (CTH DR) AADT within the limits of the new roadway connection under the existing (no development) conditions was approximately 4,400-vpd (2018 count). Therefore, a by-pass lane is required at the new roadway connections per the Waukesha County code.

All movements at the study area intersections are expected to continue to operate at acceptable levels at LOS B or better under the Full Build (with proposed development) traffic conditions with the recommended modifications implemented.

**B7. Conclusion**

All movements at the study area intersections are expected to operate safely and efficiently through the opening year with the modifications identified in this TIA.



**LEGEND**

- Study Area Intersection
- Proposed Development Site



**SITE DATA SUMMARY**

- TOTAL AREA = 152.0 acres
- WETLAND AREA = 10.11 acres
- UPLAND PFC AREA = 30.65 acres
- SUB-TOTAL EC = 40.76 acres
- DEVELOPMENT AREA = 111.24 acres
- ZONE 1: Low Density Single Family Residential = 8 lots
- ZONE 2: Medium Density Single Family Residential = 29 lots
- ZONE 3: Single Family & Condominium = 37 lots
- ZONE 4: Medium Density Single Family Residential = 56 lots
- TOTAL DEVELOPMENT = 211 units
- NET DENSITY = 211 un/111.24 ac = 1.90 un/ac
- Total Street Length = 10,700 lf (50.7 lf/unit)

- Single Family & Condominium**
- Zone 3
  - Duplex Ranch = 56 units
  - 10,000 sf Single Family Lots = 37 units
  - Total = 93 units

Low Density Single Family Residential  
Zone 1  
20,000 sf, 100' wide  
8 lots

Zone 2  
32 ac

Zone 1  
24 ac

Zone 3  
51 ac

Zone 4  
45 ac

Medium Density Single Family Residential  
Zone 2  
15,000 sf, 90' wide  
29 lots

Medium Density Single Family Residential  
Zone 4  
10,000 sf, 75' wide  
56 lots



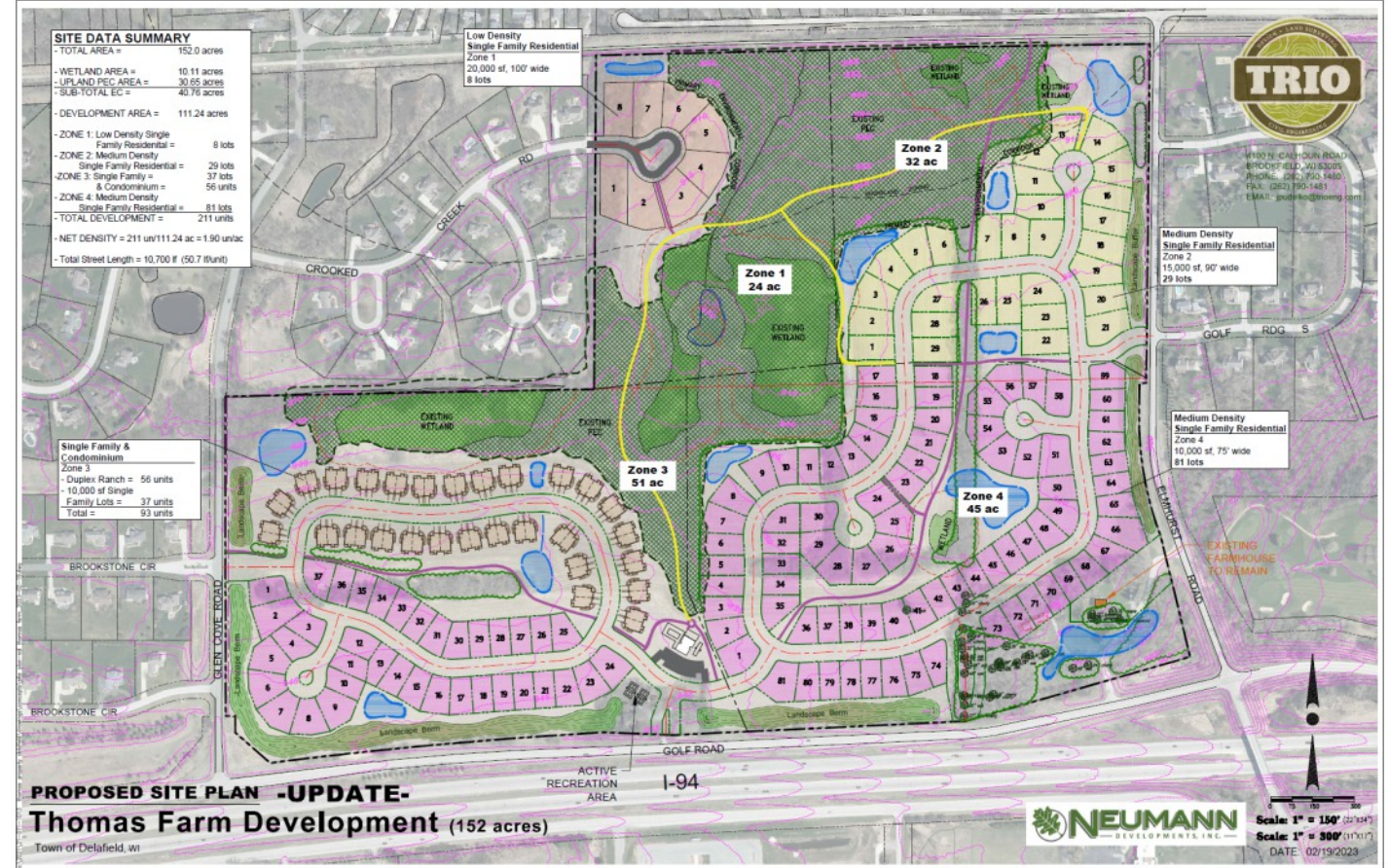
1400 N. CALHOUN ROAD  
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
Scale: 1" = 150' (2014)  
Scale: 1" = 300' (2017)  
DATE: 02/19/2023

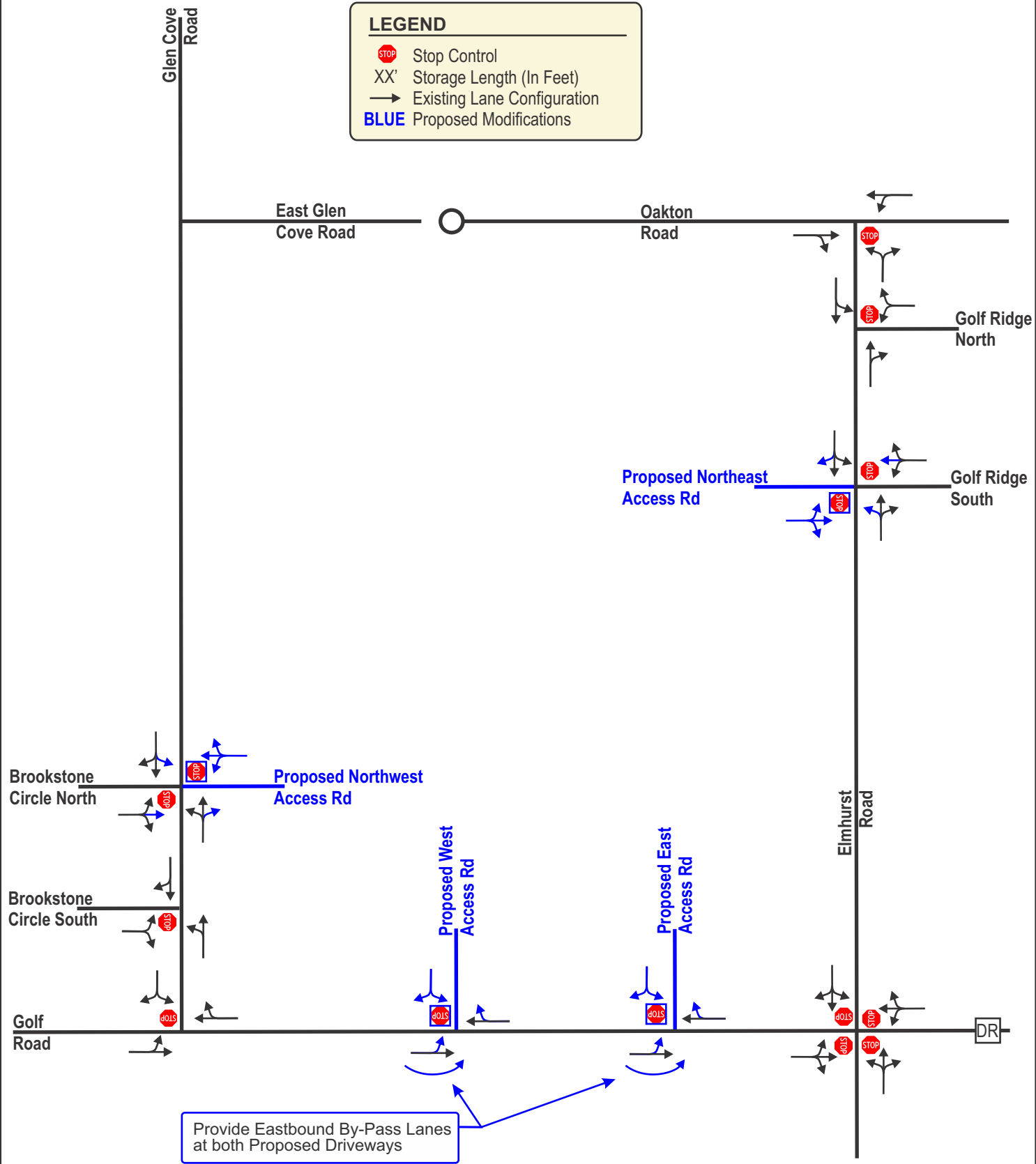
**PROPOSED SITE PLAN -UPDATE-**  
**Thomas Farm Development (152 acres)**

Town of Delafield, WI



**LEGEND**

-  Stop Control
- XX' Storage Length (In Feet)
-  Existing Lane Configuration
- BLUE** Proposed Modifications



## CHAPTER II – PROPOSED DEVELOPMENT

### PART A – PROPOSED DEVELOPMENT

#### A1. Development Description and Site Location

The Thomas Farms residential development is being proposed to be located along the north side of Golf Road immediately west of Elmhurst Road and east of Glen Cove Road in the Town of Delafield, Waukesha County, Wisconsin. Access to the site is proposed via two new three-legged “Tee” roadway connections onto Golf Road and two additional access roadways, one onto Glen Cove Road and one onto Elmhurst Road. The new access roadway onto Glen Cove Road is proposed opposite the Brookstone Circle North access and the new access roadway onto Elmhurst Road is proposed opposite the Golf Ridge South access roadway. All access roadways are proposed as full access intersections with stop control on the new approaches. The extension of Crooked Creek Road to provide access to eight additional single-family parcels is also proposed as part of the development. A street map illustrating the location of the proposed development is shown in [Exhibit 2-1](#).

#### A2. Land Use and Development Timing

The site is currently utilized for agricultural uses with wooded areas located throughout the site. Residential uses exist adjacent to the site in the northwest quadrant of the site. Additional residential uses exist further to the north, east and west on the opposite sides of the adjacent roadways.

The Thomas Farms Residential development site is proposed to include the following land uses for the development site:

- Single Family Detached Housing (LU210) – 157 units
- Single Family Attached Housing/Townhouses (LU215) – 56 units

Build out of the site is expected to begin in the year 2023 with full build out over the next few years. However, for traffic study purposes, full build is assumed in the opening year Full Build traffic scenario. The site plan for the proposed Thomas Farms residential development is shown in [Exhibit 2-2](#).

### PART B – STUDY AREA

#### B1. Influence Area

The proposed development is expected to draw trips both locally and within a larger regional area. The areas of significant influence include the City of Pewaukee, City of Delafield, Town of Delafield and the other surrounding communities in southeast Wisconsin.

#### B2. Area of Significant Traffic Impact

Based on discussions with Waukesha County and as shown in [Exhibit 2-1](#), the study area for the proposed development includes the following intersections:

- Golf Road (CTH DR) with Glen Cove Road
- Golf Road (CTH DR) with the western development access road
- Golf Road (CTH DR) with the eastern development access road
- Golf Road (CTH DR) with Elmhurst Road
- Glen Cove Road with Brookstone Circle North/development access road

- Glen Cove Road with Brookstone Circle South
- Elmhurst Road with Golf Ridge North
- Elmhurst Road with Golf Ridge South/ development access road
- Elmhurst Road with Oakton Road

## **PART C – SITE ACCESSIBILITY**

### **C1. Study Area Roadways**

The study area roadways are discussed below:

**Golf Road (CTH DR)** is a two-lane undivided east/west minor arterial highway with a posted speed limit of 50 miles per hour (mph) within the limits of the proposed site. According to WisDOT, the Year 2018 annual average daily traffic (AADT) volumes on Golf Road were approximately 4,400 vehicles per day (vpd) east of Elmhurst Road. Neither sidewalks nor bicycle lanes are currently provided along either side of Golf Road through the project limits.

**Elmhurst Road** is a two-lane undivided north/south major collector roadway with a posted speed limit of 35-mph within the limits of the study area. There is no WisDOT AADT volume available on Elmhurst Road within the limits of the proposed site. Neither sidewalks nor bicycle lanes are currently provided along either side of Elmhurst Road through the project limits.

**Glen Cove Road** is a two-lane undivided north/south minor collector roadway with a posted speed limit of 35-mph within the limits of the study area. There is no WisDOT AADT volume available on Glen Cove Road within the limits of the proposed site. Neither sidewalks nor bicycle lanes are currently provided along either side of Glen Cove Road through the project limits.

**Oakton Road** is a two-lane undivided east/west major collector roadway to the east of Elmhurst Road and a minor collector to the west. The posted speed limit on Oakton Road is 35-mph to the east of Elmhurst Road and 25-mph to the west. The road dead ends about 1,950-feet west of Elmhurst Road. There is no WisDOT AADT volume available on Oakton Road within the limits of the proposed site. Neither sidewalks nor bicycle lanes are currently provided along either side of Oakton Road through the project limits; however, the Lake Country Recreational Trail is located about 70-feet south of Oakton Road and runs parallel to the roadway within the limits of the study area.

**Brookstone Circle** is a two-lane undivided east/west local residential road with a posted speed limit of 25-mph that intersects Glen Cove Road at two locations from the west at two conventional one-way stop sign controlled “T” intersection. There is no WisDOT AADT volume available on Brookstone Circle. Neither sidewalks nor bicycle lanes are currently provided along either side of Brookstone Circle.

**Golf Ridge** is a two-lane undivided east/west local residential road with a posted speed limit of 25-mph that intersects Elmhurst Road at two locations from the east at two conventional one-way stop sign controlled “T” intersection. There is no WisDOT AADT volume available on Golf Ridge. Neither sidewalks nor bicycle lanes are currently provided along either side of Golf Ridge.

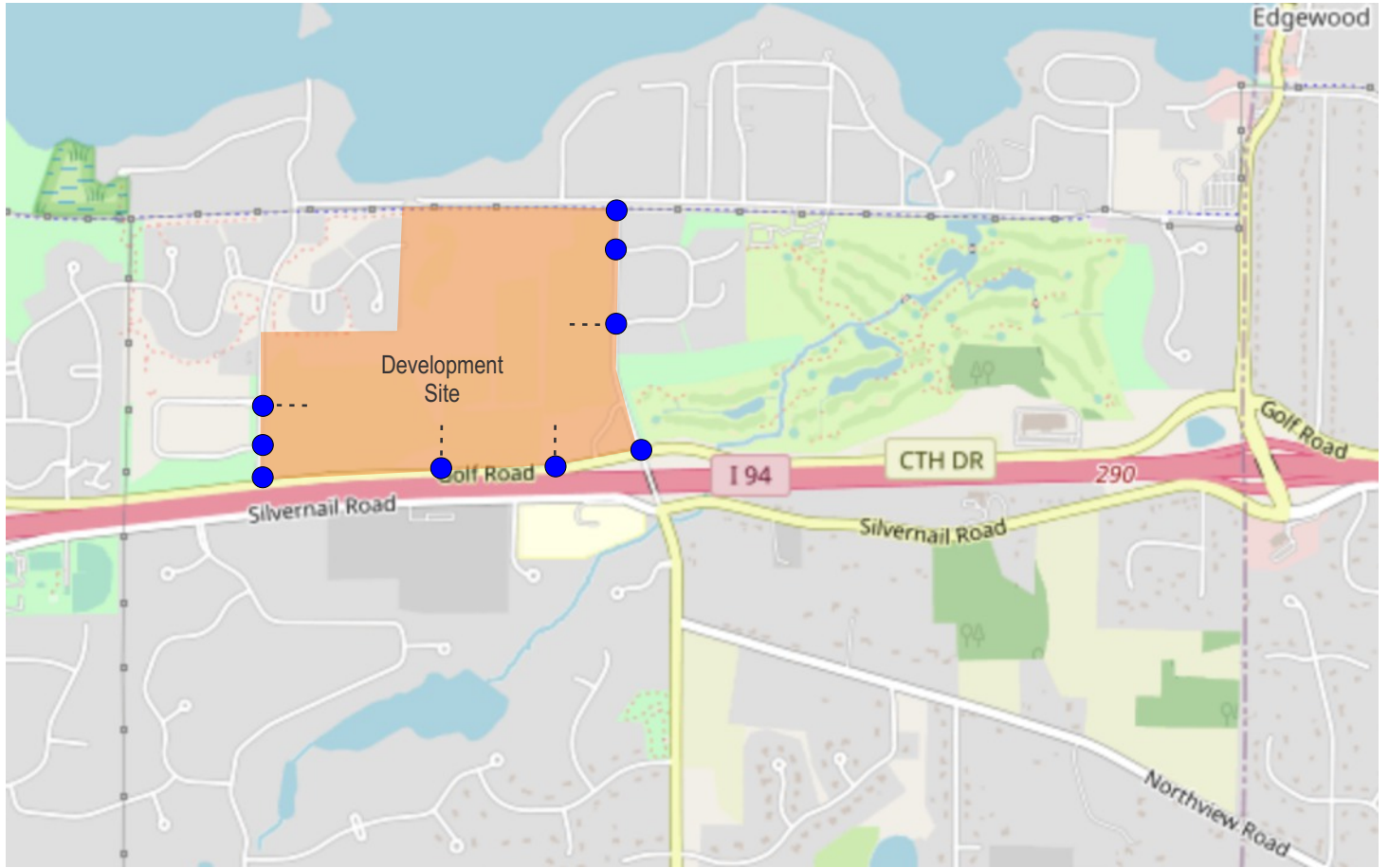
It is noted that the WisDOT annual average daily traffic (AADT) volume on Golf Road is utilized as a reference point. The weekday highest hours of traffic volumes (the weekday AM and PM peak hours) are used for the traffic analysis as they represent the worst case or highest

traffic volume hours of the day. Therefore, detailed traffic turning movement counts were taken at each study area intersection on a typical weekday from 6:45 to 9:00 am and 3:00 to 6:00 pm.

## **C2. Alternative Modes of Transportation**

Pedestrians and bicyclists may use their respective modes to access the area, though these alternate modes are expected to make up a very small portion of the overall trips to/from the study area. Therefore, for the purpose of this analysis, all traffic to and from the proposed residential development area was assumed to be by motor vehicle.

Transit is not present within the community.

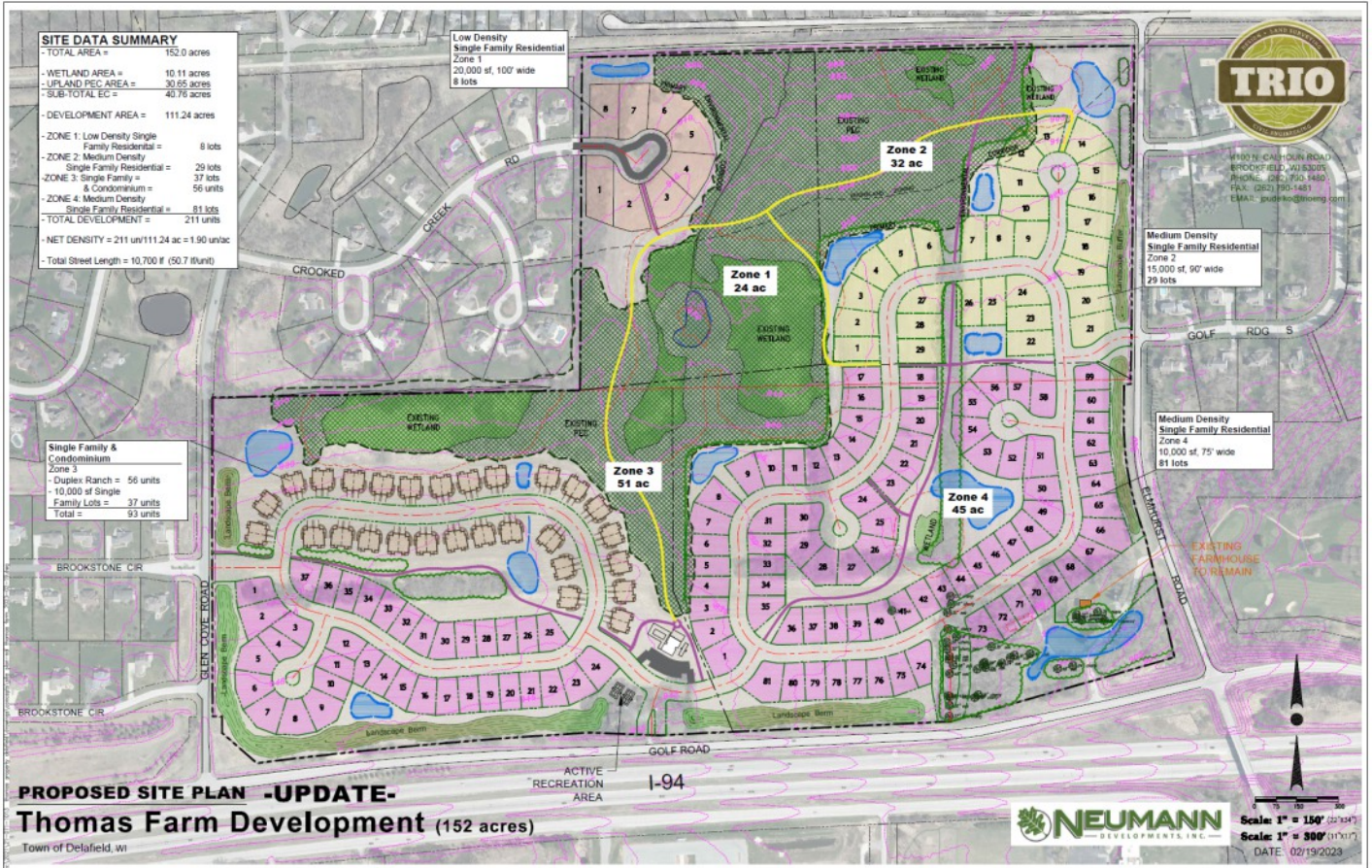


**LEGEND**

- Study Area Intersection
- Proposed Development Site







## CHAPTER III – ANALYSIS OF EXISTING CONDITIONS

### PART A – PHYSICAL CHARACTERISTICS

[Exhibit 3-1](#) shows the existing transportation detail for the study area intersections. More specifically, the exhibit illustrates intersection lane configurations, intersection traffic controls, posted speed limits and approximate intersection spacing.

### PART B – TRAFFIC VOLUMES

The weekday morning and weekday evening peak hours are expected to drive the improvements needed to adequately accommodate the proposed development, as they represent the highest trip generation for the site. Therefore, typical weekday morning (6:45 to 9:00 am) and weekday evening (3:00 to 6:00 pm) turning movement counts were conducted at the study area intersections in early February of 2023.

Based on these counts; the weekday morning and weekday evening peak hours were identified as being 7:45 to 8:45 am and 4:30 to 5:30 pm; respectively. The existing traffic volumes, balanced along the study area corridors, are shown in [Exhibit 3-2](#). The traffic count used to determine peak hour factors and truck percentages has been included in the [appendix](#) of this study.

### PART C – CAPACITY LEVEL OF SERVICE

#### C1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM), 6<sup>th</sup> Edition. 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’. In accordance with WisDOT and Waukesha County accepted traffic engineering standards, LOS D or better was used to define desirable peak hour operating conditions. Descriptions of the various levels of service are as follows:

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

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

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

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

*LOS E* represents the capacity of the intersection. At unsignalized intersections, average delays are 35 to 50 seconds.

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

### C2. Existing Traffic Operations – No Modifications

Table 1 shows the existing traffic peak hour operating conditions at the study area intersections. The existing traffic analysis was conducted using the existing lane configurations shown in Exhibit 3-1 and the existing traffic volumes shown in Exhibit 3-2.

**Table 1**  
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: Golf Road & Glen Cove Road <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	-	-	1	-	-	-	-
		LOS	A	-	-	*	-	-	-	B	-	-	-	-	A
		Delay	8	-	-	*	-	-	-	11	-	-	-	-	2
	PM	Queue	25'	-	-	*	-	-	-	25'	-	-	-	-	
		LOS	A	-	-	*	-	-	-	B	-	-	-	-	A
		Delay	8	-	-	*	-	-	-	11	-	-	-	-	1
Queue	25'	-	-	*	-	-	-	25'	-	-	-	-			
Node 400: Golf Road & Elmhurst Road <i>All-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	1	-	-	-	1	-	
		LOS	A	-	-	A	-	-	A	-	-	-	A	A	
		Delay	9	-	-	9	-	-	9	-	-	-	8	9	
	PM	Queue	30'	-	-	25'	-	-	25'	-	-	-	25'		
		LOS	A	-	-	A	-	-	A	-	-	-	A	A	
		Delay	9	-	-	9	-	-	9	-	-	-	8	9	
Queue	30'	-	-	30'	-	-	25'	-	-	-	25'				
Node 500: Brookstone Circle North & Glen Cove Road & Proposed Northwest Access Road <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	1	-		
		LOS	A	-	-	-	A	-	-	-	-	*	A		
		Delay	9	-	-	-	7	-	-	-	-	*	1		
	PM	Queue	25'	-	-	-	25'	-	-	-	-	*			
		LOS	A	-	-	-	A	-	-	-	-	*	A		
		Delay	9	-	-	-	7	-	-	-	-	*	1		
Queue	25'	-	-	-	25'	-	-	-	-	*					
Node 600: Brookstone Circle South & Glen Cove Road <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	1	-		
		LOS	A	-	-	-	A	-	-	-	-	*	A		
		Delay	9	-	-	-	7	-	-	-	-	*	1		
	PM	Queue	25'	-	-	-	25'	-	-	-	-	*			
		LOS	A	-	-	-	A	-	-	-	-	*	A		
		Delay	9	-	-	-	7	-	-	-	-	*	1		
Queue	25'	-	-	-	25'	-	-	-	-	*					
Node 700: Elmhurst Road & Oakton Road <i>One-Way Stop Control</i>	AM	Lanes->	-	1	-	1	-	-	1	-	-	-	-		
		LOS	-	*	-	A	-	-	A	-	-	-	A		
		Delay	-	*	-	7	-	-	9	-	-	-	7		
	PM	Queue	-	*	-	25'	-	-	25'	-	-	-			
		LOS	-	*	-	A	-	-	A	-	-	-	A		
		Delay	-	*	-	7	-	-	9	-	-	-	7		
Queue	-	*	-	25'	-	-	25'	-	-	-					
Node 800: Elmhurst Road & Golf Ridge North <i>One-Way Stop Control</i>	AM	Lanes->	-	-	-	1	-	-	1	-	1	-	-		
		LOS	-	-	-	A	-	-	*	-	A	-	A		
		Delay	-	-	-	9	-	-	*	-	7	-	1		
	PM	Queue	-	-	-	25'	-	-	*	-	25'	-			
		LOS	-	-	-	A	-	-	*	-	A	-	A		
		Delay	-	-	-	9	-	-	*	-	7	-	1		
Queue	-	-	-	25'	-	-	*	-	25'	-					
Node 900: Elmhurst Road & Golf Ridge South & Proposed Northeast Access Road <i>One-Way Stop Control</i>	AM	Lanes->	-	-	-	1	-	-	1	-	1	-	-		
		LOS	-	-	-	A	-	-	*	-	A	-	A		
		Delay	-	-	-	9	-	-	*	-	7	-	1		
	PM	Queue	-	-	-	25'	-	-	*	-	25'	-			
		LOS	-	-	-	A	-	-	*	-	A	-	A		
		Delay	-	-	-	9	-	-	*	-	7	-	1		
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.






As shown in Table 1, all study area intersections are currently operating acceptably at LOS B or better operations under the existing traffic volumes and current geometric conditions during the typical weekday morning and weekday evening peak periods.

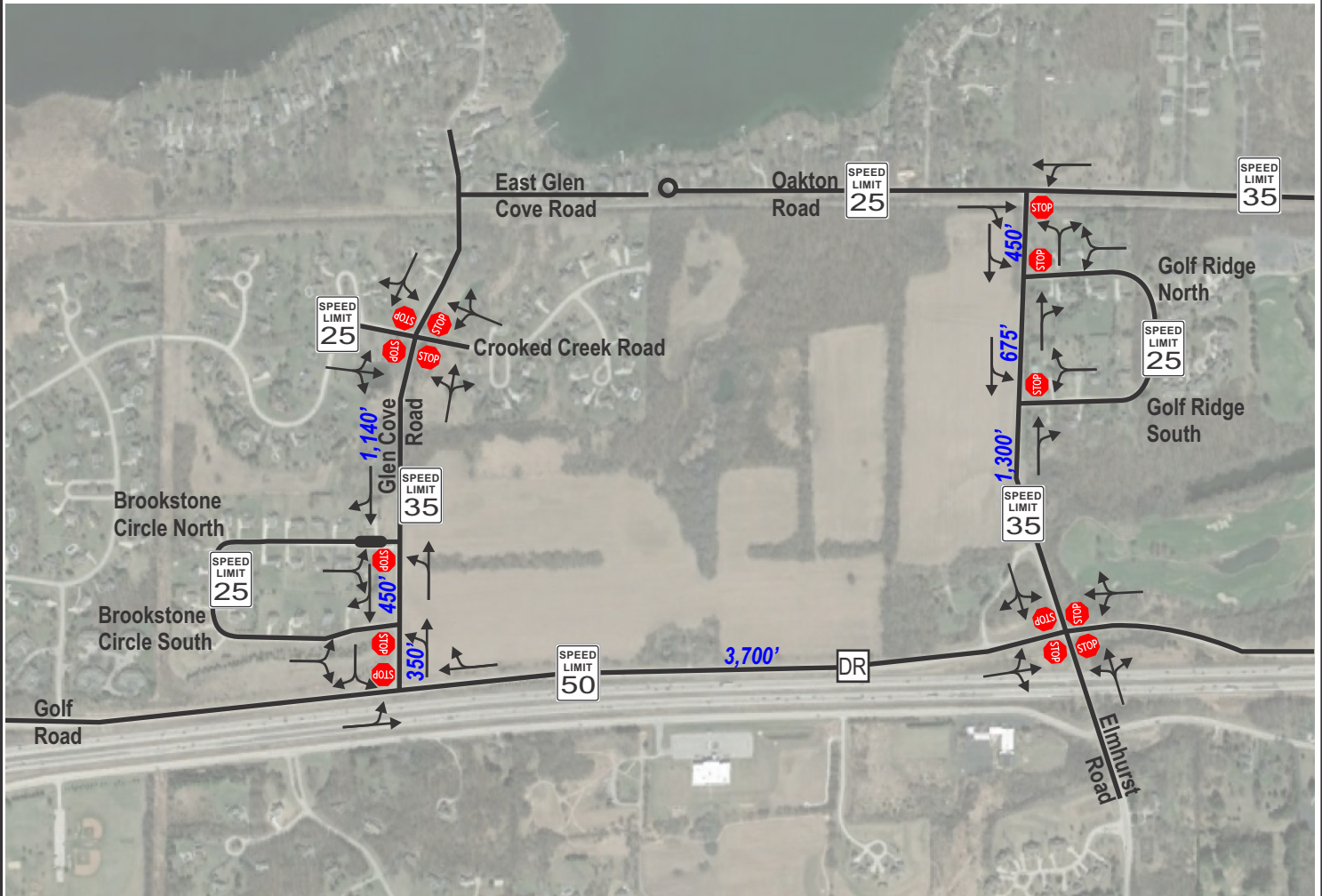
## **PART D – SOURCES OF DATA**

The following sources of data were obtained for use in conducting this traffic study:

- Turning movement traffic counts – Traffic Analysis & Design, Inc.
- Existing transportation detail – Traffic Analysis & Design, Inc., and Google™ Earth
- On-site development information – Neumann Companies, Inc.

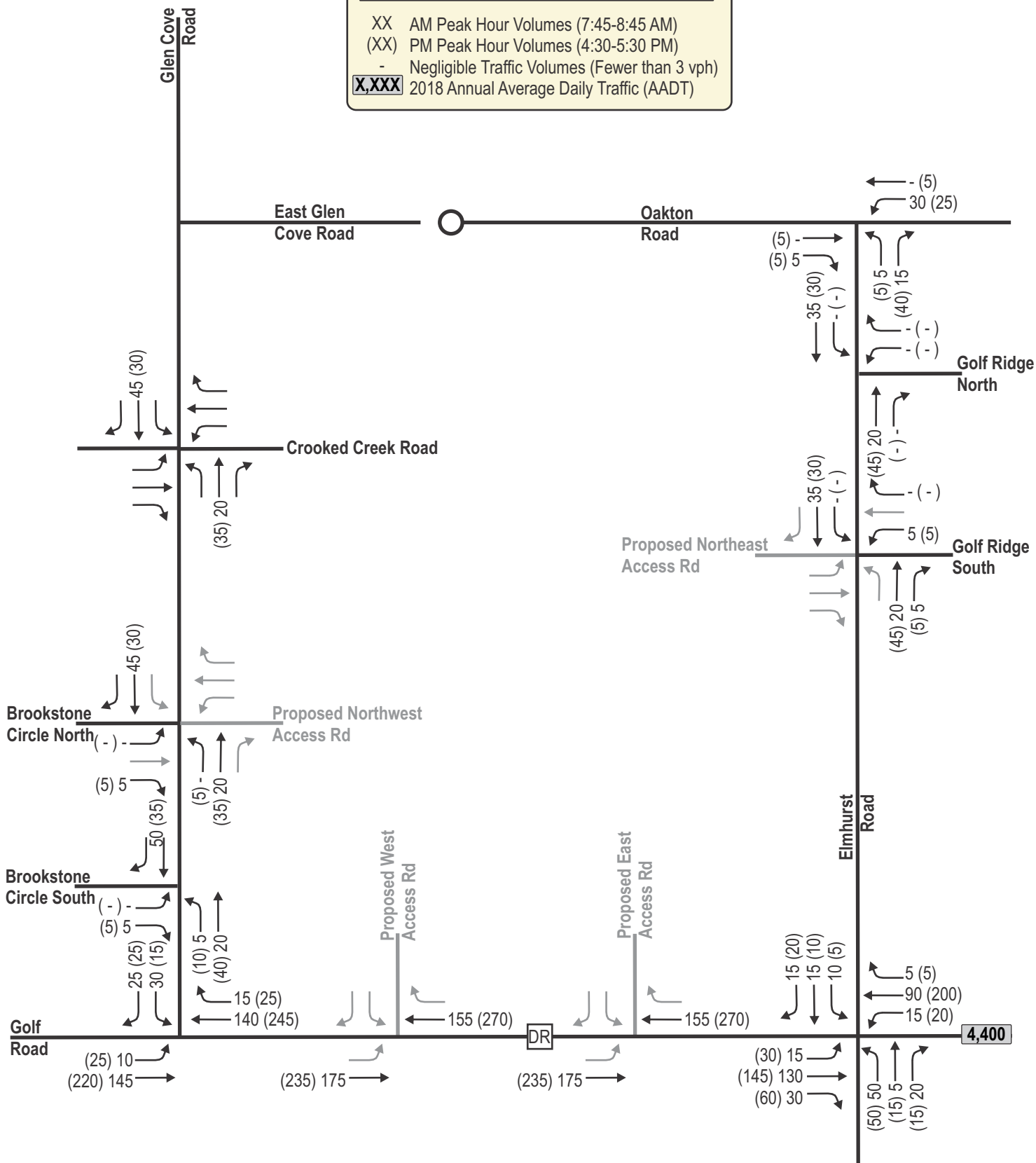
**LEGEND**

-  Stop Sign
-  Existing Lane Configuration
-  XX' Existing Storage Length (in Feet)
-  XX' Distance Between Roadways (in Feet)
-  Divided Roadway Median



**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 2018 Annual Average Daily Traffic (AADT)



## CHAPTER IV – DEVELOPMENT TRAFFIC

### PART A – TRAFFIC FORECASTING

Future year forecasts were not developed for this project.

#### A1. On-Site Trip Generation

The expected trip generation for the on-site Thomas Farms residential development is shown in [Exhibit 4-3](#). As shown, the on-site residential development is expected to generate 145 new trips (40 in/105 out) during a typical weekday morning peak hour. During the typical weekday evening peak hour, the development site is expected to generate 190 new trips (115 in/75 out). On a typical weekday, the proposed development is expected to generate 2,050 new trips (1,025 in/1,025 out) under full build conditions.

#### A2. Trip Distribution

The trip distribution for the proposed on-site development, listed below and shown in table format in [Exhibit 4-3](#) was determined based on the existing traffic patterns, the type of proposed land uses (residential) and the location of existing populations and main arterials within the immediate study area. It is noted that the existing traffic patterns at the study area intersections reflect the traffic patterns of the existing surrounding residential development. Since the proposed development is also expected to be residential, it is anticipated that the traffic distribution of the new residential development would mirror the traffic patterns of the existing surrounding residential development as follows:

- 30-percent to/from the east on Golf Road
- 35-percent to/from the west on Golf Road
- 15-percent to/from the east on Oakton Road
- 20-percent to/from the south on Elmhurst Road

#### A3. Trip Assignment

The peak hour new trips expected to be generated by the full build-out of the proposed residential development were assigned to the study area roadways based on the above trip distribution and are shown on [Exhibit 4-5](#).

### PART B – BUILD TRAFFIC

The existing traffic volumes, [Exhibit 3-2](#), were added to the on-site new trips, illustrated in [Exhibit 4-5](#), to determine the Full Build traffic volumes ([Exhibit 4-11](#)).

**Trip Generation Table<sup>1</sup>**

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Single-Family Detached Housing (A)	210	8 Units	100 FCE	0 (26%)	5 (74%)	5 FCE	5 (63%)	5 (37%)	10 FCE
Single-Family Attached Housing (B)	215	56 Units	380 FCE	10 (31%)	15 (69%)	25 FCE	15 (57%)	15 (43%)	30 FCE
Single-Family Detached Housing (C)	210	39 Units	420 FCE	10 (26%)	20 (74%)	30 FCE	25 (63%)	15 (37%)	40 FCE
Single-Family Detached Housing (D)	210	81 Units	830 FCE	15 (26%)	45 (74%)	60 FCE	50 (63%)	30 (37%)	80 FCE
Single-Family Detached Housing (E)	210	29 Units	320 FCE	5 (26%)	20 (74%)	25 FCE	20 (63%)	10 (37%)	30 FCE
<b>Total New Trips</b>			<b>2,050</b>	<b>40</b>	<b>105</b>	<b>145</b>	<b>115</b>	<b>75</b>	<b>190</b>

<sup>1</sup> ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.

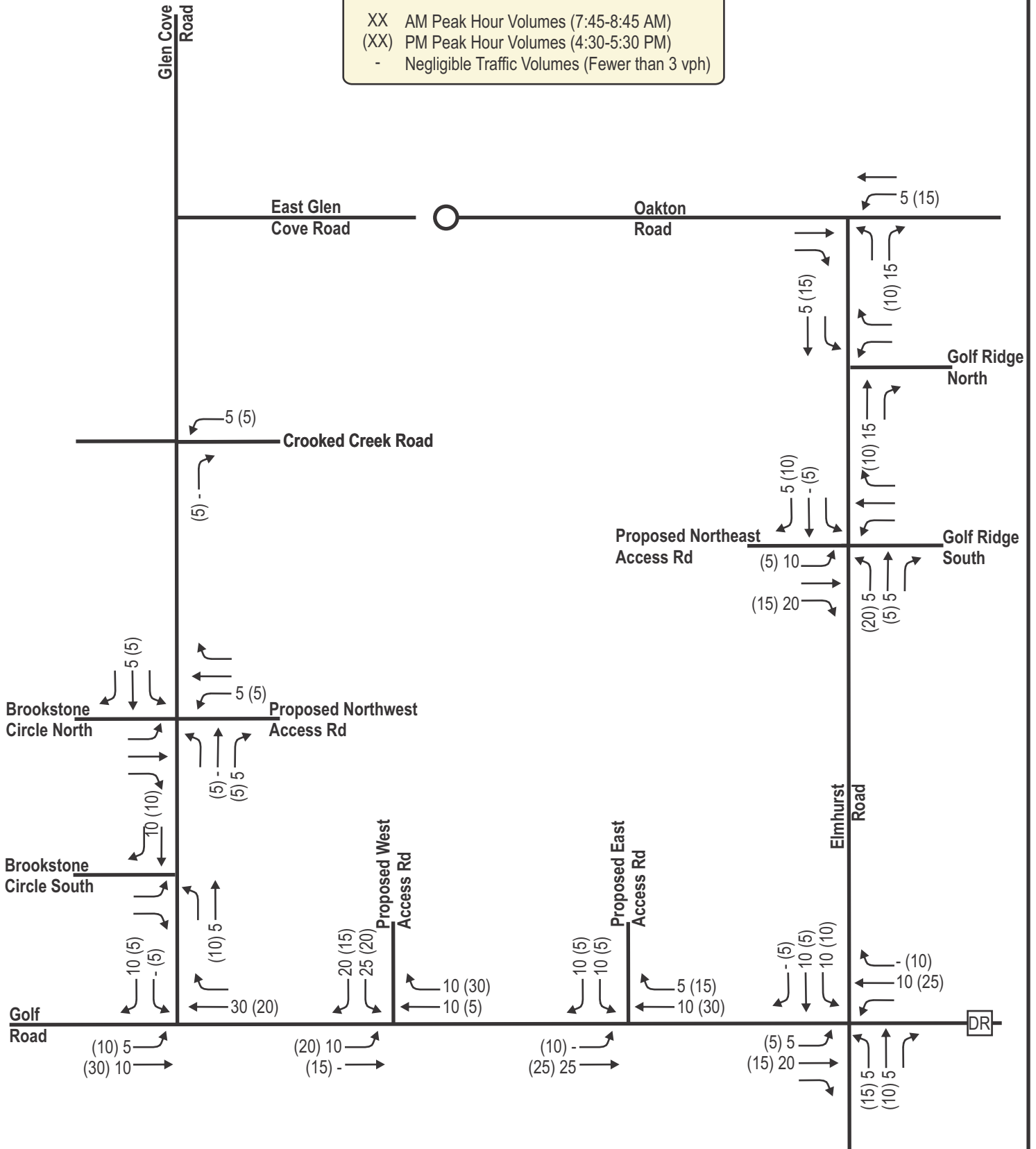
**TRIP DISTRIBUTION (New Trips - All)**

Golf Road East	30%	615	10	30	35	25
Golf Road West	35%	715	15	40	40	25
Oakton Road East	15%	310	5	15	15	10
Elmurst Road South	20%	410	10	20	25	15
	<b>100%</b>	<b>2050</b>	<b>40</b>	<b>105</b>	<b>115</b>	<b>75</b>



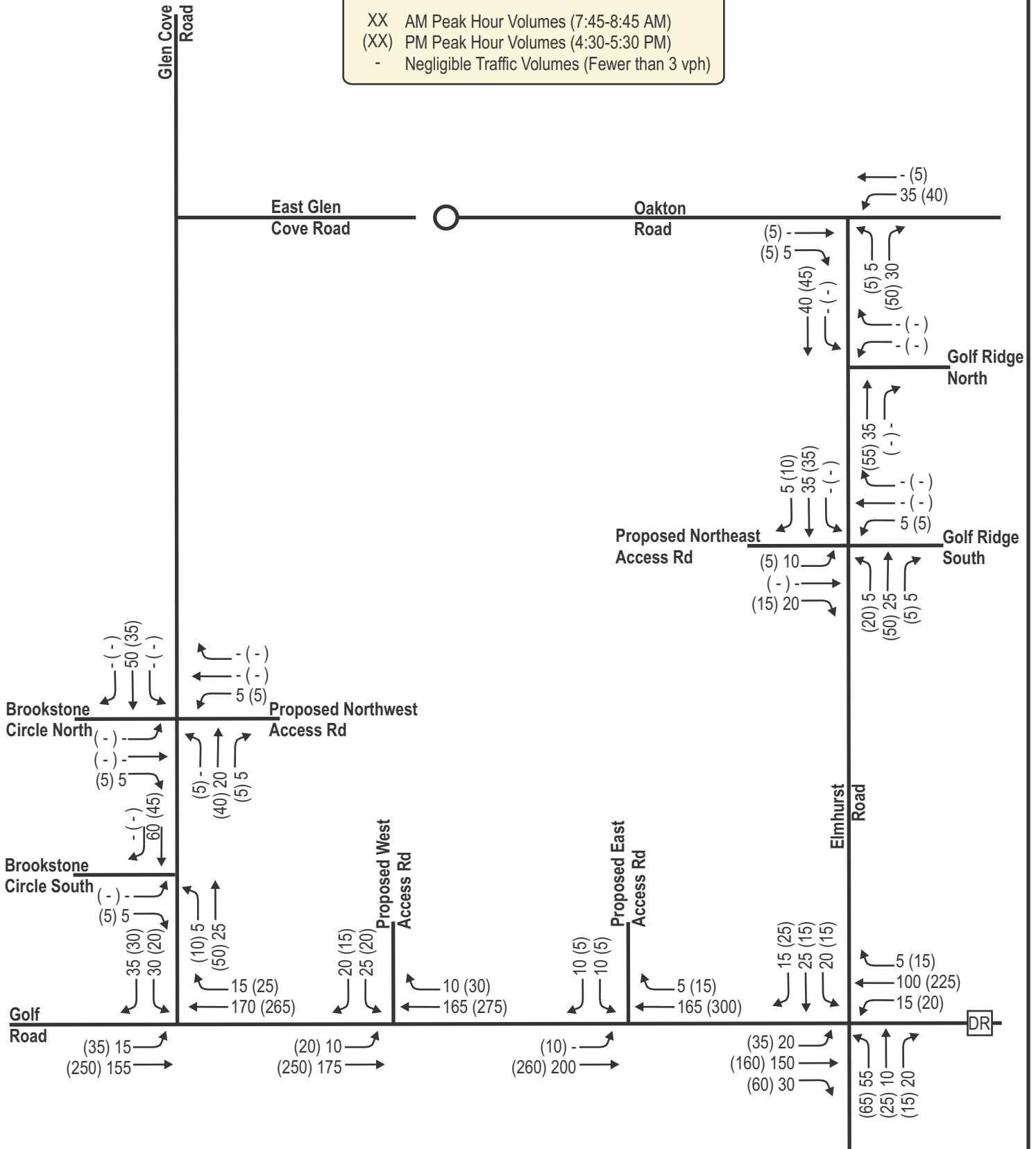
**LEGEND**

- 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)



## **CHAPTER V – TRAFFIC AND IMPROVEMENT ANALYSIS**

### **PART A – SITE ACCESS**

Access to the site is proposed via two new three-legged “Tee” roadway connections onto Golf Road and two additional access roadways, one onto Glen Cove Road and one onto Elmhurst Road. The new access roadway onto Glen Cove Road is proposed opposite the Brookstone Circle North access and the new access roadway onto Elmhurst Road is proposed opposite the Golf Ridge South access roadway. All access roadways are proposed as full access intersections with stop control on the new approaches. The extension of Crooked Creek Road to provide access to eight additional single-family parcels is also proposed as part of the development.

### **PART B – CAPACITY LEVEL OF SERVICE ANALYSIS**

#### **B1. Full Build Traffic Operating Conditions – No Modifications**

[Table 2](#) shows the Full Build traffic peak hour operating conditions at the study area intersections. The Full Build traffic analysis was conducted using existing intersection configurations and traffic control.

**Table 2**  
**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: Golf Road & Glen Cove Road <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	-	-	-	1	-	-	-	-
		LOS	A	-	-	*	-	-	-	-	-	B	-	-	-	-
		Delay	8	-	-	*	-	-	-	-	-	11	-	-	-	-
	PM	Queue	25'	-	-	*	-	-	-	-	-	25'	-	-	-	-
		LOS	A	-	-	*	-	-	-	-	-	B	-	-	-	-
		Delay	8	-	-	*	-	-	-	-	-	12	-	-	-	-
Queue	25'	-	-	*	-	-	-	-	-	25'	-	-	-	-		
Node 200: Golf Road & Proposed West Access Road <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	-	-	-	1	-	-	-	
		LOS	A	-	-	*	-	-	-	-	-	B	-	-	-	
		Delay	8	-	-	*	-	-	-	-	-	11	-	-	-	-
	PM	Queue	25'	-	-	*	-	-	-	-	-	25'	-	-	-	-
		LOS	A	-	-	*	-	-	-	-	-	B	-	-	-	-
		Delay	8	-	-	*	-	-	-	-	-	12	-	-	-	-
Queue	25'	-	-	*	-	-	-	-	-	25'	-	-	-	-		
Node 300: Golf Road & Proposed East Access Road <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	-	-	-	1	-	-	-	
		LOS	A	-	-	*	-	-	-	-	-	B	-	-	-	
		Delay	8	-	-	*	-	-	-	-	-	11	-	-	-	-
	PM	Queue	25'	-	-	*	-	-	-	-	-	25'	-	-	-	-
		LOS	A	-	-	*	-	-	-	-	-	B	-	-	-	-
		Delay	8	-	-	*	-	-	-	-	-	12	-	-	-	-
Queue	25'	-	-	*	-	-	-	-	-	25'	-	-	-	-		
Node 400: Golf Road & Elmhurst Road <i>All-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	1	-	-	1	-	-	-	
		LOS	A	-	-	A	-	-	A	-	-	A	-	-	-	
		Delay	9	-	-	9	-	-	9	-	-	9	-	-	-	
	PM	Queue	35'	-	-	25'	-	-	25'	-	-	25'	-	-	-	
		LOS	A	-	-	B	-	-	A	-	-	A	-	-	-	
		Delay	9	-	-	10	-	-	9	-	-	9	-	-	-	
Queue	40'	-	-	40'	-	-	25'	-	-	25'	-	-	-			
Node 500: Brookstone Circle North & Glen Cove Road & Proposed Northwest Access Road <i>Two-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	1	-	-	1	-	-	-	
		LOS	A	-	-	A	-	-	A	-	-	A	-	-	-	
		Delay	9	-	-	9	-	-	7	-	-	7	-	-	-	
	PM	Queue	25'	-	-	25'	-	-	25'	-	-	25'	-	-	-	
		LOS	A	-	-	A	-	-	A	-	-	A	-	-	-	
		Delay	9	-	-	9	-	-	7	-	-	7	-	-	-	
Queue	25'	-	-	25'	-	-	25'	-	-	25'	-	-	-			
Node 600: Brookstone Circle South & Glen Cove Road <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	1	-	-	1	-	-	-	
		LOS	A	-	-	-	-	-	A	-	-	-	-	-	-	
		Delay	9	-	-	-	-	-	7	-	-	-	-	-	-	
	PM	Queue	25'	-	-	-	-	-	25'	-	-	-	-	-	-	
		LOS	A	-	-	-	-	-	A	-	-	-	-	-	-	
		Delay	9	-	-	-	-	-	7	-	-	-	-	-	-	
Queue	25'	-	-	-	-	-	25'	-	-	-	-	-	-			
Node 700: Elmhurst Road & Oakton Road <i>One-Way Stop Control</i>	AM	Lanes->	-	1	-	1	-	-	1	-	-	-	-	-	-	
		LOS	-	*	-	A	-	-	A	-	-	-	-	-	-	
		Delay	-	*	-	7	-	-	9	-	-	-	-	-	-	
	PM	Queue	-	*	-	25'	-	-	25'	-	-	-	-	-	-	
		LOS	-	*	-	A	-	-	A	-	-	-	-	-	-	
		Delay	-	*	-	7	-	-	9	-	-	-	-	-	-	
Queue	-	*	-	25'	-	-	25'	-	-	-	-	-	-			
Node 800: Elmhurst Road & Golf Ridge North <i>One-Way Stop Control</i>	AM	Lanes->	-	-	-	1	-	-	1	-	-	1	-	-	-	
		LOS	-	-	-	A	-	-	-	-	-	A	-	-	-	
		Delay	-	-	-	9	-	-	-	-	-	7	-	-	-	
	PM	Queue	-	-	-	25'	-	-	-	-	-	25'	-	-	-	
		LOS	-	-	-	A	-	-	-	-	-	A	-	-	-	
		Delay	-	-	-	9	-	-	-	-	-	7	-	-	-	
Queue	-	-	-	25'	-	-	-	-	-	25'	-	-	-			
Node 900: Elmhurst Road & Golf Ridge South & Proposed Northeast Access Road <i>Two-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	1	-	-	1	-	-	-	
		LOS	A	-	-	A	-	-	A	-	-	A	-	-	-	
		Delay	9	-	-	9	-	-	7	-	-	7	-	-	-	
	PM	Queue	25'	-	-	25'	-	-	25'	-	-	25'	-	-	-	
		LOS	A	-	-	B	-	-	A	-	-	A	-	-	-	
		Delay	9	-	-	10	-	-	7	-	-	7	-	-	-	
Queue	25'	-	-	25'	-	-	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.

As shown in [Table 2](#), all movements are expected to continue to operate acceptably at LOS B or better operations under the Full Build traffic volumes and current geometric conditions during the typical weekday morning and weekday evening peak periods.

## **B2. Full Build Traffic Operating Conditions – *With Modifications***

Modifications to accommodate the Full Build traffic volumes (with development) are summarized in *Chapter VI – Recommendations and Conclusion*. As stated, other than by-pass lanes along Golf Road and stop signs on the new approaches of the proposed driveways, no modifications are recommended to the existing geometry or traffic control at the study area intersections. Therefore, all movements are expected to continue to operate acceptably at LOS B or better operations under the Full Build traffic volumes during the typical weekday morning and weekday evening peak periods.

## **PART C – QUEUEING ANALYSIS**

To estimate storage length requirements for turn bays at the study area intersections with modifications, a queuing analysis has been conducted. Note that the 95<sup>th</sup> percentile probable queue lengths were used for the design of turn bay storage at stop sign controlled intersections. The following is a list of where the results of the queuing analysis can be found.

- Background Traffic Expected Maximum Queues – [Table 1](#)
- Full Build Traffic Expected Maximum Queues – [Table 2](#)

## **PART D – PEDESTRIAN, BICYCLE AND TRANSIT CONSIDERATIONS**

The Lake Country Recreational Trail is located adjacent to and immediately north of the development site, about 70-feet south of Oakton Road and runs parallel to Oakton Road within the limits of the study area. There are currently no residential sidewalks within the limits of the study area as previously described in this report. Pedestrians and bicyclists may use their respective modes to access the area, though these alternate modes are expected to make up a very small portion of the overall trips to/from the study area. Therefore, for the purpose of this analysis, all traffic to and from the proposed residential development area was assumed to be by motor vehicle.

Transit is not present within the community.

## CHAPTER VI – RECOMMENDATIONS AND CONCLUSION

### PART A – RECOMMENDATIONS

#### A1. Recommended Modifications

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual (HCM) 6<sup>th</sup> Edition*. 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’. In accordance with WisDOT and Waukesha County accepted traffic engineering standards, LOS D or better was used to define acceptable peak hour operating conditions.

Modifications to address traffic impacts are shown in [Exhibit 1-3](#) for the Year 2023 traffic conditions and have been shown for the following two scenarios:

- “Existing Traffic” – These modifications are expected to be necessary to accommodate existing traffic volumes without the proposed residential development.
- “Build Traffic” – These modifications are expected to be necessary to accommodate the full build traffic volumes, which includes full build out of the proposed residential development.

The analysis was conducted using existing intersection geometrics and traffic control. The following modifications, as shown in [Exhibit 1-3](#), are recommended to accommodate the existing and full build traffic volumes, respectively.

#### Golf Road (CTH DR) with Glen Cove Road

- *Existing Traffic*: No modifications.
- *Build Traffic*: No modifications.

#### Golf Road (CTH DR) with Western Development Access Road

- *Existing Traffic*: No modifications.
- *Build Traffic*:
  - Construct a new roadway connection to Golf Road with a single shared left-turn/right-turn exit lane on the north approach as shown on the site plan.
  - Construct an eastbound by-pass lane along the south side of Golf Road at the new roadway connection.
  - Provide stop sign control on the north approach of the new roadway connection.

#### Golf Road (CTH DR) with Eastern Development Access Road

- *Existing Traffic*: No modifications.
- *Build Traffic*:
  - Construct a new roadway connection to Golf Road with a single shared left-turn/right-turn exit lane on the north approach as shown on the site plan.

- Construct an eastbound by-pass lane along the south side of Golf Road at the new roadway connection.
- Provide stop sign control on the north approach of the new roadway connection.

Golf Road (CTH DR) with Elmhurst Road

- *Existing Traffic:* No modifications.
- *Build Traffic:* No modifications.

Glen Cove Road with Brookstone Circle North/ Development Access Road

- *Existing Traffic:* No modifications.
- *Build Traffic:*
  - Construct a new roadway connection to Glen Cove Road across from Brookstone Circle North with a single shared exit lane on the east approach as shown on the site plan.
  - Provide stop sign control on the east approach of the new roadway connection.

Glen Cove Road with Brookstone Circle South

- *Existing Traffic:* No modifications.
- *Build Traffic:* No modifications.

Elmhurst Road with Golf Ridge North

- *Existing Traffic:* No modifications.
- *Build Traffic:* No modifications.

Elmhurst Road with Golf Ridge South/ Development Access Road

- *Existing Traffic:* No modifications.
- *Build Traffic:*
  - Construct a new roadway connection to Elmhurst Road across from Golf Ridge South with a single shared exit lane on the west approach as shown on the site plan.
  - Provide stop sign control on the west approach of the new roadway connection.

Elmhurst Road with Oakton Road

- *Existing Traffic:* No modifications.
- *Build Traffic:* No modifications.

The recommendation for a by-pass lane at the new intersections along Golf Road are based on the Waukesha County Code of Ordinances (*Section 15-54; Access Point Design Criteria*) that requires a by-pass lane at any new “T” type intersection when the mainline AADT volumes are greater than 2,500 vehicles per day (vpd). Based on historic WisDOT AADT count information, the Golf Road (CTH DR) AADT within the limits of the new roadway connection under the

existing (no development) conditions was approximately 4,400-vpd (2018 count). Therefore, a by-pass lane is required at the new roadway connections per the Waukesha County code.

All movements at the study area intersections are expected to continue to operate at acceptable levels at LOS B or better under the Full Build (with proposed development) traffic conditions with the recommended modifications implemented.

#### **PART B – CONCLUSION**

All movements at the study area intersections are expected to operate safely and efficiently through the opening year with the modifications identified in this TIA.



# **Appendix A**

## **Traffic**

### ***Existing Turning Movement Counts***

# Intersection Traffic Volume Report

Count Basics		Version 2022.11.2	Page 1 of 13
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

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

Major St: Glen Cove Road  
 Minor St: CTH DR - Golf Road  
 Intersection of: Glen Cove Road & CTH DR - Golf Road

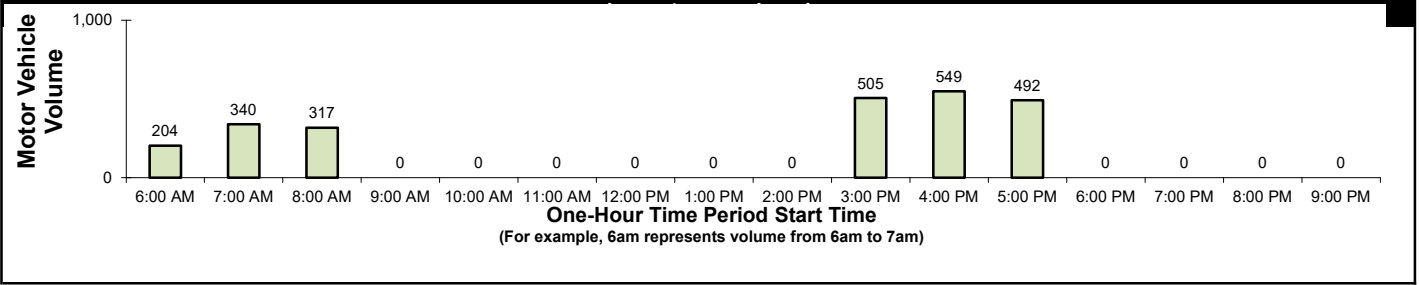
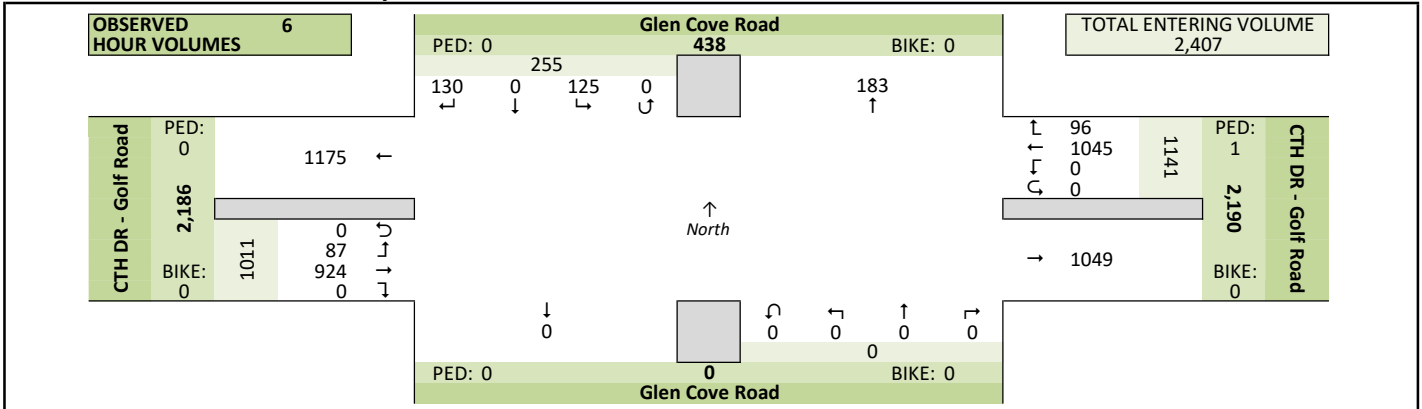
### Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Glen Cove Road		
East Leg	CTH DR - Golf Road		
South Leg	Glen Cove Road		
West Leg	CTH DR - Golf Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None	None	

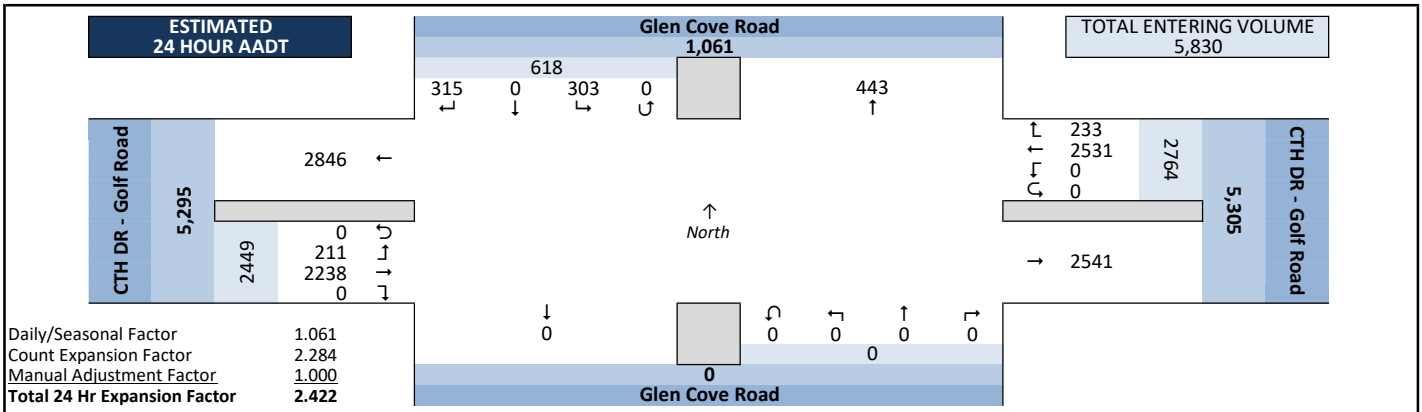
### Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Wednesday, February 8, 2023		Weather
AM Peak Period	Wednesday, February 8, 2023		Clear & Dry
Midday Peak Period	Wednesday, February 8, 2023		Clear & Dry
PM Peak Period	Wednesday, February 8, 2023		Clear & 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	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.061	Count Expansion Factor	2.284
Company Name	TADI, Inc.		Manual Adj. 1.000
Observers	AM Peak Period	LuAnn Gaertner	
	Midday Peak Period	None	
	PM Peak Period	Dani Ruffalo	
Comments	2021 DOT Daily & Seasonal Factors		

### Observed 6 Hour Volume Summary



### Estimated 24 Hour AADT

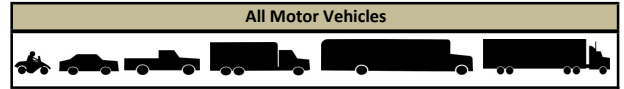


# Intersection Traffic Volume Report

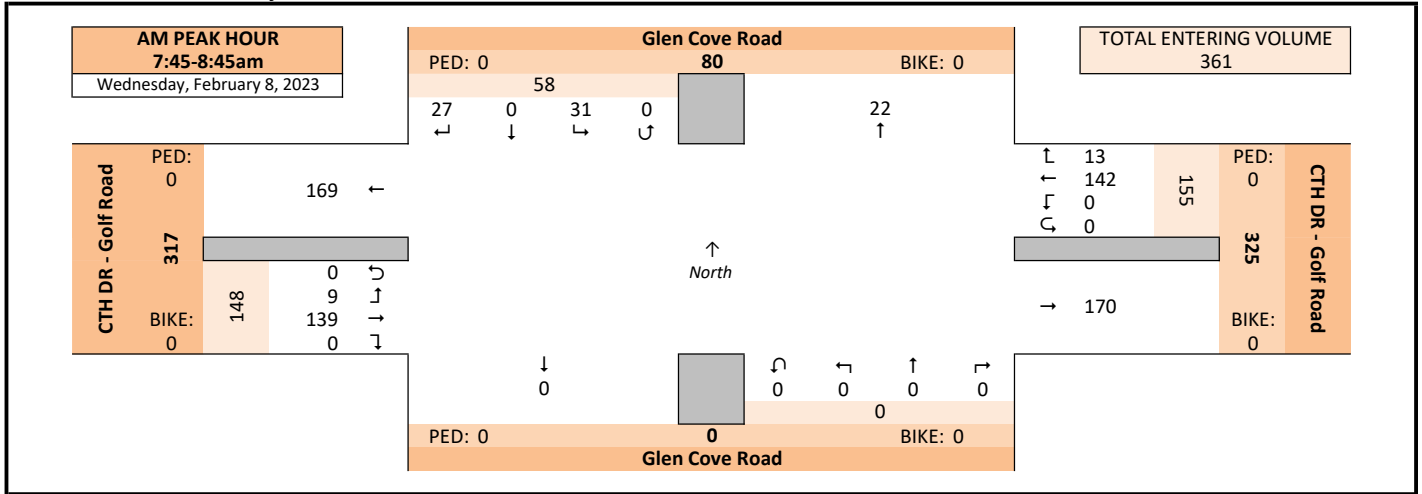
Count Basics		Page 2 of 13	
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## Peak Hour Volume Graphical Summary

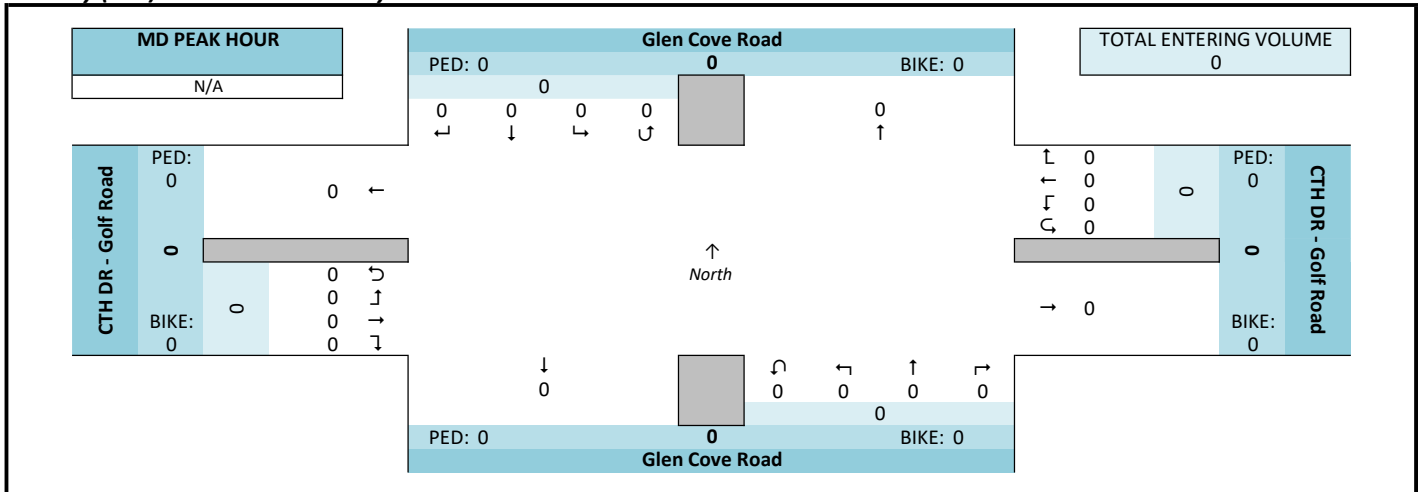
Glen Cove Road & CTH DR - Golf Road



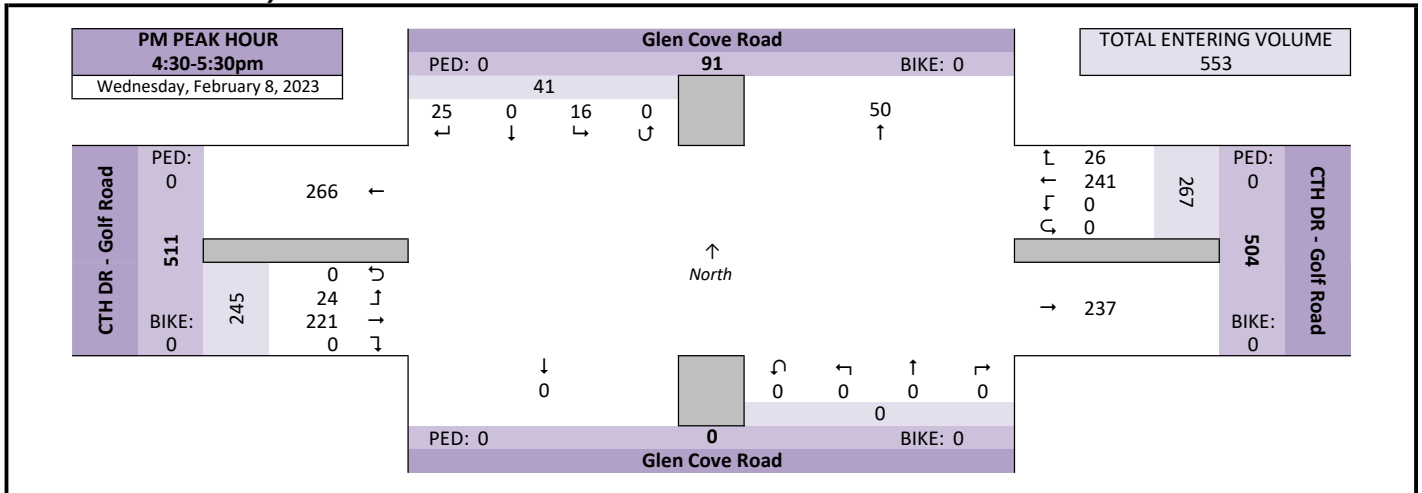
### AM Peak Hour Summary



### Midday (MD) Peak Hour Summary



### PM Peak Hour Summary



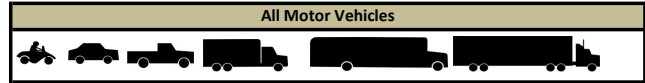


# Intersection Traffic Volume Report

<b>Count Basics</b>			<b>Page 4 of 13</b>
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## Hourly Volume Summary - Motor Vehicle Data

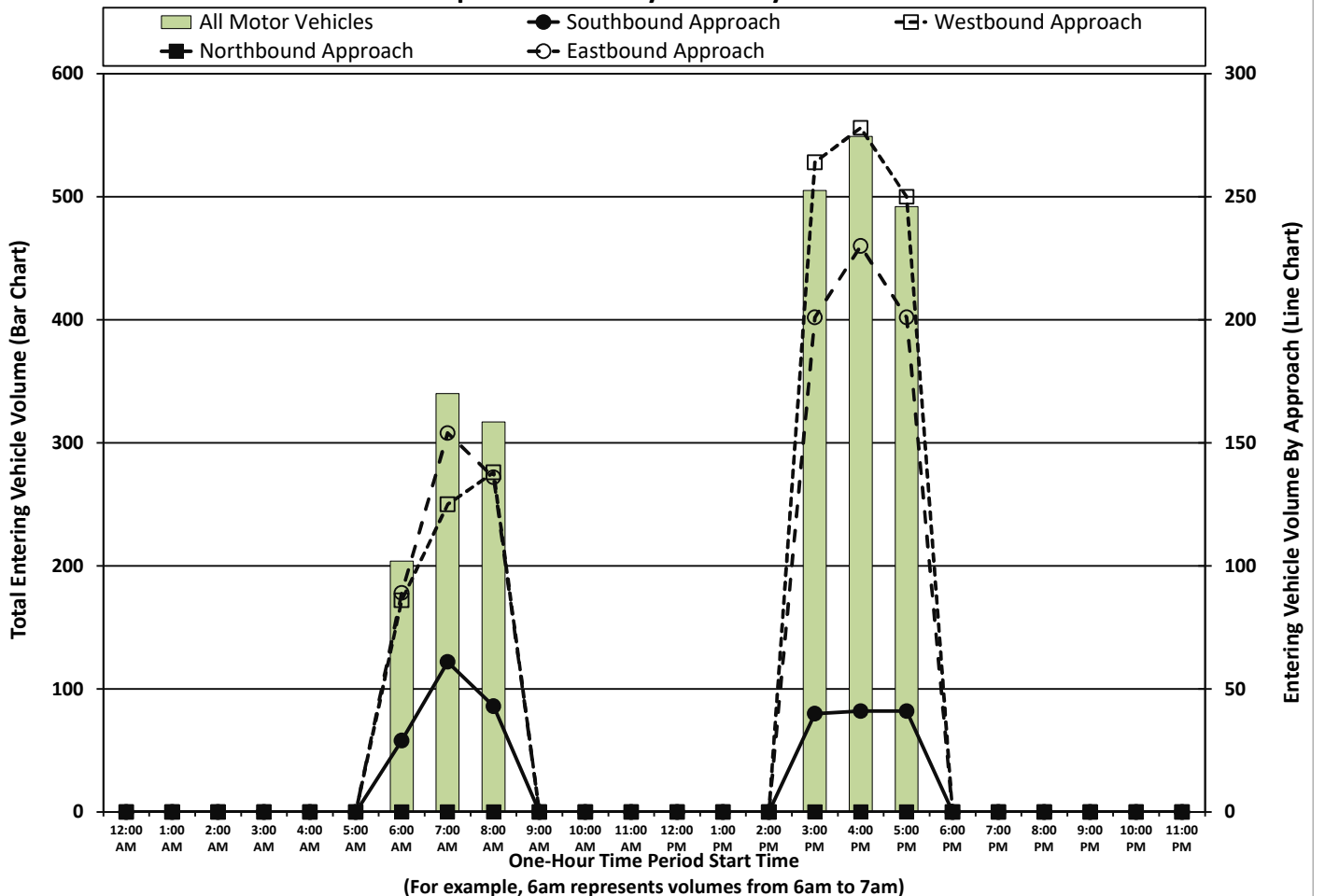
Glen Cove Road & CTH DR - Golf Road



### One-Hour Motor Vehicle Data

One-Hour Time Period	From North Glen Cove Road					From East CTH DR - Golf Road					From South Glen Cove Road					From West CTH DR - Golf Road					Total Vehicle Volume	Directional Volume Totals		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S	
	Start Time																							
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 AM	8	0	21	0	29	2	84	0	0	86	0	0	0	0	0	0	84	5	0	89	204	175	29
	7:00 AM	26	0	35	0	61	6	119	0	0	125	0	0	0	0	0	0	146	8	0	154	340	279	61
	8:00 AM	22	0	21	0	43	12	126	0	0	138	0	0	0	0	0	0	129	7	0	136	317	274	43
MD	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
	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	
	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	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	
	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	
	3:00 PM	25	0	15	0	40	20	244	0	0	264	0	0	0	0	0	0	177	24	0	201	505	465	40
	4:00 PM	23	0	18	0	41	23	255	0	0	278	0	0	0	0	0	0	209	21	0	230	549	508	41
	5:00 PM	26	0	15	0	41	33	217	0	0	250	0	0	0	0	0	0	179	22	0	201	492	451	41
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals	130	0	125	0	255	96	1045	0	0	1141	0	0	0	0	0	0	924	87	0	1011	2407	2152	255

### Graphical Summary of Hourly Volumes

















# Intersection Traffic Volume Report

<b>Count Basics</b>	Start Date: Wednesday, February 8, 2023	Weekday	Schools in Session	Page 11 of 13
	Total Number of Hours Counted: 6	Non-Holiday	No Special Events	

## 15-Minute Pedestrian and Bicyclist Data

Glen Cove Road & CTH DR - Golf Road



### 15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Glen Cove Road			CTH DR - Golf Road			Glen Cove Road			CTH DR - Golf Road				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
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
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	

### 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

<b>Count Basics</b>	Page 13 of 13		
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## 15-Minute Bicycle Turning Movement Count (Manual Entry)

Glen Cove Road & CTH DR - Golf Road



### 15-Minute Bicycle Data

15-Minute Time Period Start Time	From North Glen Cove Road					From East CTH DR - Golf Road					From South Glen Cove Road					From West CTH DR - Golf Road					15-Min Totals	Hourly Sum			
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
	12:00 AM					0					0					0							0		
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

### Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North Glen Cove Road					From East CTH DR - Golf Road					From South Glen Cove Road					From West CTH DR - Golf Road					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# Intersection Traffic Volume Report

Count Basics		Version 2022.11.2	Page 1 of 13
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5.5	Non-Holiday	No Special Events

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

Major St: Glen Cove Road  
 Minor St: Brookstone Circle North  
 Intersection of: Glen Cove Road & Brookstone Circle North

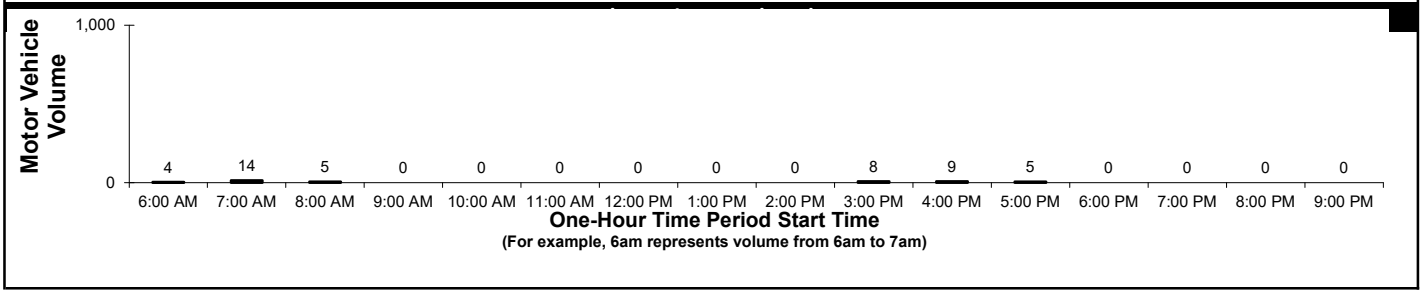
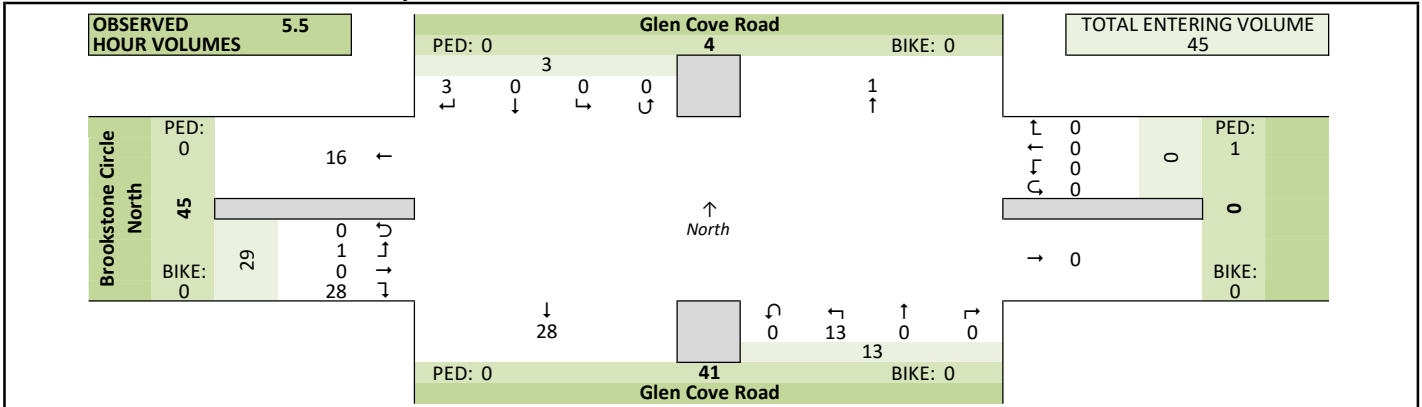
### Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Glen Cove Road		
East Leg			
South Leg	Glen Cove Road		
West Leg	Brookstone Circle North		
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	

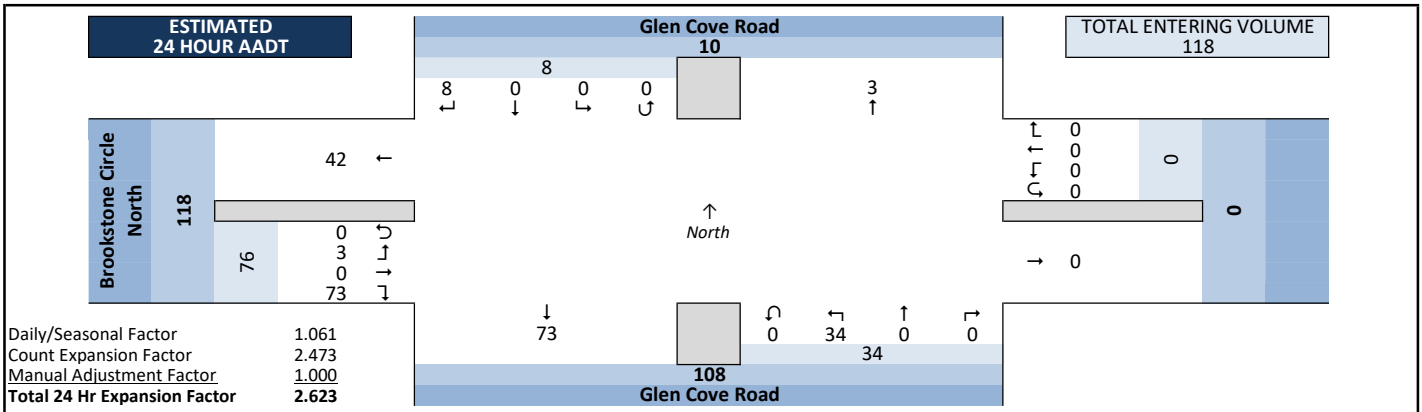
### Count Information

Hrs Counted:	06:00 AM-06:15 AM, 06:30 AM-09:00 AM, and 03:00 PM-05:45 PM		
1st Day of Count	Wednesday, February 8, 2023		Weather
AM Peak Period	Wednesday, February 8, 2023		Clear & Dry
Midday Peak Period	Wednesday, February 8, 2023		Clear & Dry
PM Peak Period	Wednesday, February 8, 2023		Clear & Dry
Calculated Peak Hours			
	AM	7:00-8:00am MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis			
	AM	7:45-8:45am MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.061	Count Expansion Factor	2.473
Company Name	TADI, Inc.		Manual Adj. 1.000
Observers	AM Peak Period	Jane Fait	
	Midday Peak Period	None	
	PM Peak Period	Jane Fait	
Comments	2021 DOT Daily & Seasonal Factors		

### Observed 5.5 Hour Volume Summary



### Estimated 24 Hour AADT

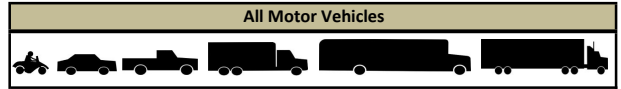


# Intersection Traffic Volume Report

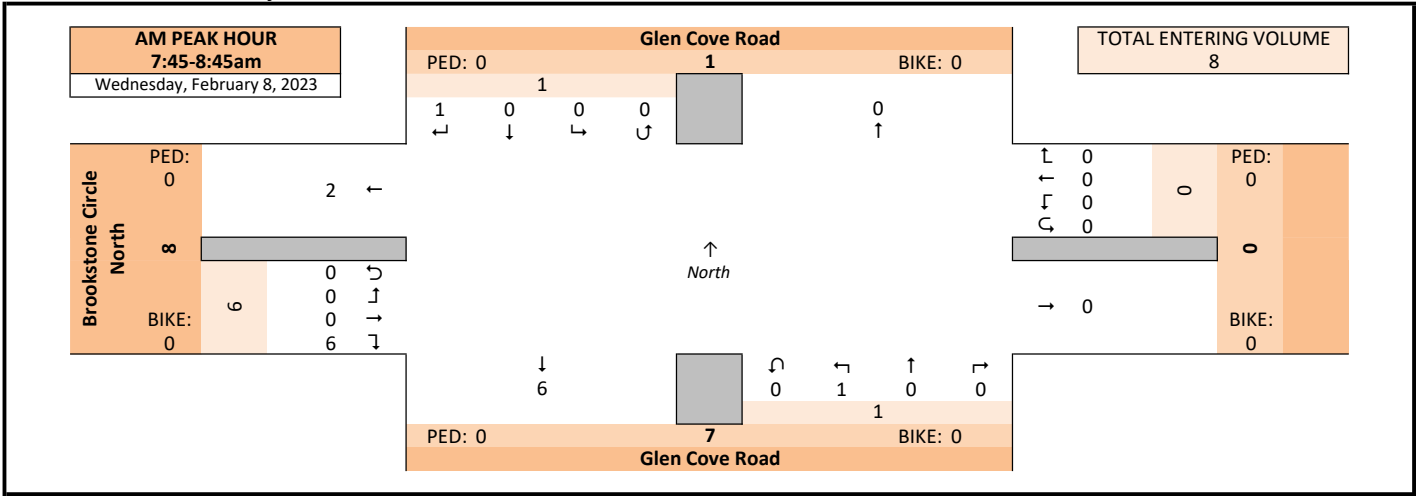
Count Basics		Page 2 of 13	
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5.5	Non-Holiday	No Special Events

## Peak Hour Volume Graphical Summary

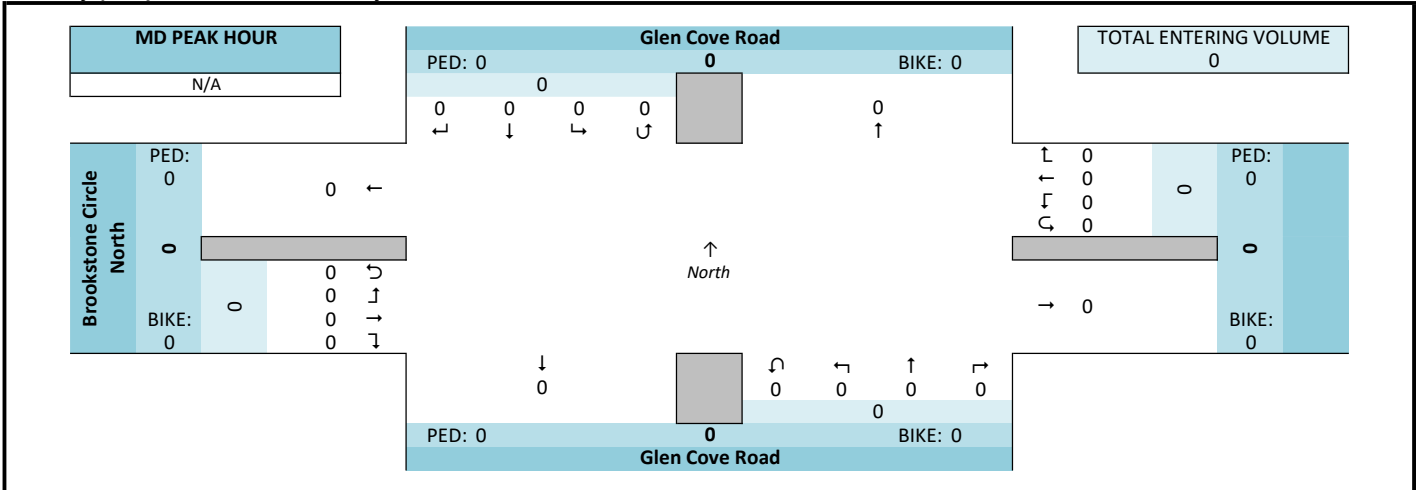
Glen Cove Road & Brookstone Circle North



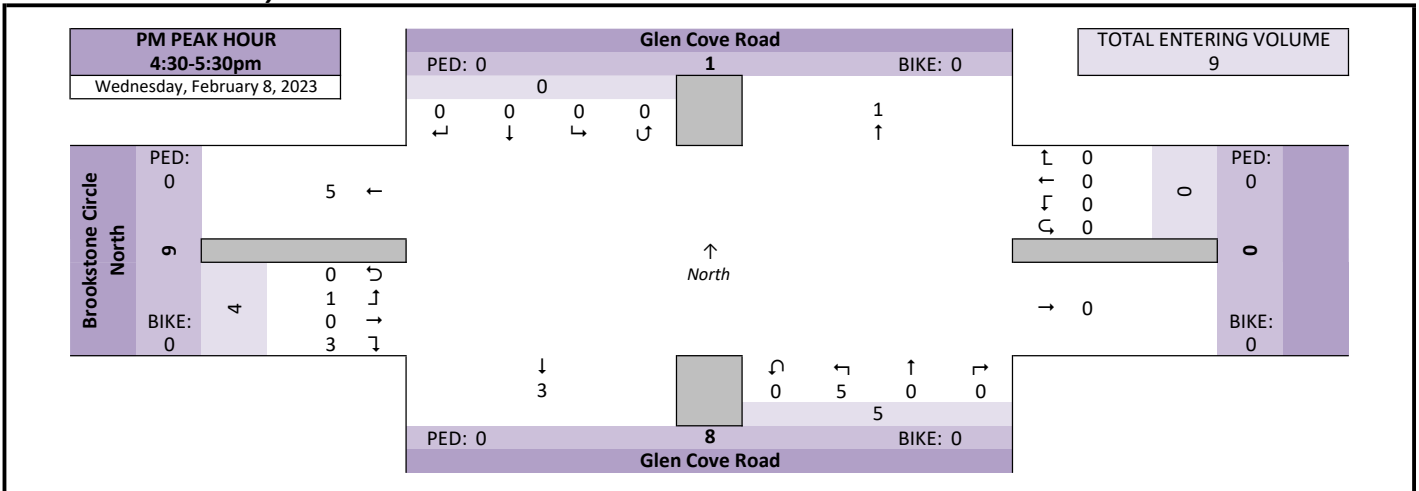
### AM Peak Hour Summary



### Midday (MD) Peak Hour Summary



### PM Peak Hour Summary



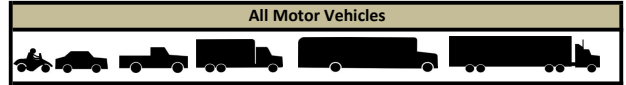


# Intersection Traffic Volume Report

<b>Count Basics</b>			<b>Page 3 of 13</b>
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5.5	Non-Holiday	No Special Events

## Peak Hour Volume Summary

Glen Cove Road & Brookstone Circle North



### Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, February 8, 2023		From North					From East					From South					From West					Totals	
AM Peak Hour		Glen Cove Road					Glen Cove Road					Brookstone Circle North											
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			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	0	3	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Peak Hour Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	6	8
Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak Hour Factor (PHF)	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.50	0.00	0.00	0.00	0.50	0.50	0.50	

N/A		From North					From East					From South					From West					Totals	
MD Peak Hour		Glen Cove Road					Glen Cove Road					Brookstone Circle North											
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, February 8, 2023		From North					From East					From South					From West					Totals	
PM Peak Hour		Glen Cove Road					Glen Cove Road					Brookstone Circle North											
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	1	2
Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	3	0	1	0	0	4	9
Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5	0	0	0	0	5	10
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.00	0.62	0.75	0.00	0.25	0.00	0.50	0.75	0.75	

### Peak Hour Pedestrian and Bicyclist Volumes

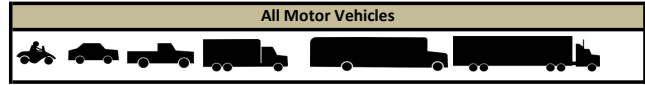
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Glen Cove Road			Glen Cove Road			Glen Cove Road			Brookstone Circle North			
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

# Intersection Traffic Volume Report

<b>Count Basics</b>			<b>Page 4 of 13</b>
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	5.5	Non-Holiday	No Special Events

## Hourly Volume Summary - Motor Vehicle Data

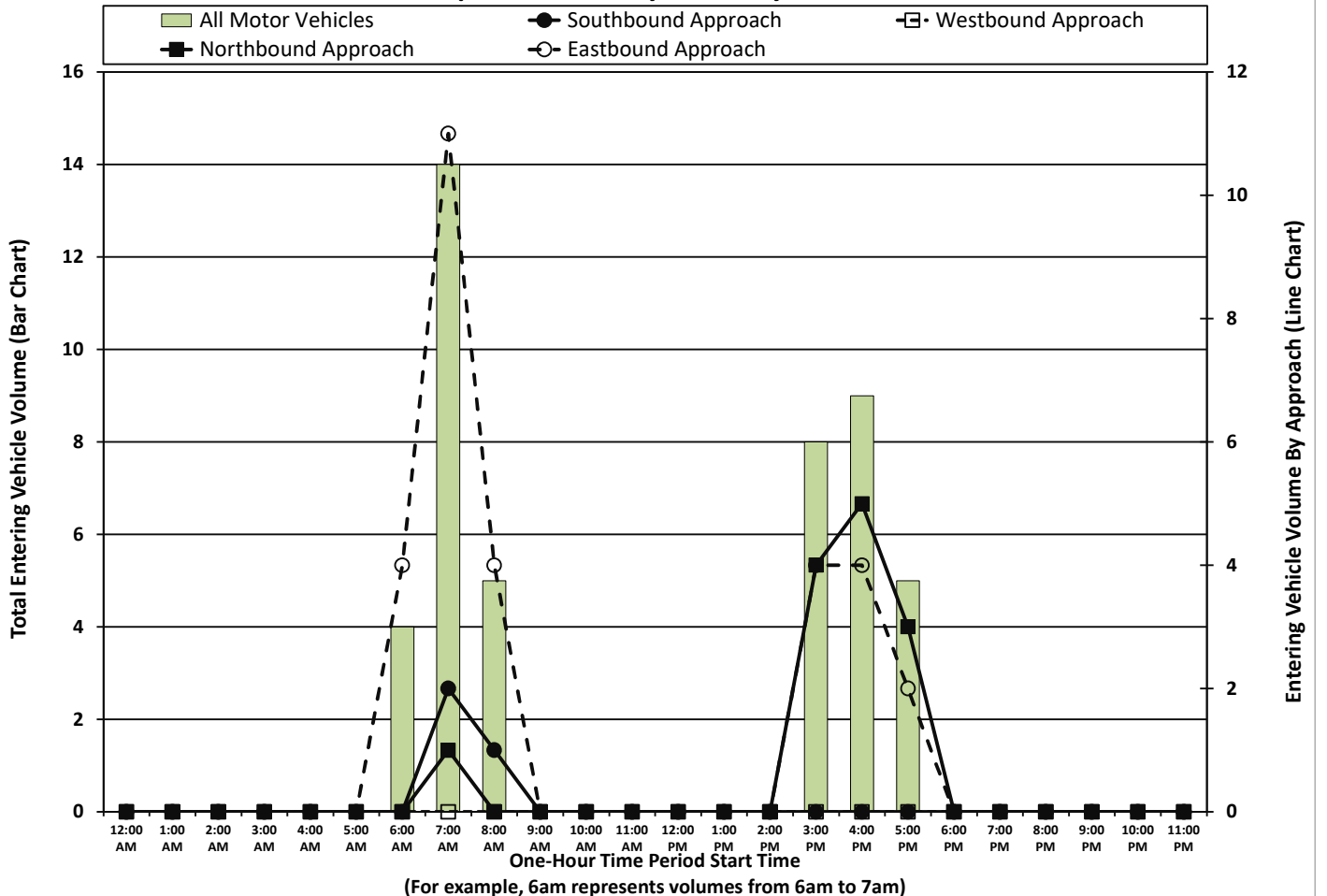
Glen Cove Road & Brookstone Circle North



### One-Hour Motor Vehicle Data

One-Hour Time Period	From North Glen Cove Road					From East					From South Glen Cove Road					From West Brookstone Circle North					Total Vehicle Volume	Directional Volume Totals	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
	Start Time																						
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0
	7:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	1	1	11	0	0	0	0	11	14	3
	8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5	4	1
MD	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	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
	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	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
	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
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	0	0	0	0	4	4	4
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	5	5	3	0	1	0	0	4	4	5
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	3	3	2	0	0	0	0	2	2	3
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals		3	0	0	0	3	0	0	0	0	0	0	0	13	0	13	28	0	1	0	29	45

### Graphical Summary of Hourly Volumes

















# Intersection Traffic Volume Report

Count Basics			Page 11 of 13		
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session		
Total Number of Hours Counted:	5.5	Non-Holiday	No Special Events		

## 15-Minute Pedestrian and Bicyclist Data

Glen Cove Road & Brookstone Circle North



### 15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Glen Cove Road			Glen Cove Road			Glen Cove Road			Brookstone Circle North				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	1	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	

### 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 2022.11.2	Page 1 of 13
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4.5		Non-Holiday	No Special Events

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

Major St: Glen Cove Road  
 Minor St: Brookstone Circle South  
 Intersection of: Glen Cove Road & Brookstone Circle South

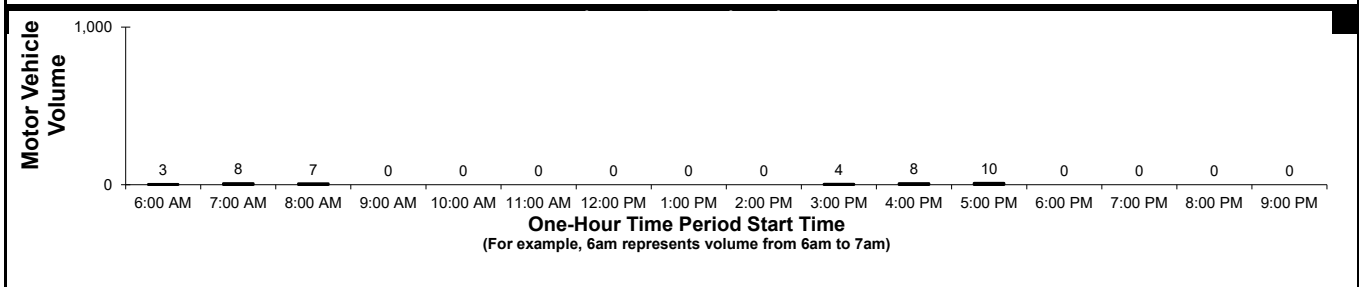
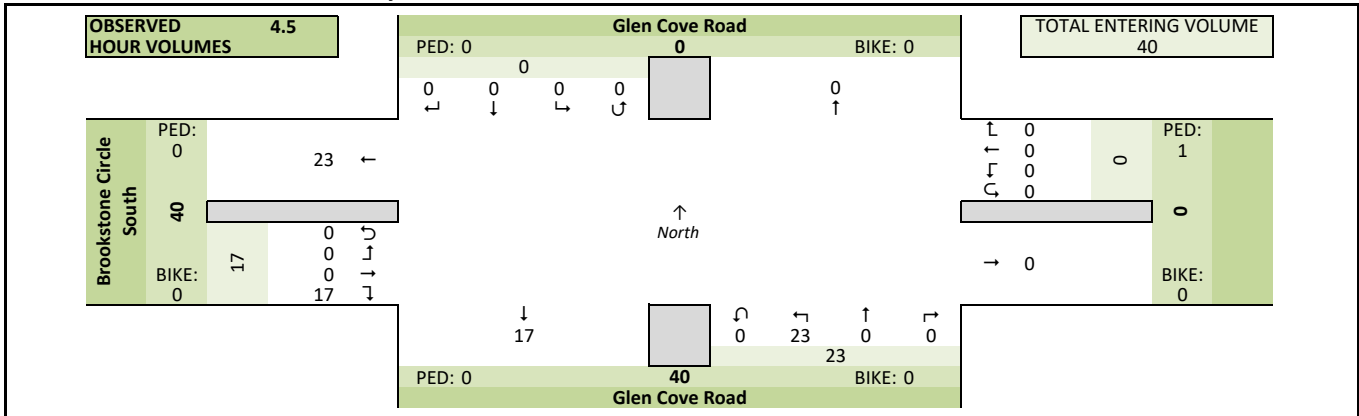
### Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	Glen Cove Road		
East Leg			
South Leg	Glen Cove Road		
West Leg	Brookstone Circle South		
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	

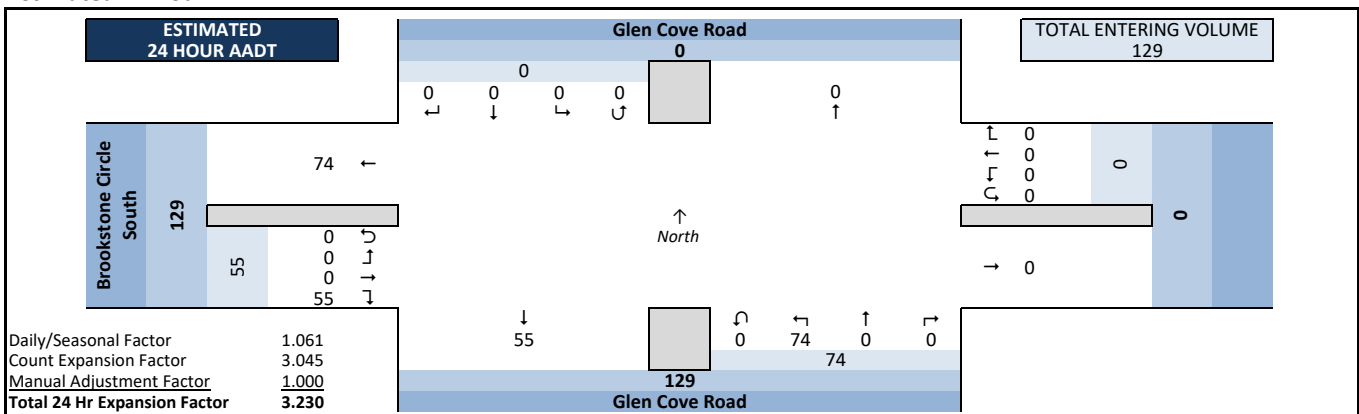
### Count Information

Hrs Counted:	06:00 AM-06:15 AM, 06:30 AM-07:15 AM, and 07:30 AM-08:45 AM		
1st Day of Count	Wednesday, February 8, 2023		Weather
AM Peak Period	Wednesday, February 8, 2023		Clear & Dry
Midday Peak Period	Wednesday, February 8, 2023		Clear & Dry
PM Peak Period	Wednesday, February 8, 2023		Clear & Dry
Calculated Peak Hours			
	AM	7:30-8:30am	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	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.061	Count Expansion Factor	3.045
Company Name	TADI, Inc.		Manual Adj.
			1.000
Observers	AM Peak Period	Jane Fait	
	Midday Peak Period	None	
	PM Peak Period	Jane Fait	
Comments	2021 DOT Daily & Seasonal Factors		

### Observed 4.5 Hour Volume Summary



### Estimated 24 Hour AADT

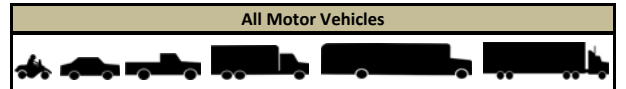


# Intersection Traffic Volume Report

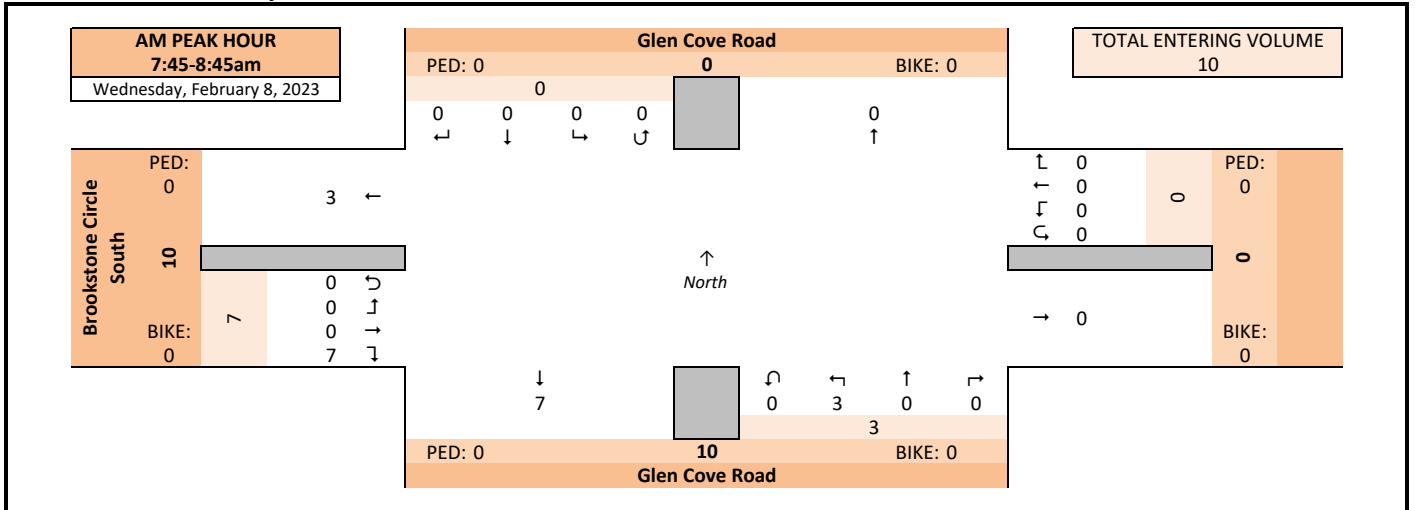
<b>Count Basics</b>		<b>Page 2 of 13</b>	
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4.5		Non-Holiday	No Special Events

## Peak Hour Volume Graphical Summary

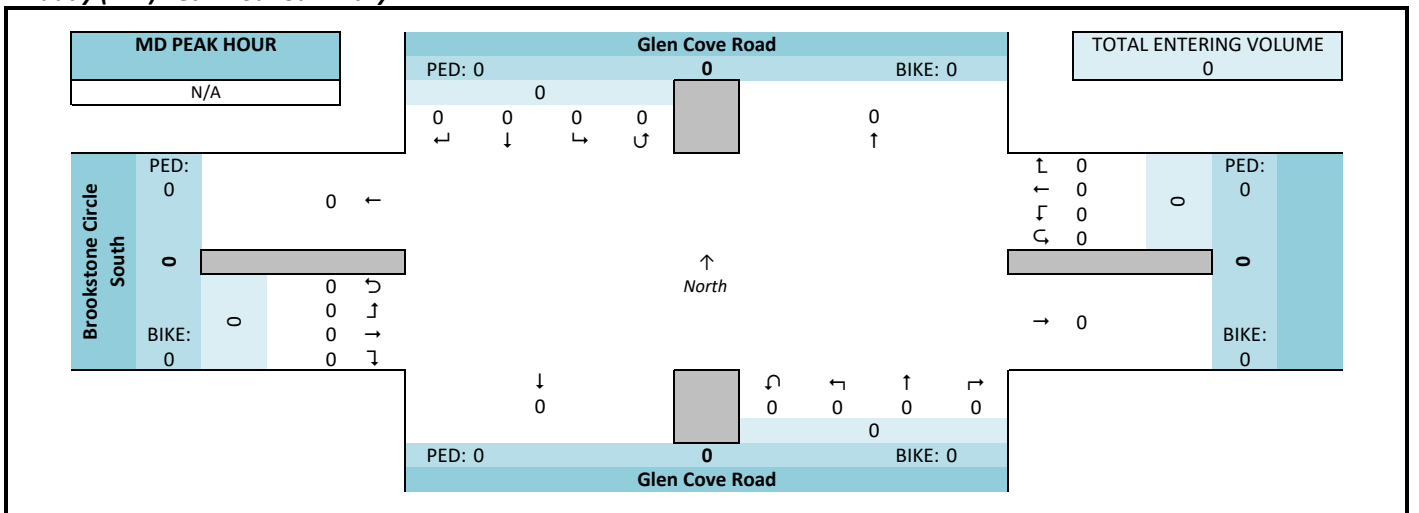
Glen Cove Road & Brookstone Circle South



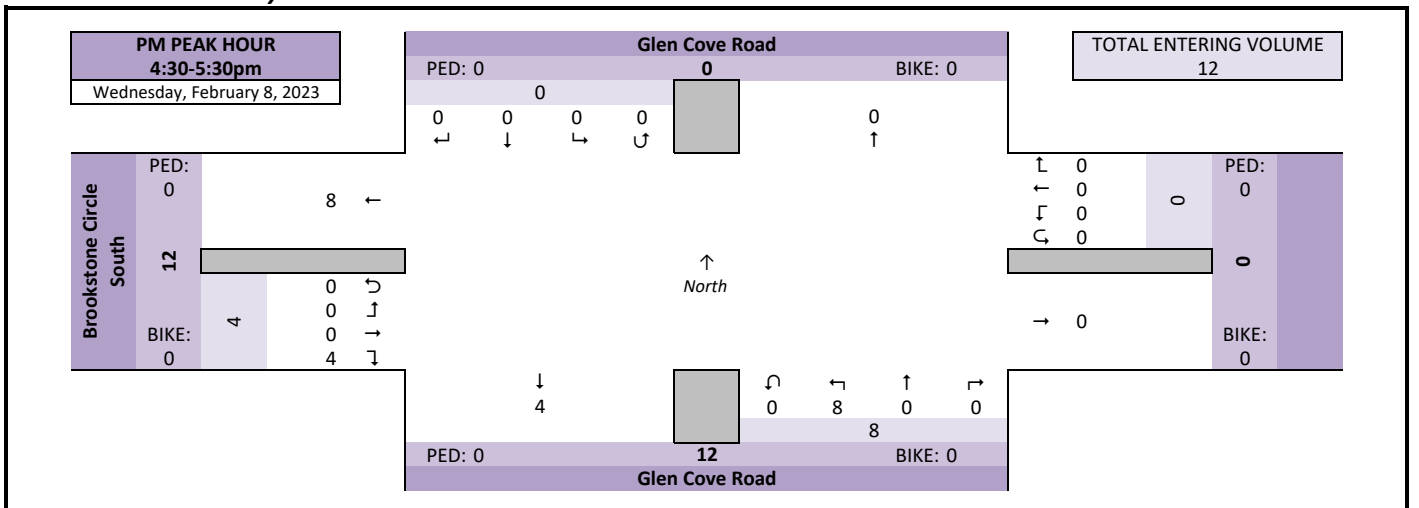
### AM Peak Hour Summary



### Midday (MD) Peak Hour Summary



### PM Peak Hour Summary

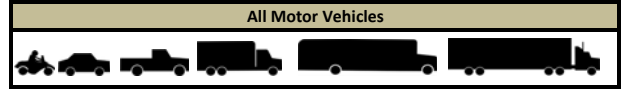


# Intersection Traffic Volume Report

<b>Count Basics</b>			<b>Page 3 of 13</b>
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

## Peak Hour Volume Summary

Glen Cove Road & Brookstone Circle South



### Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, February 8, 2023		↓ From North Glen Cove Road					← From East					↑ From South Glen Cove Road					→ From West Brookstone Circle South						
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	7	0	0	0	7	10	
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5	0	0	0	5	10	
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	14.3	10.0	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	14.3	10.0	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.75	0.58	0.00	0.00	0.00	0.58	0.83		

N/A		↓ From North Glen Cove Road					← From East					↑ From South Glen Cove Road					→ From West Brookstone Circle South						
Midday (MD) Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

Wednesday, February 8, 2023		↓ From North Glen Cove Road					← From East					↑ From South Glen Cove Road					→ From West Brookstone Circle South						
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3	
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	4	0	0	0	4	12	
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	5	0	0	0	5	15	
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.67	0.50	0.00	0.00	0.00	0.50	1.00		

### Peak Hour Pedestrian and Bicyclist Volumes

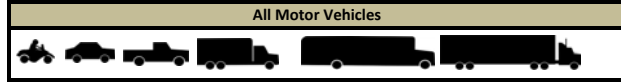
Pedestrians and Bicyclists		←→ Crossing North Approach Glen Cove Road			↕ Crossing East Approach			↕ Crossing South Approach Glen Cove Road			↕ Crossing West Approach Brookstone Circle South			Total Ped & Biker Volume
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

# Intersection Traffic Volume Report

<b>Count Basics</b>		<b>Page 4 of 13</b>	
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

## Hourly Volume Summary - Motor Vehicle Data

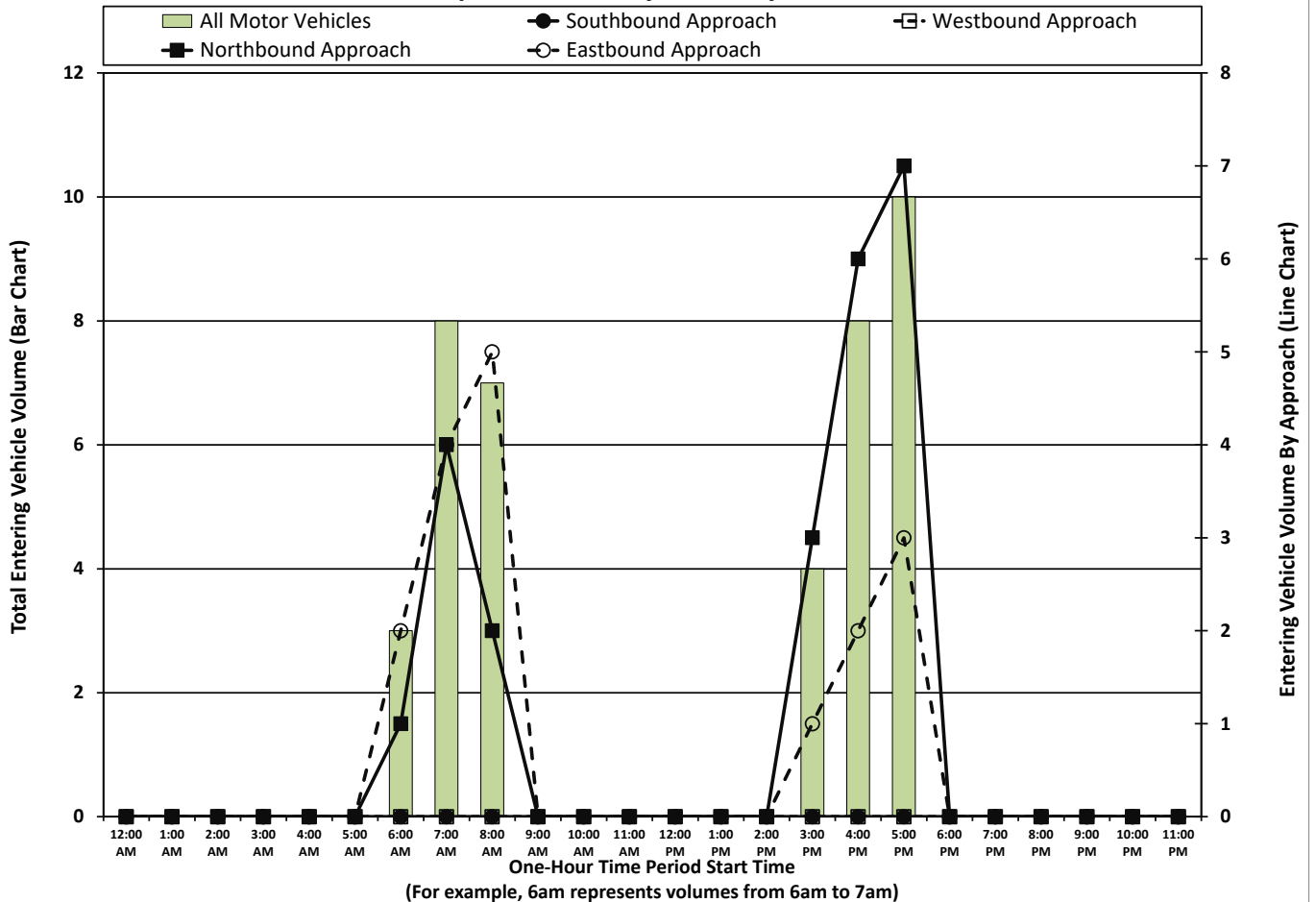
Glen Cove Road & Brookstone Circle South



### One-Hour Motor Vehicle Data

One-Hour Time Period	From North Glen Cove Road					From East					From South Glen Cove Road					From West Brookstone Circle South					Total Vehicle Volume	Directional Volume Totals		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S	
	Start Time																							
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2	3	2	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	0	0	0	0	4	8	4	4
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5	0	0	0	0	5	7	5	2
MD	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
	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	
	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	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	
	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	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	4	1	3	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	6	2	0	0	0	2	8	2	6	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	7	3	0	0	0	3	10	3	7	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	0	0	0	0	0	0	0	0	0	0	0	0	23	0	23	17	0	0	0	17	40	17	23

### Graphical Summary of Hourly Volumes

















# Intersection Traffic Volume Report

<b>Count Basics</b>			<b>Page 11 of 13</b>		
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session		
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events		

## 15-Minute Pedestrian and Bicyclist Data

Glen Cove Road & Brookstone Circle South



### 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
	Glen Cove Road			Glen Cove Road			Glen Cove Road			Brookstone Circle South				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

### 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 wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					



# Intersection Traffic Volume Report

<b>Count Basis</b>			<b>Page 13 of 13</b>
Start Date	Wednesday, February 8, 2023	Weekday	Schools In Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

## 15-Minute Bicycle Turning Movement Count (Manual Entry)

Glen Cove Road & Brookstone Circle South



### 15-Minute Bicycle Data

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

### Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North				From East				From South				From West				Total Hourly Volume
	Glen Cove Road				Brookstone Circle South				Brookstone Circle South				Glen Cove Road				
	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	
AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# Intersection Traffic Volume Report

Count Basics		Version 2022.11.2	Page 1 of 13
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

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

Major St: Elmhurst Road  
 Minor St: CTH DR - Golf Road  
 Intersection of: Elmhurst Road & CTH DR - Golf Road

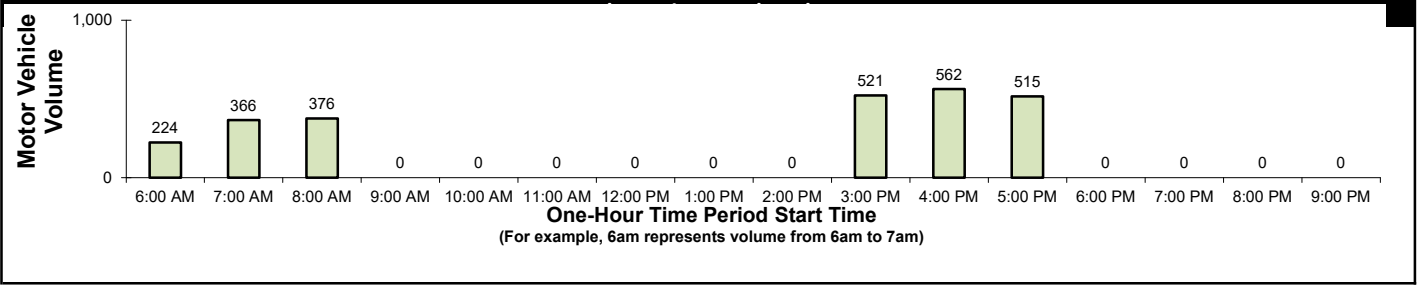
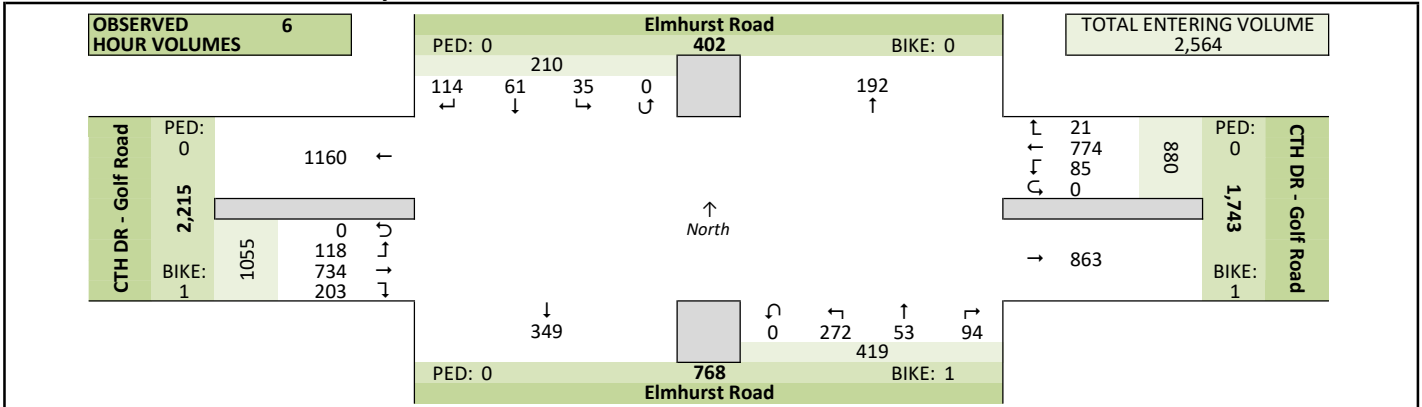
### Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names	North Direction	↑	
North Leg	Elmhurst Road		
East Leg	CTH DR - Golf Road		
South Leg	Elmhurst Road		
West Leg	CTH DR - Golf Road		
Special Considerations	Schools <b>In Session</b> Holidays <b>None</b> Special Events <b>None</b>		
Special Pedestrians Observed	Pre-school children <b>None</b> Elementry school age children <b>None</b> Visually impaired (white cane/helper dog) <b>None</b> Elderly/disabled (except wheelchairs) <b>None</b> Wheelchairs/electric scooters <b>None</b> Other (describe) <b>None</b>		

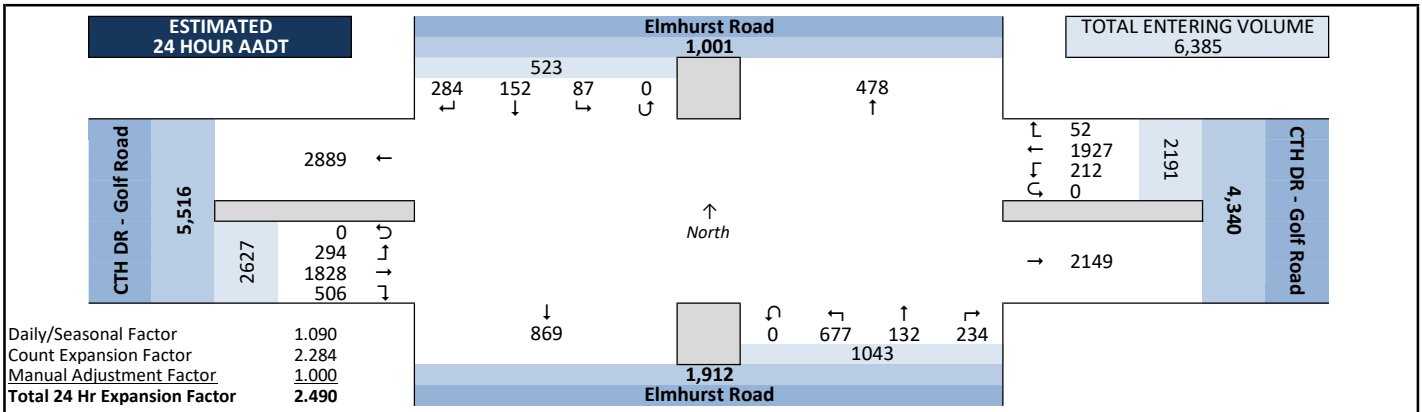
### Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Wednesday, February 8, 2023	Weather	
AM Peak Period	Wednesday, February 8, 2023	Clear & Dry	
Midday Peak Period	Thursday, February 9, 2023	Clear & Dry	
PM Peak Period	Thursday, February 9, 2023	Clear & 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	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.090	Count Expansion Factor	2.284
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period <b>Amy Scheuerlein</b> Midday Peak Period <b>None</b> PM Peak Period <b>Amy Scheuerlein</b>		
Comments	2021 DOT Daily & Seasonal Factors		

### Observed 6 Hour Volume Summary



### Estimated 24 Hour AADT

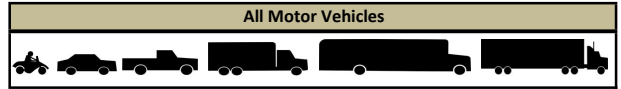


# Intersection Traffic Volume Report

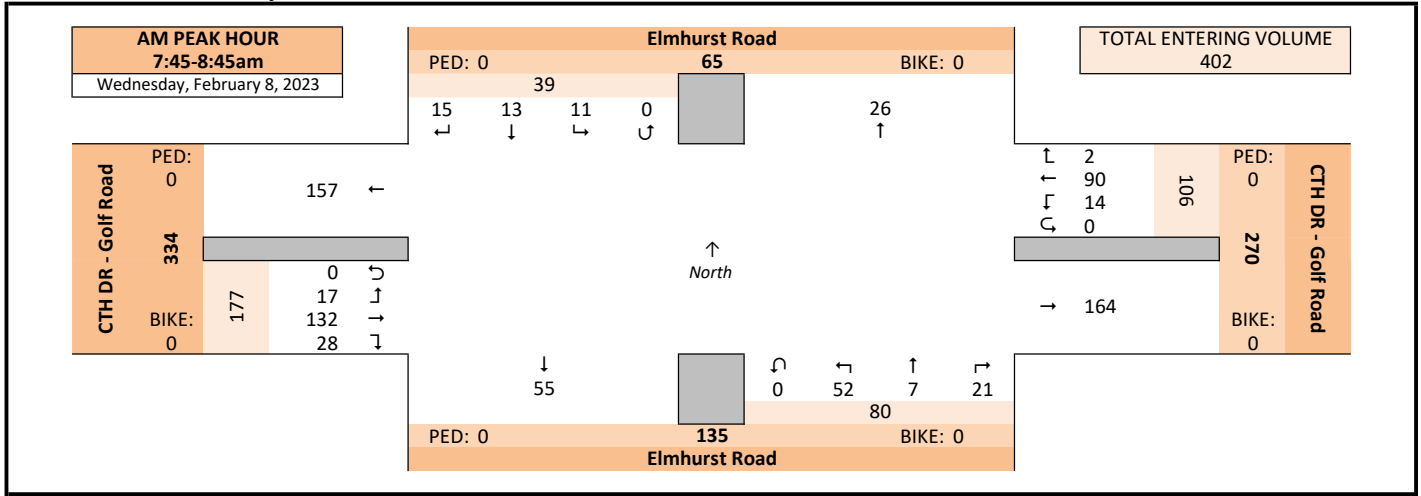
<b>Count Basics</b>		<b>Page 2 of 13</b>	
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## Peak Hour Volume Graphical Summary

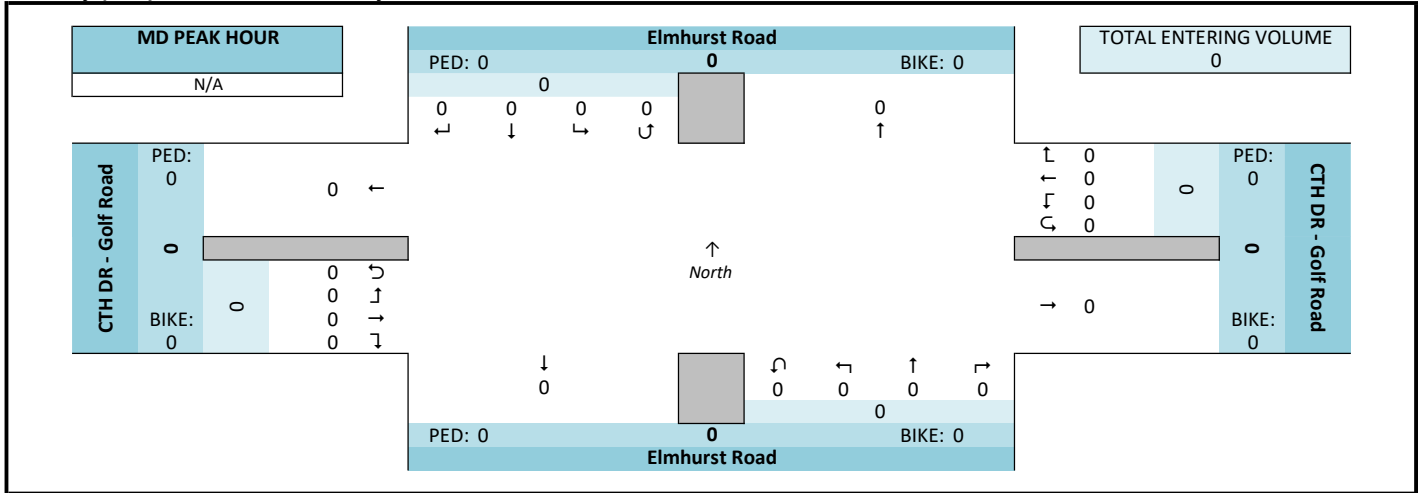
Elmhurst Road & CTH DR - Golf Road



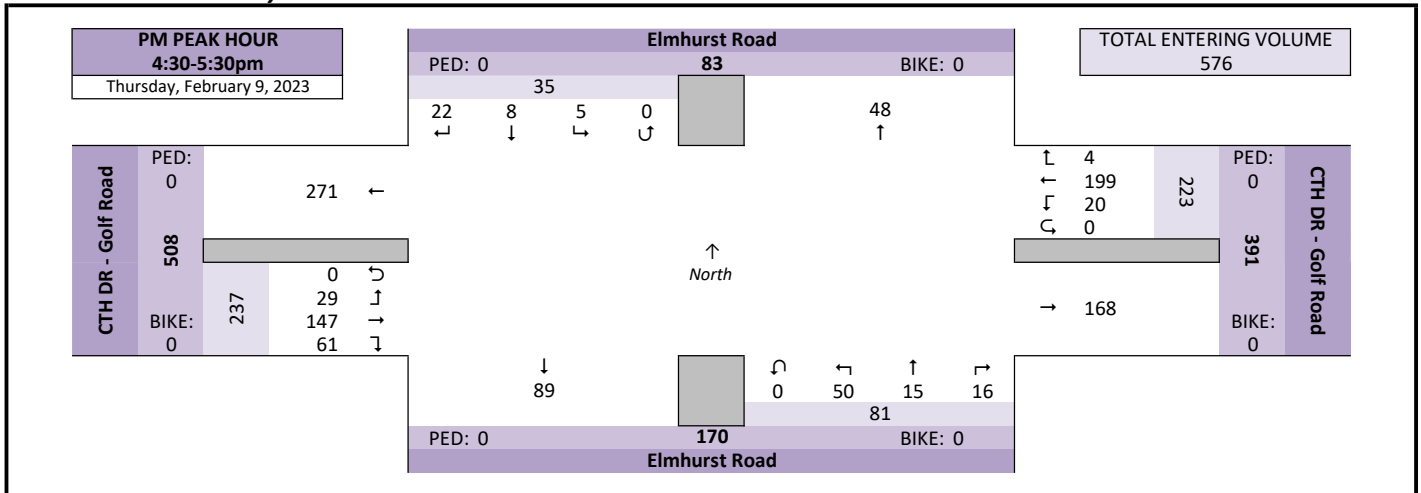
### AM Peak Hour Summary



### Midday (MD) Peak Hour Summary



### PM Peak Hour Summary



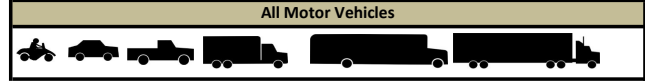


# Intersection Traffic Volume Report

<b>Count Basics</b>			<b>Page 4 of 13</b>
Start Date:	Wednesday, February 8, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## Hourly Volume Summary - Motor Vehicle Data

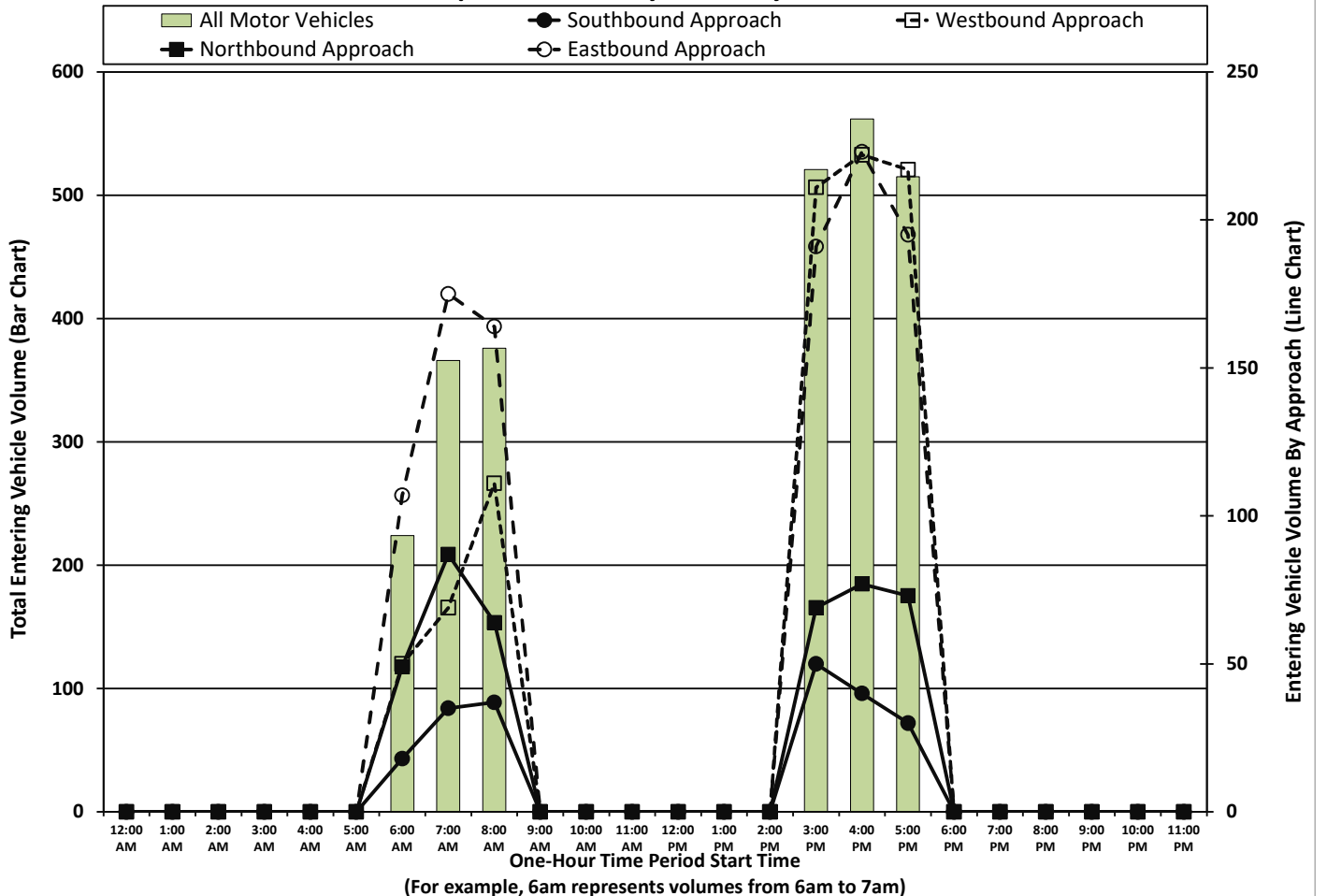
Elmhurst Road & CTH DR - Golf Road



### One-Hour Motor Vehicle Data

One-Hour Time Period	From North Elmhurst Road					From East CTH DR - Golf Road					From South Elmhurst Road					From West CTH DR - Golf Road					Total Vehicle Volume	Directional Volume Totals			
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S		
	Start Time																								
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 AM	7	7	4	0	18	0	47	3	0	50	11	6	32	0	49	24	79	4	0	107	224	157	67	
	7:00 AM	18	12	5	0	35	2	54	13	0	69	25	8	54	0	87	22	141	12	0	175	366	244	122	
	8:00 AM	18	9	10	0	37	2	97	12	0	111	17	7	40	0	64	26	120	18	0	164	376	275	101	
MD	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	33	11	6	0	50	5	188	18	0	211	15	10	44	0	69	31	134	26	0	191	521	402	119	
	4:00 PM	25	12	3	0	40	7	195	20	0	222	11	12	54	0	77	47	137	39	0	223	562	445	117	
	5:00 PM	13	10	7	0	30	5	193	19	0	217	15	10	48	0	73	53	123	19	0	195	515	412	103	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	114	61	35	0	210	21	774	85	0	880	94	53	272	0	419	203	734	118	0	1055	2564	1935	629	

### Graphical Summary of Hourly Volumes



# Intersection Traffic Volume Report

## 15-Minute Motor Vehicle Data

Elmhurst Road & CTH DR - Golf Road



### 15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF		
	Elmhurst Road					CTH DR - Golf Road					Elmhurst Road					CTH DR - Golf Road									
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00 AM	1	1	0	0	2	2	8	0	0	8	2	0	0	2	7	6	13	1	0	20	37		224	0.74	
6:15 AM	2	2	0	0	4	0	14	0	0	14	3	2	5	0	10	4	14	0	0	18	46		263	0.87	
6:30 AM	3	2	3	0	8	0	14	1	0	15	1	0	5	0	6	5	30	1	0	36	65		301	0.90	
6:45 AM	1	2	1	0	4	0	11	2	0	13	5	4	17	0	26	9	22	2	0	33	76		317	0.94	
7:00 AM	5	4	0	0	9	0	4	2	0	6	9	2	7	0	18	5	34	4	0	43	76		366	0.73	
7:15 AM	7	2	0	0	9	1	11	6	0	18	5	2	9	0	16	3	37	1	0	41	84		385	0.77	
7:30 AM	5	2	3	0	10	0	14	0	0	14	3	2	15	0	20	8	25	4	0	37	81		390	0.78	
7:45 AM	1	4	2	0	7	1	25	5	0	31	8	2	23	0	33	6	45	3	0	54	125		402	0.80	
8:00 AM	5	1	3	0	9	0	22	7	0	29	8	1	10	0	19	6	27	5	0	38	95		376	0.95	
8:15 AM	4	2	3	0	9	1	19	1	0	21	5	1	11	0	17	10	28	4	0	42	89				
8:30 AM	5	6	3	0	14	0	24	1	0	25	0	3	8	0	11	6	32	5	0	43	93				
8:45 AM	4	0	1	0	5	1	32	3	0	36	4	2	11	0	17	4	33	4	0	41	99				
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	11	5	4	0	20	0	47	6	0	53	5	3	11	0	19	9	25	6	0	40	132		521	0.96	
3:15 PM	6	2	0	0	8	3	39	5	0	47	3	2	10	0	15	8	38	6	0	52	122		537	0.91	
3:30 PM	6	3	0	0	9	0	53	5	0	58	3	1	6	0	10	3	41	10	0	54	131		547	0.92	
3:45 PM	10	1	2	0	13	2	49	2	0	53	4	4	17	0	25	11	30	4	0	45	136		548	0.93	
4:00 PM	7	3	1	0	11	2	49	8	0	66	2	3	12	0	17	14	30	10	0	54	148		562	0.94	
4:15 PM	4	5	1	0	10	3	55	4	0	66	1	2	17	0	20	5	36	14	0	55	132		560	0.93	
4:30 PM	5	2	1	0	8	1	57	2	0	60	5	3	12	0	20	12	27	5	0	44	132		576	0.96	
4:45 PM	9	2	0	0	11	0	42	7	0	49	3	4	13	0	20	16	44	10	0	70	150		558	0.93	
5:00 PM	6	2	1	0	9	3	52	6	0	61	8	3	8	0	19	17	34	6	0	57	146		515	0.87	
5:15 PM	2	2	3	0	7	0	48	5	0	55	0	5	17	0	22	16	42	8	0	66	148				
5:30 PM	2	4	3	0	9	2	45	5	0	52	5	1	13	0	19	13	19	2	0	34	114				
5:45 PM	3	2	0	0	5	0	48	3																	

# Intersection Traffic Volume Report

Count Basics Page 6 of 13  
 Start Date: Wednesday, February 8, 2023 Weekday Schools in Session  
 Total Number of Hours Counted: 6 Non-Holiday No Special Events

## 15-Minute Automobile Data

Elmhurst Road & CTH DR - Golf Road



### 15-Minute Automobile Data

15-Minute Time Period Start Time	From North Elmhurst Road					From East CTH DR - Golf Road					From South Elmhurst Road					From West CTH DR - Golf Road					15-Min Totals	Hourly Sum		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
<b>Totals</b>	108	57	33	0	198	19	761	83	0	863	92	52	270	0	414	201	730	110	0	1041	2516			

### Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	From North Elmhurst Road					From East CTH DR - Golf Road					From South Elmhurst Road					From West CTH DR - Golf Road					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:45 AM	14	13	11	0	38	1	83	14	0	98	21	7	52	0	80	27	132	12	0	171	387
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	21	7	4	0	32	4	199	19	0	222	16	15	50	0	81	61	147	29	0	237	572







Intersection Traffic Volume Report

Count Basics Page 9 of 13  
 Start Date: Wednesday, February 8, 2023  
 Weekday Schools in Session  
 Total Number of Hours Counted: 6 Non-Holiday No Special Events

15-Minute Heavy Vehicle Data

Elmhurst Road & CTH DR - Golf Road



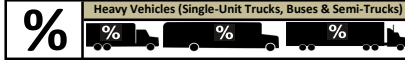
15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North Elmhurst Road					From East CTH DR - Golf Road					From South Elmhurst Road					From West CTH DR - Golf Road					15-Min Totals	Hourly Sum	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	7
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	9
6:30 AM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	5	9	
6:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	6	9	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	0	0	0	2	3	11	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	1	2	4	15	
7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	2	0	2	4	16	16	
8:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	1	0	0	1	5	2	16	
8:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	4	
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	2	0	3	4	5	10	
8:45 AM	1	0	0	0	1	1	2	0	0	3	0	1	0	1	0	0	0	0	0	0	5	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	6	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
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	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
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	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	10		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
3:30 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	1	0	1	0	0	1	4	9		
3:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	3	6	4		
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	5		
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	4		
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3		
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	2		
5:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
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																		

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Elmhurst Road & CTH DR - Golf Road



15-Minute Heavy Vehicle Percentages

15-Minute Time Period	From North					From East					From South					From West					Total Heavy Vehicle Percent	
	Elmhurst Road					CTH DR - Golf Road					Elmhurst Road					CTH DR - Golf Road						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	5.0	2.7	3.1
6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
6:30 AM	33.3	100.0	0.0	0.0	37.5	0.0	7.1	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	2.8	7.7	3.0
6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	1.3	1.9	1.9
7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	5.6	20.0	2.9	0.0	0.0	0.0	4.7	3.9	2.5
7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	5.0	0.0	25.0	0.0	0.0	0.0	2.7	2.5	3.3
7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	3.7	3.2	3.7
8:00 AM	20.0	0.0	0.0	0.0	11.1	0.0	13.6	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	2.6	5.3	4.3
8:15 AM	0.0	0.0	0.0	0.0	0.0	100.0	5.3	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0
8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	4.0	0.0	0.0	0.0	0.0	16.7	0.0	40.0	0.0	7.0	4.3	0.0	0.0
8:45 AM	25.0	0.0	0.0	0.0	20.0	100.0	6.3	0.0	0.0	8.3	0.0	9.1	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1
9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	9.1	20.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	2.5	2.3	1.9
3:15 PM	0.0	0.0	0.0</																			

Intersection Traffic Volume Report

<b>Count Basis</b>	Wednesday, February 8, 2023	Weekday	Page 11 of 13
Start Date:	Wednesday, February 8, 2023	Schools in Session	
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Elmhurst Road & CTH DR - Golf Road



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing North Approach ←→			Crossing East Approach ↑↓			Crossing South Approach ←→			Crossing West Approach ↑↓			15-Min Totals	Hourly Sum
	Elmhurst Road			CTH DR - Golf Road			Elmhurst Road			CTH DR - Golf Road				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	1	1	0	0	0	1	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	1	1	0	0	0	0	1	1	2	2	2
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
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	1	1	0	1	1	0	1	1	3	3

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**

**15-Minute Bicycle Turning Movement Count (Manual Entry)**

Elmhurst Road & CTH DR - Golf Road



**15-Minute Bicycle Data**

15-Minute Time Period Start Time	From North Elmhurst Road					From East CTH DR - Golf Road					From South Elmhurst Road					From West CTH DR - Golf Road					15-Min Totals	Hourly Sum					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total							
	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0
<b>Totals</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Peak Hour Bicycle Turning Movement Volume Summary**

Hourly Time Period Start Time	From North Elmhurst Road					From East CTH DR - Golf Road					From South Elmhurst Road					From West CTH DR - Golf Road					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# Intersection Traffic Volume Report

Count Basics		Version 2022.11.2	Page 1 of 13
Start Date:	Thursday, February 9, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

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

Major St: Elmhurst Road  
 Minor St: Golf Ridge North Road  
 Intersection of: Elmhurst Road & Golf Ridge North Road

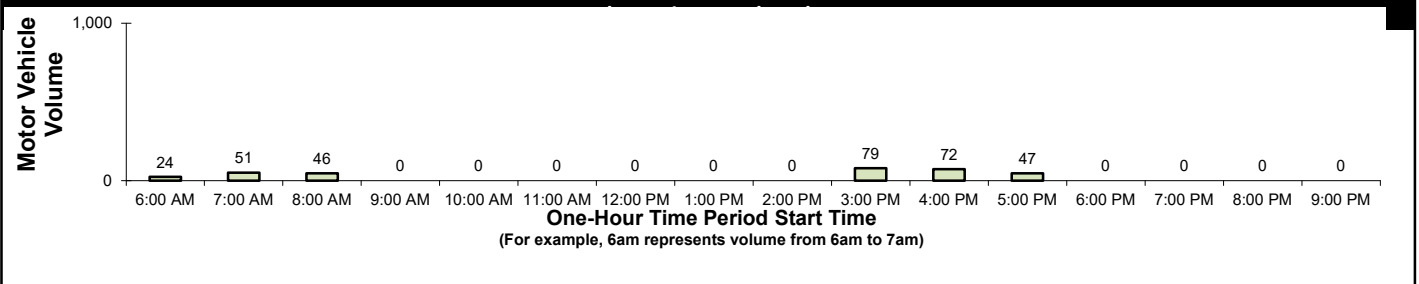
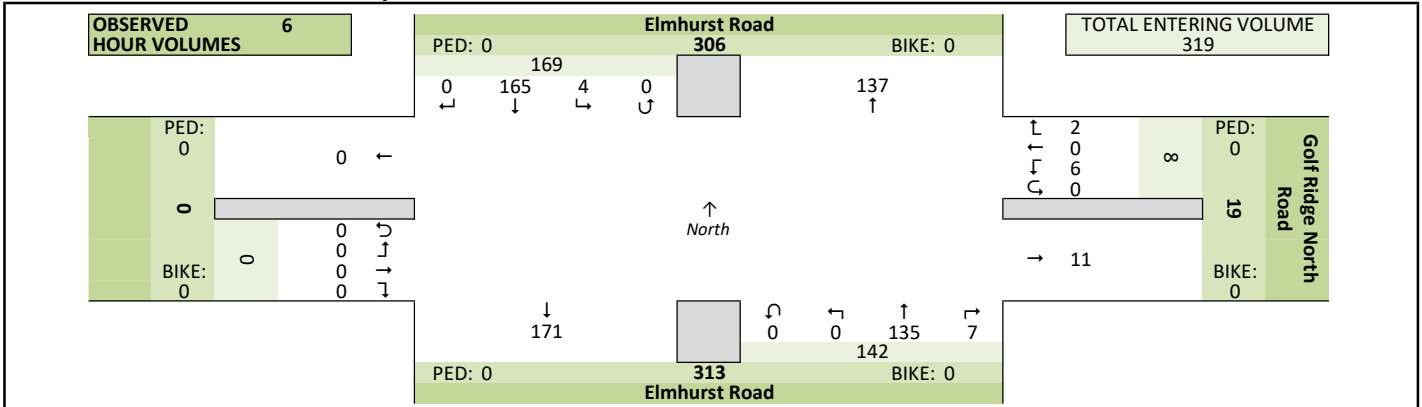
### Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Elmhurst Road		
East Leg	Golf Ridge North Road		
South Leg	Elmhurst Road		
West Leg			
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)		None	None

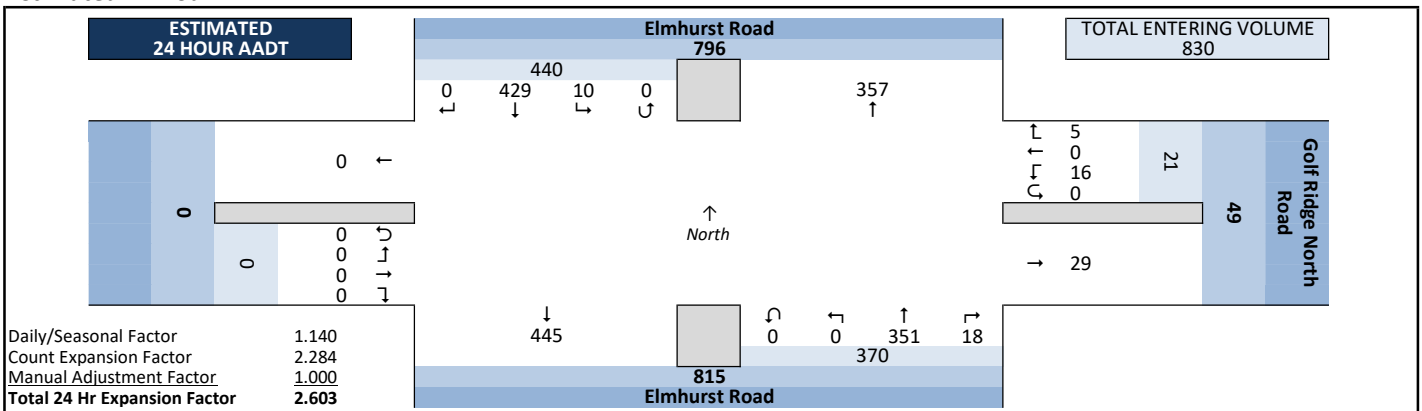
### Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Thursday, February 9, 2023		Weather
AM Peak Period	Thursday, February 9, 2023		Clear & Dry
Midday Peak Period	Thursday, February 9, 2023		Clear & Dry
PM Peak Period	Monday, February 13, 2023		Clear & Dry
Calculated Peak Hours			
	AM	7:00-8:00am MD	PM 3:00-4:00pm
Peak Hours Selected for Analysis			
	AM	7:45-8:45am MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.140	Count Expansion Factor	2.284
Company Name	TADI, Inc.		Manual Adj. 1.000
Observers	AM Peak Period	Jane Fait	
	Midday Peak Period	None	
	PM Peak Period	Jane Fait	
Comments	2021 DOT Daily & Seasonal Factors		

### Observed 6 Hour Volume Summary



### Estimated 24 Hour AADT

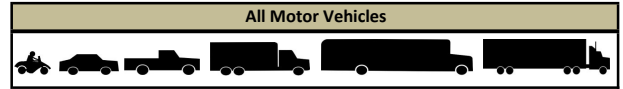


# Intersection Traffic Volume Report

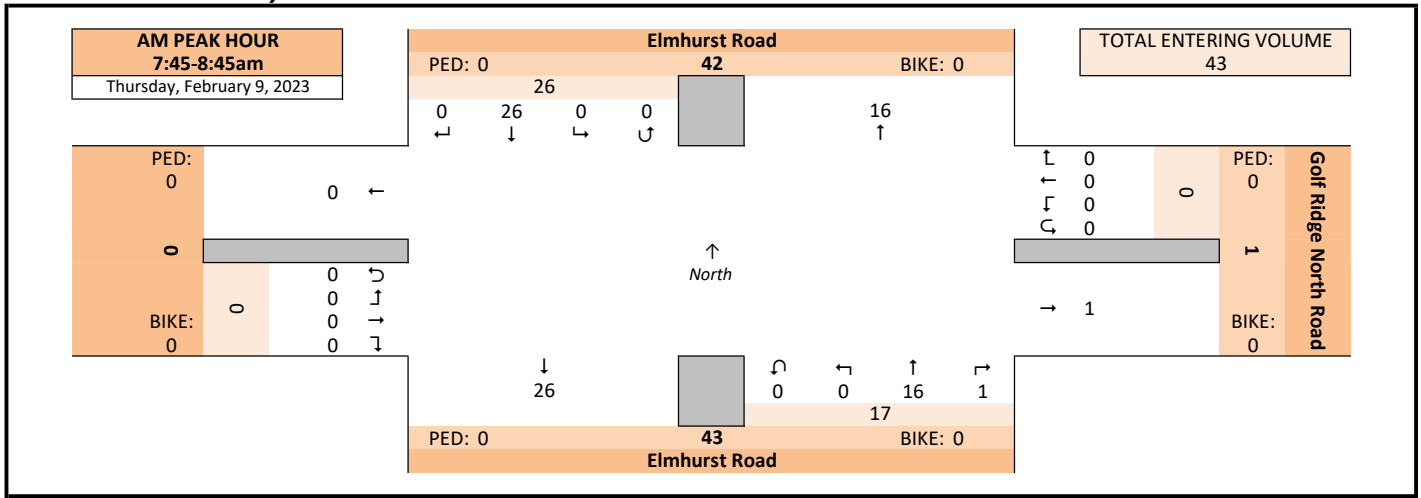
<b>Count Basics</b>	Thursday, February 9, 2023		Weekday	Schools in Session
Total Number of Hours Counted:	6		Non-Holiday	No Special Events

## Peak Hour Volume Graphical Summary

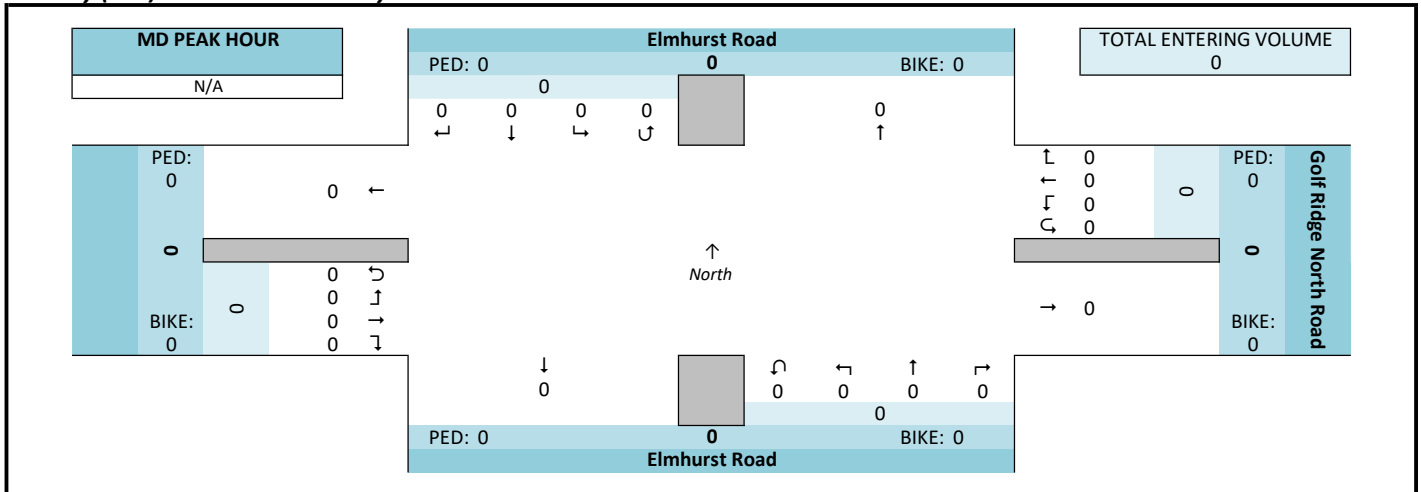
Elmhurst Road & Golf Ridge North Road



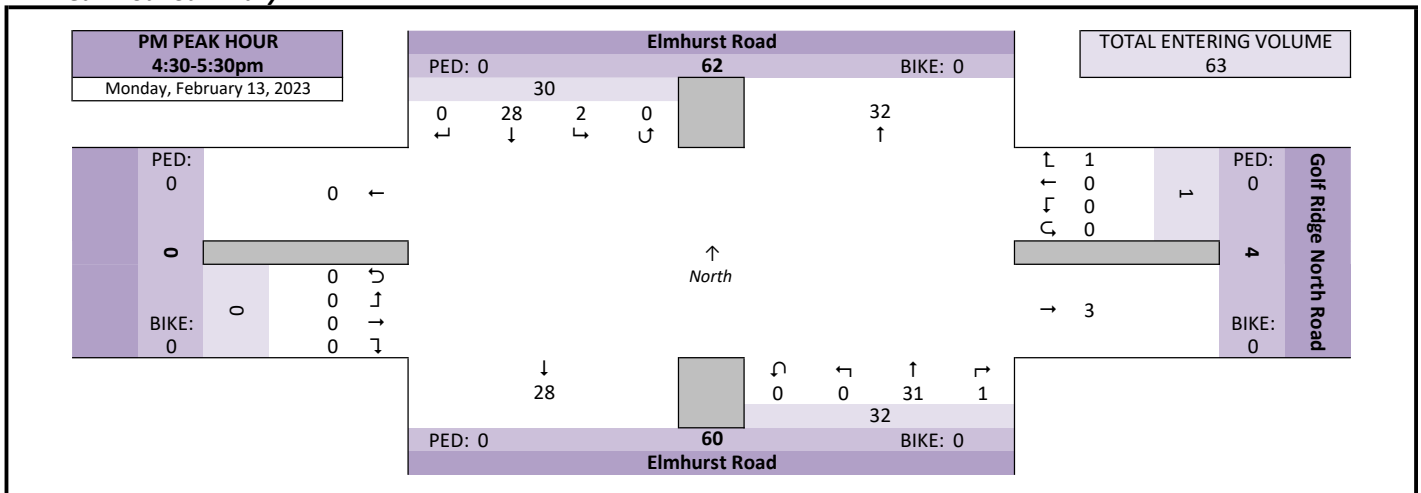
### AM Peak Hour Summary



### Midday (MD) Peak Hour Summary



### PM Peak Hour Summary





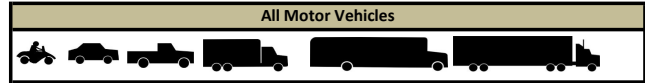


# Intersection Traffic Volume Report

<b>Count Basics</b>			<b>Page 4 of 13</b>
Start Date:	Thursday, February 9, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## Hourly Volume Summary - Motor Vehicle Data

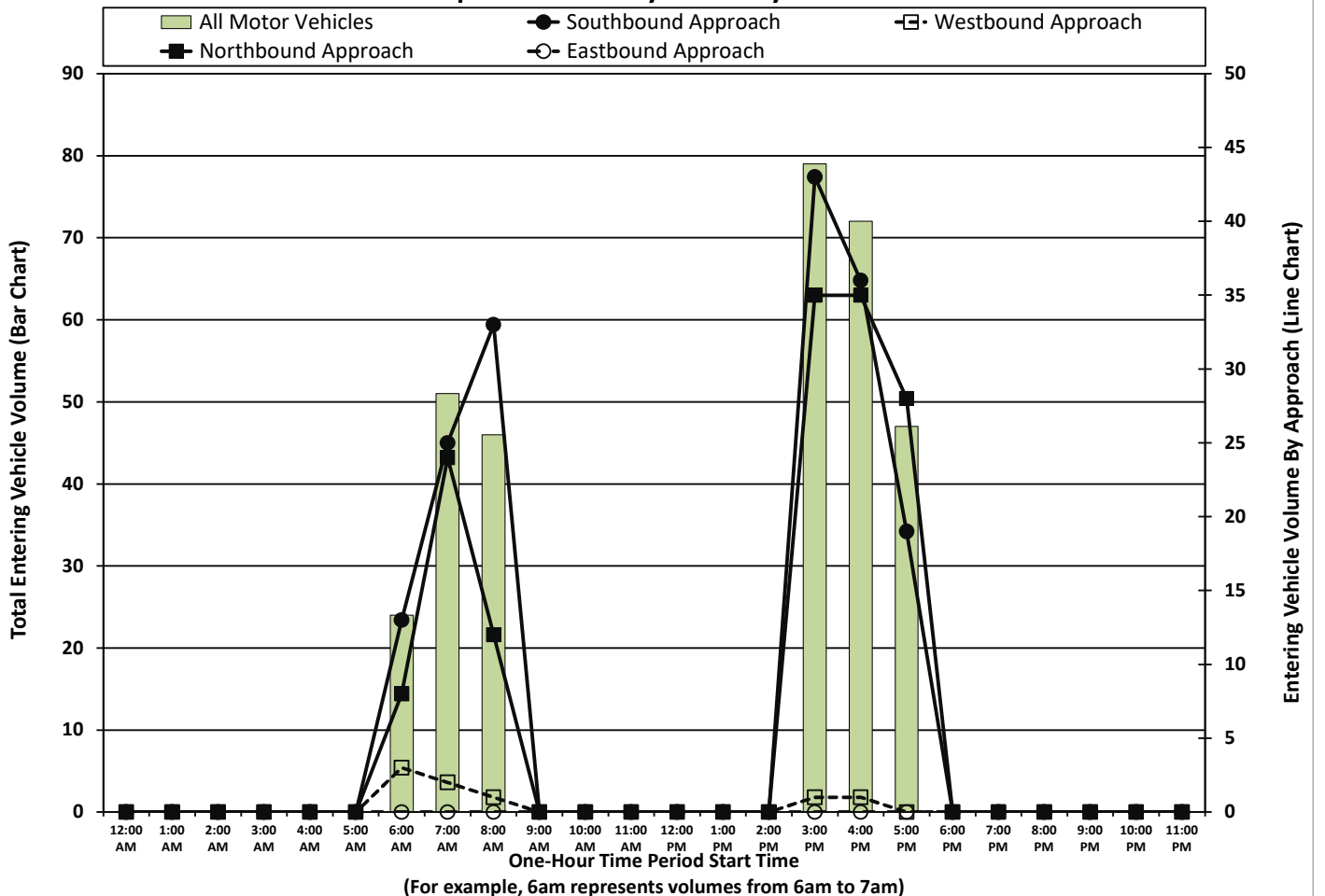
Elmhurst Road & Golf Ridge North Road



### One-Hour Motor Vehicle Data

One-Hour Time Period	From North Elmhurst Road					From East Golf Ridge North Road					From South Elmhurst Road					From West					Total Vehicle Volume	Directional Volume Totals	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
	Start Time																						
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 AM	0	13	0	0	13	0	0	3	0	3	0	8	0	0	8	0	0	0	0	0	24	3
	7:00 AM	0	25	0	0	25	0	0	2	0	2	1	23	0	0	24	0	0	0	0	0	51	2
	8:00 AM	0	33	0	0	33	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	46	1
MD	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 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	
	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	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
	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
	3:00 PM	0	42	1	0	43	0	0	1	0	1	1	34	0	0	35	0	0	0	0	0	79	1
	4:00 PM	0	35	1	0	36	1	0	0	0	1	2	33	0	0	35	0	0	0	0	0	72	1
	5:00 PM	0	17	2	0	19	0	0	0	0	0	3	25	0	0	28	0	0	0	0	0	47	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
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals	0	165	4	0	169	2	0	6	0	8	7	135	0	0	142	0	0	0	0	0	319	8

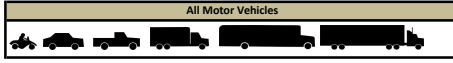
### Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Elmhurst Road & Golf Ridge North Road



15-Minute Motor Vehicle Data

Table with 23 columns: 15-Minute Time Period, From North (Right, Thru, Left, U-Tn, Total), From East (Thru, Left, U-Tn, Total), From South (Right, Thru, Left, U-Tn, Total), From West (Right, Thru, Left, U-Tn, Total), 15-Min Totals, Hourly Sum, PHF. Rows include Pre-AM Peak Period (12:00 AM-5:45 AM), AM Peak Period (6:00 AM-9:45 AM), Midday Peak Period (10:00 AM-1:45 PM), and Post-PM Peak Period (2:00 PM-11:45 PM). Totals row shows 165, 41, 169, 2, 0, 6, 0, 0, 8, 7, 135, 0, 0, 142, 0, 0, 0, 0, 0, 319.

Peak Hour All Vehicle Volume Summary

Table with 15 columns: Hourly Time Period, From North (Right, Thru, Left, U-Tn, Total), From East (Right, Thru, Left, U-Tn, Total), From South (Right, Thru, Left, U-Tn, Total), From West (Right, Thru, Left, U-Tn, Total), Total Volume, PHF. Rows: AM 7:45 AM (26, 0, 0, 0, 26, 0, 0, 0, 0, 0, 1, 16, 0, 0, 0, 17, 0, 0, 0, 0, 43, 0.90), MD 12:00 PM (0, 0), PM 4:30 PM (0, 28, 2, 0, 30, 1, 0, 0, 0, 0, 1, 1, 31, 0, 0, 32, 0, 0, 0, 0, 63, 0.56).







# Intersection Traffic Volume Report

## 15-Minute Heavy Vehicle Data

Elmhurst Road & Golf Ridge North Road



### 15-Minute Heavy Vehicle Data

15-Minute Time Period	From North Elmhurst Road					From East Golf Ridge North Road					From South Elmhurst Road					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		
Pre-AM Peak Period																						
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Period																						
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period																						
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
PM Peak Period																						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0</																		



# Intersection Traffic Volume Report

## 15-Minute Pedestrian and Bicyclist Data

Elmhurst Road & Golf Ridge North Road



### 15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Elmhurst Road			Golf Ridge North Road			Elmhurst Road			Elmhurst Road				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 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

<b>Count Basics</b>		<b>Version 2022.11.2</b>		<b>Page 1 of 13</b>	
Start Date:	Thursday, February 9, 2023	Weekday		Schools in Session	
Total Number of Hours Counted:	6	Non-Holiday		No Special Events	

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

**Major St:** Elmhurst Road  
**Minor St:** Golf Ridge South Road  
**Intersection of:** Elmhurst Road & Golf Ridge South Road

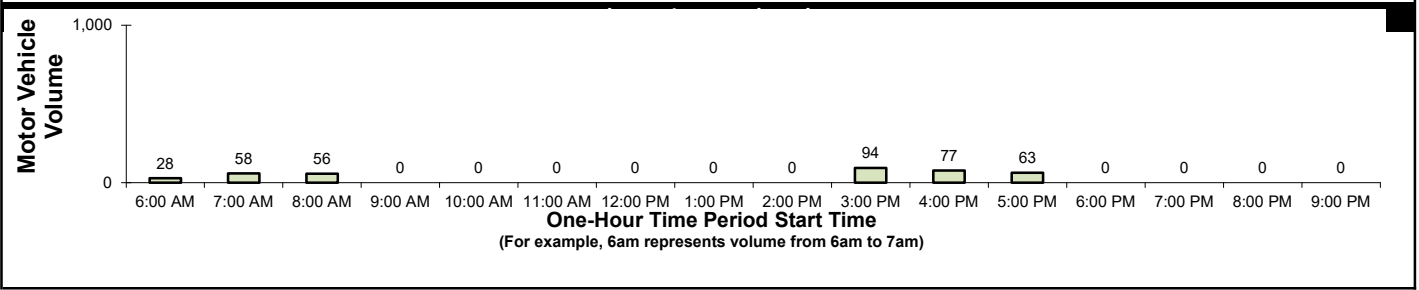
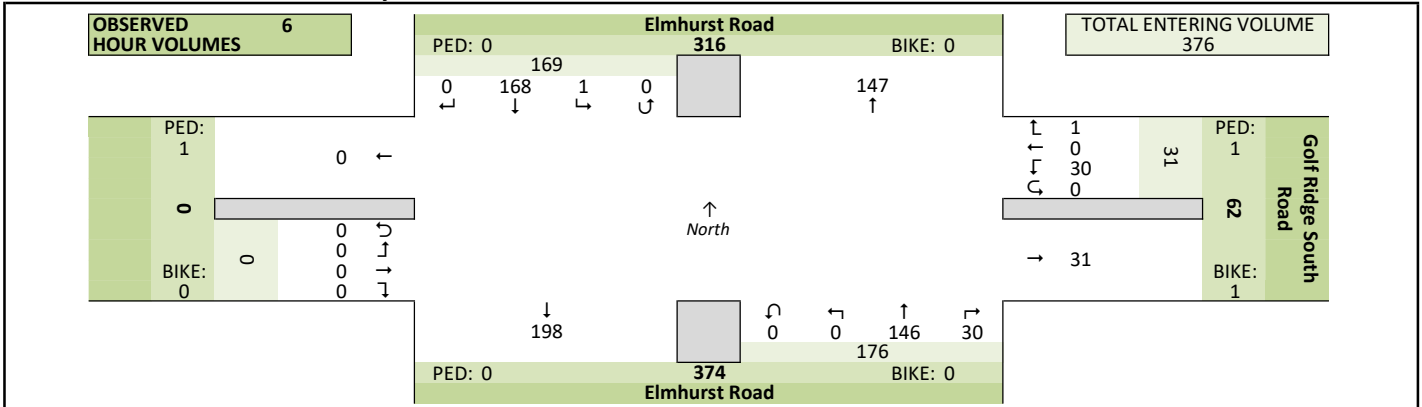
### Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Elmhurst Road		
East Leg	Golf Ridge South Road		
South Leg	Elmhurst Road		
West Leg			
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)		None	None

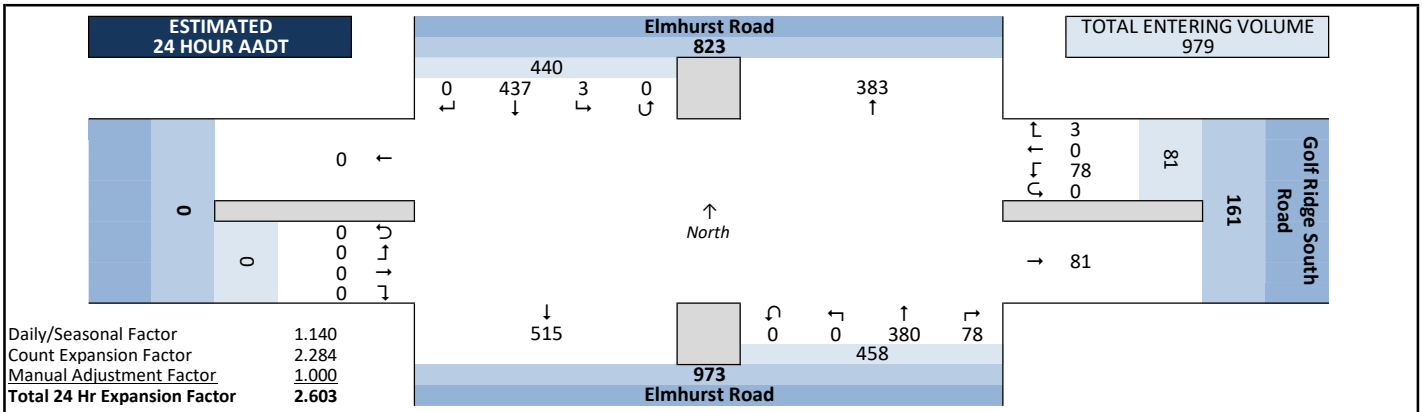
### Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Thursday, February 9, 2023		Weather
AM Peak Period	Thursday, February 9, 2023		Clear & Dry
Midday Peak Period	Thursday, February 9, 2023		Clear & Dry
PM Peak Period	Monday, February 13, 2023		Clear & Dry
Calculated Peak Hours			
	AM	6:45-7:45am MD	PM 3:00-4:00pm
Peak Hours Selected for Analysis			
	AM	7:45-8:45am MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.140	Count Expansion Factor	2.284
Company Name	TADI, Inc.		Manual Adj. 1.000
Observers	AM Peak Period	Wendy Picard	
	Midday Peak Period	None	
	PM Peak Period	Wendy Picard	
Comments	2021 DOT Daily & Seasonal Factors		

### Observed 6 Hour Volume Summary



### Estimated 24 Hour AADT

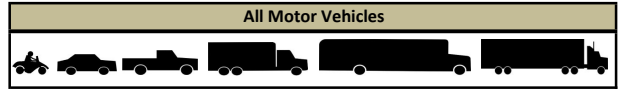


# Intersection Traffic Volume Report

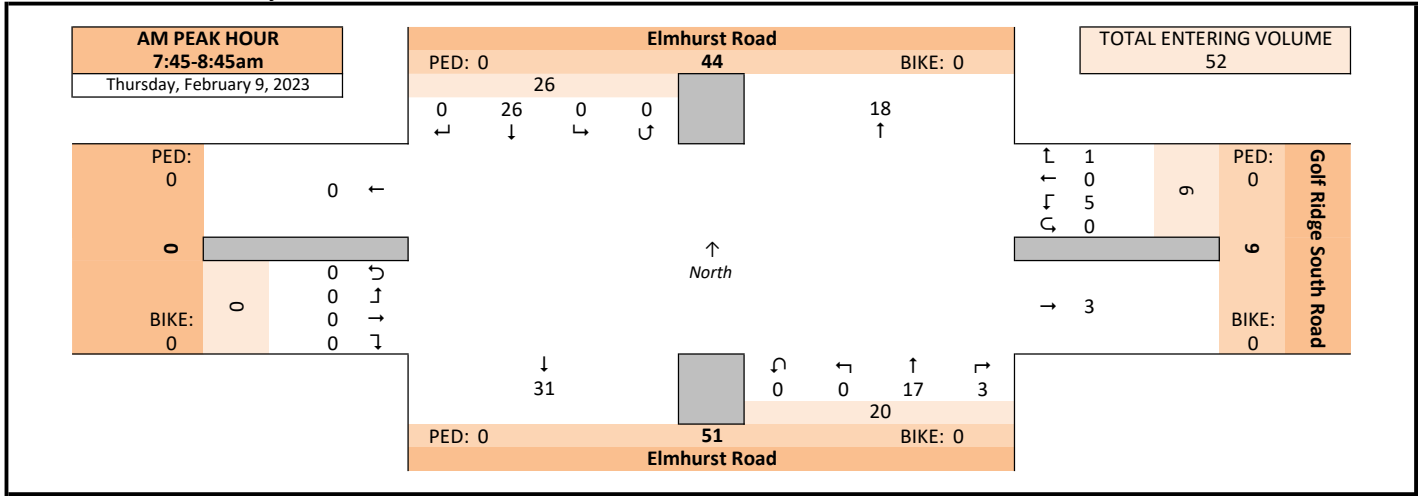
Count Basics		Page 2 of 13	
Start Date:	Thursday, February 9, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## Peak Hour Volume Graphical Summary

Elmhurst Road & Golf Ridge South Road



### AM Peak Hour Summary



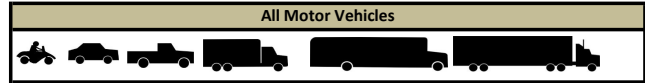


# Intersection Traffic Volume Report

<b>Count Basics</b>			Page 4 of 13
Start Date:	Thursday, February 9, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## Hourly Volume Summary - Motor Vehicle Data

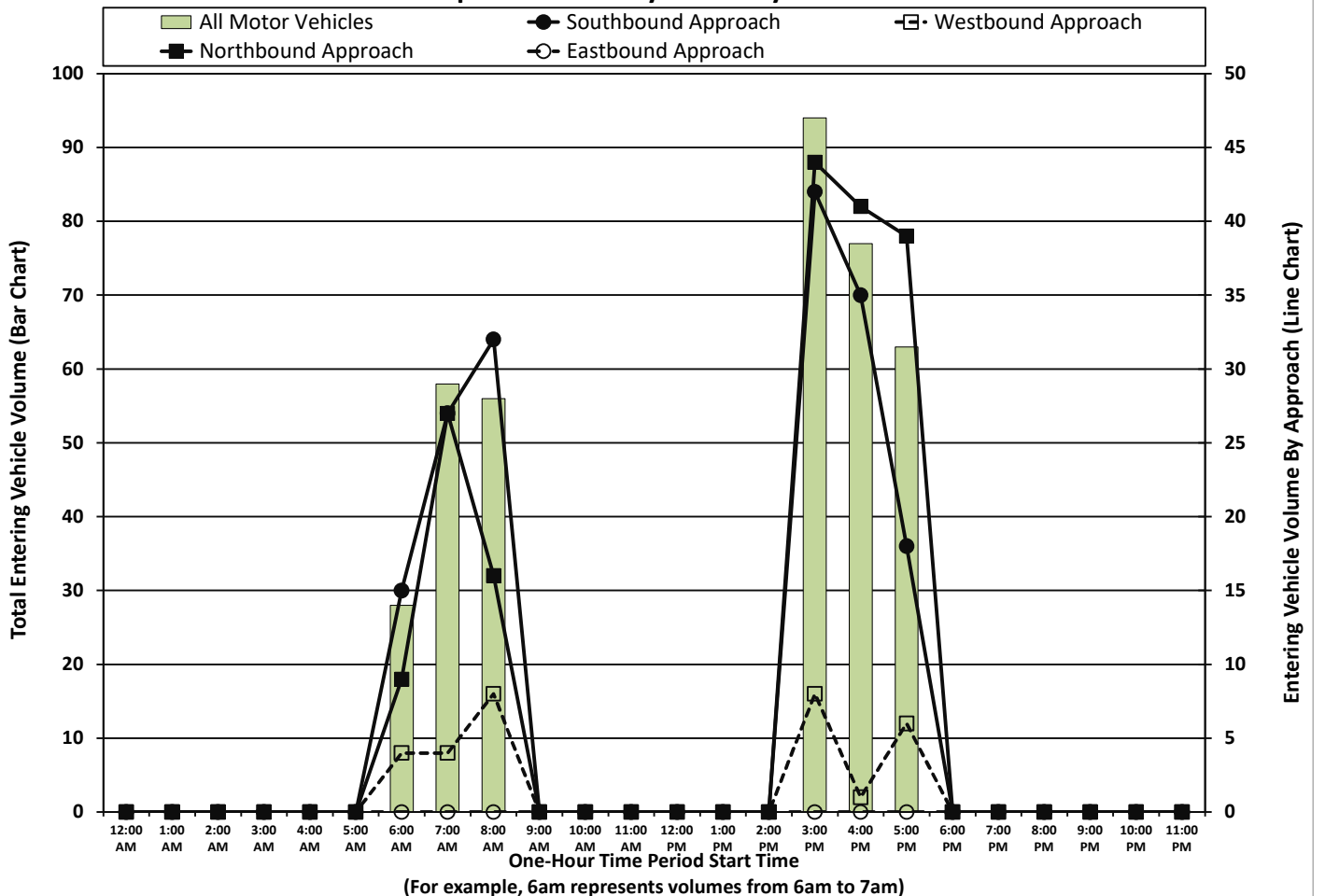
Elmhurst Road & Golf Ridge South Road



### One-Hour Motor Vehicle Data

One-Hour Time Period	From North Elmhurst Road					From East Golf Ridge South Road					From South Elmhurst Road					From West					Total Vehicle Volume	Directional Volume Totals	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
	Start Time																						
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 AM	0	15	0	0	15	0	0	4	0	4	1	8	0	0	9	0	0	0	0	0	0	28
	7:00 AM	0	27	0	0	27	1	0	3	0	4	3	24	0	0	27	0	0	0	0	0	0	58
	8:00 AM	0	32	0	0	32	0	0	8	0	8	3	13	0	0	16	0	0	0	0	0	0	56
MD	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 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	
	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	1:00 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	
	3:00 PM	0	41	1	0	42	0	0	8	0	8	9	35	0	0	44	0	0	0	0	0	0	94
	4:00 PM	0	35	0	0	35	0	0	1	0	1	6	35	0	0	41	0	0	0	0	0	0	77
	5:00 PM	0	18	0	0	18	0	0	6	0	6	8	31	0	0	39	0	0	0	0	0	0	63
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Totals</b>		0	168	1	0	169	1	0	30	0	31	30	146	0	0	176	0	0	0	0	0	0	376

### Graphical Summary of Hourly Volumes













# Intersection Traffic Volume Report

## 15-Minute Heavy Vehicle Data

Elmhurst Road & Golf Ridge South Road



### 15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North Elmhurst Road					From East Golf Ridge South Road					From South Elmhurst Road					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						
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	2
6:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
3:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	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	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0																					



# Intersection Traffic Volume Report

## 15-Minute Pedestrian and Bicyclist Data

Elmhurst Road & Golf Ridge South Road



### 15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Elmhurst Road			Golf Ridge South Road			Elmhurst Road			Golf Ridge South Road				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	2
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	2
4:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
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
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	1	1	2	0	0	0	1	0	1	3	

### 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

<b>Count Basics</b>			<b>Page 12 of 13</b>	
Start Date:	Thursday, February 9, 2023	Weekday	Schools in Session	
Total Number of Hours Counted:	6	Non-Holiday	No Special Events	

## 15-Minute Adult & Children Count (Manual Entry)

Elmhurst Road & Golf Ridge South Road



### 15-Minute Adult & Children Pedestrian Data

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

# Intersection Traffic Volume Report

<b>Count Basics</b>		<b>Page 13 of 13</b>	
Start Date:	Thursday, February 9, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## 15-Minute Bicycle Turning Movement Count (Manual Entry)

Elmhurst Road & Golf Ridge South Road



### 15-Minute Bicycle Data

15-Minute Time Period Start Time	From North Elmhurst Road					From East Golf Ridge South Road					From South Elmhurst Road					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		
	12:00 AM					0					0					0						
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

### Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North Elmhurst Road					From East Golf Ridge South Road					From South Elmhurst Road					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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# Intersection Traffic Volume Report

<b>Count Basics</b>		<b>Version 2022.11.2</b>		<b>Page 1 of 13</b>	
Start Date:	Thursday, February 9, 2023	Weekday		Schools in Session	
Total Number of Hours Counted:	6	Non-Holiday		No Special Events	

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

Major St: Elmhurst Road  
 Minor St: Oakton Road  
 Intersection of: Elmhurst Road & Oakton Road

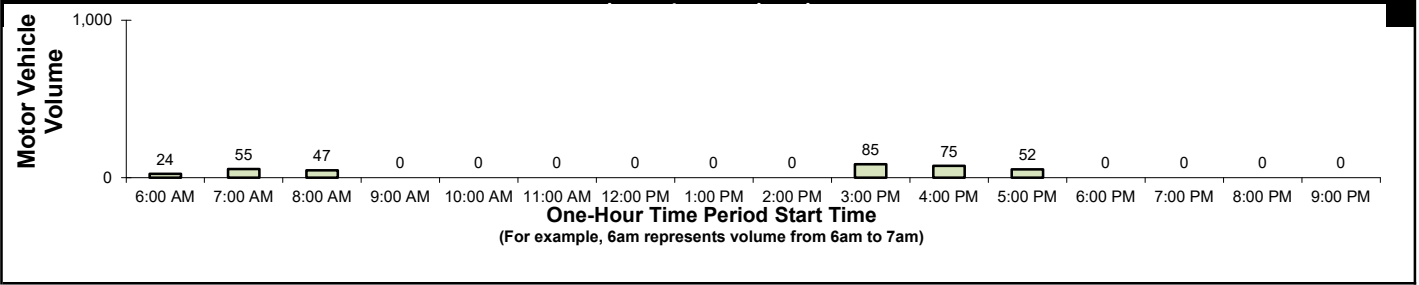
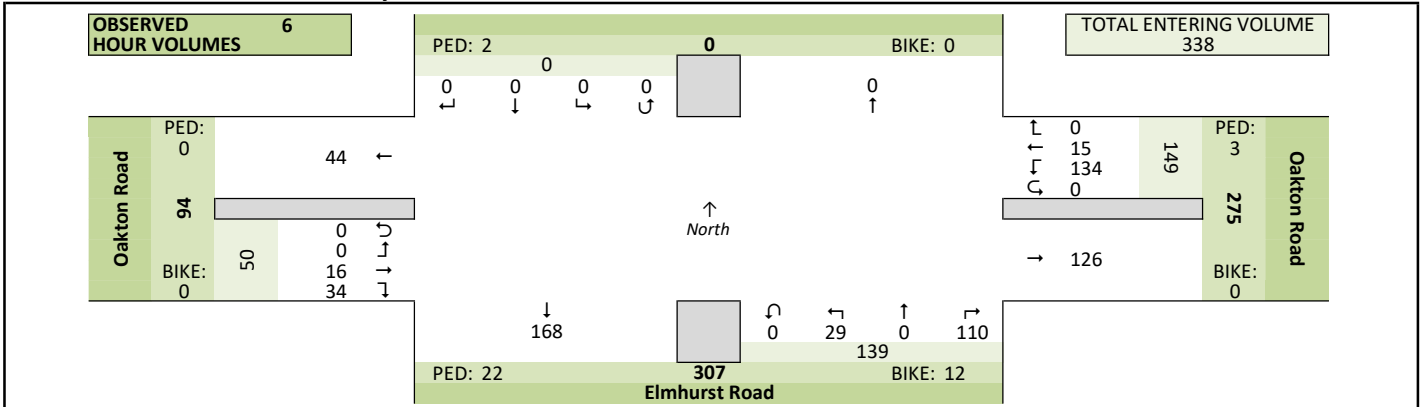
### Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg			
East Leg	Oakton Road		
South Leg	Elmhurst Road		
West Leg	Oakton Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None	None	

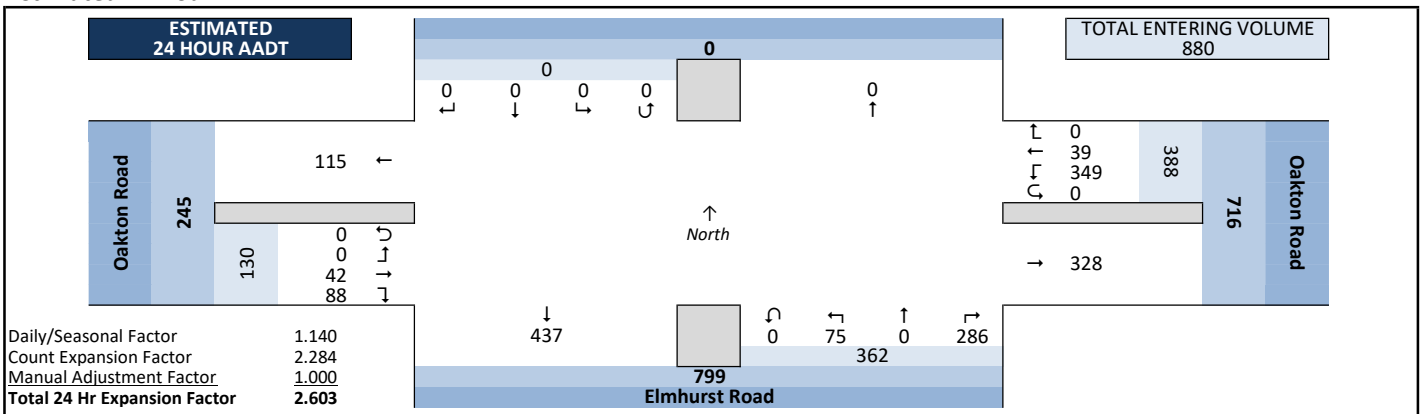
### Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Thursday, February 9, 2023		Weather
AM Peak Period	Thursday, February 9, 2023		Clear & Dry
Midday Peak Period	Thursday, February 9, 2023		Clear & Dry
PM Peak Period	Monday, February 13, 2023		Clear & Dry
Calculated Peak Hours			
	AM 6:45-7:45am	MD	PM 3:00-4:00pm
Peak Hours Selected for Analysis			
	AM 7:45-8:45am	MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	1.140	Count Expansion Factor	2.284
Company Name	TADI, Inc.		Manual Adj. 1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein	
Comments	2021 DOT Daily & Seasonal Factors		

### Observed 6 Hour Volume Summary



### Estimated 24 Hour AADT



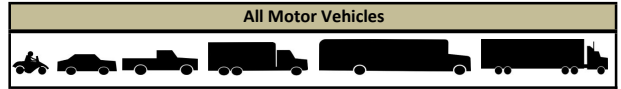


# Intersection Traffic Volume Report

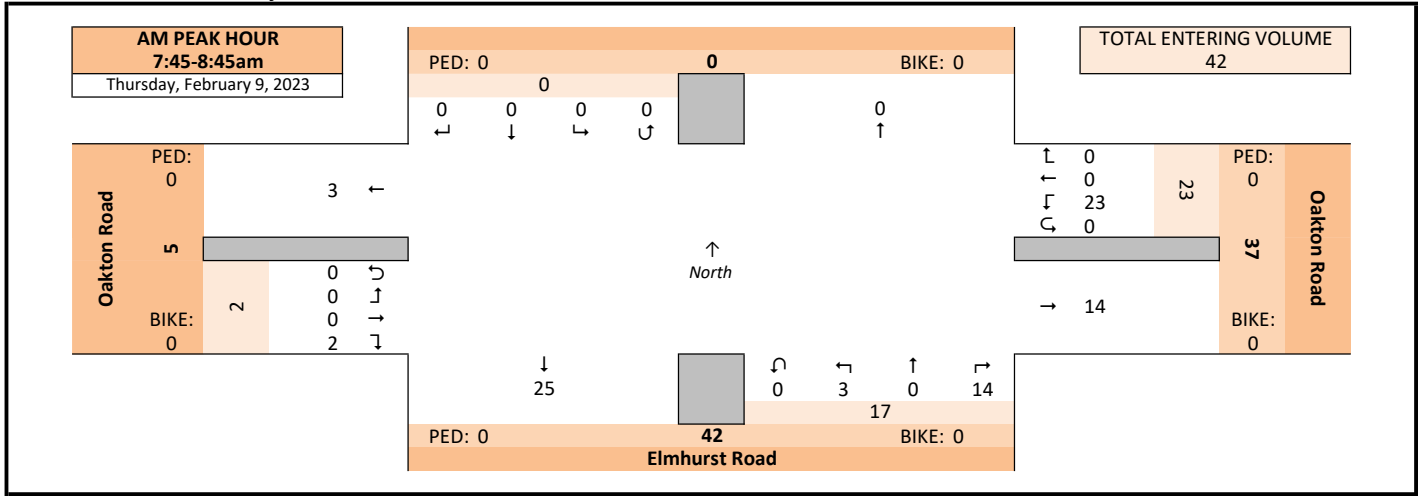
<b>Count Basics</b>		Page 2 of 13	
Start Date:	Thursday, February 9, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## Peak Hour Volume Graphical Summary

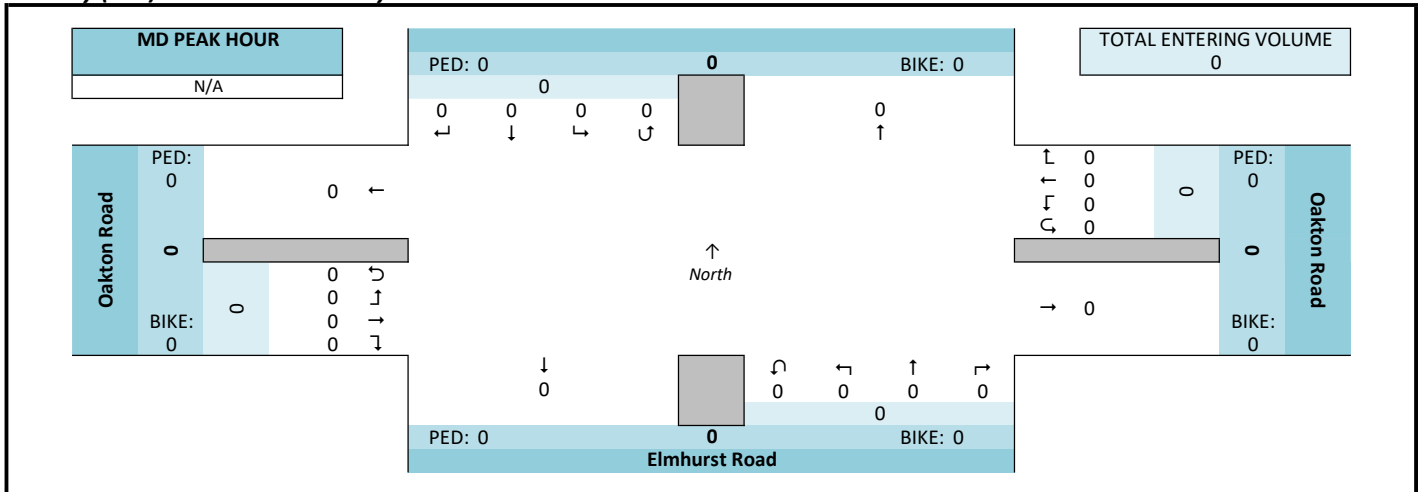
Elmhurst Road & Oakton Road



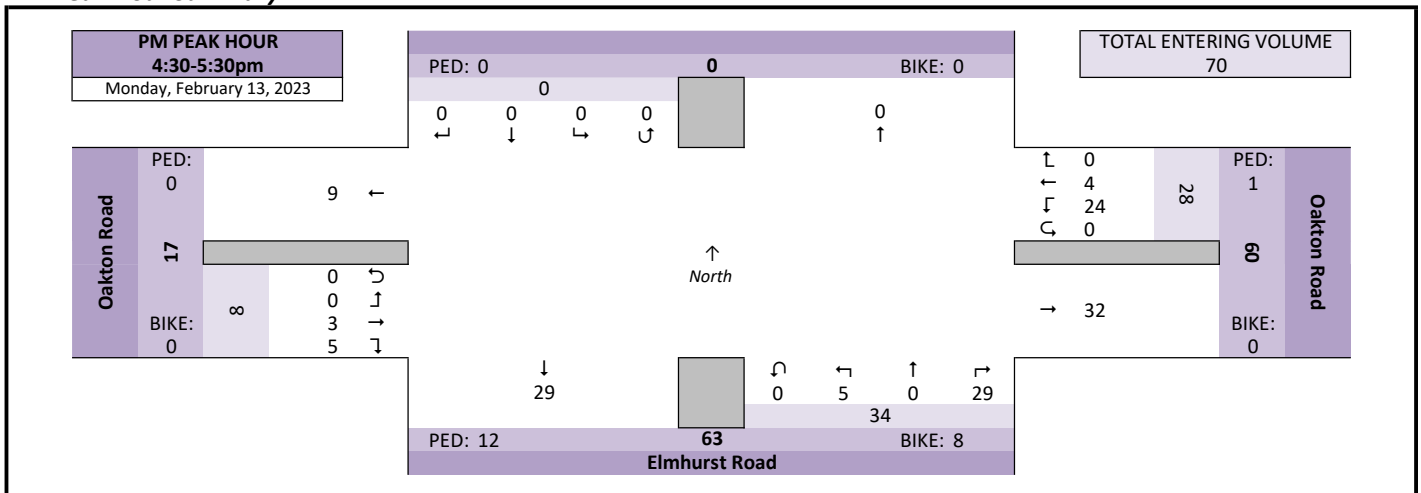
### AM Peak Hour Summary



### Midday (MD) Peak Hour Summary



### PM Peak Hour Summary

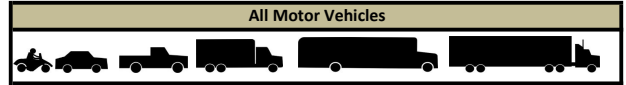


# Intersection Traffic Volume Report

<b>Count Basics</b>			<b>Page 3 of 13</b>
Start Date:	Thursday, February 9, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## Peak Hour Volume Summary

### Elmhurst Road & Oakton Road



### Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, February 9, 2023		From North					From East					From South					From West					Totals
AM Peak Hour		Oakton Road					Oakton Road					Elmhurst Road					Oakton Road					
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
7:45 AM	0	0	0	0	0	0	0	3	0	3	5	0	1	0	6	0	0	0	0	0	9	
8:00 AM	0	0	0	0	0	0	0	7	0	7	2	0	1	0	3	0	0	0	0	0	10	
8:15 AM	0	0	0	0	0	0	0	8	0	8	1	0	1	0	2	1	0	0	0	0	11	
8:30 AM	0	0	0	0	0	0	0	5	0	5	6	0	0	0	6	1	0	0	0	0	12	
Peak Hour Volume	0	0	0	0	0	0	0	23	0	23	14	0	3	0	17	2	0	0	0	0	42	
Rounded Hourly Volume	0	0	0	0	0	0	0	25	0	25	15	0	5	0	20	0	0	0	0	0	45	
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	2.4	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	2.4	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.72	0.58	0.00	0.75	0.00	0.71	0.50	0.00	0.00	0.00	0.50	0.87	

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

Monday, February 13, 2023		From North					From East					From South					From West					Totals
PM Peak Hour		Oakton Road					Oakton Road					Elmhurst Road					Oakton Road					
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
4:30 PM	0	0	0	0	0	0	1	9	0	10	12	0	3	0	15	2	1	0	0	3	28	
4:45 PM	0	0	0	0	0	0	1	5	0	6	5	0	0	0	5	2	2	0	0	4	15	
5:00 PM	0	0	0	0	0	0	0	6	0	6	4	0	2	0	6	1	0	0	0	1	13	
5:15 PM	0	0	0	0	0	0	2	4	0	6	8	0	0	0	8	0	0	0	0	0	14	
Peak Hour Volume	0	0	0	0	0	0	4	24	0	28	29	0	5	0	34	5	3	0	0	8	70	
Rounded Hourly Volume	0	0	0	0	0	0	5	25	0	30	30	0	5	0	35	5	5	0	0	10	75	
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	1.4	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	1.4	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.67	0.00	0.70	0.60	0.00	0.42	0.00	0.57	0.62	0.37	0.00	0.00	0.50	0.62	

### Peak Hour Pedestrian and Bicyclist Volumes

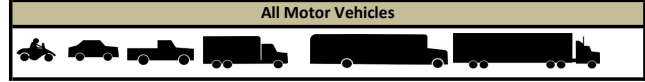
Pedestrians and Bicyclists	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
<b>AM</b>													
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>MD</b>													
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PM</b>													
4:30 PM	0	0	0	0	0	0	3	0	3	0	0	0	3
4:45 PM	0	0	0	0	0	0	5	0	5	0	0	0	5
5:00 PM	0	0	0	1	0	1	2	8	10	0	0	0	11
5:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
<b>Total</b>	0	0	0	1	0	1	12	8	20	0	0	0	21

# Intersection Traffic Volume Report

<b>Count Basics</b>		<b>Page 4 of 13</b>	
Start Date:	Thursday, February 9, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## Hourly Volume Summary - Motor Vehicle Data

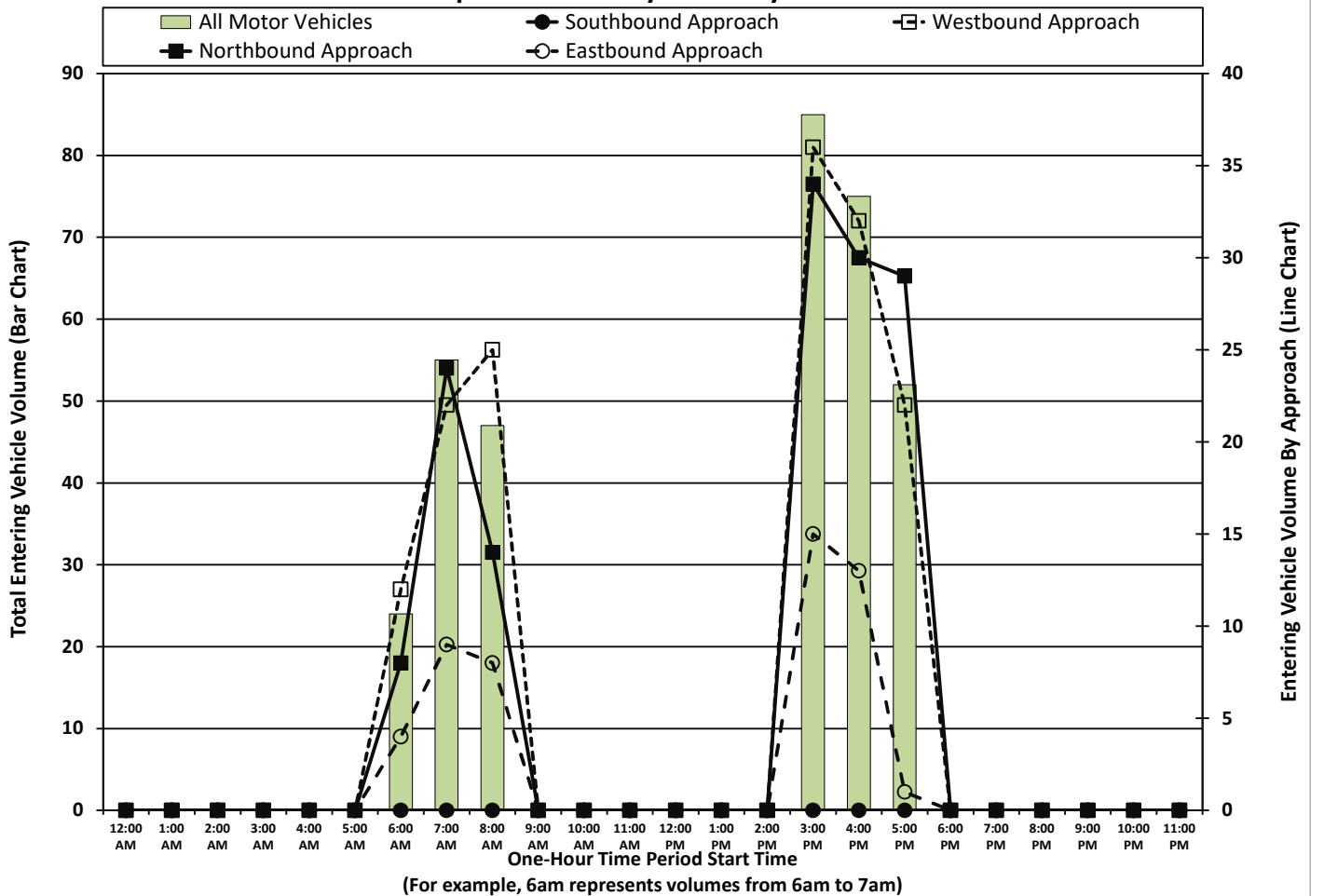
Elmhurst Road & Oakton Road



### One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals		
	Oakton Road					Elmhurst Road					Oakton Road													
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
Pre-AM	0					0					0					0					0	0	0	
1:00 AM	0					0					0					0					0	0	0	
2:00 AM	0					0					0					0					0	0	0	
3:00 AM	0					0					0					0					0	0	0	
4:00 AM	0					0					0					0					0	0	0	
5:00 AM	0					0					0					0					0	0	0	
6:00 AM	0					0					12					8					4	24	16	8
7:00 AM	0					22					22					24					9	55	31	24
8:00 AM	0					25					14					8					8	47	33	14
9:00 AM	0					0					0					0					0	0	0	0
MD	0					0					0					0					0	0	0	
10:00 AM	0					0					0					0					0	0	0	
11:00 AM	0					0					0					0					0	0	0	
12:00 PM	0					0					0					0					0	0	0	
1:00 PM	0					0					0					0					0	0	0	
PM	0					0					0					0					0	0	0	
2:00 PM	0					0					0					0					0	0	0	
3:00 PM	0					36					34					15					85	51	34	
4:00 PM	0					32					30					13					75	45	30	
5:00 PM	0					22					29					1					52	23	29	
6:00 PM	0					0					0					0					0	0	0	
7:00 PM	0					0					0					0					0	0	0	
8:00 PM	0					0					0					0					0	0	0	
9:00 PM	0					0					0					0					0	0	0	
10:00 PM	0					0					0					0					0	0	0	
11:00 PM	0					0					0					0					0	0	0	
Totals	0					149					139					50					338	199	139	

### Graphical Summary of Hourly Volumes





# Intersection Traffic Volume Report

Count Basics			Page 6 of 13	
Start Date:	Thursday, February 9, 2023	Weekday	Schools in Session	
Total Number of Hours Counted:	6	Non-Holiday	No Special Events	

## 15-Minute Automobile Data

Elmhurst Road & Oakton Road



### 15-Minute Automobile Data

15-Minute Time Period Start Time	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				
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	4	22
6:15 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	3	35
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	1	0	0	0	1	3	50	
6:45 AM	0	0	0	0	0	0	1	4	0	5	2	0	2	0	4	1	2	0	0	3	12	58		
7:00 AM	0	0	0	0	0	0	0	7	0	7	5	0	2	0	7	3	0	0	0	3	17	54		
7:15 AM	0	0	0	0	0	0	3	6	0	9	2	0	4	0	6	1	2	0	0	3	18	47		
7:30 AM	0	0	0	0	0	0	0	3	0	3	1	0	4	0	5	2	1	0	0	3	11	40		
7:45 AM	0	0	0	0	0	0	0	3	0	3	4	0	1	0	5	0	0	0	0	8	41	47		
8:00 AM	0	0	0	0	0	0	0	7	0	7	2	0	1	0	3	0	0	0	0	10	10	47		
8:15 AM	0	0	0	0	0	0	0	8	0	8	1	0	1	0	2	1	0	0	0	1	11			
8:30 AM	0	0	0	0	0	0	0	5	0	5	6	0	0	0	6	1	0	0	1	12				
8:45 AM	0	0	0	0	0	0	0	5	0	5	3	0	0	0	3	6	0	0	6	14				
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 PM	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				
3:00 PM	0	0	0	0	0	0	0	7	0	7	8	0	3	0	11	1	1	0	0	2	20	74		
3:15 PM	0	0	0	0	0	0	2	5	0	7	6	0	1	0	7	3	1	0	0	4	18	69		
3:30 PM	0	0	0	0	0	0	0	6	0	6	7	0	1	0	8	2	2	0	0	4	18	68		
3:45 PM	0	0	0	0	0	0	0	12	0	12	4	0	1	0	5	0	1	0	0	1	18	77		
4:00 PM	0	0	0	0	0	0	0	8	0	8	5	0	0	0	5	2	0	0	0	2	15	74		
4:15 PM	0	0	0	0	0	0	3	5	0	8	5	0	0	0	5	3	1	0	0	4	17	72		
4:30 PM	0	0	0	0	0	0	1	9	0	10	11	0	3	0	14	2	1	0	0	3	27	69		
4:45 PM	0	0	0	0	0	0	1	5	0	6	5	0	0	0	5	2	2	0	0	4	15	54		
5:00 PM	0	0	0	0	0	0	0	6	0	6	4	0	2	0	6	1	0	0	0	1	13	52		
5:15 PM	0	0	0	0	0	0	2	4	0	6	8	0	0	0	8	0	0	0	0	14				
5:30 PM	0	0	0	0	0	0	1	6	0	7	5	0	0	0	5	0	0	0	0	12				
5:45 PM	0	0	0	0	0	0	0	3	0	3	8	0	2	0	10	0	0	0	0	13				
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																							





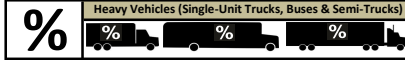




# Intersection Traffic Volume Report

## 15-Minute Heavy Vehicle Percentages

Elmhurst Road & Oakton Road



### 15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time	From North					From East Oakton Road					From South Elmhurst Road					From West Oakton Road					Total Heavy Vehicle Percent
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	Pre-AM Peak Period	[Data rows for Pre-AM Peak Period: 12:00 AM to 5:45 AM]																			
AM Peak Period	[Data rows for AM Peak Period: 6:00 AM to 9:45 AM]																				
Midday Peak Period	[Data rows for Midday Peak Period: 10:00 AM to 1:45 PM]																				
PM Peak Period	[Data rows for PM Peak Period: 2:00 PM to 9:45 PM]																				
Post PM Peak Period	[Data rows for Post PM Peak Period: 10:00 PM to 11:45 PM]																				
Totals	0.0 0.0 0.0 0.0 0.0					6.7 3.7 0.0 4.0					4.5 0.0 0.0 3.6					8.8 6.3 0.0 8.0 4.4					

### Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time	From North					From East Oakton Road					From South Elmhurst Road					From West Oakton Road					Hourly Heavy Vehicle Percent
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	2.4
MD 12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM 4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	1.4

# Intersection Traffic Volume Report

<b>Count Basics</b>	Start Date: Thursday, February 9, 2023	Weekday	Schools in Session	Page 11 of 13
	Total Number of Hours Counted: 6	Non-Holiday	No Special Events	

## 15-Minute Pedestrian and Bicyclist Data

Elmhurst Road & Oakton Road



### 15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Oakton Road			Elmhurst Road			Oakton Road			15-Min Totals				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		Pedestrian	Bicyclist		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	2
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	2	2
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	2	0	2	1	0	1	4	1	5	0	0	0	8	13
3:15 PM	0	0	0	0	0	0	2	2	4	0	0	0	4	6
3:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	11
4:15 PM	0	0	0	1	0	1	0	1	0	0	0	0	2	21
4:30 PM	0	0	0	0	0	0	3	0	3	0	0	0	3	21
4:45 PM	0	0	0	0	0	0	5	0	5	0	0	0	5	18
5:00 PM	0	0	0	1	0	1	2	8	10	0	0	0	11	13
5:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	13
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
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>12</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	

### 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

<b>Count Basis</b>	Thursday, February 9, 2023		Weekday	Schools in Session
Start Date:	Thursday, February 9, 2023		Weekday	Schools in Session
Total Number of Hours Counted: 6			Non-Holiday	No Special Events

## 15-Minute Adult & Children Count (Manual Entry)

Elmhurst Road & Oakton Road



### 15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Oakton Road			Elmhurst Road			Oakton Road			Oakton Road				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	2
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	2	2
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	7
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:00 PM	2	2	4	1	4	5	4	0	0	0	7	7	10	10
3:15 PM	0	0	0	0	2	2	2	0	0	0	2	4	10	4
3:30 PM	0	0	0	0	1	1	1	0	0	0	1	3	10	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 PM	0	0	0	0	1	1	1	0	0	0	1	10	10	1
4:15 PM	0	0	0	1	1	2	0	0	0	0	1	12	12	1
4:30 PM	0	0	0	0	3	3	3	0	0	0	3	13	13	3
4:45 PM	0	0	0	0	5	5	5	0	0	0	5	10	10	5
5:00 PM	0	0	0	1	2	3	2	0	0	0	3	5	5	3
5:15 PM	0	0	0	0	2	2	2	0	0	0	2	2	2	2
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
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	

# Intersection Traffic Volume Report

<b>Count Basics</b>		<b>Page 13 of 13</b>	
Start Date:	Thursday, February 9, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

## 15-Minute Bicycle Turning Movement Count (Manual Entry)

Elmhurst Road & Oakton Road



### 15-Minute Bicycle Data

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

### Peak Hour Bicycle Turning Movement Volume Summary

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

# **Appendix B**

## **Peak Hour Analysis Outputs**

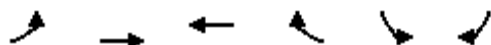
*Existing Traffic*

*Full Build Traffic*

*Full Build Traffic – with modifications (Not Applicable)*

Lanes, Volumes, Timings  
100: Golf Road & Glen Cove Rd

AM Peak  
02/24/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↘
Traffic Volume (vph)	10	145	140	15	30	25
Future Volume (vph)	10	145	140	15	30	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.987		0.939	
Flt Protected		0.997			0.973	
Satd. Flow (prot)	0	1839	1769	0	1653	0
Flt Permitted		0.997			0.973	
Satd. Flow (perm)	0	1839	1769	0	1653	0
Link Speed (mph)		50	50		35	
Link Distance (ft)		518	1379		355	
Travel Time (s)		7.1	18.8		6.9	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	6%	6%	5%	5%
Adj. Flow (vph)	13	188	182	19	39	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	201	201	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	10	145	140	15	30	25
Future Vol, veh/h	10	145	140	15	30	25
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	6	6	5	5
Mvmt Flow	13	188	182	19	39	32

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	202	0	-	0	408 194
Stage 1	-	-	-	-	193 -
Stage 2	-	-	-	-	215 -
Critical Hdwy	4.13	-	-	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.227	-	-	-	3.545 3.345
Pot Cap-1 Maneuver	1364	-	-	-	594 840
Stage 1	-	-	-	-	833 -
Stage 2	-	-	-	-	814 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1363	-	-	-	586 838
Mov Cap-2 Maneuver	-	-	-	-	586 -
Stage 1	-	-	-	-	823 -
Stage 2	-	-	-	-	813 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1363	-	-	-	679
HCM Lane V/C Ratio	0.01	-	-	-	0.105
HCM Control Delay (s)	7.7	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings  
200: Golf Road & Prop West D/W

AM Peak  
02/24/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	175	155	0	0	0
Future Volume (vph)	0	175	155	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1845	1792	0	1881	0
Flt Permitted						
Satd. Flow (perm)	0	1845	1792	0	1881	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1379	1075		611	
Travel Time (s)		18.8	14.7		16.7	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	6%	6%	1%	1%
Adj. Flow (vph)	0	227	201	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	227	201	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.5%			ICU Level of Service A		
Analysis Period (min)	15					



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	175	155	0	0	0
Future Vol, veh/h	0	175	155	0	0	0
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	6	6	1	1
Mvmt Flow	0	227	201	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	202	0	-	0	430
Stage 1	-	-	-	-	202
Stage 2	-	-	-	-	228
Critical Hdwy	4.13	-	-	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	2.227	-	-	-	3.509
Pot Cap-1 Maneuver	1364	-	-	-	584
Stage 1	-	-	-	-	834
Stage 2	-	-	-	-	812
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1363	-	-	-	583
Mov Cap-2 Maneuver	-	-	-	-	583
Stage 1	-	-	-	-	833
Stage 2	-	-	-	-	811

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1363	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings  
300: Golf Road & Prop East D/W

AM Peak  
02/24/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	175	155	0	0	0
Future Volume (vph)	0	175	155	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1845	1792	0	1881	0
Flt Permitted						
Satd. Flow (perm)	0	1845	1792	0	1881	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1075	1238		587	
Travel Time (s)		14.7	16.9		16.0	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	6%	6%	1%	1%
Adj. Flow (vph)	0	227	201	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	227	201	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	175	155	0	0	0
Future Vol, veh/h	0	175	155	0	0	0
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	6	6	1	1
Mvmt Flow	0	227	201	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	202	0	-	0	430 203
Stage 1	-	-	-	-	202 -
Stage 2	-	-	-	-	228 -
Critical Hdwy	4.13	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.227	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1364	-	-	-	584 840
Stage 1	-	-	-	-	834 -
Stage 2	-	-	-	-	812 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1363	-	-	-	583 838
Mov Cap-2 Maneuver	-	-	-	-	583 -
Stage 1	-	-	-	-	833 -
Stage 2	-	-	-	-	811 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1363	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings  
400: Elmhurst Road & Golf Road

AM Peak  
02/24/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	15	130	30	15	90	5	50	5	20	10	15	15
Future Volume (vph)	15	130	30	15	90	5	50	5	20	10	15	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.977			0.994			0.964			0.950	
Flt Protected		0.996			0.993			0.968			0.987	
Satd. Flow (prot)	0	1795	0	0	1736	0	0	1755	0	0	1730	0
Flt Permitted		0.996			0.993			0.968			0.987	
Satd. Flow (perm)	0	1795	0	0	1736	0	0	1755	0	0	1730	0
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		1238			631			570			807	
Travel Time (s)		16.9			8.6			11.1			15.7	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	1%	1%	1%	3%	3%	3%
Adj. Flow (vph)	19	163	38	19	113	6	63	6	25	13	19	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	138	0	0	94	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	130	30	15	90	5	50	5	20	10	15	15
Future Vol, veh/h	15	130	30	15	90	5	50	5	20	10	15	15
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	3	3	3	8	8	8	1	1	1	3	3	3
Mvmt Flow	19	163	38	19	113	6	63	6	25	13	19	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.6	8.5	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	9%	14%	25%
Vol Thru, %	7%	74%	82%	38%
Vol Right, %	27%	17%	5%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	175	110	40
LT Vol	50	15	15	10
Through Vol	5	130	90	15
RT Vol	20	30	5	15
Lane Flow Rate	94	219	138	50
Geometry Grp	1	1	1	1
Degree of Util (X)	0.124	0.265	0.176	0.065
Departure Headway (Hd)	4.761	4.369	4.62	4.705
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	753	823	777	760
Service Time	2.792	2.392	2.646	2.74
HCM Lane V/C Ratio	0.125	0.266	0.178	0.066
HCM Control Delay	8.5	9	8.6	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.1	0.6	0.2

Lanes, Volumes, Timings  
500: Glen Cove Rd & Brookstone Cir N/Prop Northwest D/W

AM Peak  
02/24/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	5	0	0	0	1	20	0	0	45	1
Future Volume (vph)	1	0	5	0	0	0	1	20	0	0	45	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.884								0.998			
Flt Protected	0.993								0.998			
Satd. Flow (prot)	0	1651	0	0	1881	0	0	1806	0	0	1806	0
Flt Permitted	0.993								0.998			
Satd. Flow (perm)	0	1651	0	0	1881	0	0	1806	0	0	1806	0
Link Speed (mph)	25				25			35		35		
Link Distance (ft)	690				726			450		582		
Travel Time (s)	18.8				19.8			8.8		11.3		
Confl. Peds. (#/hr)	1			1	1			1	1	1	1	1
Confl. Bikes (#/hr)			1				1			1		
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	1	0	6	0	0	0	1	26	0	0	58	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	0	0	0	27	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0					0		0		0		
Link Offset(ft)	0					0		0		0		
Crosswalk Width(ft)	16					16		16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	9		15	9		15	9	
Sign Control	Stop			Stop			Free			Free		

Intersection Summary

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

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	5	0	0	0	1	20	0	0	45	1
Future Vol, veh/h	1	0	5	0	0	0	1	20	0	0	45	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1	5	5	5	5	5	5
Mvmt Flow	1	0	6	0	0	0	1	26	0	0	58	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	89	89	61	92	89	28	60	0	0	27	0	0
Stage 1	60	60	-	29	29	-	-	-	-	-	-	-
Stage 2	29	29	-	63	60	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	898	803	1007	894	803	1050	1525	-	-	1568	-	-
Stage 1	954	847	-	991	873	-	-	-	-	-	-	-
Stage 2	991	873	-	950	847	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	895	801	1005	886	801	1048	1524	-	-	1567	-	-
Mov Cap-2 Maneuver	895	801	-	886	801	-	-	-	-	-	-	-
Stage 1	952	846	-	989	871	-	-	-	-	-	-	-
Stage 2	989	871	-	943	846	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	0	0.4	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1524	-	-	985	-	1567	-
HCM Lane V/C Ratio	0.001	-	-	0.008	-	-	-
HCM Control Delay (s)	7.4	0	-	8.7	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

Lanes, Volumes, Timings  
600: Glen Cove Rd & Brookstone Cir S

AM Peak  
02/24/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	5	20	50	1
Future Volume (vph)	1	5	5	20	50	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.884			0.998		
Flt Protected	0.993			0.991		
Satd. Flow (prot)	1463	0	0	1793	1806	0
Flt Permitted	0.993			0.991		
Satd. Flow (perm)	1463	0	0	1793	1806	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	709			355	450	
Travel Time (s)	19.3			6.9	8.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)	1			1		
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	14%	14%	5%	5%	5%	5%
Adj. Flow (vph)	1	6	6	26	65	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	32	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.7%			ICU Level of Service A		
Analysis Period (min)	15					



Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	5	5	20	50	1
Future Vol, veh/h	1	5	5	20	50	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	14	14	5	5	5	5
Mvmt Flow	1	6	6	26	65	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	106	68	67	0	0
Stage 1	67	-	-	-	-
Stage 2	39	-	-	-	-
Critical Hdwy	6.54	6.34	4.15	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-
Follow-up Hdwy	3.626	3.426	2.245	-	-
Pot Cap-1 Maneuver	863	963	1516	-	-
Stage 1	926	-	-	-	-
Stage 2	953	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	858	961	1515	-	-
Mov Cap-2 Maneuver	858	-	-	-	-
Stage 1	921	-	-	-	-
Stage 2	952	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1515	-	942	-	-
HCM Lane V/C Ratio	0.004	-	0.008	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings  
700: Elmhurst Road & Oakton Road

AM Peak  
02/24/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1	5	30	1	5	15
Future Volume (vph)	1	5	30	1	5	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.884			0.900		
Flt Protected				0.954	0.987	
Satd. Flow (prot)	1663	0	0	1795	1592	0
Flt Permitted				0.954	0.987	
Satd. Flow (perm)	1663	0	0	1795	1592	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	540			604	478	
Travel Time (s)	14.7			11.8	9.3	
Confl. Peds. (#/hr)	1		1	1		1
Confl. Bikes (#/hr)	1					1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	1%	6%	6%
Adj. Flow (vph)	1	6	34	1	6	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	35	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	5	30	1	5	15
Future Vol, veh/h	1	5	30	1	5	15
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	6	6
Mvmt Flow	1	6	34	1	6	17

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	8	0	75
Stage 1	-	-	-	-	5
Stage 2	-	-	-	-	70
Critical Hdwy	-	-	4.11	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.209	-	3.554
Pot Cap-1 Maneuver	-	-	1619	-	919
Stage 1	-	-	-	-	1008
Stage 2	-	-	-	-	943
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1617	-	898
Mov Cap-2 Maneuver	-	-	-	-	898
Stage 1	-	-	-	-	1007
Stage 2	-	-	-	-	922

Approach	EB	WB	NB
HCM Control Delay, s	0	7	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1016	-	-	1617	-
HCM Lane V/C Ratio	0.023	-	-	0.021	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Lanes, Volumes, Timings  
800: Elmhurst Road & Golf Ridge N

AM Peak  
02/24/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	1	20	1	1	35
Future Volume (vph)	1	1	20	1	1	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932		0.994			
Flt Protected	0.976					0.999
Satd. Flow (prot)	1711	0	1782	0	0	1879
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1711	0	1782	0	0	1879
Link Speed (mph)	25		35			35
Link Distance (ft)	484		690			478
Travel Time (s)	13.2		13.4			9.3
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	6%	6%	1%	1%
Adj. Flow (vph)	1	1	22	1	1	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	23	0	0	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	1	1	20	1	1	35
Future Vol, veh/h	1	1	20	1	1	35
Conflicting Peds, #/hr	1	1	0	1	1	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	90	90	90	90	90	90
Heavy Vehicles, %	1	1	6	6	1	1
Mvmt Flow	1	1	22	1	1	39

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	66	25	0	0	24
Stage 1	24	-	-	-	-
Stage 2	42	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	942	1054	-	-	1597
Stage 1	1001	-	-	-	-
Stage 2	983	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	939	1052	-	-	1595
Mov Cap-2 Maneuver	939	-	-	-	-
Stage 1	1000	-	-	-	-
Stage 2	981	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	992	1595
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Control Delay (s)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Lanes, Volumes, Timings  
 900: Elmhurst Road & Prop Northeast D/W/Golf Ridge S

AM Peak  
 02/24/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↕			↕			↕			↕			
Traffic Volume (vph)	0	0	0	5	0	1	0	20	5	1	35	0		
Future Volume (vph)	0	0	0	5	0	1	0	20	5	1	35	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor														
Frt					0.981					0.972				
Flt Protected					0.959						0.999			
Satd. Flow (prot)	0	1881	0	0	1770	0	0	1679	0	0	1879	0		
Flt Permitted					0.959						0.999			
Satd. Flow (perm)	0	1881	0	0	1770	0	0	1679	0	0	1879	0		
Link Speed (mph)					25					35				
Link Distance (ft)					685					577				
Travel Time (s)					18.7					15.7				
Confl. Peds. (#/hr)	1			1	1			1	1			1		
Confl. Bikes (#/hr)			1			1			1			1		
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		
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	10%	10%	10%	1%	1%	1%		
Adj. Flow (vph)	0	0	0	6	0	1	0	23	6	1	40	0		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	0	0	0	7	0	0	29	0	0	41	0		
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No		
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right		
Median Width(ft)	0				0				0		0			
Link Offset(ft)	0				0				0		0			
Crosswalk Width(ft)	16				16				16		16			
Two way Left Turn Lane														
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9		15	9		15	9		15	9			
Sign Control	Stop			Stop			Free			Free				

Intersection Summary

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

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	5	0	1	0	20	5	1	35	0
Future Vol, veh/h	0	0	0	5	0	1	0	20	5	1	35	0
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1	10	10	10	1	1	1
Mvmt Flow	0	0	0	6	0	1	0	23	6	1	40	0

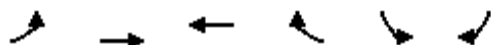
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	71	73	42	70	70	28	41	0	0	30	0	0
Stage 1	43	43	-	27	27	-	-	-	-	-	-	-
Stage 2	28	30	-	43	43	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.2	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.29	-	-	2.209	-	-
Pot Cap-1 Maneuver	923	819	1032	924	822	1050	1518	-	-	1589	-	-
Stage 1	974	861	-	993	875	-	-	-	-	-	-	-
Stage 2	992	872	-	974	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	919	817	1030	921	820	1048	1517	-	-	1587	-	-
Mov Cap-2 Maneuver	919	817	-	921	820	-	-	-	-	-	-	-
Stage 1	973	859	-	992	874	-	-	-	-	-	-	-
Stage 2	990	871	-	972	859	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.9	0	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1517	-	-	-	940	1587	-
HCM Lane V/C Ratio	-	-	-	-	0.007	0.001	-
HCM Control Delay (s)	0	-	-	0	8.9	7.3	0
HCM Lane LOS	A	-	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-

Lanes, Volumes, Timings  
100: Golf Road & Glen Cove Rd

PM Peak  
02/24/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	220	245	25	15	25
Future Volume (vph)	25	220	245	25	15	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.987		0.915	
Flt Protected		0.995			0.982	
Satd. Flow (prot)	0	1872	1857	0	1690	0
Flt Permitted		0.995			0.982	
Satd. Flow (perm)	0	1872	1857	0	1690	0
Link Speed (mph)		50	50		35	
Link Distance (ft)		518	1379		355	
Travel Time (s)		7.1	18.8		6.9	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	27	237	263	27	16	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	264	290	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.0%
Analysis Period (min)	15
	ICU Level of Service A



Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	25	220	245	25	15	25
Future Vol, veh/h	25	220	245	25	15	25
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	27	237	263	27	16	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	291	0	-	0	570 279
Stage 1	-	-	-	-	278 -
Stage 2	-	-	-	-	292 -
Critical Hdwy	4.11	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.209	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1276	-	-	-	485 762
Stage 1	-	-	-	-	771 -
Stage 2	-	-	-	-	760 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1275	-	-	-	472 761
Mov Cap-2 Maneuver	-	-	-	-	472 -
Stage 1	-	-	-	-	752 -
Stage 2	-	-	-	-	759 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1275	-	-	-	619
HCM Lane V/C Ratio	0.021	-	-	-	0.069
HCM Control Delay (s)	7.9	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lanes, Volumes, Timings  
200: Golf Road & Prop West D/W

PM Peak  
02/24/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	235	270	0	0	0
Future Volume (vph)	0	235	270	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1881	1881	0	1881	0
Flt Permitted						
Satd. Flow (perm)	0	1881	1881	0	1881	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1379	1075		611	
Travel Time (s)		18.8	14.7		16.7	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	253	290	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	253	290	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	235	270	0	0	0
Future Vol, veh/h	0	235	270	0	0	0
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	253	290	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	291	0	0	545	292
Stage 1	-	-	-	291	-
Stage 2	-	-	-	254	-
Critical Hdwy	4.11	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	3.509	3.309
Pot Cap-1 Maneuver	1276	-	-	501	750
Stage 1	-	-	-	761	-
Stage 2	-	-	-	791	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1275	-	-	500	749
Mov Cap-2 Maneuver	-	-	-	500	-
Stage 1	-	-	-	760	-
Stage 2	-	-	-	790	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1275	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings  
300: Golf Road & Prop East D/W

PM Peak  
02/24/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	235	270	0	0	0
Future Volume (vph)	0	235	270	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1881	1881	0	1881	0
Flt Permitted						
Satd. Flow (perm)	0	1881	1881	0	1881	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1075	1238		587	
Travel Time (s)		14.7	16.9		16.0	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	253	290	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	253	290	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	235	270	0	0	0
Future Vol, veh/h	0	235	270	0	0	0
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	253	290	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	291	0	0	545	292
Stage 1	-	-	-	291	-
Stage 2	-	-	-	254	-
Critical Hdwy	4.11	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	3.509	3.309
Pot Cap-1 Maneuver	1276	-	-	501	750
Stage 1	-	-	-	761	-
Stage 2	-	-	-	791	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1275	-	-	500	749
Mov Cap-2 Maneuver	-	-	-	500	-
Stage 1	-	-	-	760	-
Stage 2	-	-	-	790	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1275	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings  
400: Elmhurst Road & Golf Road

PM Peak  
02/24/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	30	145	60	20	200	5	50	15	15	5	10	20
Future Volume (vph)	30	145	60	20	200	5	50	15	15	5	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.965			0.997			0.974			0.921	
Flt Protected		0.994			0.996			0.970			0.993	
Satd. Flow (prot)	0	1804	0	0	1868	0	0	1777	0	0	1594	0
Flt Permitted		0.994			0.996			0.970			0.993	
Satd. Flow (perm)	0	1804	0	0	1868	0	0	1777	0	0	1594	0
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		1238			631			570			807	
Travel Time (s)		16.9			8.6			11.1			15.7	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	9%	9%	9%
Adj. Flow (vph)	31	151	63	21	208	5	52	16	16	5	10	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	245	0	0	234	0	0	84	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	145	60	20	200	5	50	15	15	5	10	20
Future Vol, veh/h	30	145	60	20	200	5	50	15	15	5	10	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	9	9	9
Mvmt Flow	31	151	63	21	208	5	52	16	16	5	10	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	9.4	8.8	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	13%	9%	14%
Vol Thru, %	19%	62%	89%	29%
Vol Right, %	19%	26%	2%	57%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	235	225	35
LT Vol	50	30	20	5
Through Vol	15	145	200	10
RT Vol	15	60	5	20
Lane Flow Rate	83	245	234	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.117	0.296	0.292	0.05
Departure Headway (Hd)	5.036	4.347	4.483	4.916
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	710	825	802	725
Service Time	3.081	2.378	2.514	2.967
HCM Lane V/C Ratio	0.117	0.297	0.292	0.05
HCM Control Delay	8.8	9.2	9.4	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.2	1.2	0.2

Lanes, Volumes, Timings

PM Peak

500: Glen Cove Rd & Brookstone Cir N/Prop Northwest D/W

02/24/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	5	0	0	0	5	35	0	0	30	1
Future Volume (vph)	1	0	5	0	0	0	5	35	0	0	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.887										0.996	
Flt Protected	0.992										0.994	
Satd. Flow (prot)	0	1655	0	0	1881	0	0	1870	0	0	1874	0
Flt Permitted	0.992										0.994	
Satd. Flow (perm)	0	1655	0	0	1881	0	0	1870	0	0	1874	0
Link Speed (mph)	25						25		35		35	
Link Distance (ft)	690						726		450		582	
Travel Time (s)	18.8						19.8		8.8		11.3	
Confl. Peds. (#/hr)	1			1	1			1	1	1	1	1
Confl. Bikes (#/hr)			1					1			1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	0	5	0	0	0	5	38	0	0	32	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	0	0	0	43	0	0	33	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0						0		0		0	
Link Offset(ft)	0						0		0		0	
Crosswalk Width(ft)	16						16		16		16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	9		15	9		15	9	
Sign Control	Stop						Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.6%
Analysis Period (min)	15
	ICU Level of Service A



Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	5	0	0	0	5	35	0	0	30	1
Future Vol, veh/h	1	0	5	0	0	0	5	35	0	0	30	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	0	5	0	0	0	5	38	0	0	32	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	83	83	35	85	83	40	34	0	0	39	0	0
Stage 1	34	34	-	49	49	-	-	-	-	-	-	-
Stage 2	49	49	-	36	34	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	907	809	1041	904	809	1034	1584	-	-	1577	-	-
Stage 1	985	869	-	967	856	-	-	-	-	-	-	-
Stage 2	967	856	-	982	869	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	903	805	1039	896	805	1032	1582	-	-	1575	-	-
Mov Cap-2 Maneuver	903	805	-	896	805	-	-	-	-	-	-	-
Stage 1	981	868	-	963	853	-	-	-	-	-	-	-
Stage 2	963	853	-	976	868	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	0	0.9	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1582	-	-	1014	-	1575	-
HCM Lane V/C Ratio	0.003	-	-	0.006	-	-	-
HCM Control Delay (s)	7.3	0	-	8.6	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

Lanes, Volumes, Timings  
600: Glen Cove Rd & Brookstone Cir S

PM Peak  
02/24/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	10	40	35	1
Future Volume (vph)	1	5	10	40	35	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.887				0.997	
Flt Protected	0.992			0.990		
Satd. Flow (prot)	1467	0	0	1862	1876	0
Flt Permitted	0.992			0.990		
Satd. Flow (perm)	1467	0	0	1862	1876	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	709			355	450	
Travel Time (s)	19.3			6.9	8.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	14%	14%	1%	1%	1%	1%
Adj. Flow (vph)	1	5	11	43	38	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	54	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	5	10	40	35	1
Future Vol, veh/h	1	5	10	40	35	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	14	14	1	1	1	1
Mvmt Flow	1	5	11	43	38	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	106	41	40	0	0
Stage 1	40	-	-	-	-
Stage 2	66	-	-	-	-
Critical Hdwy	6.54	6.34	4.11	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-
Follow-up Hdwy	3.626	3.426	2.209	-	-
Pot Cap-1 Maneuver	863	997	1576	-	-
Stage 1	952	-	-	-	-
Stage 2	927	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	855	995	1574	-	-
Mov Cap-2 Maneuver	855	-	-	-	-
Stage 1	944	-	-	-	-
Stage 2	926	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1574	-	969	-	-
HCM Lane V/C Ratio	0.007	-	0.007	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings  
700: Elmhurst Road & Oakton Road

PM Peak  
02/24/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	5	5	25	5	5	40
Future Volume (vph)	5	5	25	5	5	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932			0.880		
Flt Protected				0.960	0.995	
Satd. Flow (prot)	1753	0	0	1806	1615	0
Flt Permitted				0.960	0.995	
Satd. Flow (perm)	1753	0	0	1806	1615	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	540			604	478	
Travel Time (s)	14.7			11.8	9.3	
Confl. Peds. (#/hr)	12		12	1		1
Confl. Bikes (#/hr)	8					1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	1%	1%	1%	1%	3%	3%
Adj. Flow (vph)	8	8	40	8	8	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	48	73	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	5	25	5	5	40
Future Vol, veh/h	5	5	25	5	5	40
Conflicting Peds, #/hr	0	12	12	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	1	1	1	1	3	3
Mvmt Flow	8	8	40	8	8	65

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	28	0	113
Stage 1	-	-	-	-	24
Stage 2	-	-	-	-	89
Critical Hdwy	-	-	4.11	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.209	-	3.527
Pot Cap-1 Maneuver	-	-	1592	-	881
Stage 1	-	-	-	-	996
Stage 2	-	-	-	-	932
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1574	-	848
Mov Cap-2 Maneuver	-	-	-	-	848
Stage 1	-	-	-	-	985
Stage 2	-	-	-	-	907

Approach	EB	WB	NB
HCM Control Delay, s	0	6.1	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1010	-	-	1574	-
HCM Lane V/C Ratio	0.072	-	-	0.026	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lanes, Volumes, Timings  
800: Elmhurst Road & Golf Ridge N

PM Peak  
02/24/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	1	45	1	1	30
Future Volume (vph)	1	1	45	1	1	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932		0.997			
Flt Protected	0.976					0.998
Satd. Flow (prot)	1711	0	1839	0	0	1877
Flt Permitted	0.976					0.998
Satd. Flow (perm)	1711	0	1839	0	0	1877
Link Speed (mph)	25		35			35
Link Distance (ft)	484		690			478
Travel Time (s)	13.2		13.4			9.3
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Adj. Flow (vph)	2	2	80	2	2	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	82	0	0	56
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	45	1	1	30
Future Vol, veh/h	1	1	45	1	1	30
Conflicting Peds, #/hr	1	1	0	1	1	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	56	56	56	56	56	56
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	2	2	80	2	2	54

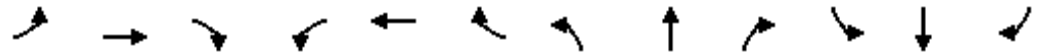
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	141	83	0	0	83	0
Stage 1	82	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	854	979	-	-	1520	-
Stage 1	944	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	851	977	-	-	1519	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	910	1519
HCM Lane V/C Ratio	-	-	0.004	0.001
HCM Control Delay (s)	-	-	9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Lanes, Volumes, Timings  
 900: Elmhurst Road & Prop Northeast D/W/Golf Ridge S

PM Peak  
 02/24/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↕			↕			↕			↕			
Traffic Volume (vph)	0	0	0	5	0	1	0	45	5	1	30	0		
Future Volume (vph)	0	0	0	5	0	1	0	45	5	1	30	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor														
Frt					0.973					0.987				
Flt Protected					0.962						0.998			
Satd. Flow (prot)	0	1881	0	0	1761	0	0	1839	0	0	1877	0		
Flt Permitted					0.962						0.998			
Satd. Flow (perm)	0	1881	0	0	1761	0	0	1839	0	0	1877	0		
Link Speed (mph)					25					35				
Link Distance (ft)					685					577				
Travel Time (s)					18.7					15.7				
Confl. Peds. (#/hr)	1			1	1			1	1			1		
Confl. Bikes (#/hr)			1			1			1			1		
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62		
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%		
Adj. Flow (vph)	0	0	0	8	0	2	0	73	8	2	48	0		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	0	0	0	10	0	0	81	0	0	50	0		
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No		
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right		
Median Width(ft)	0				0				0		0			
Link Offset(ft)	0				0				0		0			
Crosswalk Width(ft)	16				16				16		16			
Two way Left Turn Lane														
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15		9		15		9		15		9			
Sign Control	Stop						Stop			Free				

Intersection Summary

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



Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	5	0	1	0	45	5	1	30	0
Future Vol, veh/h	0	0	0	5	0	1	0	45	5	1	30	0
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	62	62	62	62	62	62	62	62	62	62	62	62
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	1	1	1
Mvmt Flow	0	0	0	8	0	2	0	73	8	2	48	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	132	135	50	131	131	79	49	0	0	82	0	0
Stage 1	53	53	-	78	78	-	-	-	-	-	-	-
Stage 2	79	82	-	53	53	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	842	758	1021	844	762	984	1558	-	-	1522	-	-
Stage 1	962	853	-	933	832	-	-	-	-	-	-	-
Stage 2	932	829	-	962	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	839	756	1019	841	760	982	1557	-	-	1521	-	-
Mov Cap-2 Maneuver	839	756	-	841	760	-	-	-	-	-	-	-
Stage 1	961	851	-	932	831	-	-	-	-	-	-	-
Stage 2	930	828	-	960	851	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		9.2		0		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1557	-	-	-	862	1521	-
HCM Lane V/C Ratio	-	-	-	-	0.011	0.001	-
HCM Control Delay (s)	0	-	-	0	9.2	7.4	0
HCM Lane LOS	A	-	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-

Lanes, Volumes, Timings  
100: Golf Road & Glen Cove Rd

AM Peak  
02/24/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	155	170	15	30	35
Future Volume (vph)	15	155	170	15	30	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.989		0.928	
Flt Protected		0.996			0.977	
Satd. Flow (prot)	0	1837	1773	0	1641	0
Flt Permitted		0.996			0.977	
Satd. Flow (perm)	0	1837	1773	0	1641	0
Link Speed (mph)		50	50		35	
Link Distance (ft)		518	1379		355	
Travel Time (s)		7.1	18.8		6.9	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	6%	6%	5%	5%
Adj. Flow (vph)	19	201	221	19	39	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	220	240	0	84	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	31.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	15	155	170	15	30	35
Future Vol, veh/h	15	155	170	15	30	35
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	6	6	5	5
Mvmt Flow	19	201	221	19	39	45

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	241	0	-	0	472 233
Stage 1	-	-	-	-	232 -
Stage 2	-	-	-	-	240 -
Critical Hdwy	4.13	-	-	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.227	-	-	-	3.545 3.345
Pot Cap-1 Maneuver	1320	-	-	-	545 799
Stage 1	-	-	-	-	799 -
Stage 2	-	-	-	-	793 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1319	-	-	-	535 797
Mov Cap-2 Maneuver	-	-	-	-	535 -
Stage 1	-	-	-	-	785 -
Stage 2	-	-	-	-	792 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1319	-	-	-	650
HCM Lane V/C Ratio	0.015	-	-	-	0.13
HCM Control Delay (s)	7.8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings  
200: Golf Road & Prop West D/W

AM Peak  
02/24/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Volume (vph)	10	175	165	10	25	20
Future Volume (vph)	10	175	165	10	25	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.992		0.939	
Flt Protected		0.997			0.973	
Satd. Flow (prot)	0	1839	1778	0	1719	0
Flt Permitted		0.997			0.973	
Satd. Flow (perm)	0	1839	1778	0	1719	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1379	1075		611	
Travel Time (s)		18.8	14.7		16.7	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	6%	6%	1%	1%
Adj. Flow (vph)	13	227	214	13	32	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	240	227	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	10	175	165	10	25	20
Future Vol, veh/h	10	175	165	10	25	20
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	6	6	1	1
Mvmt Flow	13	227	214	13	32	26

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	228	0	-	0	476 223
Stage 1	-	-	-	-	222 -
Stage 2	-	-	-	-	254 -
Critical Hdwy	4.13	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.227	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1334	-	-	-	549 819
Stage 1	-	-	-	-	817 -
Stage 2	-	-	-	-	791 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1333	-	-	-	542 817
Mov Cap-2 Maneuver	-	-	-	-	542 -
Stage 1	-	-	-	-	807 -
Stage 2	-	-	-	-	790 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1333	-	-	-	637
HCM Lane V/C Ratio	0.01	-	-	-	0.092
HCM Control Delay (s)	7.7	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings  
300: Golf Road & Prop East D/W

AM Peak  
02/24/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	200	165	5	10	10
Future Volume (vph)	1	200	165	5	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.996		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1845	1785	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1845	1785	0	1711	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1075	1238		587	
Travel Time (s)		14.7	16.9		16.0	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	6%	6%	1%	1%
Adj. Flow (vph)	1	260	214	6	13	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	261	220	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	200	165	5	10	10
Future Vol, veh/h	1	200	165	5	10	10
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	6	6	1	1
Mvmt Flow	1	260	214	6	13	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	221	0	-	0	481 219
Stage 1	-	-	-	-	218 -
Stage 2	-	-	-	-	263 -
Critical Hdwy	4.13	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.227	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1342	-	-	-	546 823
Stage 1	-	-	-	-	821 -
Stage 2	-	-	-	-	783 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1341	-	-	-	544 821
Mov Cap-2 Maneuver	-	-	-	-	544 -
Stage 1	-	-	-	-	819 -
Stage 2	-	-	-	-	782 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1341	-	-	-	654
HCM Lane V/C Ratio	0.001	-	-	-	0.04
HCM Control Delay (s)	7.7	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings  
400: Elmhurst Road & Golf Road

AM Peak  
02/24/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	20	150	30	15	100	5	55	10	20	20	25	15
Future Volume (vph)	20	150	30	15	100	5	55	10	20	20	25	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.980			0.995			0.968			0.966	
Flt Protected		0.995			0.994			0.969			0.984	
Satd. Flow (prot)	0	1799	0	0	1740	0	0	1765	0	0	1753	0
Flt Permitted		0.995			0.994			0.969			0.984	
Satd. Flow (perm)	0	1799	0	0	1740	0	0	1765	0	0	1753	0
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		1238			631			570			807	
Travel Time (s)		16.9			8.6			11.1			15.7	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	1%	1%	1%	3%	3%	3%
Adj. Flow (vph)	25	188	38	19	125	6	69	13	25	25	31	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	251	0	0	150	0	0	107	0	0	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.3%
ICU Level of Service	A
Analysis Period (min)	15



Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	150	30	15	100	5	55	10	20	20	25	15
Future Vol, veh/h	20	150	30	15	100	5	55	10	20	20	25	15
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	3	3	3	8	8	8	1	1	1	3	3	3
Mvmt Flow	25	188	38	19	125	6	69	13	25	25	31	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	9	8.8	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	65%	10%	12%	33%
Vol Thru, %	12%	75%	83%	42%
Vol Right, %	24%	15%	4%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	200	120	60
LT Vol	55	20	15	20
Through Vol	10	150	100	25
RT Vol	20	30	5	15
Lane Flow Rate	106	250	150	75
Geometry Grp	1	1	1	1
Degree of Util (X)	0.146	0.313	0.199	0.103
Departure Headway (Hd)	4.933	4.51	4.771	4.939
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	725	795	750	722
Service Time	2.981	2.549	2.814	2.991
HCM Lane V/C Ratio	0.146	0.314	0.2	0.104
HCM Control Delay	8.8	9.6	9	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	1.3	0.7	0.3

Lanes, Volumes, Timings  
500: Glen Cove Rd & Brookstone Cir N/Prop Northwest D/W

AM Peak  
02/24/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	5	5	1	1	1	20	5	1	50	1
Future Volume (vph)	1	1	5	5	1	1	1	20	5	1	50	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.899			0.983			0.975			0.998	
Flt Protected		0.994			0.964			0.998			0.999	
Satd. Flow (prot)	0	1681	0	0	1783	0	0	1761	0	0	1804	0
Flt Permitted		0.994			0.964			0.998			0.999	
Satd. Flow (perm)	0	1681	0	0	1783	0	0	1761	0	0	1804	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		690			726			450			582	
Travel Time (s)		18.8			19.8			8.8			11.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	1	1	6	6	1	1	1	26	6	1	65	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	8	0	0	33	0	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

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

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	5	5	1	1	1	20	5	1	50	1
Future Vol, veh/h	1	1	5	5	1	1	1	20	5	1	50	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1	5	5	5	5	5	5
Mvmt Flow	1	1	6	6	1	1	1	26	6	1	65	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	102	104	68	104	101	31	67	0	0	33	0	0
Stage 1	69	69	-	32	32	-	-	-	-	-	-	-
Stage 2	33	35	-	72	69	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	881	788	998	878	791	1046	1516	-	-	1560	-	-
Stage 1	944	839	-	987	870	-	-	-	-	-	-	-
Stage 2	986	868	-	940	839	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	876	785	996	868	788	1044	1515	-	-	1559	-	-
Mov Cap-2 Maneuver	876	785	-	868	788	-	-	-	-	-	-	-
Stage 1	942	837	-	985	868	-	-	-	-	-	-	-
Stage 2	981	866	-	931	837	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.9		9.2		0.3		0.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1515	-	-	941	876	1559	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.01	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lanes, Volumes, Timings  
600: Glen Cove Rd & Brookstone Cir S

AM Peak  
02/24/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	5	25	60	1
Future Volume (vph)	1	5	5	25	60	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.884			0.998		
Flt Protected	0.993			0.992		
Satd. Flow (prot)	1463	0	0	1795	1806	0
Flt Permitted	0.993			0.992		
Satd. Flow (perm)	1463	0	0	1795	1806	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	709			355	450	
Travel Time (s)	19.3			6.9	8.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	14%	14%	5%	5%	5%	5%
Adj. Flow (vph)	1	6	6	32	78	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	38	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	5	5	25	60	1
Future Vol, veh/h	1	5	5	25	60	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	14	14	5	5	5	5
Mvmt Flow	1	6	6	32	78	1

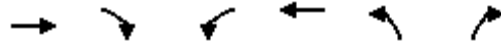
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	125	81	80	0	0
Stage 1	80	-	-	-	-
Stage 2	45	-	-	-	-
Critical Hdwy	6.54	6.34	4.15	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-
Follow-up Hdwy	3.626	3.426	2.245	-	-
Pot Cap-1 Maneuver	842	947	1499	-	-
Stage 1	914	-	-	-	-
Stage 2	948	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	837	945	1498	-	-
Mov Cap-2 Maneuver	837	-	-	-	-
Stage 1	909	-	-	-	-
Stage 2	947	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1498	-	925	-	-
HCM Lane V/C Ratio	0.004	-	0.008	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings  
700: Elmhurst Road & Oakton Road

AM Peak  
02/24/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1	5	35	1	5	30
Future Volume (vph)	1	5	35	1	5	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.884			0.885		
Flt Protected				0.953	0.993	
Satd. Flow (prot)	1663	0	0	1793	1575	0
Flt Permitted				0.953	0.993	
Satd. Flow (perm)	1663	0	0	1793	1575	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	540			604	478	
Travel Time (s)	14.7			11.8	9.3	
Confl. Peds. (#/hr)	1		1	1		1
Confl. Bikes (#/hr)	1					1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	1%	6%	6%
Adj. Flow (vph)	1	6	40	1	6	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	41	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	7.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	1	5	35	1	5	30
Future Vol, veh/h	1	5	35	1	5	30
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	6	6
Mvmt Flow	1	6	40	1	6	34

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	8	0	87
Stage 1	-	-	-	-	5
Stage 2	-	-	-	-	82
Critical Hdwy	-	-	4.11	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.209	-	3.554
Pot Cap-1 Maneuver	-	-	1619	-	904
Stage 1	-	-	-	-	1008
Stage 2	-	-	-	-	931
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1617	-	880
Mov Cap-2 Maneuver	-	-	-	-	880
Stage 1	-	-	-	-	1007
Stage 2	-	-	-	-	907

Approach	EB	WB	NB
HCM Control Delay, s	0	7.1	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1032	-	-	1617	-
HCM Lane V/C Ratio	0.039	-	-	0.025	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Lanes, Volumes, Timings  
800: Elmhurst Road & Golf Ridge N

AM Peak  
02/24/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	1	35	1	1	40
Future Volume (vph)	1	1	35	1	1	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932		0.997			
Flt Protected	0.976					0.999
Satd. Flow (prot)	1711	0	1787	0	0	1879
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1711	0	1787	0	0	1879
Link Speed (mph)	25		35			35
Link Distance (ft)	484		690			478
Travel Time (s)	13.2		13.4			9.3
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	6%	6%	1%	1%
Adj. Flow (vph)	1	1	39	1	1	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	40	0	0	45
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%		ICU Level of Service A			
Analysis Period (min)	15					



Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	35	1	1	40
Future Vol, veh/h	1	1	35	1	1	40
Conflicting Peds, #/hr	1	1	0	1	1	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	90	90	90	90	90	90
Heavy Vehicles, %	1	1	6	6	1	1
Mvmt Flow	1	1	39	1	1	44

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	88	42	0	0	41
Stage 1	41	-	-	-	-
Stage 2	47	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	915	1032	-	-	1575
Stage 1	984	-	-	-	-
Stage 2	978	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	912	1030	-	-	1574
Mov Cap-2 Maneuver	912	-	-	-	-
Stage 1	983	-	-	-	-
Stage 2	976	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	967	1574
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Control Delay (s)	-	-	8.7	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Lanes, Volumes, Timings  
 900: Elmhurst Road & Prop Northeast D/W/Golf Ridge S

AM Peak  
 02/24/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	10	1	20	5	1	1	5	25	5	1	35	5
Future Volume (vph)	10	1	20	5	1	1	5	25	5	1	35	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.911			0.983			0.980			0.983	
Flt Protected		0.985			0.964			0.993			0.999	
Satd. Flow (prot)	0	1688	0	0	1783	0	0	1681	0	0	1847	0
Flt Permitted		0.985			0.964			0.993			0.999	
Satd. Flow (perm)	0	1688	0	0	1783	0	0	1681	0	0	1847	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		685			577			464			690	
Travel Time (s)		18.7			15.7			9.0			13.4	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	10%	10%	10%	1%	1%	1%
Adj. Flow (vph)	11	1	23	6	1	1	6	29	6	1	40	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	0	8	0	0	41	0	0	47	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	14.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	1	20	5	1	1	5	25	5	1	35	5
Future Vol, veh/h	10	1	20	5	1	1	5	25	5	1	35	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1	10	10	10	1	1	1
Mvmt Flow	11	1	23	6	1	1	6	29	6	1	40	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	92	94	45	103	94	34	47	0	0	36	0	0
Stage 1	46	46	-	45	45	-	-	-	-	-	-	-
Stage 2	46	48	-	58	49	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.2	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.29	-	-	2.209	-	-
Pot Cap-1 Maneuver	894	798	1028	880	798	1042	1511	-	-	1581	-	-
Stage 1	970	859	-	971	859	-	-	-	-	-	-	-
Stage 2	970	857	-	956	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	887	792	1026	854	792	1040	1510	-	-	1579	-	-
Mov Cap-2 Maneuver	887	792	-	854	792	-	-	-	-	-	-	-
Stage 1	965	857	-	966	855	-	-	-	-	-	-	-
Stage 2	963	853	-	932	854	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.9		9.2		1.1		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1510	-	-	968	866	1579	-	-
HCM Lane V/C Ratio	0.004	-	-	0.037	0.009	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Lanes, Volumes, Timings  
100: Golf Road & Glen Cove Rd

PM Peak  
02/24/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	250	265	25	20	30
Future Volume (vph)	35	250	265	25	20	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.988		0.920	
Flt Protected		0.994			0.980	
Satd. Flow (prot)	0	1870	1859	0	1696	0
Flt Permitted		0.994			0.980	
Satd. Flow (perm)	0	1870	1859	0	1696	0
Link Speed (mph)		50	50		35	
Link Distance (ft)		518	1379		355	
Travel Time (s)		7.1	18.8		6.9	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	269	285	27	22	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	307	312	0	54	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	44.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	35	250	265	25	20	30
Future Vol, veh/h	35	250	265	25	20	30
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	38	269	285	27	22	32

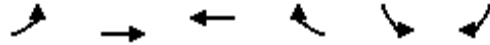
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	313	0	-	0	646 301
Stage 1	-	-	-	-	300 -
Stage 2	-	-	-	-	346 -
Critical Hdwy	4.11	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.209	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1253	-	-	-	438 741
Stage 1	-	-	-	-	754 -
Stage 2	-	-	-	-	719 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1252	-	-	-	421 740
Mov Cap-2 Maneuver	-	-	-	-	421 -
Stage 1	-	-	-	-	726 -
Stage 2	-	-	-	-	718 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1252	-	-	-	568
HCM Lane V/C Ratio	0.03	-	-	-	0.095
HCM Control Delay (s)	8	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lanes, Volumes, Timings  
200: Golf Road & Prop West D/W

PM Peak  
02/24/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	250	275	30	20	15
Future Volume (vph)	20	250	275	30	20	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.987		0.943	
Flt Protected		0.996			0.972	
Satd. Flow (prot)	0	1874	1857	0	1724	0
Flt Permitted		0.996			0.972	
Satd. Flow (perm)	0	1874	1857	0	1724	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1379	1075		611	
Travel Time (s)		18.8	14.7		16.7	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	22	269	296	32	22	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	291	328	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	20	250	275	30	20	15
Future Vol, veh/h	20	250	275	30	20	15
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	22	269	296	32	22	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	329	0	-	0	627 314
Stage 1	-	-	-	-	313 -
Stage 2	-	-	-	-	314 -
Critical Hdwy	4.11	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.209	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1236	-	-	-	449 729
Stage 1	-	-	-	-	744 -
Stage 2	-	-	-	-	743 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1235	-	-	-	439 728
Mov Cap-2 Maneuver	-	-	-	-	439 -
Stage 1	-	-	-	-	728 -
Stage 2	-	-	-	-	742 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1235	-	-	-	529
HCM Lane V/C Ratio	0.017	-	-	-	0.071
HCM Control Delay (s)	8	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lanes, Volumes, Timings  
300: Golf Road & Prop East D/W

PM Peak  
02/24/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	260	300	15	5	5
Future Volume (vph)	10	260	300	15	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.994		0.932	
Flt Protected		0.998			0.976	
Satd. Flow (prot)	0	1877	1870	0	1711	0
Flt Permitted		0.998			0.976	
Satd. Flow (perm)	0	1877	1870	0	1711	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1075	1238		587	
Travel Time (s)		14.7	16.9		16.0	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	11	280	323	16	5	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	291	339	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.1%			ICU Level of Service A		
Analysis Period (min)	15					



Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	10	260	300	15	5	5
Future Vol, veh/h	10	260	300	15	5	5
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	11	280	323	16	5	5

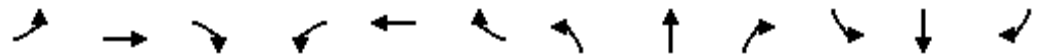
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	340	0	-	0	635 333
Stage 1	-	-	-	-	332 -
Stage 2	-	-	-	-	303 -
Critical Hdwy	4.11	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.209	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1225	-	-	-	444 711
Stage 1	-	-	-	-	729 -
Stage 2	-	-	-	-	751 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1224	-	-	-	438 710
Mov Cap-2 Maneuver	-	-	-	-	438 -
Stage 1	-	-	-	-	720 -
Stage 2	-	-	-	-	750 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1224	-	-	-	542
HCM Lane V/C Ratio	0.009	-	-	-	0.02
HCM Control Delay (s)	8	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings  
400: Elmhurst Road & Golf Road

PM Peak  
02/24/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	35	160	60	20	225	15	65	25	15	15	15	25
Future Volume (vph)	35	160	60	20	225	15	65	25	15	15	15	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.968			0.992			0.980			0.939	
Flt Protected		0.993			0.996			0.970			0.986	
Satd. Flow (prot)	0	1808	0	0	1859	0	0	1788	0	0	1614	0
Flt Permitted		0.993			0.996			0.970			0.986	
Satd. Flow (perm)	0	1808	0	0	1859	0	0	1788	0	0	1614	0
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		1238			631			570			807	
Travel Time (s)		16.9			8.6			11.1			15.7	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	9%	9%	9%
Adj. Flow (vph)	36	167	63	21	234	16	68	26	16	16	16	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	266	0	0	271	0	0	110	0	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	160	60	20	225	15	65	25	15	15	15	25
Future Vol, veh/h	35	160	60	20	225	15	65	25	15	15	15	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	9	9	9
Mvmt Flow	36	167	63	21	234	16	68	26	16	16	16	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	10.2	9.3	8.8
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	14%	8%	27%
Vol Thru, %	24%	63%	87%	27%
Vol Right, %	14%	24%	6%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	255	260	55
LT Vol	65	35	20	15
Through Vol	25	160	225	15
RT Vol	15	60	15	25
Lane Flow Rate	109	266	271	57
Geometry Grp	1	1	1	1
Degree of Util (X)	0.159	0.336	0.348	0.083
Departure Headway (Hd)	5.249	4.549	4.632	5.215
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	678	786	772	681
Service Time	3.319	2.599	2.682	3.292
HCM Lane V/C Ratio	0.161	0.338	0.351	0.084
HCM Control Delay	9.3	9.9	10.2	8.8
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.6	1.5	1.6	0.3

Lanes, Volumes, Timings  
 500: Glen Cove Rd & Brookstone Cir N/Prop Northwest D/W

PM Peak  
 02/24/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	1	5	5	1	1	5	40	5	1	35	1
Future Volume (vph)	1	1	5	5	1	1	5	40	5	1	35	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.904			0.981			0.987			0.997	
Flt Protected		0.993			0.966			0.995			0.999	
Satd. Flow (prot)	0	1689	0	0	1783	0	0	1847	0	0	1874	0
Flt Permitted		0.993			0.966			0.995			0.999	
Satd. Flow (perm)	0	1689	0	0	1783	0	0	1847	0	0	1874	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		690			726			450			582	
Travel Time (s)		18.8			19.8			8.8			11.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	5	5	1	1	5	43	5	1	38	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	7	0	0	53	0	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	5	5	1	1	5	40	5	1	35	1
Future Vol, veh/h	1	1	5	5	1	1	5	40	5	1	35	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	5	5	1	1	5	43	5	1	38	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	100	101	41	102	99	48	40	0	0	49	0	0
Stage 1	42	42	-	57	57	-	-	-	-	-	-	-
Stage 2	58	59	-	45	42	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	884	791	1033	881	793	1024	1576	-	-	1564	-	-
Stage 1	975	862	-	957	849	-	-	-	-	-	-	-
Stage 2	956	848	-	971	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	878	786	1031	871	788	1022	1574	-	-	1563	-	-
Mov Cap-2 Maneuver	878	786	-	871	788	-	-	-	-	-	-	-
Stage 1	971	860	-	953	846	-	-	-	-	-	-	-
Stage 2	950	845	-	963	860	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		9.1		0.7		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1574	-	-	964	876	1563	-
HCM Lane V/C Ratio	0.003	-	-	0.008	0.009	0.001	-
HCM Control Delay (s)	7.3	0	-	8.8	9.1	7.3	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Lanes, Volumes, Timings  
600: Glen Cove Rd & Brookstone Cir S

PM Peak  
02/24/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	10	50	45	1
Future Volume (vph)	1	5	10	50	45	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.887				0.997	
Flt Protected	0.992			0.992		
Satd. Flow (prot)	1467	0	0	1866	1876	0
Flt Permitted	0.992			0.992		
Satd. Flow (perm)	1467	0	0	1866	1876	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	709			355	450	
Travel Time (s)	19.3			6.9	8.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	14%	14%	1%	1%	1%	1%
Adj. Flow (vph)	1	5	11	54	48	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	65	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	5	10	50	45	1
Future Vol, veh/h	1	5	10	50	45	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	14	14	1	1	1	1
Mvmt Flow	1	5	11	54	48	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	127	51	50	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.54	6.34	4.11	-	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy	3.626	3.426	2.209	-	-	-
Pot Cap-1 Maneuver	840	984	1563	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	832	982	1562	-	-	-
Mov Cap-2 Maneuver	832	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	916	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1562	-	953	-	-
HCM Lane V/C Ratio	0.007	-	0.007	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings  
700: Elmhurst Road & Oakton Road

PM Peak  
02/24/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	5	5	40	5	5	50
Future Volume (vph)	5	5	40	5	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932			0.877		
Flt Protected				0.957	0.996	
Satd. Flow (prot)	1753	0	0	1800	1611	0
Flt Permitted				0.957	0.996	
Satd. Flow (perm)	1753	0	0	1800	1611	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	540			604	478	
Travel Time (s)	14.7			11.8	9.3	
Confl. Peds. (#/hr)	12		12	1		1
Confl. Bikes (#/hr)	8					1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	1%	1%	1%	1%	3%	3%
Adj. Flow (vph)	8	8	65	8	8	81
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	73	89	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.6%
Analysis Period (min)	15
	ICU Level of Service A



Intersection						
Int Delay, s/veh	7.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	5	40	5	5	50
Future Vol, veh/h	5	5	40	5	5	50
Conflicting Peds, #/hr	0	12	12	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	1	1	1	1	3	3
Mvmt Flow	8	8	65	8	8	81

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	28	0	163
Stage 1	-	-	-	-	24
Stage 2	-	-	-	-	139
Critical Hdwy	-	-	4.11	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.209	-	3.527
Pot Cap-1 Maneuver	-	-	1592	-	825
Stage 1	-	-	-	-	996
Stage 2	-	-	-	-	885
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1574	-	782
Mov Cap-2 Maneuver	-	-	-	-	782
Stage 1	-	-	-	-	985
Stage 2	-	-	-	-	848

Approach	EB	WB	NB
HCM Control Delay, s	0	6.6	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1005	-	-	1574	-
HCM Lane V/C Ratio	0.088	-	-	0.041	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lanes, Volumes, Timings  
800: Elmhurst Road & Golf Ridge N

PM Peak  
02/24/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	1	55	1	1	45
Future Volume (vph)	1	1	55	1	1	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932		0.997			
Flt Protected	0.976					0.999
Satd. Flow (prot)	1711	0	1839	0	0	1879
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1711	0	1839	0	0	1879
Link Speed (mph)	25		35			35
Link Distance (ft)	484		690			478
Travel Time (s)	13.2		13.4			9.3
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Adj. Flow (vph)	2	2	98	2	2	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	100	0	0	82
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	55	1	1	45
Future Vol, veh/h	1	1	55	1	1	45
Conflicting Peds, #/hr	1	1	0	1	1	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	56	56	56	56	56	56
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	2	2	98	2	2	80

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	185	101	0	0	101	0
Stage 1	100	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	807	957	-	-	1498	-
Stage 1	927	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	805	955	-	-	1497	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	874	1497
HCM Lane V/C Ratio	-	-	0.004	0.001
HCM Control Delay (s)	-	-	9.1	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Lanes, Volumes, Timings  
 900: Elmhurst Road & Prop Northeast D/W/Golf Ridge S

PM Peak  
 02/24/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	1	15	5	1	1	20	50	5	1	35	10
Future Volume (vph)	5	1	15	5	1	1	20	50	5	1	35	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.905			0.977			0.991			0.971	
Flt Protected		0.988			0.968			0.987			0.999	
Satd. Flow (prot)	0	1682	0	0	1779	0	0	1822	0	0	1825	0
Flt Permitted		0.988			0.968			0.987			0.999	
Satd. Flow (perm)	0	1682	0	0	1779	0	0	1822	0	0	1825	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		685			577			464			690	
Travel Time (s)		18.7			15.7			9.0			13.4	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	8	2	24	8	2	2	32	81	8	2	56	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	12	0	0	121	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	21.1%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	15	5	1	1	20	50	5	1	35	10
Future Vol, veh/h	5	1	15	5	1	1	20	50	5	1	35	10
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	62	62	62	62	62	62	62	62	62	62	62	62
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	1	1	1
Mvmt Flow	8	2	24	8	2	2	32	81	8	2	56	16

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	221	223	66	232	227	87	73	0	0	90	0	0
Stage 1	69	69	-	150	150	-	-	-	-	-	-	-
Stage 2	152	154	-	82	77	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	737	678	1001	725	674	974	1527	-	-	1512	-	-
Stage 1	944	839	-	855	775	-	-	-	-	-	-	-
Stage 2	853	772	-	929	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	720	661	999	692	657	972	1526	-	-	1511	-	-
Mov Cap-2 Maneuver	720	661	-	692	657	-	-	-	-	-	-	-
Stage 1	922	837	-	835	757	-	-	-	-	-	-	-
Stage 2	830	754	-	903	831	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		10.1		2		0.2	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1526	-	-	895	716	1511	-
HCM Lane V/C Ratio	0.021	-	-	0.038	0.016	0.001	-
HCM Control Delay (s)	7.4	0	-	9.2	10.1	7.4	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-