City of Lake Geneva, 626 Geneva St, Lake Geneva, WI 53147-262.248.3673-www.cityoflakgeneva.gov

Public Works Committee Agenda
Monday, April 27, 2026 - 4:00 PM
Lake Geneva City Hall, Council Chambers

Members:
Chair: Cathy Stoodley
JaNelle Powers, Linda Frame, Mary Jo Fesenmaier and Brian Smith

1. Call to Order
2. Roll Call
3. Comments from the public limited to 5 minutes, limited to items on this agenda
4. Approval of the minutes from March 23, 2026.
5. Written Staff Reports
    a. Director of Public Works Report
    b. Street Superintendent Report
    c. Parking Manager Report
    d. Engineer Report
6. Highway 50 update
7. Discussion/Recommendation regarding declaring items from DPW for Wisconsin Surplus
8. Discussion regarding Sidewalk Evaluation Phase 2 results (Kapur)
9. Discussion/Recommendation regarding Swan Creek Development Public Road Improvements (Kapur)
10. Discussion regarding draft policy for crosswalks, curb ramps and sidewalks
11. Adjournment

A quorum of the Council may be present; however, no official Council action will be taken.
Requests from persons with disabilities who need assistance to participate in this meeting should be made to the City Clerk's office in advance so that the appropriate accommodations can be made.

City Of Lake Geneva Public Works Committee Minutes
Monday, March 23, 2026 - 4:00 PM
Lake Geneva City Hall, Council Chambers

Call to Order
Meeting called to order at 4:00 PM by chairperson Cathy Stoodley.

Roll Call
Present: Cathy Stoodley, Joel Hoiland, Mary Jo Fesenmaier, JaNelle Powers, and Linda Frame.
Others Present: City Administrator Dave De Angelis, Mayor Todd Krause, Public Works Director Tom Earle, Parking Manager Beth Gehris-Padro, and Naomi Rauch from Kapur.

Comments from the public limited to 5 minutes, limited to items on this agenda
There was no public comments.

Approval of the minutes from January 26, 2026
Motion by Powers to approve, second by Frame.
Voice vote, approved, motion carried.

Written Staff Reports

Director of Public Works Report
The Director of Public Works report was included in the packet.
Committee members and Earle discussed multiple topics included in the report.

Street Superintendent Report
The Street Superintendent's report was included in the packet.
Committee members and Earle discussed the alley between Campbell Street and Seminary Park water drainage concerns.
Discussion ensued regarding brush drop off and curbside pick-up.

Parking Manager Report
Parking manager Beth Gehris-Padro explained the parking manager's report.
Committee members and Gehris-Padro discussed parking citation data.

Engineer Report
The engineer's report was included in the packet.

Highway 50 Report
Mayor Todd Krause gave an overview of the public information meeting that was conducted on March 19, 2026.
City Administrator Dave De Angelis informed he requested the electronic version of the documents from the PMI.
Discussion ensued regarding the Highway 120 DOT project.

Discussion/Recommendation to direct appropriate city staff to create a citywide speed bump policy (Fesenmaier)
Fesenmaier provided an overview of the speed bump policy implemented addressing speeding concerns.
De Angelis gave an overview of the process for creating a new speed bump policy.
Motion by Fesenmaier to direct the city administrator to schedule a discussion on the next council meeting for a citywide speed bump policy. Second by Powers.
Discussion ensued regarding the referral of the speed bump policy to council.
Voice vote, 3-approved, 2-opposed (Frame, Holiand), motion carried.

Discussion/Recommendation to approve the low bid for the 2026 Lake Geneva Street Program from Asphalt Contractors including both additional bids totaling $660,418.00 (Kapur)
Naomi Rauch from Kapur explained the change of recommendation of approval to the base bid only.
Discussion ensued regarding the road improvement budget.

Motion by Hoiland to approve the base bid in the amount of $580,258.00, second by Powers.
Voice vote, approved, motion carried.

Adjournment
Motion by Powers to adjourn, second by Stoodley.
Voice vote, approved, motion carried.

City of Lake Geneva
Department of Public Works
1065 Carey St.
Lake Geneva, WI 53147
262.248.6644

To: Public Works Committee
From: Tom Earle, Director of Public Works
RE: April. 2026 Director's Report

PUBLIC WORKS OFFICE & ADMINISTRATION

DOT.

- Discuss Hwy 50 with LGUC and WisDOT several times, ongoing. Meet with Mayor/parking. Trolley meetings.
- Research existing documents regarding Main St construction. Ongoing, several located, forward White River info regarding bridge/culvert by Burger King. Drainage on Catholic hill
- Discuss Real Estate acquisitions for STH 120 project with Admin and Engineer. Ongoing, meet with MaryKate.
- Meet with WisDOT regarding building projects on STH 50. Signage and traffic signage and signals. Discuss ROW encroachments. Meet on site.
- STH 120 real estate LTE's PLE's, meet with Mary Kate and crew.

DPW

- Meet regarding spillway lighting, ongoing, discuss with LGBC. Meet with BC regarding this and other projects. Discuss with GLLC.
- Meet with Parks Director several times.
- Meet with Admin several times
- Meet with Comptroller several times.
- Currently working on CIP projects. Museum roof RFB opened 22 April.
- Balcony for fuel delivery, monitoring issue begun, CIP, RFP soon. Meet with DOR regarding new shed requirements. (2027)
- Meet with designer/engineer on salt shed addition. Project projected start date 22 Sept. Project moved back due to scheduling. Tentative date, April 2026. Started 1st week April, walls poured.
- Discuss border roads winter maintenance with surrounding Muni's.
- Review ROW permits, meet with B&Z. Attend DRT
- Daily activities, signage, roads, salt allocation, salt application seminars, etc. Signage issues around town.
- Meet with Geneva Town regarding Center St., Forest St. Hwy 50 project. Again.
- Meet with Bloomfield DPW regarding Symph. Bay drainage. Complete.
  Meet with WalCo, Engineers regarding Int. North project. Traffic issues for detour.
- Alleys are being listed based on PASER ratings. DPW aware of several issues in alleys. Baker St, Crawford, Etc. Lists moving forward will include any known issues.

Cemeteries

- Survey complete, data compilation for design started. Borings performed.
- Attend Cemetery Board in Jan.. Updates on projects
- Several issues at Oak Hill are being resolved and ongoing. Many ownership issues lately, assisted numerous families for ownership issues. This is ongoing and ramping up.

- Address past errors in record keeping at Oak Hill, ongoing. Many new issues found.
- DPW Admin Assistant is working on finding possible remedies for the Oak Hill Columbarium issues.
- Columbarium rebid opened 08 April, recommendation on Council agenda.
- Phone for Oak Hill now transferred to DPW.
- RFB for Sexton Shed came in at budget, hopefully work starts in next few months. Fence is moved, trees removed.
- Oak Hill running with one Staff member on leave.

April rains.

- City received 9.4" rain in April.
- Several areas near S LSD and Wells on Main St overtopped.
- Culverts were at capacity
- Mill Race gates and tail race opened.
- Gates opened next to spillway.
- Donian Wetland Preserve performed as it should.
- Culverts off Haskins St worked as they should.

City of Lake Geneva
Department of Public Works
1065 Carey St.
Lake Geneva, WI 53147
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DPW April 2026 Operational Report

Streets

I have been working with city Engineer on the 2026 Street program

Sweepers have been out during the warmer weather.

Staff have been repairing and straightening street signs and traffic signs.

Staff are working on streetlight repairs.

Staff have been out doing utility locates.

Staff are doing downtown garbage pickup Mondays and Fridays.

DPW office have been getting visitors regularly for the brush drop off.

Staff also have been completing needed repairs to equipment.

Crews went out for 23 snow events this season.

Crews are out when weather permits filling Potholes weekly.

Staff have been attending online training courses and getting additional certifications.

Crews are out doing storm drain repairs along with contractors.

Crews were out clearing storm drains and keeping culverts cleared. During the flooding.

Parks

Staff have been working on some PMs to mowing equipment.

Sand was hauled to Rush wood Park

Composte site has been cleaned up for spring material.

We completed last year’s curbside material tub grinding.

Starting to get into public restrooms for spring opening.

West end, Chamber, Riv, Vets and Seminary Park restrooms are open for the season.

Crews are out mowing.

We are fully staffed for our seasonal positions this year. Yeah!

Crews are out doing restorations from winter damage.

Forestry

Staff have been attending online and in person training.

The crew is out trimming trees.

Crews have been working on tree removals.

Staff cleaned up storm damage from heavy winds. Had 12 trees come down during a windstorm

Crews are out stump grinding 80 stumps.

Riviera

Working on refinishing the exterior doors.

Lower Riviera is open for the season.

Aerators have been removed around the piers.

Working on stripping and waxing the floors.

Wood floor has been refinished.

Riv has hosted 7 events.

There was a lot of damage to the gas and Elmers's pier during the windstorm. Staff were able to gather many of the pier dec's that the waves pushed off.

Parking Operations Report -April 2026

2026 Parking Permits:

- 4,423 (4071 Resident – 193 WalCo Resident - 159 Business)

- 30/40 Parking Lot Permits

Citations in 2026:

Total: 9101 (Feb-April 2025= 8855)

Issued:1697

Paid: 5727

Dismissed/Closed: 1433

Sent to Collection: 0

Warning: 203

In Dispute: 41

Information pulled 4/22/2026

Ongoing Plan for 2026:

- Sign Survey-
    - Compact Car signs- revitalization plan
    - Signs installed on all current signposts
    -

        - Cook St-needs signposts

- Motorcycle Signs-revitalization plan
-

- Identification of areas requiring more paid parking signs or signposts
    - Lake Shore Drive, 100 block west side
    - Dodge Street
    - Broad Street, 400 block west side
    - Cook St at Geneva St
    - Library Park, West
- Removing Compact Sign at parallel space in front of Post Office
- Removing one Compact Space in 700 block of Geneva St

- Staff discussion of No Parking Zone on Broad Street at Geneva Theatre
    - Possible use for Trolley Stop. Project discussion ongoing.
- Ongoing participation in Hwy 50 Construction Discussion Group

2026-Revenue Impact

- **Winterfest -$15,940 +shuttle value**
- **Church Parking Weekly Retail Value -$44,280**
- **Food Pantry Weekly Retail Value -$4,320**
- **YMCA 5K -$640**
- **Farmer's Market -$13,260**

2025-Revenue Impact (-$134,173.72 includes shuttle)

1224 South Pine Street
Burlington, WI 53105
T: 262.767.2747 • F: 262.767.2750

Memo to City of Lake Geneva

To: **Tom Earle, Director of Public Works** **Date:** **April 22, 2026**

From: **Naomi Rauch, P.E.**
262-758-6032

CC: **Kassandra Vina, City of Lake Geneva**

Subject: **Kapur Updates – April 2026 PWC**

Cemetery Road
Soil borings results were received this week and construction plans are being revised based on the additional data. Tentative bid opening is May 13th for construction in 2026.

Center Street and Interchange North
Utility work is commencing ahead of the roadway improvements. Some design changes are being considered due to new proposed development at the NE corner of Center and Interchange North. Changes will be discussed as an item on the April agenda.

HWY 50
The project is set to be let in November of 2026 and construction through the 2027 and 2028 seasons. Work is projected to start at the west end (Snake Road). Notifications to property owners with structure encroachments within the Right of Way will begin within the next few weeks.

2025 Street Program
Kapur is coordinating with Wolf Paving to complete remaining punch list items such as minor concrete and asphalt repairs, removal of remaining erosion control, and minor restoration touch ups. Project timeline is to complete all of these tasks within a month. Final project close out and retainage release will follow.

HWY 120 / Townline SISP
Kapur is to share preliminary design with WisDOT signal and multimodal teams. Conversations with WisDOT regarding types of detection for signal are ongoing. Reimbursement application planned to be submitted mid-May.

HWY 120 DOT Project
The Right of Way plat and relocation order for real estate acquisitions was passed at Plan Commission this month and will be on the upcoming City Council meeting. The real estate needs are all Temporary Limited Easements necessary for construction and have been staked at affected properties. Once the plat and relocation order is filed with the County the real estate consultants can begin negotiations.

2026 Street Program

A pre-construction meeting was held on April 22. Work is expected to begin on Wrigley in early May.

April 2026

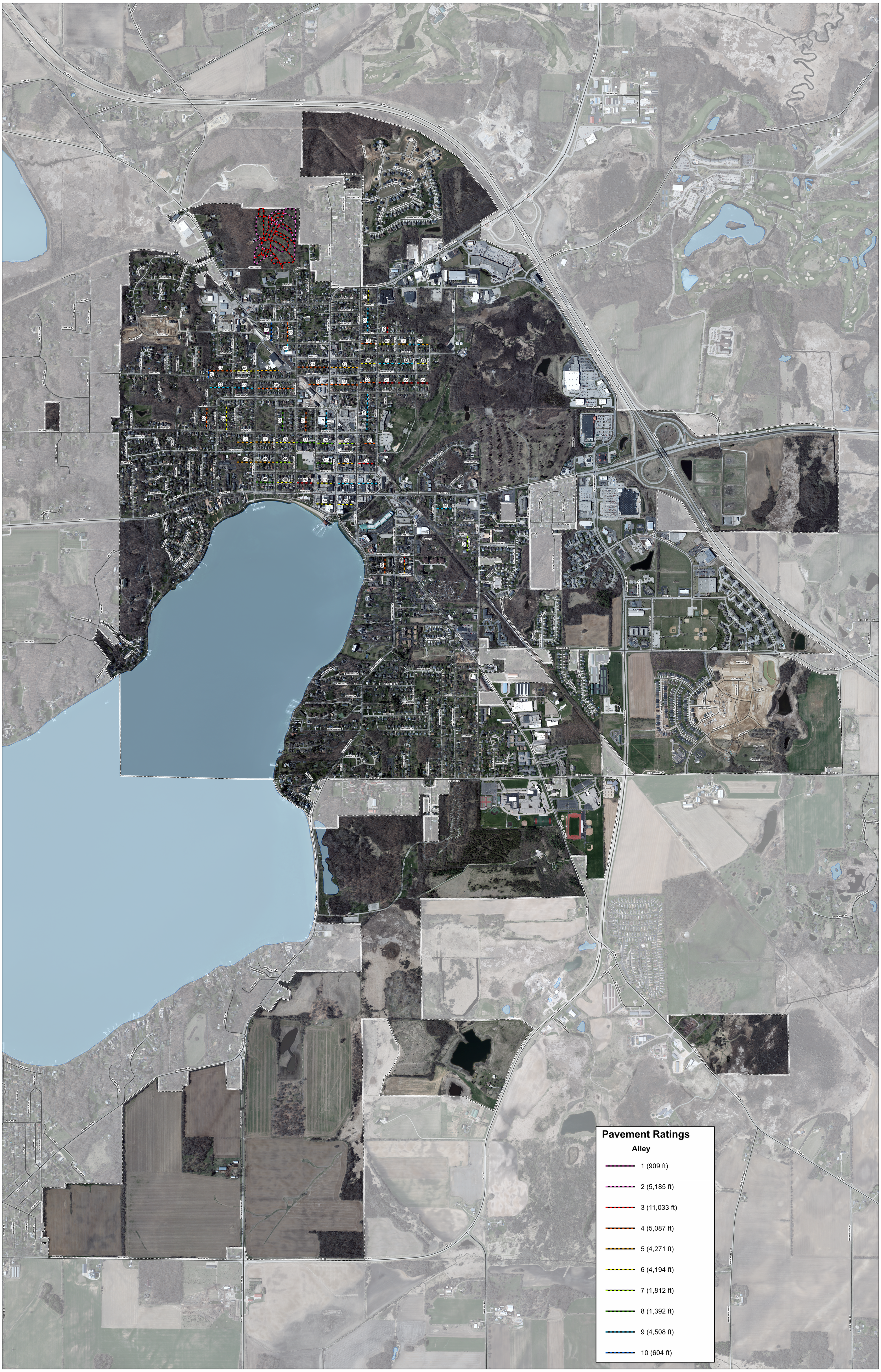
Highway 50 Update

The reconstruction of WIS 50 through the City of Lake Geneva is on schedule to take place in 2027 and 2028. Weather permitting, roadway construction is anticipated to start as early as possible in 2027 (February) and go through the end of calendar year 2028.

WisDOT project will also incorporate the City's water and sanitary improvements into the final plan set and Let with the WisDOT project.

Upcoming milestones/events:

- Real estate acquisition process has begun and is anticipated to go through end of summer 2026
- Utility (private) coordination has started and is anticipated to go through late spring 2026
    - Note: private utility (AT&T, WE gas/electric, etc…) relocations/moves are anticipated to start late summer/ early fall 2026. Dave has asked me to get an update on timing from my utility coordinator. We're working on that now.
- Public information meeting #2 was held on March 19th, 2026 at same location as last time.
- Bloom will be submitting Draft 90% plans at the end of April. The 90% draft review meeting is anticipated to be held 6/2. The City will get an invite and the opportunity to comment on plans and specials.
- On going coordination with the City regarding plan details and special provisions. Once finalized, WisDOT will update the SMFA and send over to the City for review and approval.



City of Lake Geneva

2025 Pavement Ratings

0 500 1,000 2,000 Feet

0 0.13 0.25 0.5 Miles

Date: 4/22/2026

Auction List

- Palette of Signs
- Wright-Stander Mowers
- Mobile and handheld two-way radios (replaced by communication grant)
- Chairs
- John Deer Riding Mower
- IH 7400 5YD Truck (Replaced Spring 2026)

Memo to City of Lake Geneva

To: **PWC** **Date:** **April 23, 2026**

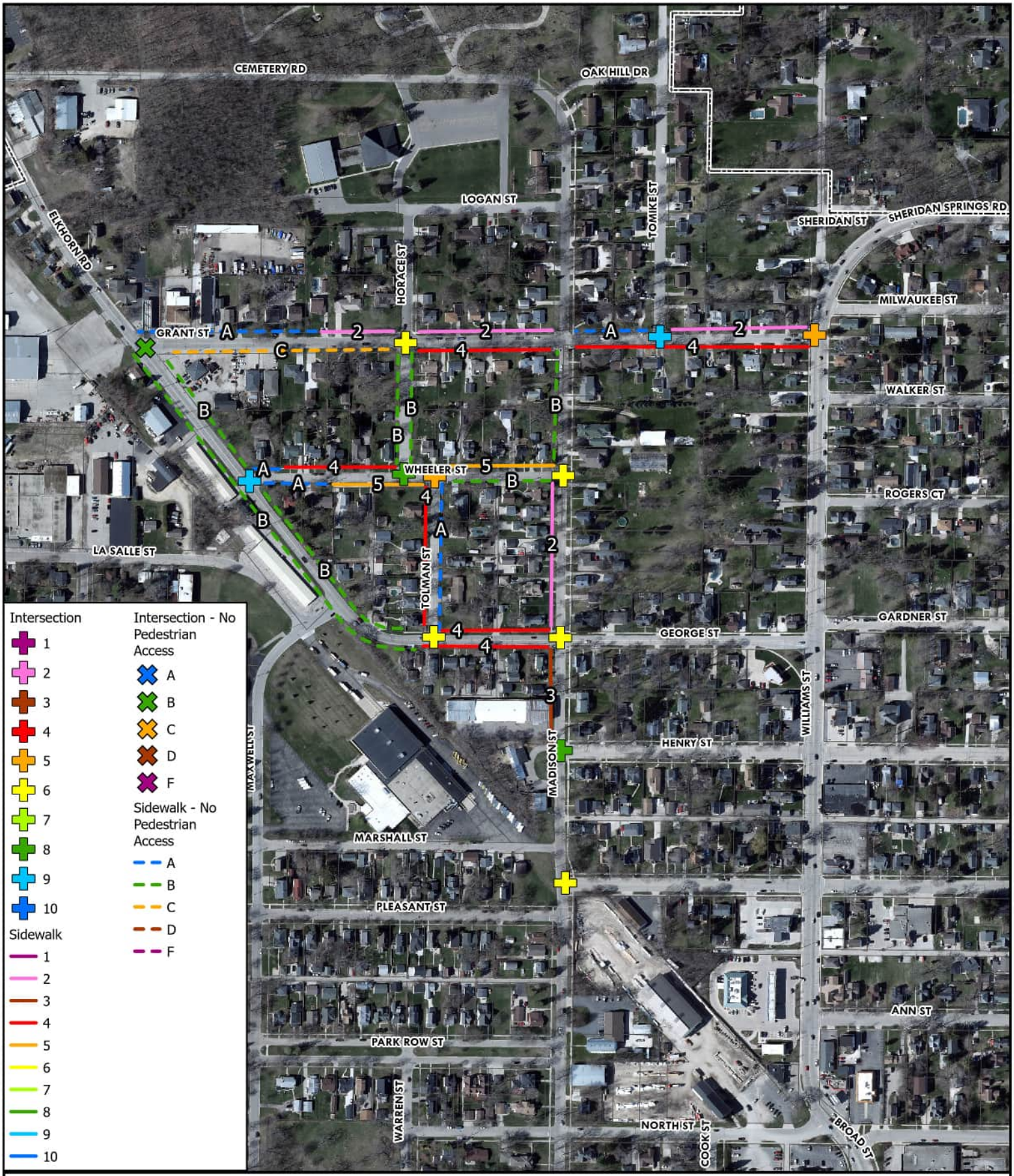
From: **Naomi Rauch, P.E.**
262-758-6032

CC: **Tom Earle – Director of Public Works**
Dave DeAngelis – City Administrator (ADA Compliance Officer)

Subject: **Sidewalk Evaluation Phase 2**

BACKGROUND AND REQUEST:

Kapur Task Order #43 for Phase 2 of the Citywide Sidewalk Evaluation has been completed. The sidewalk and intersection evaluation map for Phase 2 is attached with the "No pedestrian Access" sidewalk data table. All data collected is stored in the City GIS database and accessible to staff. The data collected has been analyzed and scored utilizing the scoring methods developed for the City of Lake Geneva Field Sidewalk Assessment Manual.



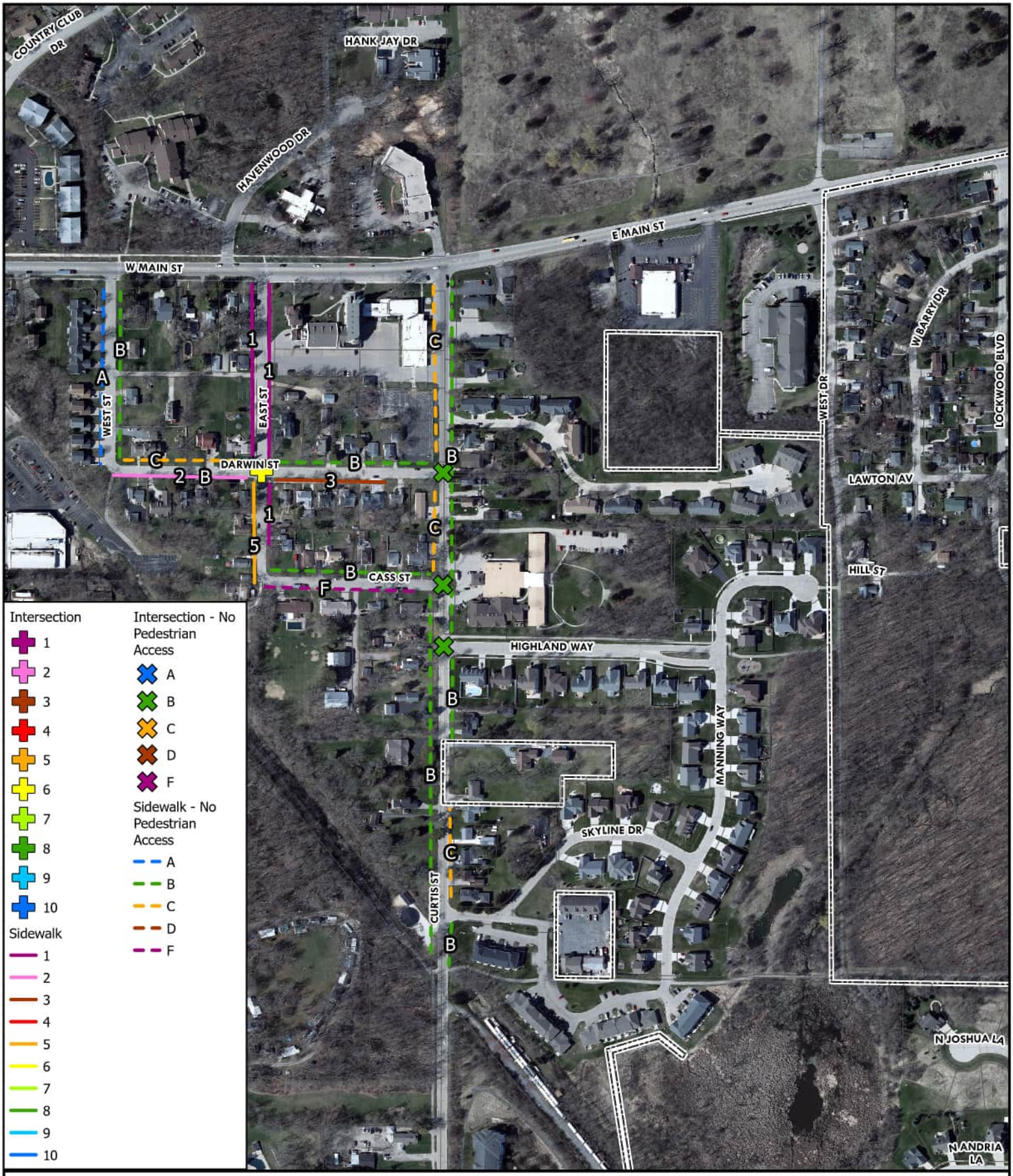
Lake Geneva

Sidewalk Assessment

Phase 2

0 200 400 Feet

Date: 4/22/2026



LAKE GENEVA

kapur

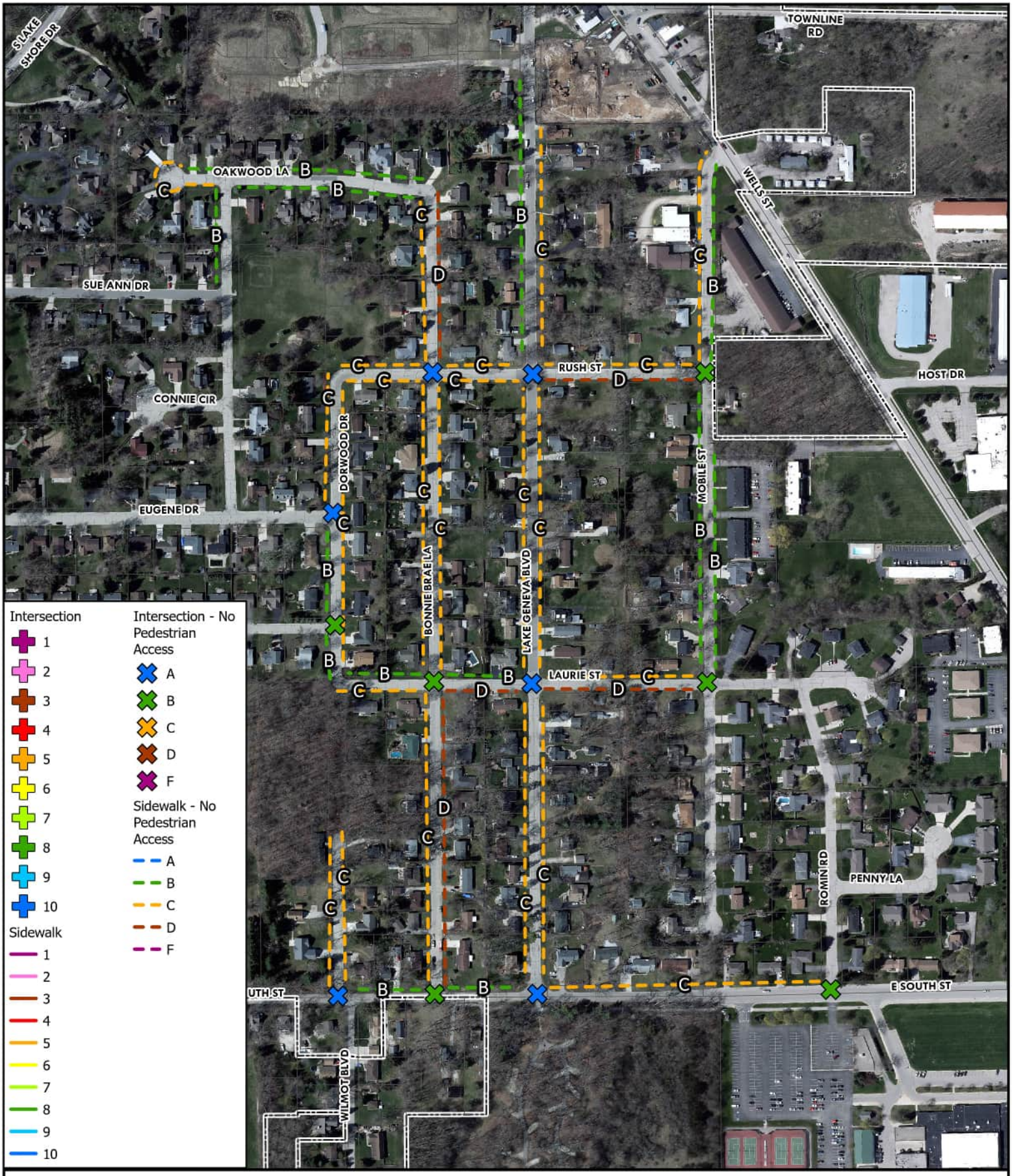
Lake Geneva

Sidewalk Assessment

Phase 2

0 200 400 Feet

Date: 4/22/2026



LAKE GENEVA

kapur

Lake Geneva

Sidewalk Assessment

Phase 2

0 200 400 Feet

Date: 4/22/2026

Street Name	Minimum Right of Way (ft)	Number of Obstructions	Type of Obstructions	Proximity to Sidewalk	Width Score	Cross Slope Score	Obstructions Score	Proximity Score	Rating Score	Rating Letter
Madison	20	6	5trees;1utlpole	Connecting	100	75	0	100	78.75	B
Grant	22	3	3trees	Connecting	100	75	25	100	82.5	A
Horace	11	6	4trees;2utlpole	Connecting	100	50	0	100	72.5	B
Horace	15	6	Trees	Connecting	100	75	0	100	78.75	B
Darwin	12	3	Trees	Connecting	100	0	25	100	63.75	B
Cass	13	4	Trees	Less than 200 Feet	100	50	0	50	60	B
Curtis	17	8	7trees;1hydrant	Less than 200 Feet	100	75	0	50	66.25	B
Curtis	12	6	3trees;3utlpoles	More than 200 Feet	100	75	0	0	53.75	C
Curtis	17	4	1tree;1ultpole;1ultbox;1hydrant	More than 200 Feet	100	75	0	0	53.75	C
Darwin	17	2	Trees	Connecting	100	25	50	100	73.75	B
Oakwood	12	2	1tree;1utlpole	More than 200 Feet	100	100	50	0	67.5	B
Timothy	17	0		More than 200 Feet	100	75	100	0	68.75	B
Dorwood	8	1	Utlpole	More than 200 Feet	50	75	75	0	47.5	C
Rush	9	1	Bushes	More than 200 Feet	50	75	75	0	47.5	C
Rush	8	1	Tree	More than 200 Feet	50	50	75	0	41.25	C
Bonnie Brae	12	6	Bush;hydrant;4trees	More than 200 Feet	100	75	0	0	53.75	C
Laurie	14	1	Hydrant	More than 200 Feet	100	75	75	0	65	B
Lake Geneva Blvd	14	4	1utlpole;3tree	More than 200 Feet	100	75	0	0	53.75	C
Bonnie Brae	12	7	4Bushes;power pole;hydrant;retaining wall	More than 200 Feet	100	75	0	0	53.75	C
Laurie	6	3	2trees;1utlpole	More than 200 Feet	0	75	25	0	22.5	D
Laurie	11	3	3trees	More than 200 Feet	100	75	25	0	57.5	C
Dorwood	13	5	Bush;2trees;2power poles	More than 200 Feet	100	50	0	0	47.5	C
South	21	2	Bush;power pole	More than 200 Feet	100	75	50	0	61.25	B
Bonnie brae	8	3	2bushes;1tree	More than 200 Feet	50	75	25	0	40	C
Bonnie brae	10	7	2hydrants;1valve;4 trees	More than 200 Feet	100	75	0	0	53.75	C
Wheeler	13	10	3trees;6utilities;1wall	Connecting	100	50	0	100	72.5	B
Grant	16	2	Tree;hydrant	Connecting	100	75	50	100	86.25	A
Elkhorn	7	1	Tree	Less than 200 Feet	50	75	75	50	60	B
Elkhorn	10	7	7trees	Connecting	100	75	0	100	78.75	B
Darwin	20	4	3uktpoles;planter	Less than 200 Feet	100	0	0	50	47.5	C
West	19	5	Tree	Connecting	100	50	0	100	72.5	B
West	18	1	Light post	Connecting	100	100	75	100	96.25	A
Cass	3	9	8ultpole;1tree	More than 200 Feet	0	75	0	0	18.75	F
Curtis	12	4	3utlpoles;1utlbox	Less than 200 Feet	100	75	0	50	66.25	B
Curtis	12	1	1 utlpole	More than 200 Feet	100	75	75	0	65	B
Curtis	19	7	2trees;power pole;2bushes;electrical box	Less than 200 Feet	100	50	0	50	60	B
Bonnie brae	8	3	1tree;2poles	More than 200 Feet	50	50	25	0	33.75	D
Oakwood	19	1	Hydrant	More than 200 Feet	100	75	75	0	65	B
Rush	10	6	1tree;3utlpoles;hydrant;manhole	More than 200 Feet	100	75	0	0	53.75	C
Lake Geneva	13	12	7trees;4utlpoles;1hydrant	Less than 200 Feet	100	75	0	50	66.25	B
Dorwood	12	1	Bushes	More than 200 Feet	100	75	75	0	65	B
Mobile	7	5	5utlpoles	Connecting	50	75	0	100	61.25	B
Mobile	15	2	2hydrants;	More than 200 Feet	100	75	50	0	61.25	B
Lake Geneva	14	2	1bush;1tree	More than 200 Feet	100	25	50	0	48.75	C
Lake geneva	13	9	2hydrants;1utlpole;6trees	More than 200 Feet	100	75	0	0	53.75	C
Bonnie Brae	9	7	3retaining walls;4trees	More than 200 Feet	50	50	0	0	30	D
Lake Geneva	15	5	5trees	More than 200 Feet	100	75	0	0	53.75	C
Laurie st	9	0	None	More than 200 Feet	50	25	100	0	38.75	D

Street Name	Minimum Right of Way (ft)	Number of Obstructions	Type of Obstructions	Proximity to Sidewalk	Width Score	Cross Slope Score	Obstructions Score	Proximity Score	Rating Score	Rating Letter
Wheeler	19	0		Connecting	100	75	100	100	93.75	A
Wheeler	14	2	2trees	Connecting	100	75	50	100	86.25	A
Tolman	10	3	Tree;fence;power pole	Connecting	100	75	25	100	82.5	A
Elkhorn	11	6	Trees;fence	Connecting	100	75	0	100	78.75	B
Curtis	3	0		Connecting	0	50	100	100	52.5	C
Oakwood	9	3	1bush;1tree;1hydrant	More than 200 Feet	50	75	25	0	40	C
Dorwood	14	2	1tree;1utl pole	More than 200 Feet	100	50	50	0	55	C
Rush	10	4	4 trees	More than 200 Feet	100	50	0	0	47.5	C
Rush	8	5	3trees;2utlpoles	More than 200 Feet	50	50	0	0	30	D
Laurie	8	6	Trees;manhole	More than 200 Feet	50	100	0	0	42.5	C
Mobile	11	7	5trees;parking lot;hydrant	More than 200 Feet	100	75	0	0	53.75	C
Dorwood	9	2	Tree;inlet	More than 200 Feet	50	75	50	0	43.75	C
Laurie	13	2	1utlbox;bushes	More than 200 Feet	100	75	50	0	61.25	B
Lake Geneva	11	3	3Trees	More than 200 Feet	100	75	25	0	57.5	C
E South	8	7	4utlpoles;4trees;1hydrant;1utlbox	Less than 200 Feet	50	75	0	50	48.75	C
Grant	10	6	5 trees;1pole	More than 200 Feet	100	50	0	0	47.5	C
Dorwood	10	1	Tree	More than 200 Feet	100	75	75	0	65	B
Rush	10	3	1tree;1utlpole;utlbox	More than 200 Feet	100	50	25	0	51.25	C
Mobile	15	1	1utlpole;	Less than 200 Feet	100	75	75	50	77.5	B
South	23	1	Hydrant	More than 200 Feet	100	75	75	0	65	B

Memo to City of Lake Geneva

To: **Public Works Committee** **Date:** **April 23, 2026**

From: **Neal Syka, P.E., PTOE, RSP1**
Naomi Rauch, P.E.

CC: **Tom Earle – Director of Public Works**

Subject: **Swan Creek Supper Club (PIN ZYUP 00140) – Public Road Improvements**
Kapur Project #26.0259

BACKGROUND AND REQUEST:
A CUP application was submitted by David Scotney for development of a vacant lot at the northeast corner of Center Street and Interchange North (PIN ZYUP 00140). The development includes ingress/egress from Interchange North, a 550 ft long driveway to a proposed new 302 seat capacity supper club with associated parking. The concept plan includes an emergency access only to Center Street with the Town of Geneva public right-of-way.

Kapur's traffic engineer required a traffic impact analysis (TIA) be completed and provided a recommended scope to the applicant. Traffic Analysis & Design, Inc. (TADI) analyzed the traffic impacts that may result from the proposed development of this parcel. See attached TIA for reference. The analysis addressed both the impacts of additional trips generated by the proposed development and safety concerns within the existing intersections surrounding the proposed development.

The TIA analyzed primary access on Interchange North and an emergency access driveway on Center Street (Option 1). It also analyzed if the primary entrance was on Center Street with emergency access on Interchange North (Option 2). Both options require modifications at the Center Street / Interchange North intersection. **Utility work is currently progressing at this intersection in advance of Walworth County's pavement upgrades. The County's project is expected to begin in early summer and includes City funded geometry changes at the intersection to provide pedestrian accommodations.**

- If the entrance is on Interchange North then an eastbound left turn lane into the development would be warranted and improvements to left turn lane offsets at the intersection of Interchange North and Center Street should be incorporated.

- If the access is on Center Street then the TIA recommends making improvements to the intersection of Center Street and Interchange North including considering adding a compact

roundabout with an inscribed circle diameter of between 80 and 100 feet with one approach lane for each direction.

Below is a list of considerations for both the two-way stop control intersection with improved geometry for access option 1 and a compact roundabout that could work with either access option.

Two-Way Stop Control

Pros	**Cons**
Fits within existing right of way	Many lane shifts and tapers in a short distance
Lower cost	Does not slow vehicular traffic as well as roundabout
Requires less modification from current county plans	Less adaptable to future growth
	Pedestrians must cross multiple lanes with no refuge
	Only works with access control option 1 with driveway on Interchange North

Roundabout

Pros	**Cons**
Better accommodates future growth on Center Street	More expensive
It promotes slower vehicle speeds	More extensive reconstruction efforts
Adaptable to either access control option	It is not part of current county reconstruction plans
May have pedestrian yielding and it provides pedestrian refuge	
Less lane shifts/taper	

Kapur provided review comments to TADI and Cardinal on the TIA. City staff and the development team have met several times with Walworth County Highway Department to discuss the proposed development. The following is a summary of the topics discussed in a meeting between Cardinal Engineering, City staff, Kapur, TADI, Baxter & Woodman (engineering firm who developed plans for Interchange North reconstruction, and Walworth County Highway Department, after Kapur provided comments on the preliminary intersection layout & TIA to Cardinal Engineering.

- Access Location and Turn Lane
    - The county has concerns about allowing a full access driveway on CTH H
    - They historically haven't allowed a dedicated left turn into a private development
        - However, they are willing to consider it if it is what the City feels is best
        - There was discussion back and forth on this and both Baxter and Woodman, Kapur, Cardinal Engineering, and TADI agree that it would be safer to have the left turn lane present for eastbound traffic turning into the development.
    - The County also wants to have documentation that the turn lane length and tapers meet standards in the FDM.
    - The County will make their final decision on access after PWC weighs in on it
    - A right in/right out was also discussed it is not the applicant's preferred alternative, but it is better than only having access from Center Street

- Intersection Control and Operations at Center Street and Interchange North
    - A previous signal warrant analysis was performed, and this intersection doesn't meet the warrants for signals.
    - Even if the driveway was on Center Street the added traffic wouldn't warrant a signal. The supper club development traffic will be concentrated in the evening hours and for a signal to be warranted more traffic throughout the day is needed.
    - It is unlikely that there will be any significant development of traffic on Center Street north of Interchange North in the future as there is little room for new development
    - If a connection between Stonybrook Trail and the roundabout on Interchange North is built there will be less traffic on Center Street and operations there should be improved.
    - Per the TIA, operations reach undesirable levels only during peak evening hours on Fridays and Saturdays when the supper club would be open and have the most traffic
- The County would ideally prefer to relinquish jurisdiction of this roadway to the City or Town as it is getting too urban
- Pedestrian considerations with the two-way stop control alternative and an eastbound left turn lane into the development
    - The curb extension can still largely stay as is but will likely increase the pedestrian crossing distance by around 3.5' due to the shifting taper.
    - Generally, walk times are based on a pedestrian walking speed of 3.5 feet per second so it would increase crossing time by 1 second.

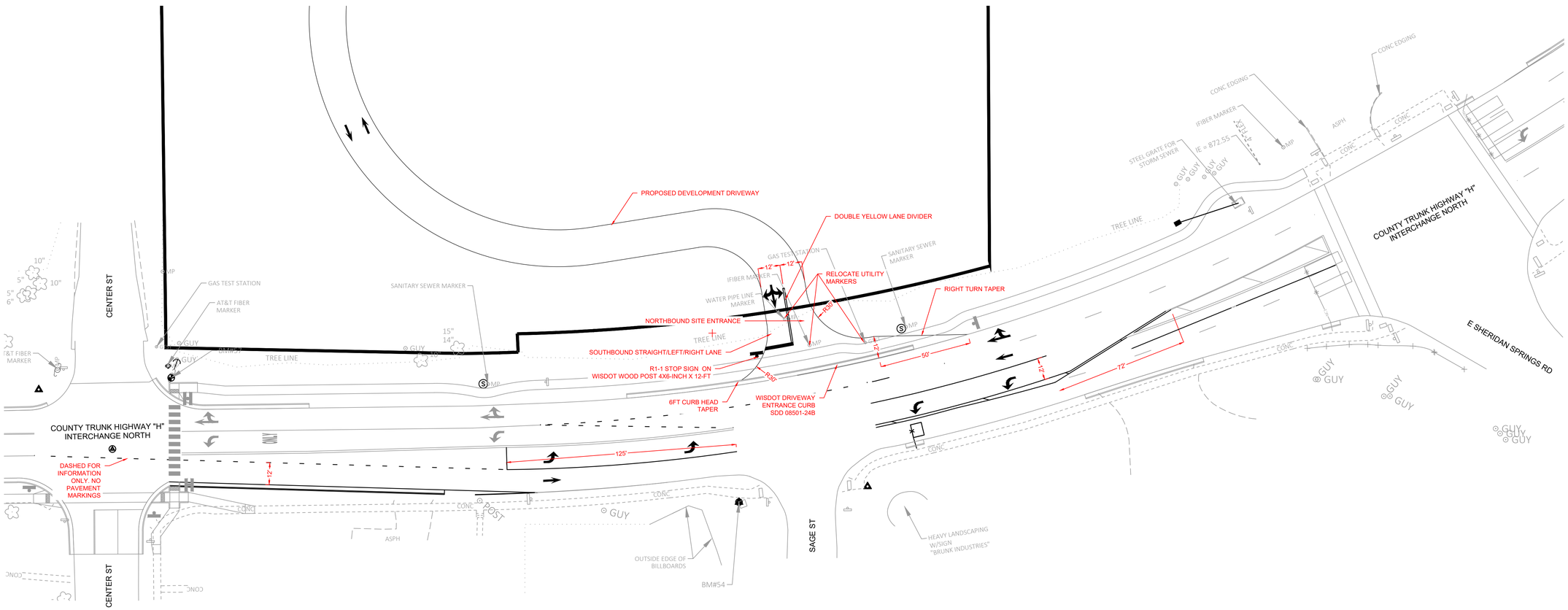
We are requesting PWC discussion of the proposed alternatives to continue conversations with Walworth County and the developer. The development is required to obtain conditional use plan approval of the proposed site plan when the ingress/egress conversation is resolved.

N

SCALE 1" = 30'
SHEET SIZE: 22 x 34

ADJUSTMENTS REQUIRED TO CTH H PLANS AS PROVIDED BY WALWORTH COUNTY AND BAXTER & WOODMAN 4/1/2026. ALTERATIONS SHOWN ARE PER THE TRAFFIC IMPACT ANALYSIS COMPLETED FOR THIS DEVELOPMENT BY TRAFFIC ANALYSIS & DESIGN, INC. DATED 3/3/2026

LIGHT LINEWORK SHOWN IS CURRENTLY PROPOSED WITH CTH H PROJECT.
DARK LINEWORK SHOWN IS PROPOSED ALTERATIONS TO THAT PROJECT.



CLIENT

PETER JUERGENS

SWAN CREEK SUPPER CLUB

CITY OF LAKE GENEVA, WALWORTH COUNTY, WI

INTERSECTION PLAN

PRELIMINARY

CARDINAL
PLAN•SURVEY•ENGINEER
DESIGNING IN TRUE DIRECTIONS

526 S WELLS STREET,
LAKE GENEVA, WI 53147
262-757-8776
PLANSURVEYENGINEER.COM

0 30 60 Feet

NO.	REVISION DESCRIPTION	REV DATE
1	INTERSECTION	4/6/2026
2	INTERSECTION	4/21/2026

SCALE	1" = 30'
PROJECT NUMBER	25528
DATE	02/09/2026
PROJECT MGR	RYAN CARDINAL, PE
DRAWN BY	MMB
DESIGNED BY	BDP

SHEET NUMBER

3 OF 5

FILE: G:\Shared drives\2021-2025 Projects\2025\25528 - Swan Creek Supper Club\DWG\SHEETS\SITE PLAN.dwg

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N

SCALE 1" = 30'
SHEET SIZE: 22 x 34

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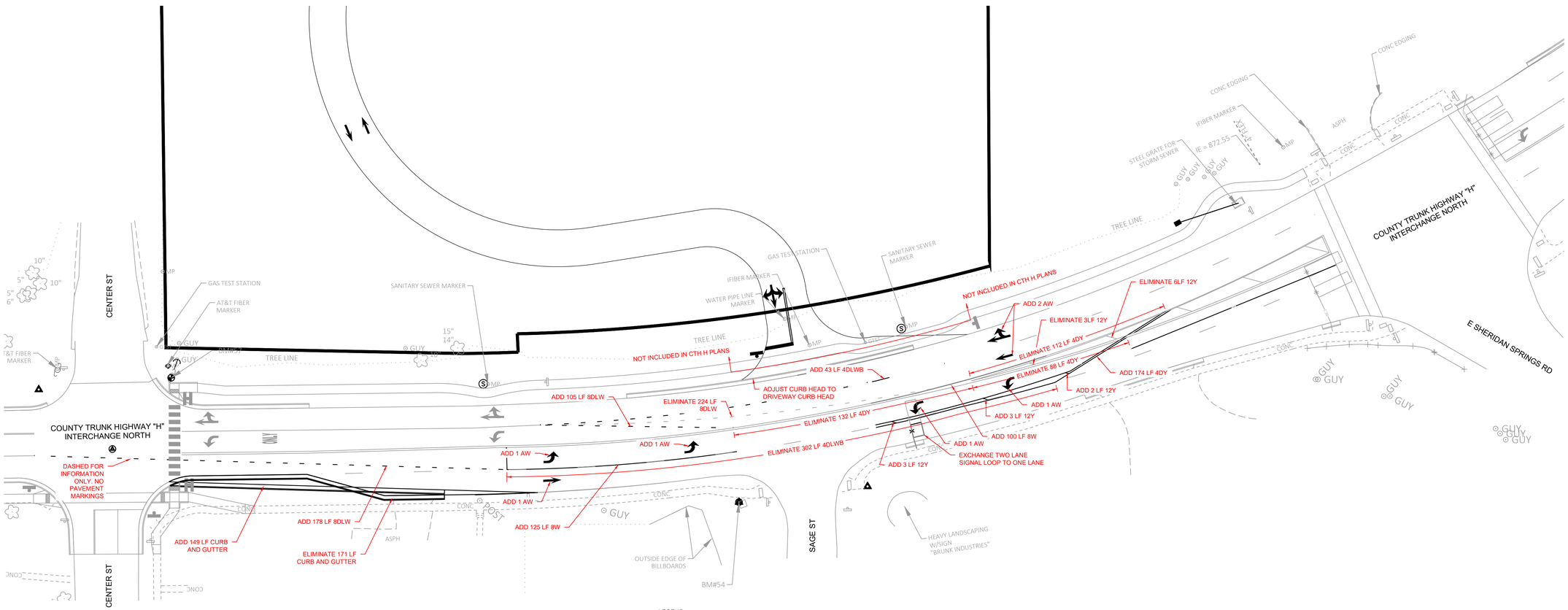

LEGEND

ITEM	DESCRIPTION
8DLW	MARKING LINE EPOXY 8-INCH (DASHED WHITE, 3' LINE, 9' SKIP)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
4DLWB	MARKING LINE EPOXY 4-INCH (DASHED WHITE, 12.5' LINE, 12.5' BLACK LAG MARKING, 25.0' SKIP)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
AW	MARKING ARROW EPOXY (WHITE)

CLIENT

PETER JUERGENS

SWAN CREEK SUPPER CLUB

CITY OF LAKE GENEVA, WALWORTH COUNTY, WI

CTH PLAN ADJUSTMENTS

PRELIMINARY

CARDINAL
PLAN•SURVEY•ENGINEER
DESIGNING IN TRUE DIRECTIONS

526 S WELLS STREET,
LAKE GENEVA, WI 53147
262-757-8776
PLANSURVEYENGINEER.COM

0 30 60 Feet

NO.	REVISION DESCRIPTION	REV DATE
1	INTERSECTION	4/6/2026
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PROJECT MGR	RYAN CARDINAL, PE
DRAWN BY	MMB
DESIGNED BY	BDP

SHEET NUMBER

4 OF 5

FILE: G:\Shared drives\2021-2025 Projects\2025\25528 - Swan Creek Supper Club\DWG\SHEETS\SITE PLAN.dwg

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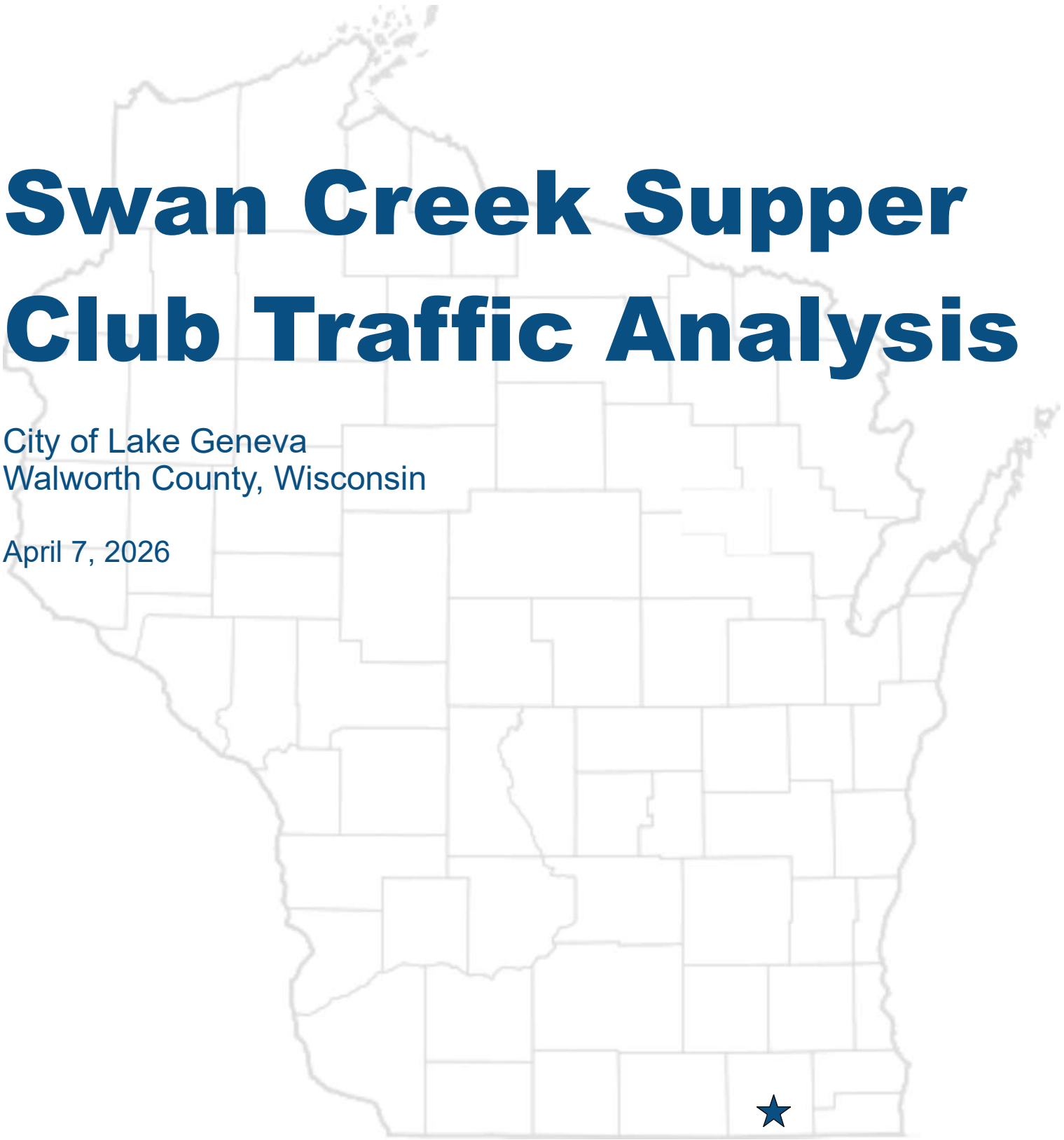
TRAFFIC ANALYSIS & DESIGN, INC.

P.O. Box 128
Cedarburg, WI 53012
800.605.3091
www.tadi-us.com

Swan Creek Supper Club Traffic Analysis

City of Lake Geneva
Walworth County, Wisconsin

April 7, 2026



TRAFFIC IMPACT ANALYSIS FOR:

SWAN CREEK SUPPER CLUB DEVELOPMENT

CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN

DATE SUBMITTED: April 7, 2026

PREPARED FOR:
Cardinal Engineering
526 S. Wells Street
Lake Geneva, WI 54147
Contact Person: Ryan Cardinal, P.E.

PREPARED BY:
TADI
P.O. Box 128
Cedarburg, WI 53012
Phone: (614) 483-1297
Contact Person: Daniel Bieberitz, P.E., PTOE

"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."

Daniel C. Bieberitz

Daniel Bieberitz, P.E., PTOE
TADI

Traffic Impact Analysis
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PART A – INTRODUCTION

A supper club development is being proposed on the north side of Interchange North east of Center Street in the City of Lake Geneva. The supper club will consist of a total of 302 seats, which includes 196 seats in the main restaurant and bar area and 106 seats in the banquet rooms, which may be used as additional restaurant seating, particularly on a Friday night.

This traffic study summarizes the trip generation and traffic operations anticipated with the proposed development.

PART B – STUDY AREA

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

The study area includes the following intersections:

- Interchange North with Sheridan Springs Road
- Interchange North with Sage Street/proposed site driveway
- Interchange North with Center Street

Exhibit 3 shows the existing transportation details near the study area intersection.

Interchange North is an east/west principal arterial street within the study area with a 35-mph speed limit from just west of Sage Street transversing east and a 25-mph speed limit just east of Center Street transversing west. East of Sage Street, Interchange North is a four-lane undivided roadway. West of Center Street, Interchange North converges to a two-lane roadway and curves south and changes to Williams Street. According to the Wisconsin Department of Transportation (WisDOT), the 2025 annual average daily traffic (AADT) west of Sheridan Springs Road was 13,800 vehicles per day (vpd). Within the study area, there is a sidewalk on the south side of Interchange North Road.

PART C – TRAFFIC VOLUMES

C1. Year 2026 Existing Traffic Volumes

TADI performed Friday afternoon (4:00 to 6:00 pm) and Saturday afternoon (4:00 pm to 6:00 pm) turning movement traffic counts at the study intersections on Friday, February 20th and Saturday, February 21, 2026.

The weekday PM peak hour was identified as 4:30 to 5:30 pm and the Saturday PM peak hour from 5:15 to 6:15 pm. Exhibit 4 shows the Year 2026 existing peak hour traffic volumes. The turning movement counts are included in Appendix A.

A factor for summer traffic was applied to the existing traffic counts since the February traffic is likely less than the summer peak times. From the WisDOT permanent count station located on USH 12 about 1.5 miles south of STH 50, February and July AADT counts and peak hour counts were analyzed and compared to each other. Table 1 shows percentage of increase of the July 2025 AADTs and peak hour volumes as compared to February 2025 volumes.

Table 1: Monthly Traffic Variation
USH 12 - 1.5 Miles South of STH 50

Month	AADTs	
	Friday	Saturday
Feb.	15,680	15,740
July	20,200	20,060
% Increase =	28.8%	27.4%
Month	**Peak Hours**	
	Friday PM	**Sat. PM**
Feb.	1,470	1,260
July	1,600	1,430
% Increase =	**8.8%**	**13.5%**

Based on the seasonal variations in traffic, the current February peak hour volumes were increased by nine percent on Interchange North for the Friday PM peak hour and 13.5% for the Saturday PM peak hour. The through volumes on Interchange North were then adjusted by 5 to 10 vehicles in order to have the volumes balanced between the study intersections. The updated seasonal factor traffic volumes, also called the Year 2026 background traffic volumes, are shown on Exhibit 5.

The WisDOT directional counts from February and July 2025 are included in Appendix A.

C2. Proposed Development Access

The development has two access options that will be analyzed for this report:

- Access Option 1: Supper club main access drive on Interchange North opposite of Sage Street with an emergency access drive on Center Street.
- Access Option 2: Supper club main access drive on Center Street with an emergency access drive on Interchange North opposite of Sage Street.

C3. Trip Generation & Distribution

Trips for the proposed development were calculated based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. ITE land use #932 High-Turnover (Sit-Down) Restaurant was used for the trip generation of the development. The proposed capacity of 302 seats was chosen for the independent variable for determining the generated trips. This would replicate a busy Friday night or a Saturday night with the banquet rooms utilized.

The proposed development site is expected to include pass-by trips. Pass-by trips occur when motorists already on the roadway system stop at a development site prior to continuing on their intended route (e.g., an existing motorist westbound on Interchange North stops at the site prior to continuing west on Interchange North). For a high-turnover sit-down restaurant, WisDOT allows a pass-by trip percentage up to 40%. For this study, a conservative pass-by trip of 10% was assumed for traffic along Interchange North.

The trip generation table for the supper club development is shown on Exhibit 6. After pass-by trip reductions, the supper club is expected to generate 1,190 trips on a typical weekday with 110 trips (65 in/45 out) during the Friday PM peak hour and 140 trips (75 in/65 out) during the Saturday PM peak hour.

The trip distribution of new site trips was based on the existing peak hour traffic count along Interchange North and general residential areas surrounding the site. The distribution of the development trips is listed below and shown graphically on Exhibit 7.

- 35% to/from west on Interchange North
- 35% to/from east on Interchange North
- 15% to/from east on Sheridan Springs Road
- 10% to/from south on Center Street
- 3% to/from south on Center Street
- 2% to/from south on Sage Street

The new trips for the supper club were assigned to the study intersections based on their respective trip distribution percentages. The traffic assignments of the development new trips are shown on Exhibit 8 and the pass-by trips are shown on Exhibit 9 for Access Option 1 (main drive opposite of Sage Street). The development driveway trips are a combination of the new trips (Exhibit 8) and the pass-by trips (Exhibit 9), which are shown on Exhibit 10.

For Access Option 2 (main drive on Center Street), the development new trips are shown on Exhibit 11 and the pass-by trips are shown on Exhibit 12. The development driveway trips for Access Option 2 are shown on Exhibit 13.

The Year 2026 build traffic volumes for Access Option 1 are shown on Exhibit 14, which were determined by summing the Year 2026 background traffic volumes (Exhibit 5) and the development driveway trips (Exhibit 10). The Year 2026 build traffic volumes for Access Option 2 are shown on Exhibit 15, which were determined by summing the Year 2026 background traffic volumes (Exhibit 5) and the development driveway trips (Exhibit 13).

PART D – INTERSECTION CAPACITY ANALYSIS

D1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual, 7th Edition* (HCM). Intersection operation is defined by "Level of Service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this study and as a standard in southeast Wisconsin area, LOS D or better was used to define desirable peak hour operating conditions at the study area intersections. Descriptions of the various levels of service are shown in Table 2.

Table 2: Level of Service Descriptions

LOS	Control Delay/Vehicle (sec/veh)	Unsignalized Intersection - Traffic Flow Description	Relative Delay
A	≤10	Free-flow traffic operations at avearge travel speeds. Vehicles completely unimpeded in ability to maneuver.	Short Delays
B	> 10 - 15	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.	
C	> 15 - 25	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.	
D	> 25 - 35	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic and less acceptable gaps in traffic at two-way stop intersections.	Moderate Delays
E	> 35 - 50	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.	
F	> 50	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.	Long Delays

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

D2. Traffic Operations – Year 2026 Background Volumes

The Year 2026 background traffic volumes (Exhibit 5), the build traffic volumes (Exhibit 14) for Access Option 1 and the build traffic volumes (Exhibit 15) for Access Option 2 were analyzed using the existing transportation detail shown in Exhibit 3 and existing traffic signal timings provided by the City of Lake Geneva.

Table 3 shows the HCM results of the existing condition analysis (LOS & delay, and queue length) for each movement at the study intersections using the year 2026 background traffic volumes. All of the movements at these intersections currently operate at a LOS D or better.

Table 3
Year 2026 Background 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: Interchange North & Center St. *Two-Way Stop Control*		*Lanes->*	*1*	*1*		*1*	*1*		*1*		*1*	*1*			
	Fri. PM	LOS	A	*		A	*		D		B	D			A
		Delay	8.5	*		8.4	*		27.3		11.7	32.9			3.2
		Queue	25'	*		25'	*		25'		25'	25'			
	Sat. PM	LOS	A	*		A	*		C		B	C			A
		Delay	8.1	*		8.1	*		20.1		10.4	21.6			3.0
		Queue	25'	*		25'	*		25'		25'	25'			
Node 200: Interchange North & Sage St. *One-Way Stop Control*		*Lanes->*	-	*1*		*1*		-	*1*			-			
	Fri. PM	LOS	-	*		A		-	B			-			A
		Delay	-	*		8.6		-	10.4			-			0.6
		Queue	-	*		25'		-	25'			-			
	Sat. PM	LOS	-	*		A		-	A			-			A
		Delay	-	*		8.1		-	9.9			-			0.5
		Queue	-	*		25'		-	25'			-			
Node 300: Interchange North & Sheridan Springs Rd/Mobil Gas Dr. *Traffic Signal Control*		*Lanes->*	*2*			*1*	*2*		*1*		*1*	*1*			
	Fri. PM	LOS	A			A	A		B		B	B			A
		Delay	6.7			8.2	6.3		12.9		10.6	10.7			7.7
		Queue	90'			25'	70'		100'		25'	25'			
	Sat. PM	LOS	A			A	A		B		B	B			A
		Delay	6			7	5.8		12.4		10.7	10.8			7.2
		Queue	60'			25'	50'		70'		25'	25'			

The analysis worksheets of the existing conditions are included in Appendix B.

D3. Traffic Operations – Year 2026 Build Volumes

Table 4 shows the results of the analysis for the Year 2026 build traffic volume conditions with Access Option 1 (supper club main access drive on Interchange North opposite of Sage) with the existing geometry at the study intersections. All of the movements at the study intersections are projected to operate at a LOS D or better except the southbound movement on Center Street, which is shown to operate at a LOS E during the Friday night peak hour. However, the expected southbound queue is only 25 feet (one vehicle length).

Table 4
Year 2026 Build Traffic (Access Option 1) 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: Interchange North & Center St. *Two-Way Stop Control*		*Lanes->*	*1*	*1*		*1*	*1*		*1*	*1*		*1*			
	Fri. PM	LOS	A	*		A	*		D	B		E			A
		Delay	8.6	*		8.5	*		29.5	12.1		37.1			3.3
		Queue	25'	*		25'	*		25'	25'		25'			
	Sat. PM	LOS	A	*		A	*		C	B		D			A
		Delay	8.1	*		8.2	*		21.6	10.7		25.2			3.2
		Queue	25'	*		25'	*		25'	25'		25'			
Node 200: Interchange North & Sage St. *One-Way Stop Control*		*Lanes->*	*2*			*2*			*1*			*1*			
	Fri. PM	LOS	A			A			B			C			A
		Delay	9.1			8.6			11.2			20.6			1.8
		Queue	25'			25'			25'			25'			
	Sat. PM	LOS	A			A			B			C			A
		Delay	8.7			8.1			11			19.7			2.4
		Queue	25'			25'			25'			25'			
Node 300: Interchange North & Sheridan Springs Rd/Mobil Gas Dr. *Traffic Signal Control*		*Lanes->*	*2*			*1*	*2*		*1*		*1*	*1*			
	Fri. PM	LOS	A			B	A		B		A	B			A
		Delay	8.2			10.1	7.6		13.1		9.8	10.1			8.9
		Queue	100'			25'	80'		105'		25'	25'			
	Sat. PM	LOS	A			A	A		B		B	B			A
		Delay	6.2			7.2	5.9		12.2		10.7	10.8			7.3
		Queue	65'			25'	55'		75'		25'	25'			

Based on the left and right-turn warrant analysis (see Part G), an eastbound left-turn lane and a westbound left-turn lane were analyzed on Interchange North at the proposed site driveway. The westbound left-turn lane was included in order to have the left-turn turn movements aligned opposite of each other. Table 5 shows the results of the capacity analysis with the improved geometry at the site driveway/Sage Street. From Table 5, all of the movements at the Interchange North and Sage Street/site driveway are expected to operate at a LOS D or better.

Table 5
Year 2026 Build Traffic (Access Option 1) Peak Hour Operating Conditions
With Improved Geometrics and Existing Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: Interchange North & Center St. *Two-Way Stop Control*		*Lanes->*	*1*	*1*		*1*	*1*		*1*	*1*		*1*		*1*	
	Fri. PM	LOS	A	*		A	*		D	B		E		B	A
		Delay	8.6	*		8.5	*		29.5	12.1		45.3		11.8	3.2
		Queue	25'	*		25'	*		25'	25'		25'		25'	
	Sat. PM	LOS	A	*		A	*		C	B		D		B	A
		Delay	8.1	*		8.2	*		21.6	10.7		27.2		10.6	3.2
		Queue	25'	*		25'	*		25'	25'		25'		25'	
Node 200: Interchange North & Sage St. *One-Way Stop Control*		*Lanes->*	*1*	*1*		*1*	*2*		*1*			*1*			
	Fri. PM	LOS	A	*		A	*		B			D			A
		Delay	9.1	*		8.6	*		13			27.2			1.8
		Queue	25'	*		25'	*		25'			25'			
	Sat. PM	LOS	A	*		A	*		B			C			A
		Delay	8.7	*		8.1	*		11.9			24.4			2.5
		Queue	25'	*		25'	*		25'			35'			
Node 300: Interchange North & Sheridan Springs Rd/Mobil Gas Dr. *Traffic Signal Control*		*Lanes->*	*2*			*1*	*2*		*1*		*1*	*1*			
	Fri. PM	LOS	A			B	A		B		A	B			A
		Delay	8.2			10.1	7.6		13.1		9.8	10.1			8.9
		Queue	100'			25'	80'		105'		25'	25'			
	Sat. PM	LOS	A			A	A		B		B	B			A
		Delay	6.2			7.2	5.9		12.2		10.7	10.8			7.3
		Queue	65'			25'	55'		75'		25'	25'			

Table 6 shows the results of the analysis for the Year 2026 build traffic volume conditions with Access Option 2 (supper club main access drive on Center Street) with the existing geometry at the study intersections. All of the movements at the study intersections are projected to operate

at a LOS D or better except the southbound movement on Center Street, which is shown to operate at a LOS F during the Friday night peak hour with an expected 75-foot queue (approximately three vehicles).

Table 6
Year 2026 Build Traffic (Access Option 2) 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: Interchange North & Center St. *Two-Way Stop Control*		*Lanes->*	*1*	*1*		*1*	*1*		*1*		*1*		*1*		
	Fri. PM	LOS	A	*		A	*		D		B		F		A
		Delay	8.7	*		8.4	*		32		11.7		51.8		5.8
		Queue	25'	*		25'	*		25'		25'		75'		
	Sat. PM	LOS	A	*		A	*		C		B		D		A
		Delay	8.3	*		8.1	*		23.5		10.3		33.7		5.9
		Queue	25'	*		25'	*		25'		25'		60'		
Node 200: Interchange North & Sage St. *One-Way Stop Control*		*Lanes->*	-	*1*		*1*		-	*1*				-		
	Fri. PM	LOS	-	*		A		-	B				-		A
		Delay	-	*		8.6		-	10.5				-		0.6
		Queue	-	*		25'		-	25'				-		
	Sat. PM	LOS	-	*		A		-	B				-		A
		Delay	-	*		8.2		-	10				-		0.4
		Queue	-	*		25'		-	25'				-		
Node 300: Interchange North & Sheridan Springs Rd/Mobil Gas Dr. *Traffic Signal Control*		*Lanes->*	*2*			*1*	*2*		*1*		*1*		*1*		
	Fri. PM	LOS	A			B	A		B		A		B		A
		Delay	8.2			10.1	7.6		13.1		9.8		10.1		8.9
		Queue	100'			25'	80'		105'		25'		25'		
	Sat. PM	LOS	A			A	A		B		B		B		A
		Delay	6.2			7.2	5.9		12.2		10.7		10.8		7.3
		Queue	65'			25'	55'		75'		25'		25'		

The long delay (over 51 seconds) for the southbound approach on Center Street during the Friday PM peak hour is due to the long wait time for a southbound left-turn movement, so a separate southbound right-turn lane and a shared left-turn/through lane would not reduce the left-turn movement delay. Also, based on the projected peak hours, a traffic signal would likely not be warranted due to only having one to two higher volume hours on the side street and at least four hours are needed to meet Signal Warrant #2 (Four Hour Volume). However, a compact roundabout would help reduce the southbound delay at this intersection. Table 7 shows the results of the roundabout analysis at the Center Street intersection.

Table 7
Year 2026 Build Traffic (Access Option 2) Peak Hour Operating Conditions
With Roundabout Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: Interchange North & Center St. *Roundabout Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	Fri. PM	LOS	A			A			A			A			A
		Delay	6.7			8.5			5.6			6.1			7.5
		Queue	45'			85'			25'			25'			
	Sat. PM	LOS	A			A			A			A			A
		Delay	5.7			6.8			4.7			5.4			6.1
		Queue	30'			55'			25'			25'			

The analysis worksheets of the build volumes are included in Appendix C.

PART E – INTERSECTION SIGHT DISTANCE ANALYSIS

Note that the sight distance measurements and photographs discussed in this report are based on the proposed placement of the site driveway opposite of Sage Street. The party responsible for designing the intersection is responsible for cross-checking, verifying, and designing for all applicable sight distances.

Intersection sight distances (ISD) were calculated for traffic making a left-turn and right-turn from the proposed site driveway opposite of Sage Street (Access Option 1) and at Center Street (Access Option 2 with site driveway on Center Street). Both WisDOT ISD FDM design guidelines (Procedure 11-10-5) and AASHTO ISD guidelines are referenced. The ISD parameters are as follows:

- For site driveway opposite of Sage Street: Design speed of 40 mph to the left and 30 to the right (five mph over the posted speed limit and taking account the speed limit change in the area).
- For Center Street: Design speed of 30 mph.
- Passenger car design vehicles with 3.5-foot height-of-eye
- Single unit truck design vehicle with 7.6-foot height-of-eye
- Object height of 3.5 feet

For the proposed site driveway option opposite of Sage Street, a passenger car has a WisDOT minimum ISD of 500 feet (AASHTO minimum of 385 feet) for making a right-turn from the proposed site driveway and 465 feet (AASHTO minimum of 355 feet) for making a left-turn from the proposed site driveway. A single-unit truck has a WisDOT minimum ISD of 590 feet (AASHTO minimum of 500 feet) for making a right-turn and a 560 feet (AASHTO minimum of 450 feet) ISD minimum for making a left-turn from the proposed site driveway. The ISD minimums on an aerial map are shown on Exhibit 16 with the sight distance photos at the proposed site driveway shown on Exhibit 17. Based on both the WisDOT and AASHTO minimum guidelines, the ISD to the left for making a right turn is not met due to the trees that are within proximity of the ditch line. With clearing of the trees, proper sight distances may be met. Intersection sight distances to the right, for making a left-turn, are met for passenger car and single-unit trucks.

For the proposed site driveway on Center Street, ISD was analyzed on the north side of the intersection. A passenger car has a WisDOT minimum ISD of 375 feet (AASHTO minimum of 290 feet) for making a right-turn from the proposed site driveway and 465 feet (AASHTO minimum of 355 feet) for making a left-turn from Center Street. A single-unit truck has a WisDOT minimum ISD of 445 feet (AASHTO minimum of 375 feet) for making a right-turn and a 560 feet (AASHTO minimum of 450 feet) ISD minimum for making a left-turn from the Center Street. The ISD minimums on an aerial map are shown on Exhibit 18 with the sight distance photos at Center Street shown on Exhibit 19. For making a right-turn from Center Street onto Interchange North, both the passenger vehicle and single unit trucks are met. For making a left-turn, the passenger vehicle is met for both the WisDOT and AASHTO guidelines and the single-unit truck is met using the AASHTO minimum guidelines, but not the WisDOT minimum guideline (about 85 feet short). This is due to the 90-degree curve about 400 feet west of Center Street.

The sight distance calculation worksheets are in Appendix D.

PART F – SAFETY ANALYSIS

A five-year analysis of crash history at the three study intersections were conducted from 2021 through 2025. The following is a summary of the study intersections crash analysis and the associated crash diagram exhibits:

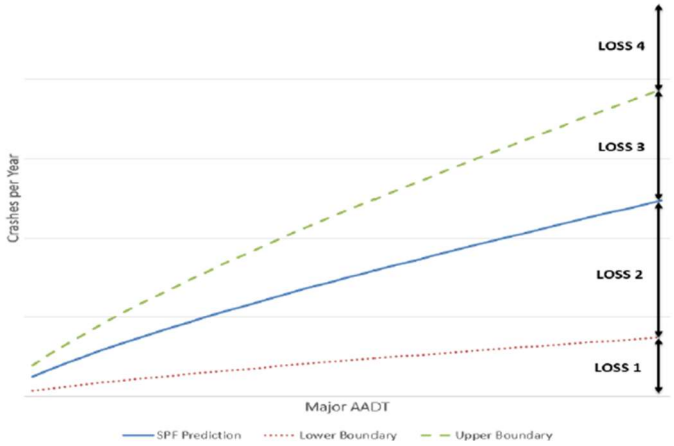
- Interchange North & Center Street = 17 crashes (one type A, two type B, & two type C injury crashes) Exhibit 20
- Interchange North & Sage Street = 2 crashes (one type B injury crash) Exhibit 21

- Interchange North & Sheridan Springs Rd = 5 crashes (one type A and one type B injury crash) Exhibit 22

For the intersection crash analysis, each intersection was categorized under a Level of Safety Service (LOSS), which is a statistical guide to compare crashes at the same type of roadways and intersection types throughout Wisconsin. For example, a four-leg signalized intersection in an urban area is compared with other four-leg urban intersections while accounting for AADT differences.

If an intersection experiences a considerable higher level of crashes as compared to the other similar sites, it receives a LOSS 4, above the upper boundary. LOSS 4 means that there is a high potential for crash reduction by implementing safety countermeasures/improvements. LOSS 2 to 3 are levels in which crashes are reasonable and typical for that type of intersection, differentiating between the lower and upper boundaries. LOSS 1 are intersections and segments that the crash experience is low and are below the lower boundary. See Table 8 for LOSS Level Graph.

Table 8: LOSS Levels



Each of the three study intersections along Interchange North were evaluated based on the LOSS criteria and are shown in Table 9.

Table 9: Intersection LOSS (2021 – 2025 Crashes)

General Information		TOTAL Crashes			KABC Crashes			Safety Worksheet Information				
Intersection ID / Intersection Name (Description)	Traffic Control	Observed (TOTAL)	Predicted (TOTAL)	Expected (TOTAL)	Observed (KABC)	Predicted (KABC)	Expected (KABC)	LOSS (TOTAL)	PSI (TOTAL)	LOSS (KABC)	PSI (KABC)	Flagged Location (Yes/No)
Interchange North & Center St.	Two-Way Stop	17	5.40	15.87	5	1.44	3.98	LOSS 4	10.47	LOSS 4	2.54	Yes
Interhcnage North & Sage St.	Two-Way Stop	2	4.85	2.31	1	1.29	1.09	LOSS 2	-2.54	LOSS 2	-0.20	No
Interchange North & Sheridan Springs Rd	Signalized	5	26.39	5.79	2	6.99	2.63	LOSS 1	-20.60	LOSS 2	-4.36	No

Based on the year 2021-2025 crash data, the intersection of Interchange North at Center Street has a LOSS 4, which means safety countermeasures should be considered to reduce the amount of injury and PDO crashes at this intersection. An initial modification to consider at this intersection is to realign the eastbound and westbound left-turn lanes to a neutral offset, as compared tot the current negative offset. Also, two northbound angle crashes occurred due to the driver thought the intersection was an all-way stop controlled intersection; therefore, it is recommended to add a "cross traffic does not stop" sign below the stop signs on the Center Street approaches.

Crash statistics for the study intersections are shown in Appendix E.

PART G – LEFT/RIGHT-TURN LANE WARRANTS

Left and right-turn lane warrants were analyzed following WisDOT's Facilities Development Manual (FDM), Sections 11-25-5.2 and 10.3. The intersection of Interchange North at Sage Road/Site Driveway for Access Option 1 was analyzed with the left-turn and right-turn lane charts for the existing 4-lane section and for a 2-lane section (with a modified cross section), which are shown on Exhibits 23 and 24, respectively.

Based on the year 2026 build traffic volumes with a four-lane cross section, an eastbound left-turn is warranted at the site driveway for Access Option 1. With a two-lane cross-section, an eastbound left turn is also warranted at the site driveway. In both cases, a westbound right-turn lane is not warranted.

The intersection of Interchange North at Center Street for Access Option 2 (site driveway on Center Street) was analyzed with the right-turn lane chart for the existing 3-lane section, which is shown on Exhibit 25. Based on the year 2026 build traffic volumes, a westbound right-turn is warranted at Center Street with Access Option 2.

PART H – RECOMMENDED MODIFICATIONS

Modifications are for jurisdictional consideration and are not legally binding. The City of Lake Geneva reserves the right to determine alternative solutions.

The recommendations for the study area are shown below and on Exhibit 26 for Access Option 1 and Exhibit 27 for Access Option 2, which are based on the capacity analysis. The recommendations are separated based on the two access options.

Access Option 1:

Interchange North at Center Street

- Due to safety analysis of the current conditions, realign the eastbound and westbound left-turn lanes with a neutral offset. This can be accomplished through restriping the lane with no additional pavement widening.
- Add a "cross traffic does not stop" sign below the stop signs on the Center Street approaches.
- The southbound left-turn movement shows a LOS E; however, the 95th percentile queue shows about one car length. In addition, the traffic analysis was based on a Friday with summer traffic adjustments. During most weekday PM peak hours, this movement is expected to operate with less delay.

Interchange North at Sage Street/Proposed Site Driveway

- Remove trees within the ditch line area east of the intersection to increase and meet the sight distance requirements.
- Install a site driveway opposite of Sage Street with one southbound shared left-turn/through/right-turn lane with stop sign.
- Install 125-foot eastbound left-turn lane with a 90-foot taper. Also, install a 100-foot westbound left-turn lane with a 72-foot taper. This can be accomplished within the existing cross section without pavement widening (see Exhibit 26).
- Install a westbound 50-foot right-turn taper into the site driveway.

Access Option 2:

Interchange North at Center Street

- Due to safety analysis of the current conditions and added traffic to the southbound approach, consider a compact roundabout with an inscribed circle diameter (ICD)

between 80 to 100 feet with one approach lane for each direction (see Exhibit 27). With compact roundabouts, the center central island is slightly raised, but is also traversable for semi-trucks. Also, add street lighting at the roundabout.

Interchange North east of Sage Street

- With the compact roundabout at Cetner Street, consider moving the 25/35 mph speed limit to east of Sage Street.
- Add Left Lane Ends sign and pavement marking for the westbound direction east of Sage Street.

PART I – CONCLUSION

With the addition of the supper club, traffic volumes will increase along Interchange North; however, all movements at the proposed site driveway location, either Access Option 1 or Access Option 2, are expected to operate safely and efficiently with the recommended improvements.

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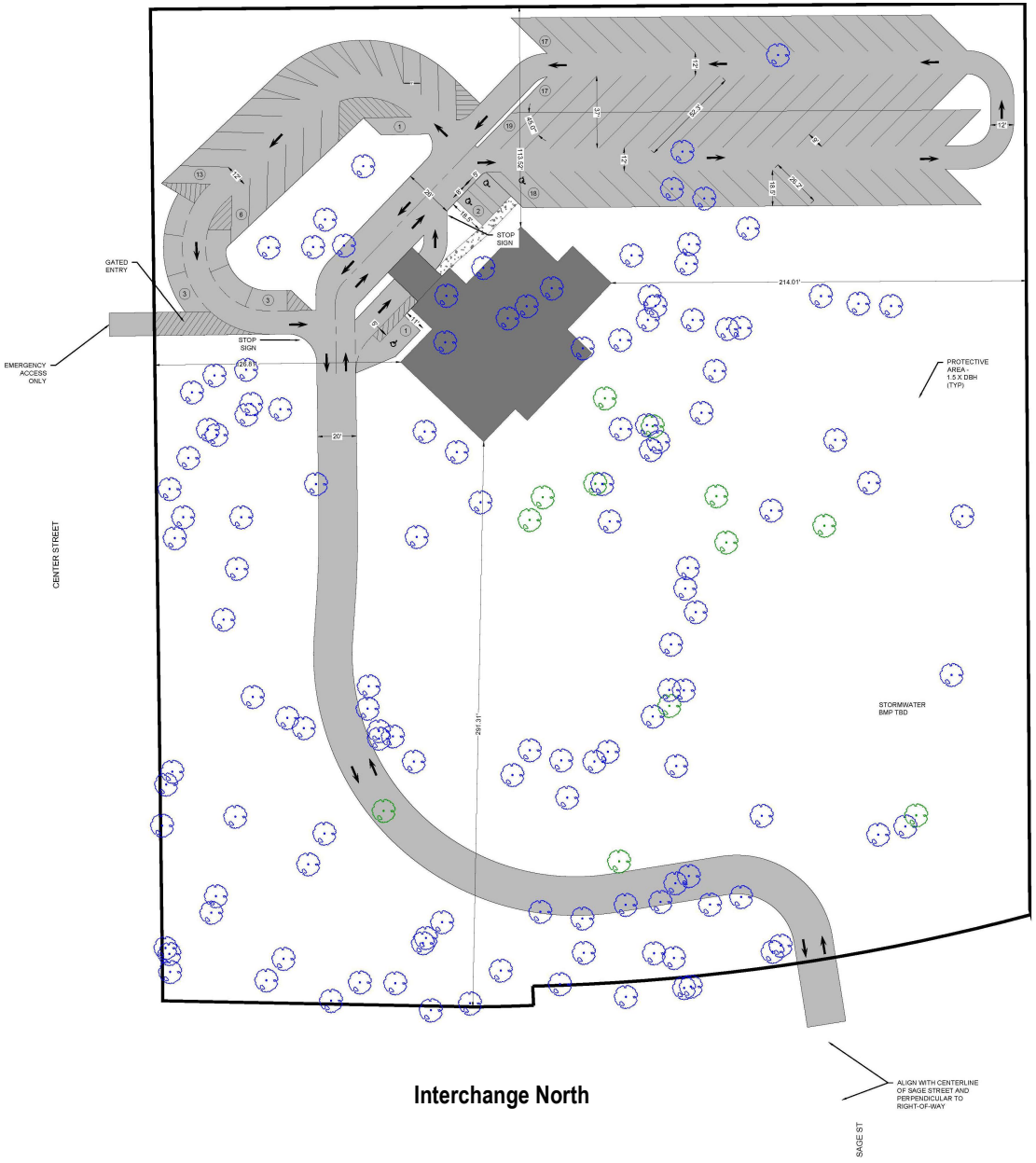
EXHIBIT 1
STUDY AREA MAP

LAKE GENEVA, WI



Interchange North

N

SCALE 1" = 30'
SHEET SIZE: 22 x 34

LEGEND

- PROPOSED BUILDING
- PROPOSED CONCRETE
- PROPOSED ASPHALT
- HYDRANT
- EXISTING GUY WIRE
- EXISTING UTILITY POLE
- SANITARY MANHOLE
- REMOVE TREE

SITE STATISTICS

EXISTING ZONING PB

AREA CALCULATIONS

TOTAL LAND AREA S.F	225,101.77 SF (5.168 AC.)	
EXISTING:		
IMPERVIOUS	0 SF (0.000 AC.)	0%
GREENSPACE	225,101.77 SF (5.168 AC.)	100%
PROPOSED		
IMPERVIOUS	56,231.04 SF (1.291 AC.)	25.0%
GREENSPACE	168,870.73 SF (3.877 AC.)	75.0%

SETBACKS
FRONT/STREET: 25/40 FT
SIDE YARD: 10 FT
REAR YARD: 30 FT
BUILDING MAX HEIGHT: 35 FT FOR COMMERCIAL

REQUIRED PARKING STALLS
1 STALL PER 3 SEATS : 300 SEATS = 100 STALLS
100 TOTAL STALLS REQUIRED

PROVIDED PARKING STALLS
100 TOTAL STALLS IN PAVED AREA
3 CAR ADA ACCESSIBLE STALLS
1 VAN ADA ACCESSIBLE STALL

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EXHIBIT 2
CONCEPTUAL SITE PLAN

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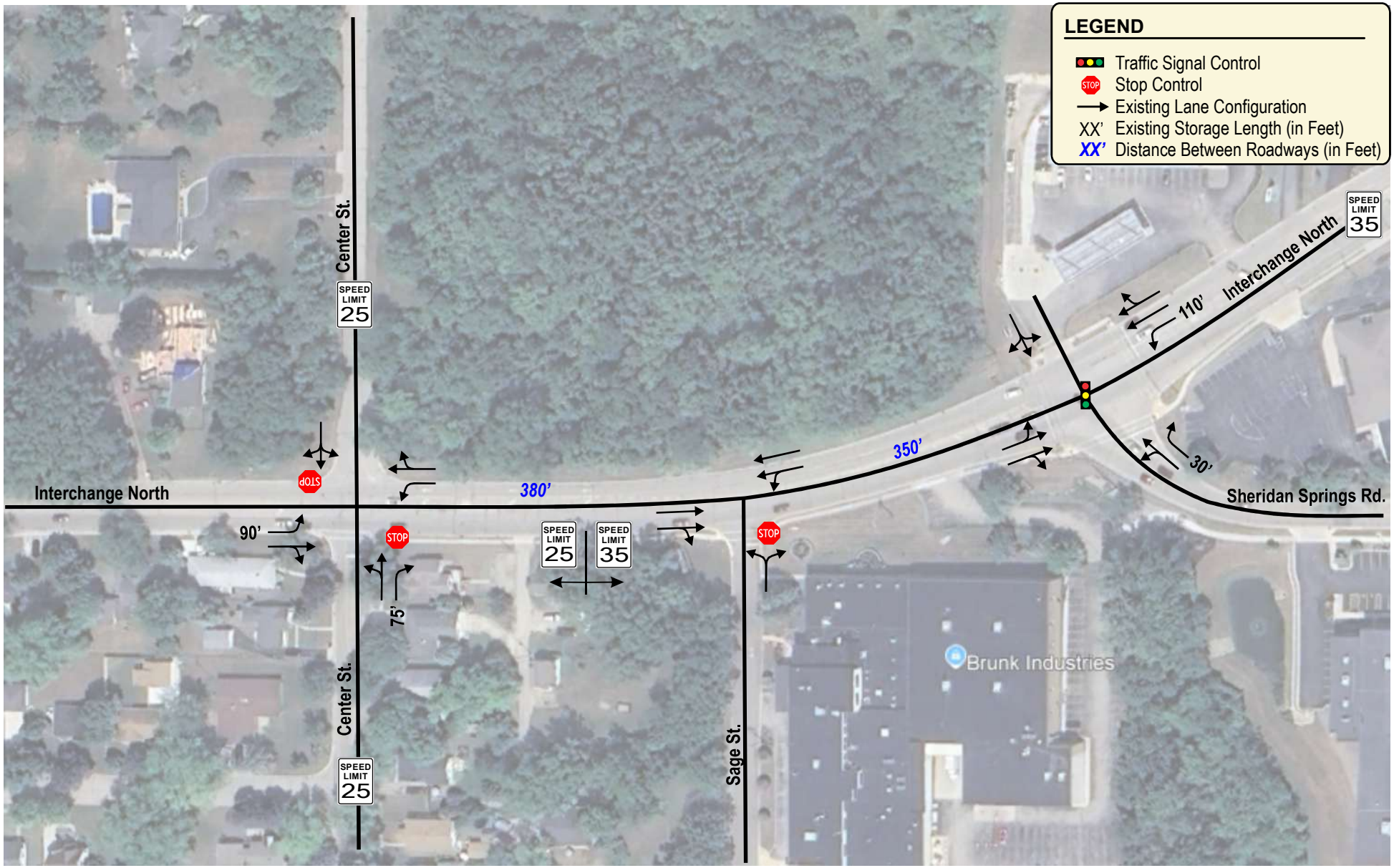

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EXHIBIT 3
EXISTING TRANSPORTATION DETAIL

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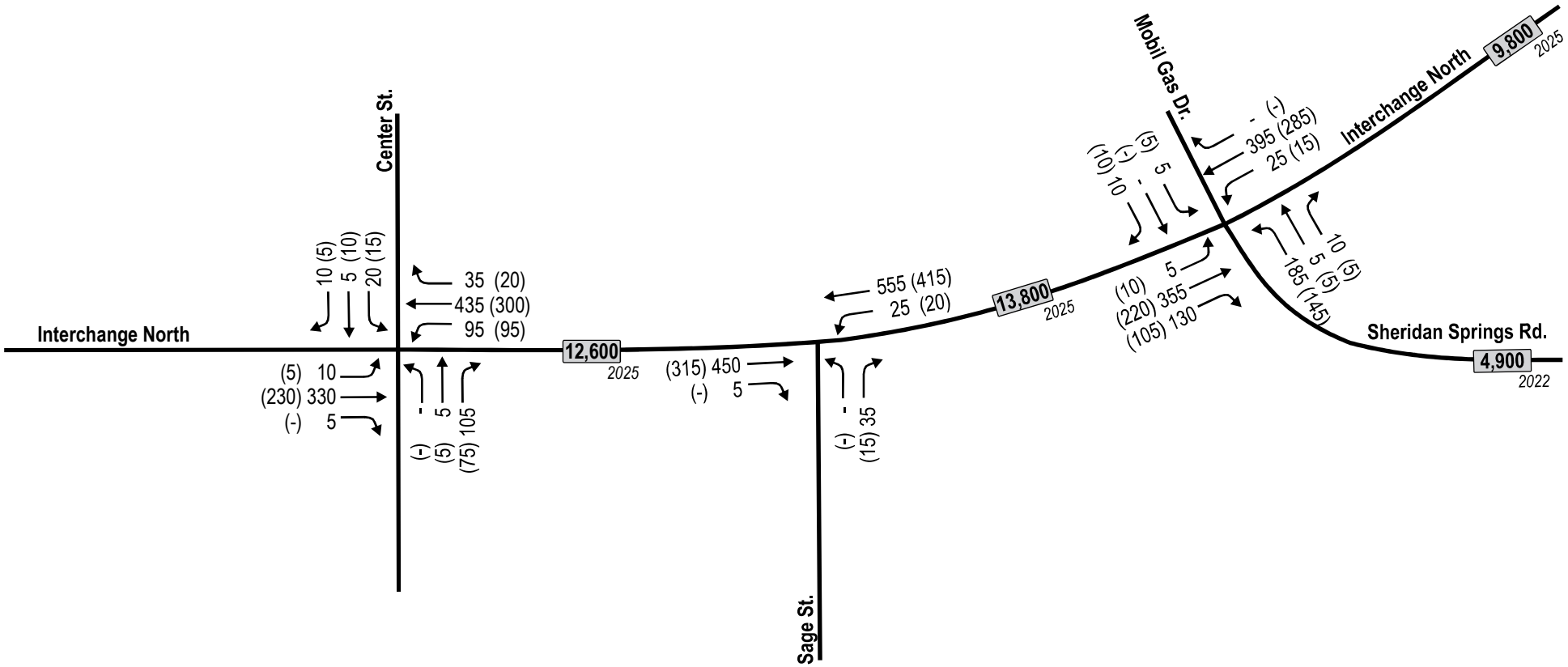

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EXHIBIT 4
YEAR 2026 EXISTING TRAFFIC VOLUMES

LAKE GENEVA, WI

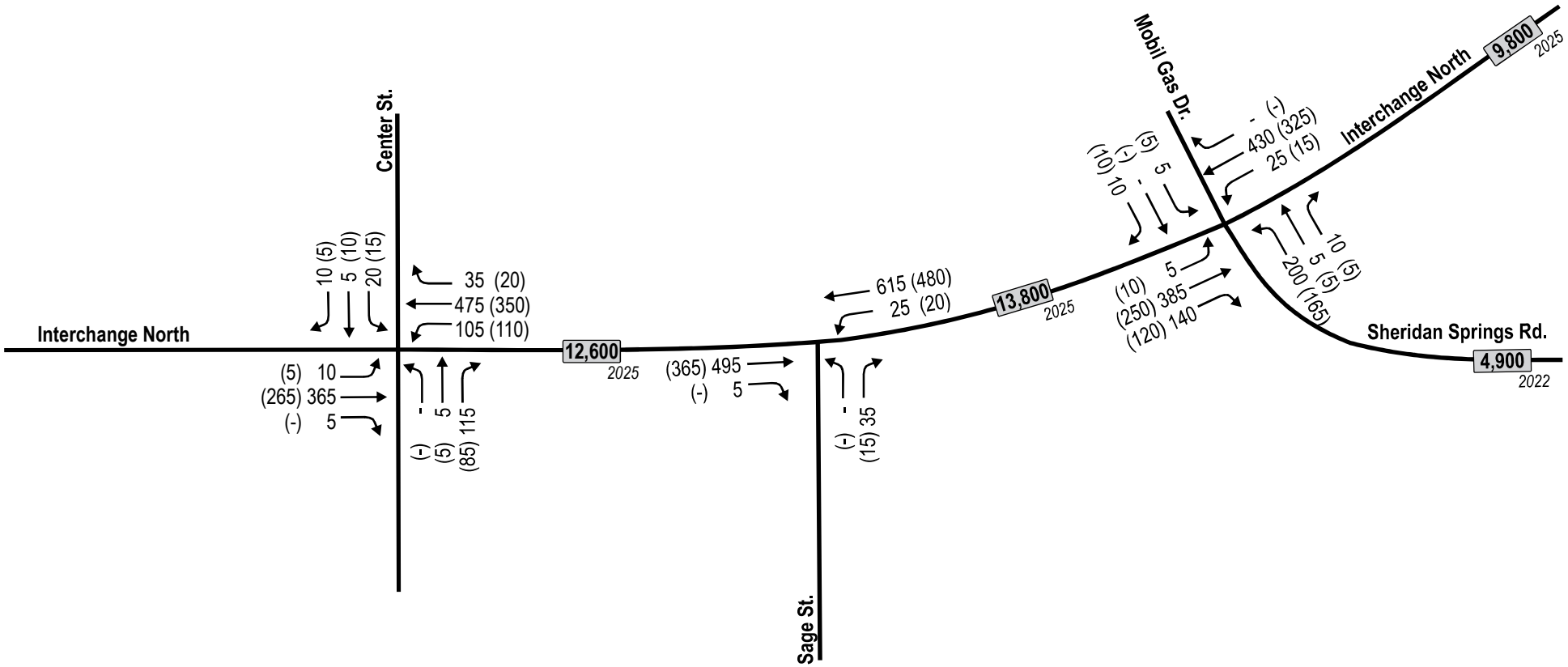

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EXHIBIT 5
YEAR 2026 BACKGROUND TRAFFIC VOLUMES (SUMMER ADJUSTED VOLUMES)

LAKE GENEVA, WI

On-Site Trip Generation Table [1]

Land Use	ITE Code	Proposed Size	Weekday Daily	PM Peak In	PM Peak Out	PM Peak Total	SAT Peak In	SAT Peak Out	SAT Peak Total
High-Turnover (Sit-Down) Restaurant	932	302 Seats	1,320	70 (57%)	50 (43%)	120	85 (53%)	75 (47%)	160
Total Driveway Trips			**1,320**	**70**	**50**	**120**	**85**	**75**	**160**
Minus Pass-by Trips	*(932)*	*10%*	*-130*	*-5*	*-5*	*-10*	*-10*	*-10*	*-20*
Total Pass-by Trips (Minus)			**(130)**	**(5)**	**(5)**	**(10)**	**(10)**	**(10)**	**(20)**
Total New Trips			**1,190**	**65**	**45**	**110**	**75**	**65**	**140**

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

TRIP DISTRIBUTION

West on Interchange North	35%	415	25	20		25	25
East on Interchange North	35%	415	25	15		25	25
East on Sheridan Springs Rd.	15%	180	10	5		10	10
South on Center St	10%	120	5	5		10	5
North on Center St	3%	40	0	0		5	0
South on Sage St	2%	20	0	0		0	0
	100%	***1190***	***65***	***45***		***75***	***65***

TRIP DISTRIBUTION (Pass-by Trips)

West on Interchange North	45%	-60	0	0		-5	-5
East on Interchange North	55%	-70	-5	-5		-5	-5
	100%	***-130***	***-5***	***-5***		***-10***	***-10***

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EXHIBIT 6
DEVELOPMENT TRIP GENERATION & DISTRIBUTION TABLES

LAKE GENEVA, WI

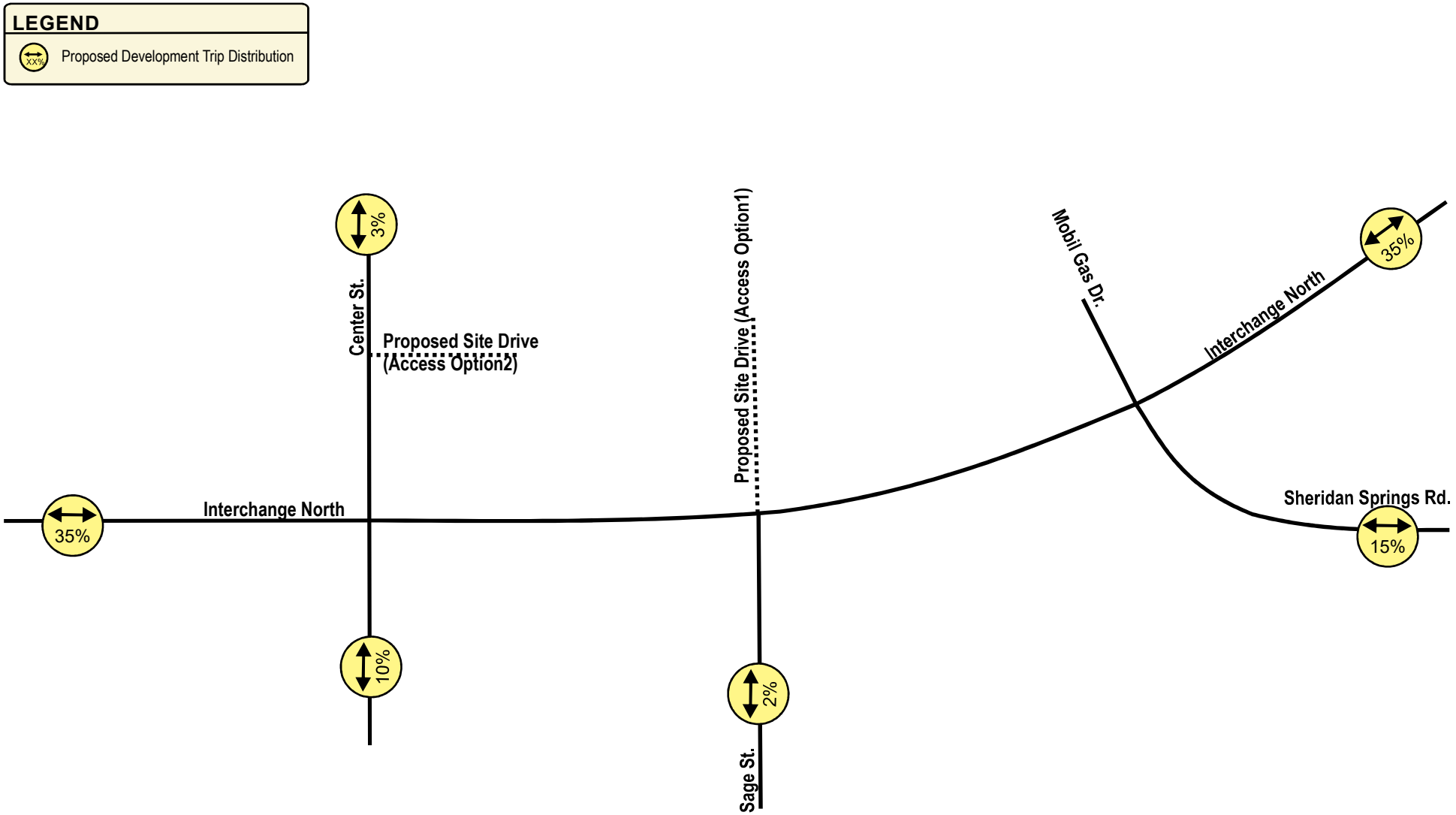

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EXHIBIT 7
DEVELOPMENT TRIP DISTRIBUTION PERCENTAGES

LAKE GENEVA, WI

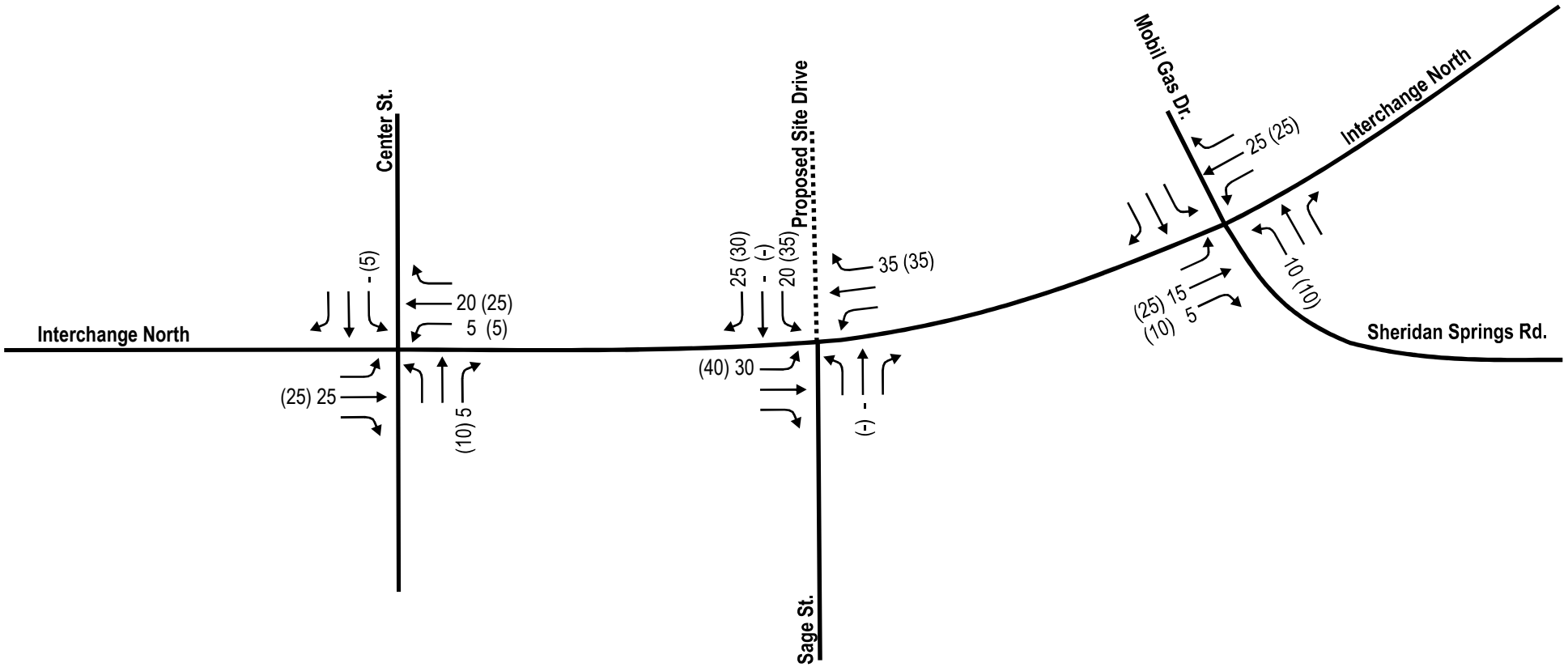

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EXHIBIT 8
DEVELOPMENT NEW TRIPS
ACCESS OPTION 1

LAKE GENEVA, WI

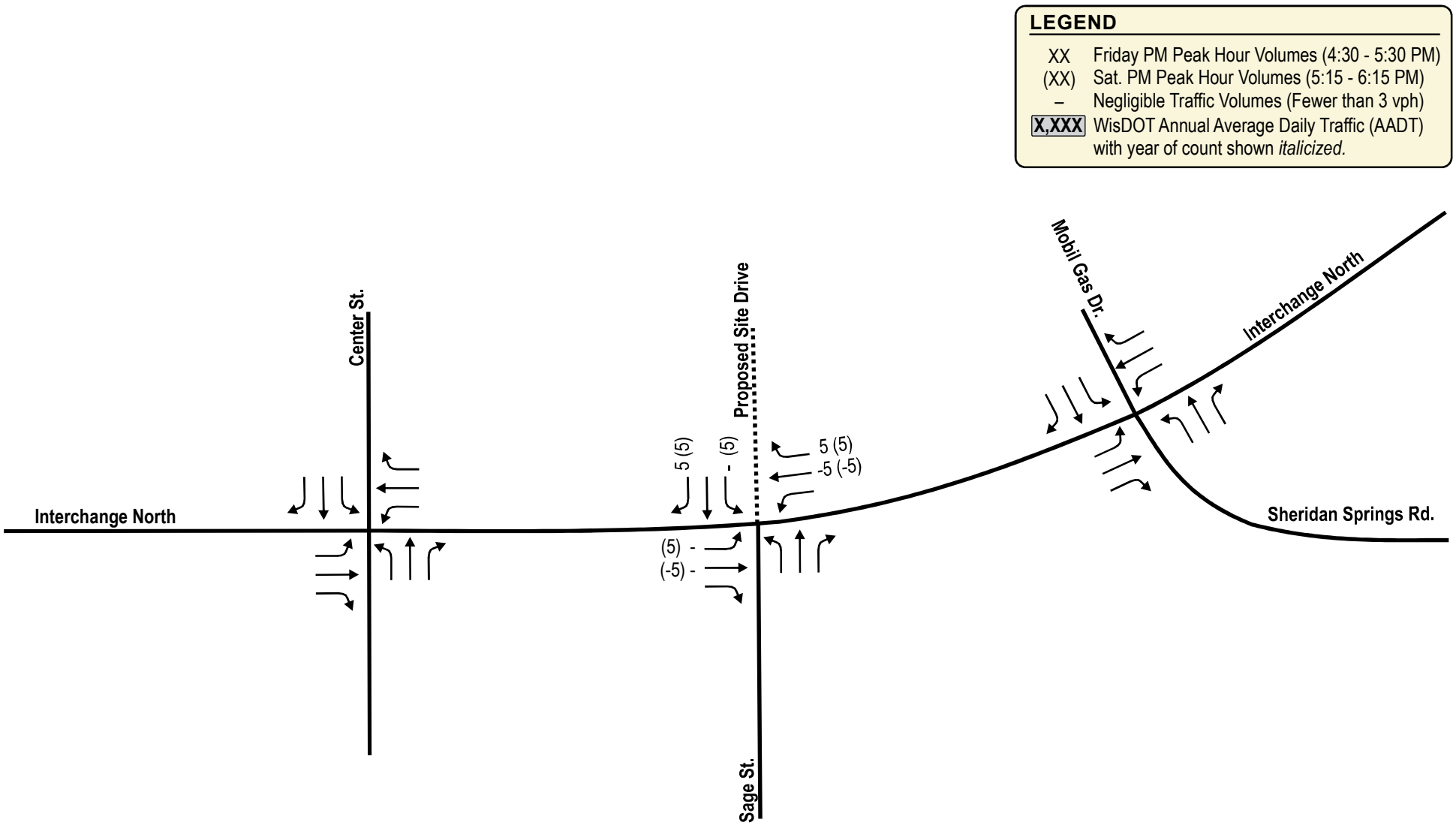

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EXHIBIT 9
DEVELOPMENT PASS-BY TRIPS
ACCESS OPTION 1

LAKE GENEVA, WI

LEGEND

XX	Friday PM Peak Hour Volumes (4:30 - 5:30 PM)
(XX)	Sat. PM Peak Hour Volumes (5:15 - 6:15 PM)
–	Negligible Traffic Volumes (Fewer than 3 vph)
X,XXX	WisDOT Annual Average Daily Traffic (AADT) with year of count shown *italicized*.

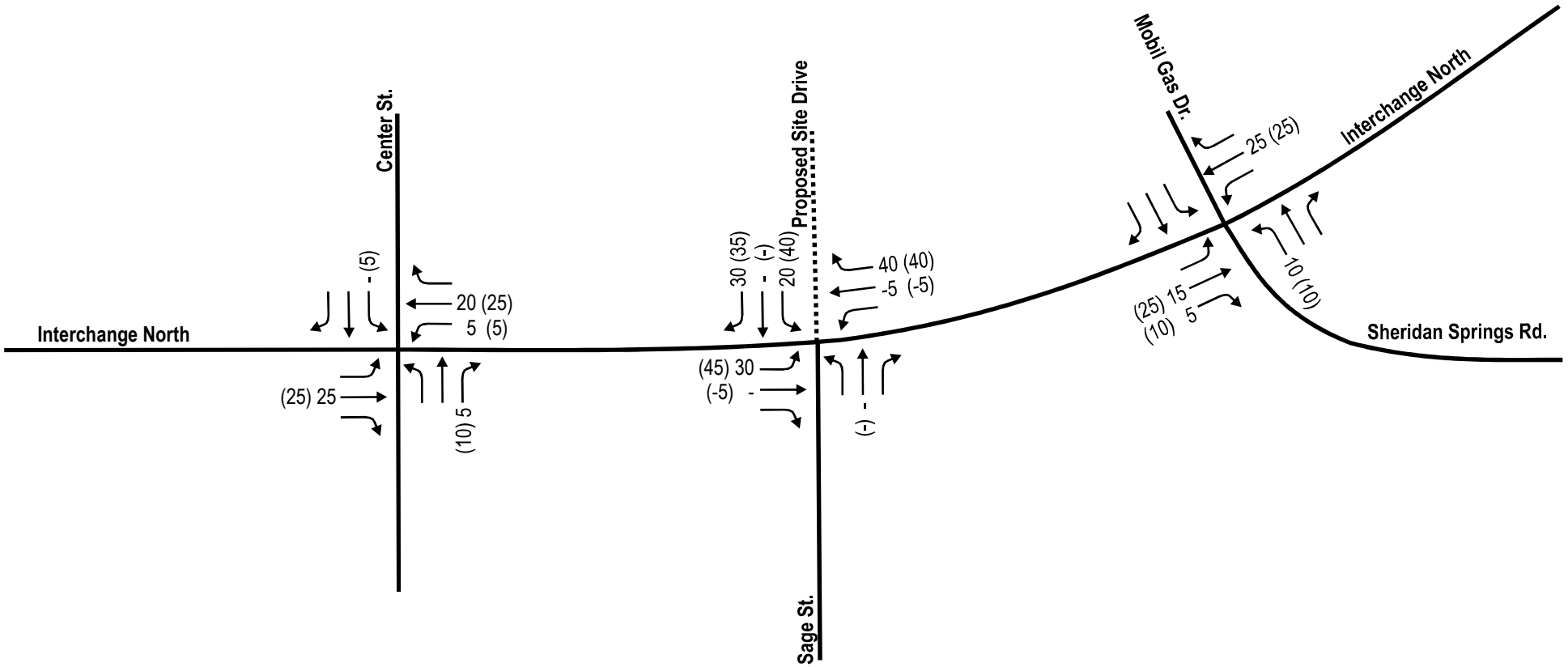

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EXHIBIT 10
DEVELOPMENT DRIVEWAY TRIPS
ACCESS OPTION 1

LAKE GENEVA, WI

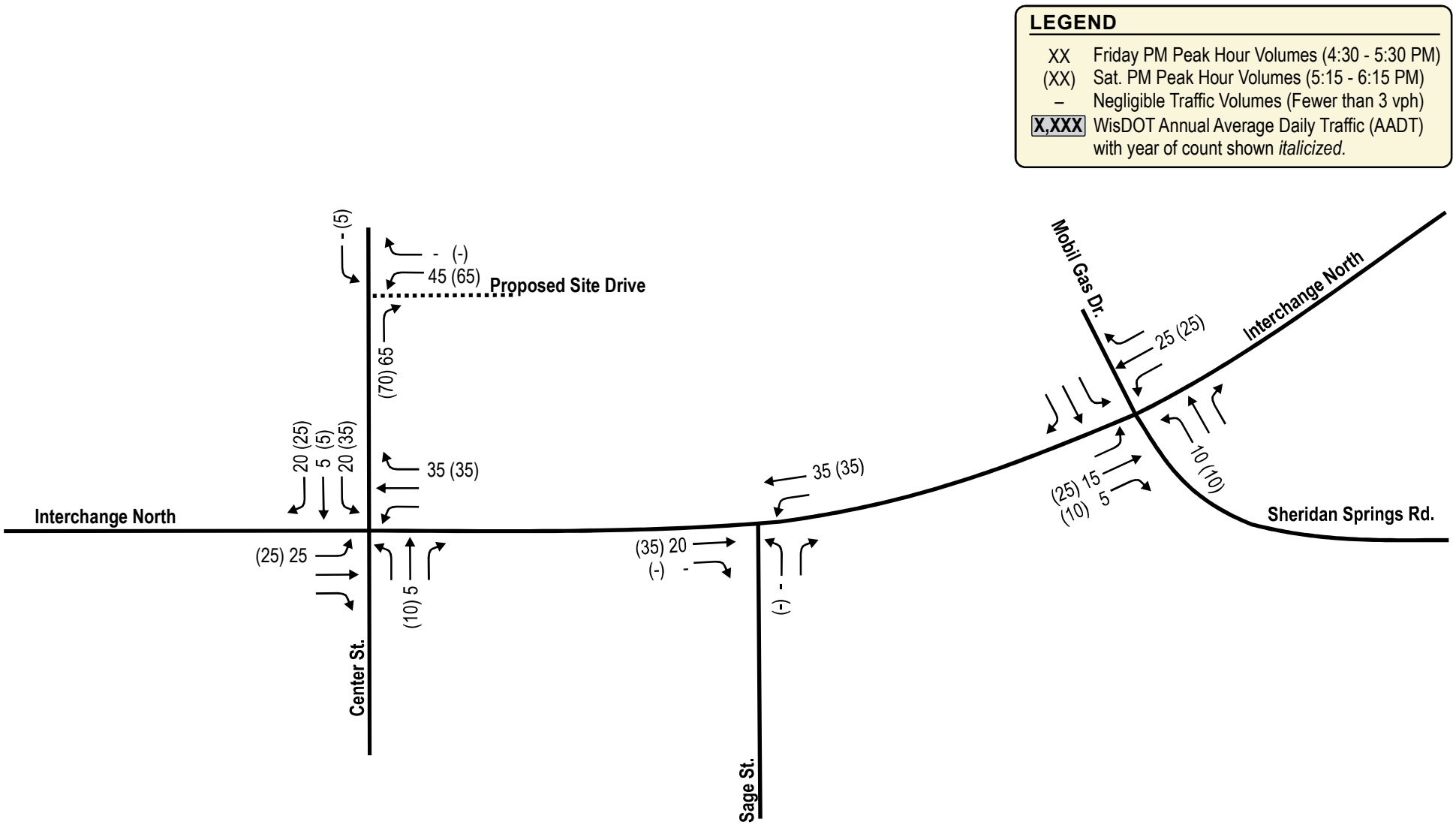

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EXHIBIT 11
DEVELOPMENT NEW TRIPS
ACCESS OPTION 2

LAKE GENEVA, WI

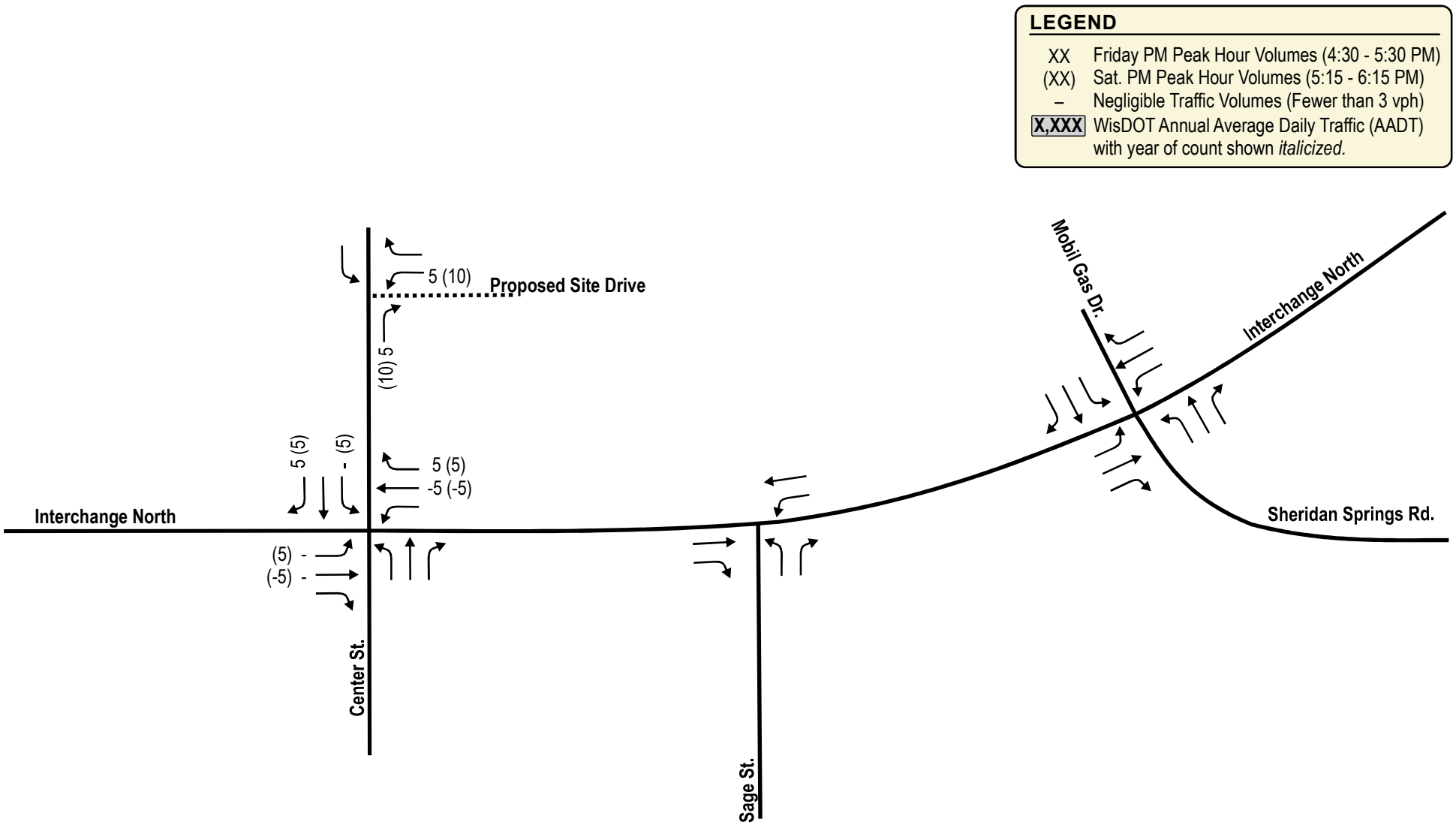

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EXHIBIT 12
DEVELOPMENT PASS-BY TRIPS
ACCESS OPTION 2

LAKE GENEVA, WI

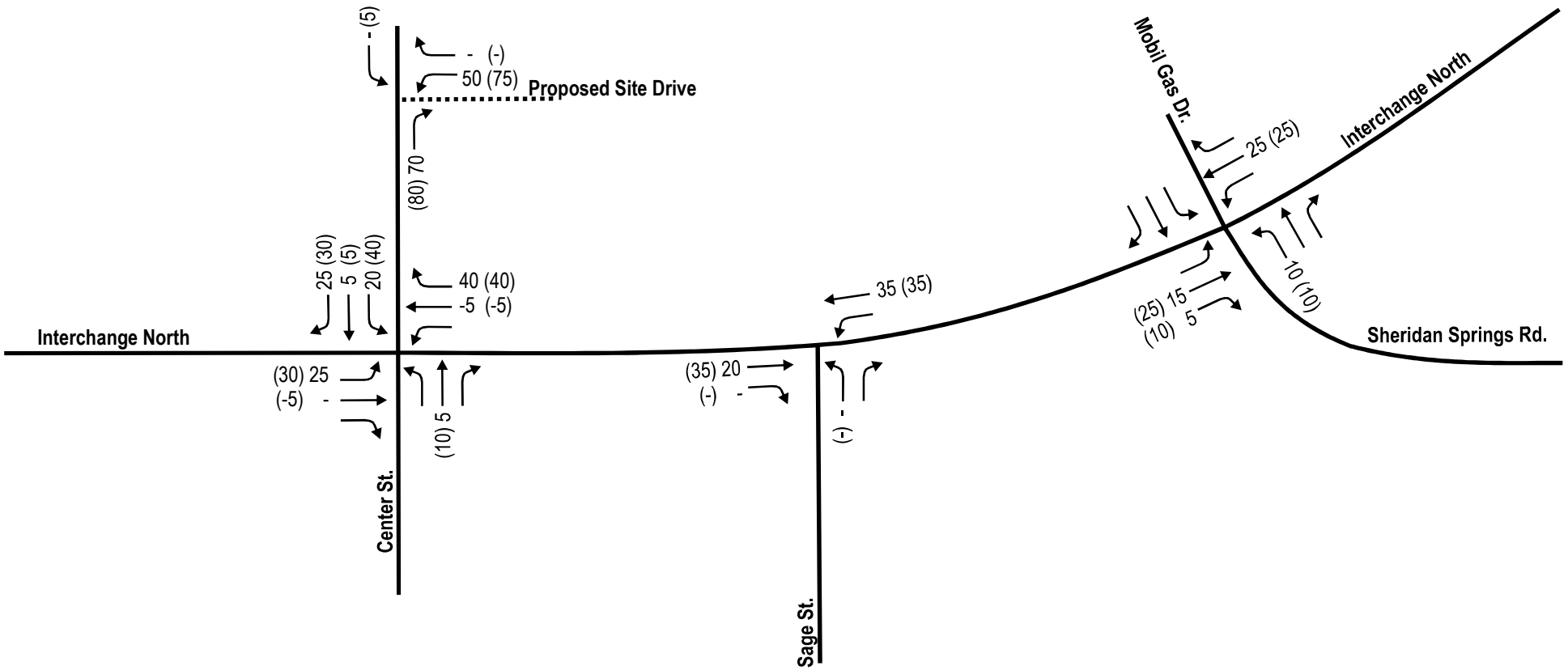

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EXHIBIT 13
DEVELOPMENT DRIVEWAY TRIPS
ACCESS OPTION 2

LAKE GENEVA, WI

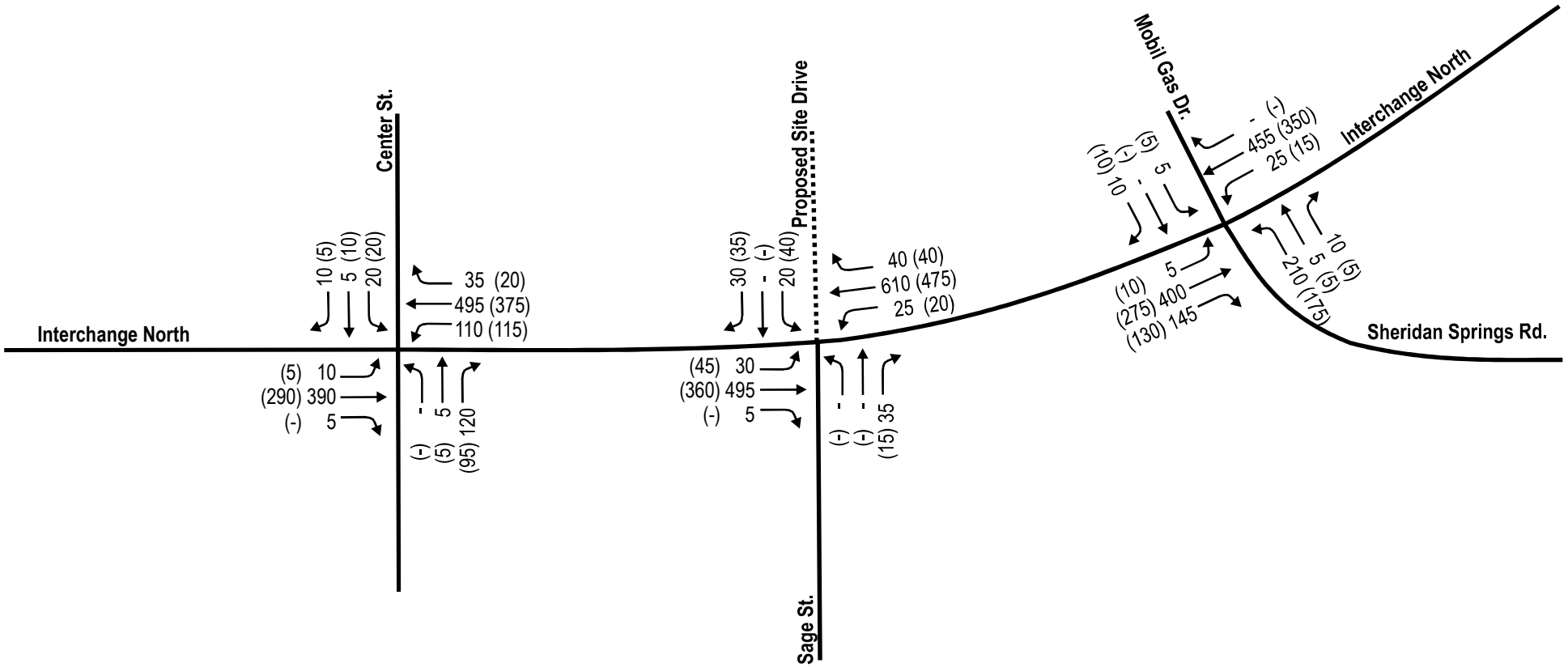

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EXHIBIT 14
YEAR 2026 BUILD TRAFFIC VOLUMES
ACCESS OPTION 1

LAKE GENEVA, WI

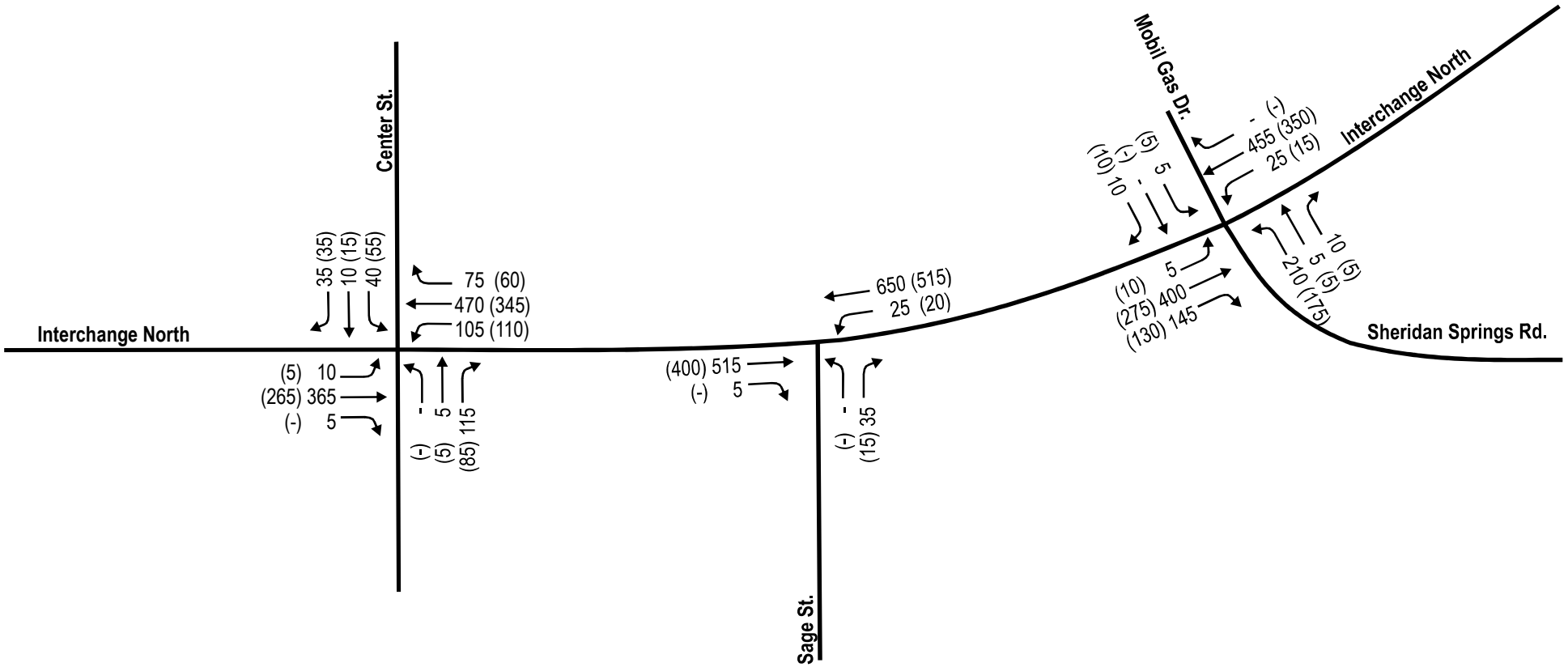

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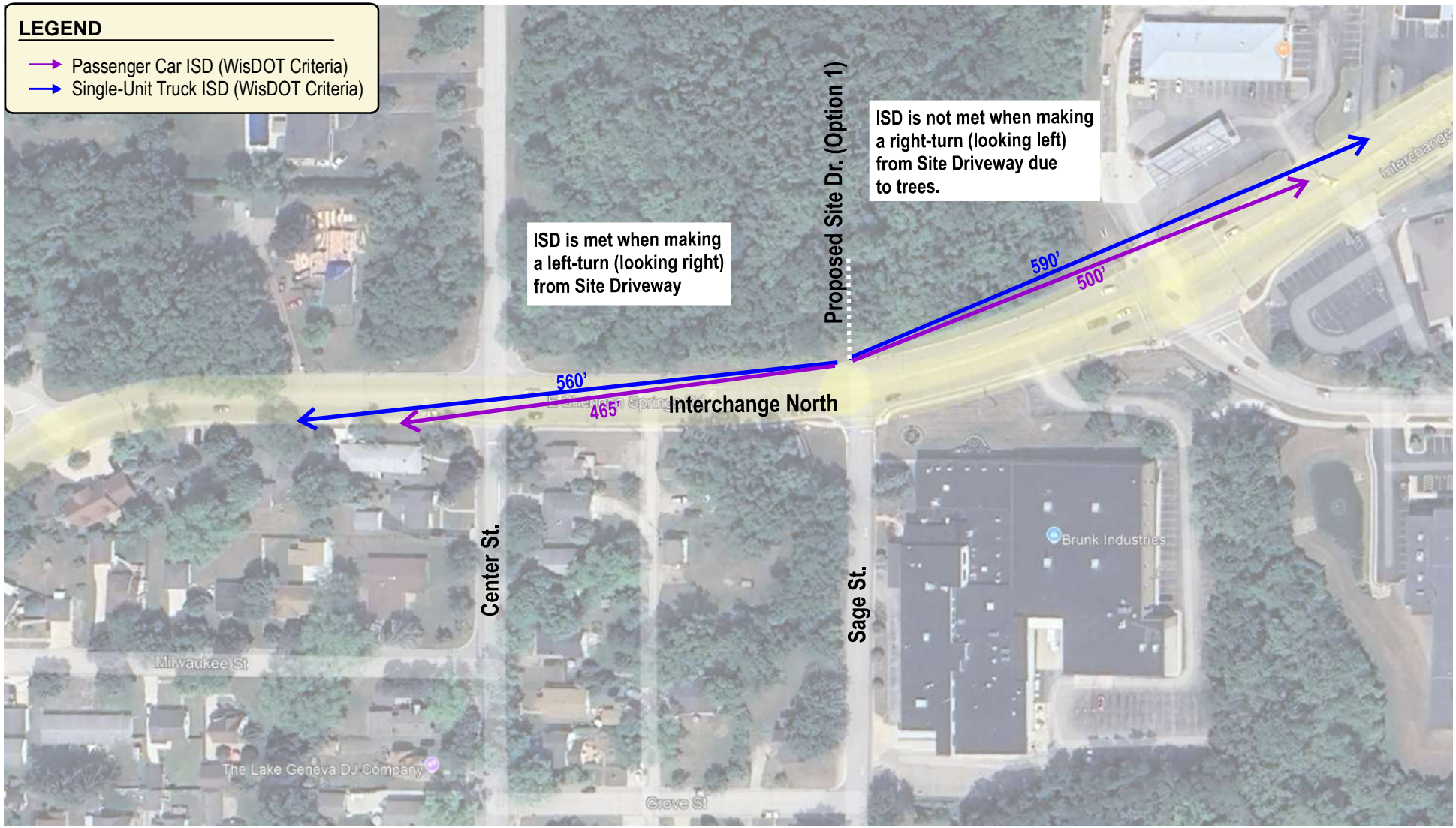
EXHIBIT 15
YEAR 2026 BUILD TRAFFIC VOLUMES
ACCESS OPTION 2

LAKE GENEVA, WI



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3612: 02-23-26

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NOT TO SCALE

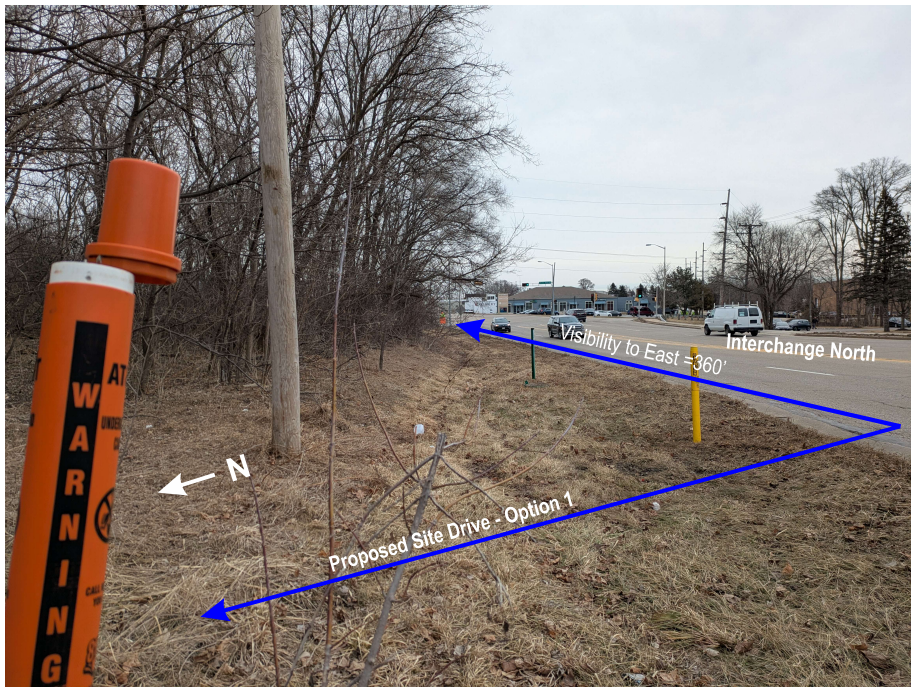
EXHIBIT 16
INTERSECTION SIGHT DISTANCE AERIAL MAP
INTERCHANGE NORTH AT SAGE ST.

LAKE GENEVA, WI

Left Turn from Proposed Driveway
Looking right at oncoming traffic on Interchange North

WisDOT Standards:
Minimum ISD at 30 mph Design Speed:
Passenger Car: 465 feet
Single-Unit Truck: 560 feet
AASHTO Standards:
Passenger Car: 355 feet
Single-Unit Truck: 450 feet

Minimum ISD is met for all vehicle types.



Right Turn from Proposed Driveway
Looking left at oncoming traffic on Interchange North

WisDOT Standards:
Minimum ISD at 40 mph Design Speed:
Passenger Car: 500 feet
Single-Unit Truck: 590 feet
AASHTO Standards:
Passenger Car: 385 feet
Single-Unit Truck: 500 feet

Minimum ISD is not met for all vehicle types.
It is approximately 140 feet short for passenger car.

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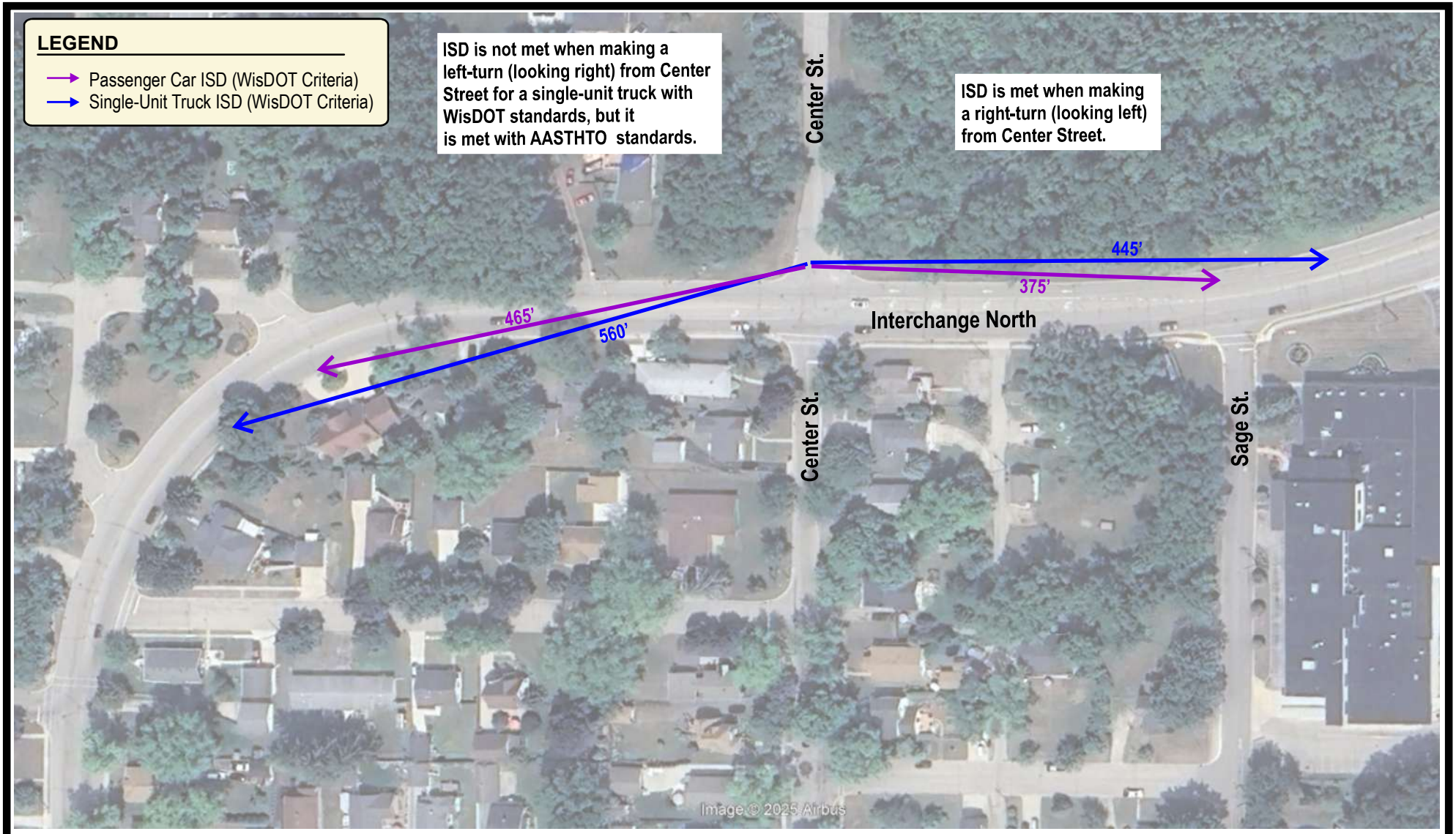
EXHIBIT 17
INTERSECTION SIGHT DISTANCE ANALYSIS
INTERCHANGE NORTH AT SAGE ST. (ACCESS OPTION 1)

LAKE GENEVA, WI



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3612: 02-23-26

N
NOT TO SCALE

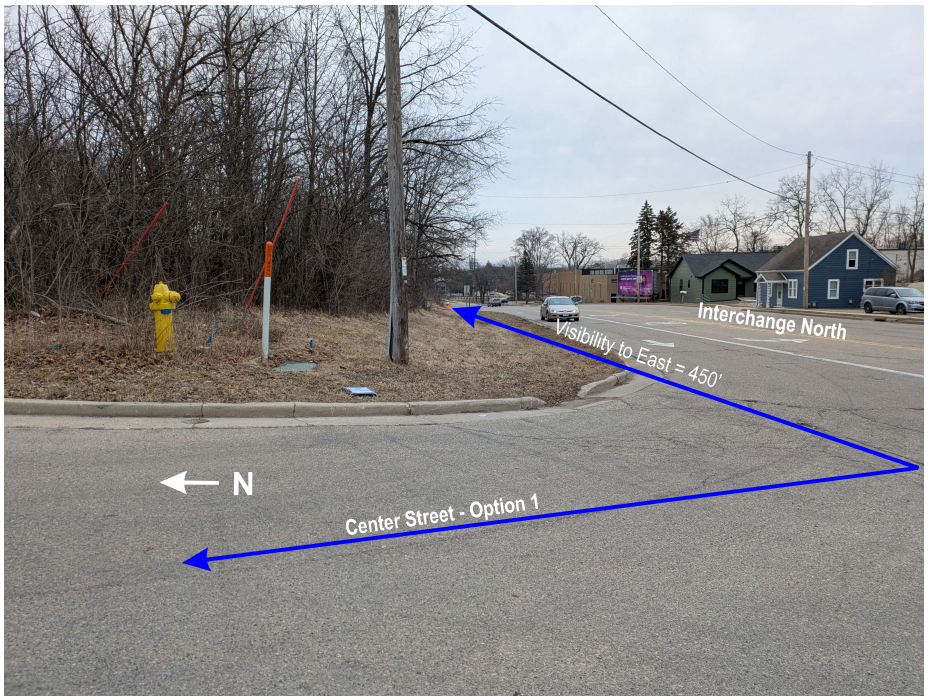
EXHIBIT 18
INTERSECTION SIGHT DISTANCE AERIAL MAP
INTERCHANGE NORTH AT CENTER ST.

LAKE GENEVA, WI

Left Turn from Center Street
Looking right at oncoming traffic on Interchange North

WisDOT Standards:
Minimum ISD at 30 mph Design Speed:
Passenger Car: 465 feet
Single-Unit Truck: 560 feet
AASHTO Standards:
Passenger Car: 355 feet
Single-Unit Truck: 450 feet

Minimum ISD is not met for single-unit truck using WisDOT standards, but is met for AASHTO standards.



Right Turn from Center Street
Looking left at oncoming traffic on Interchange North

WisDOT Standards:
Minimum ISD at 35 mph Design Speed:
Passenger Car: 375 feet
Single-Unit Truck: 445 feet
AASHTO Standards:
Passenger Car: 290 feet
Single-Unit Truck: 375 feet

Minimum ISD is met for all vehicle types.

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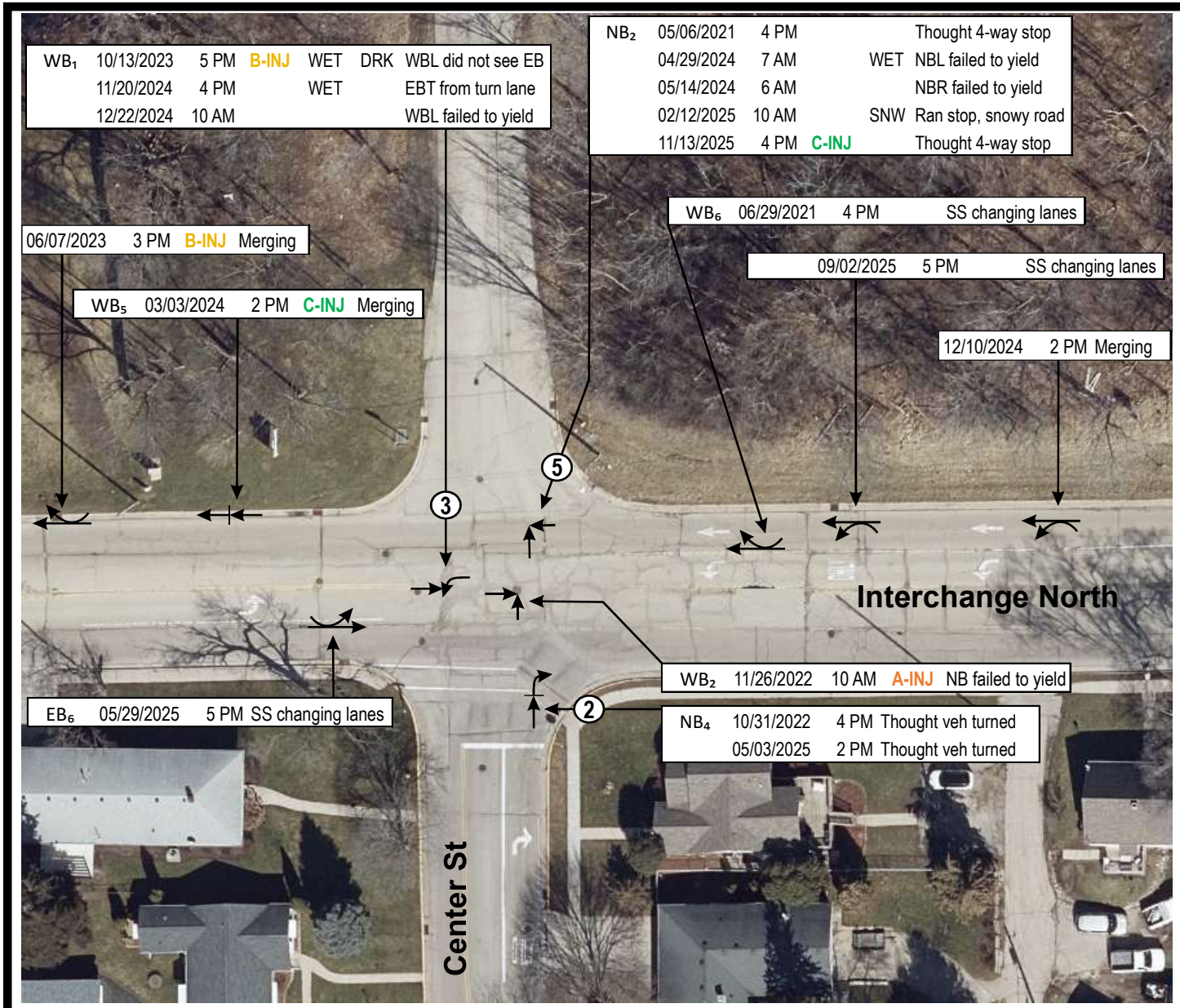
EXHIBIT 19
INTERSECTION SIGHT DISTANCE ANALYSIS
INTERCHANGE NORTH AT CENTER ST. (ACCESS OPTION 2)

LAKE GENEVA, WI



LEGEND

- Moving Vehicle
- Backing Vehicle
- Pedestrian
- Bicyclist
- Parked Vehicle
- Traffic Signal
- Stop/Yield Sign
- (T) Tree
- (F) Fixed Object
- (N) Non-Fixed Object

- Angle (Right Angle)
- Angle (Left Turn)
- Angle (Right Turn)
- Sideswipe-Same
- Sideswipe-Opposite
- Head-On
- Rear-End
- Out of Control
- Overtake
- Overturn

(#) = CRASH FREQUENCY (if > 1 NON-PED/BIKE)

LABEL, DATE OF CRASH, TIME, SEVERITY, ROAD CONDITIONS, LIGHT, ALCOHOL, DRUGS, SPEED-RELATED, NOTES ABOUT CRASH

Note: Deer Crashes Not Included

CRASH SEVERITY DEFINITIONS

- K-Inj = Fatal Crash
- A-Inj = Suspected Serious Injury Crash
- B-Inj = Suspected Minor Injury Crash
- C-Inj = Possible Injury Crash
- = No Apparent Injury Crash

CRASH STATISTICS

17 Crashes

- 0 Fatal Crash (K)
- 1 Suspected Serious (Type A)
- 2 Suspected Minor (Type B)
- 2 Possible (Type C)
- 12 No Apparent Injury

0.84 Crashes Per Million Entering Vehicles

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N
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EXHIBIT 20
CRASH HISTORY (2021-2025)
INTERCHANGE NORTH AT CENTER ST.

LAKE GENEVA, WI

LEGEND

- Moving Vehicle
- Backing Vehicle
- Pedestrian
- Bicyclist
- Parked Vehicle
- Traffic Signal
- Stop/Yield Sign
- (T) Tree
- (F) Fixed Object
- (N) Non-Fixed Object

- Angle (Right Angle)
- Angle (Left Turn)
- Angle (Right Turn)
- Sideswipe-Same
- Sideswipe-Opposite
- Head-On
- Rear-End
- Out of Control
- Overtake
- Overturn

(#) = CRASH FREQUENCY (if > 1 NON-PED/BIKE)

LABEL, DATE OF CRASH, TIME, SEVERITY, ROAD CONDITIONS, LIGHT, ALCOHOL, DRUGS, SPEED-RELATED, NOTES ABOUT CRASH

Note: Deer Crashes Not Included

CRASH SEVERITY DEFINITIONS

- K-Inj = Fatal Crash
- A-Inj = Suspected Serious Injury Crash
- B-Inj = Suspected Minor Injury Crash
- C-Inj = Possible Injury Crash
- = No Apparent Injury Crash

CRASH STATISTICS

2 Crashes

- 0 Fatal Crash (K)
- 0 Suspected Serious (Type A)
- 1 Suspected Minor (Type B)
- 0 Possible (Type C)
- 1 No Apparent Injury

0.08 Crashes Per Million Entering Vehicles

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EXHIBIT 21
CRASH HISTORY (2021-2025)
INTERCHANGE NORTH AT SAGE ST.

LAKE GENEVA, WI

LEGEND

- Moving Vehicle
- Backing Vehicle
- Pedestrian
- Bicyclist
- Parked Vehicle
- Traffic Signal
- Stop/Yield Sign
- (T) Tree
- (F) Fixed Object
- (N) Non-Fixed Object
- Angle (Right Angle)
- Angle (Left Turn)
- Angle (Right Turn)
- Sideswipe-Same
- Sideswipe-Opposite
- Head-On
- Rear-End
- Out of Control
- Overtake
- Overturn

(#) = CRASH FREQUENCY (if > 1 NON-PED/BIKE)

LABEL, DATE OF CRASH, TIME, SEVERITY, ROAD CONDITIONS, LIGHT, ALCOHOL, DRUGS, SPEED-RELATED, NOTES ABOUT CRASH

Note: Deer Crashes Not Included

CRASH SEVERITY DEFINITIONS

- K-Inj = Fatal Crash
- A-Inj = Suspected Serious Injury Crash
- B-Inj = Suspected Minor Injury Crash
- C-Inj = Possible Injury Crash
- = No Apparent Injury Crash

CRASH STATISTICS

5 Crashes

- 0 Fatal Crash (K)
- 1 Suspected Serious (Type A)
- 1 Suspected Minor (Type B)
- 0 Possible (Type C)
- 3 No Apparent Injury

0.19 Crashes Per Million Entering Vehicles

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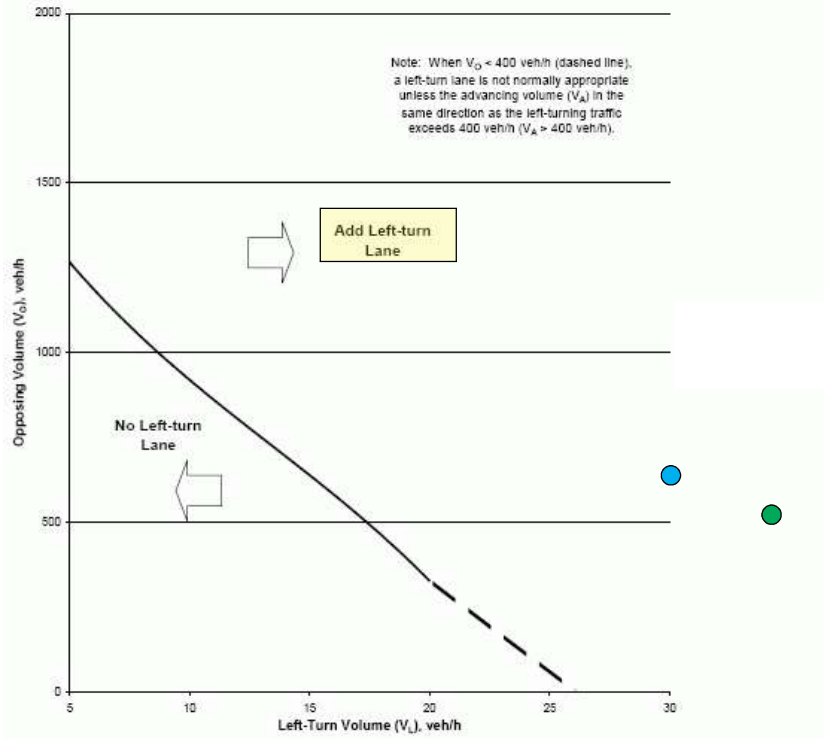
EXHIBIT 22
CRASH HISTORY (2021-2025)
INTERCHANGE NORTH AT SHERIDAN SPRINGS ROAD

LAKE GENEVA, WI

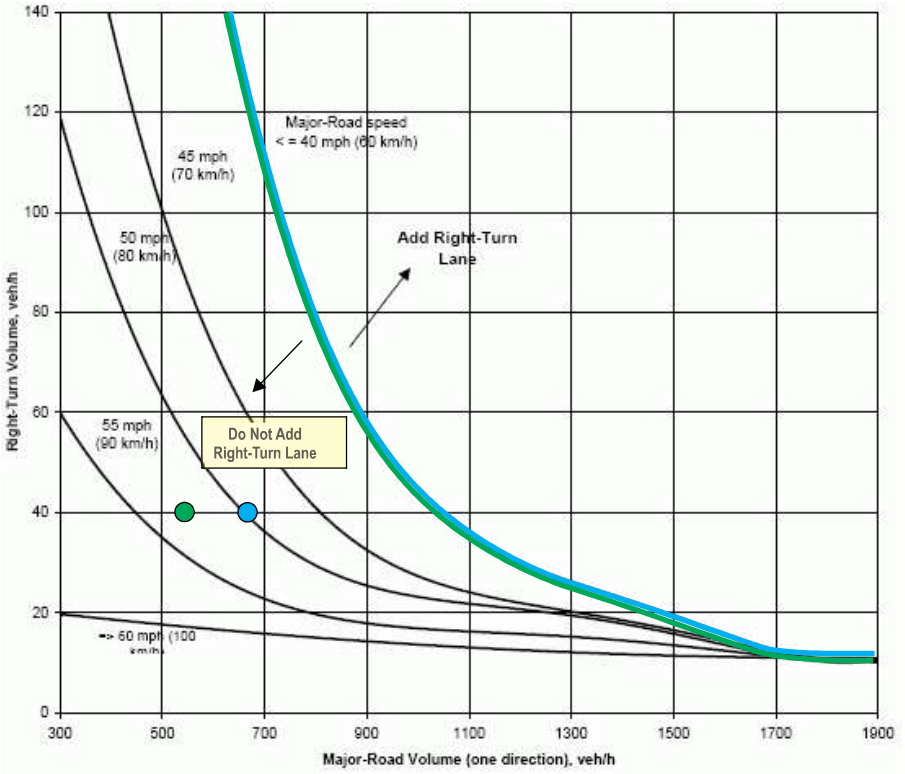
LEGEND

- PM Peak Hour Data
- SAT Peak Hour Data

Eastbound Left-Turn Warrant for 4-Lane Road with 40mph Design Speed



Westbound Right-Turn Warrants for 4-Lane Road



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3612: 02-23-26

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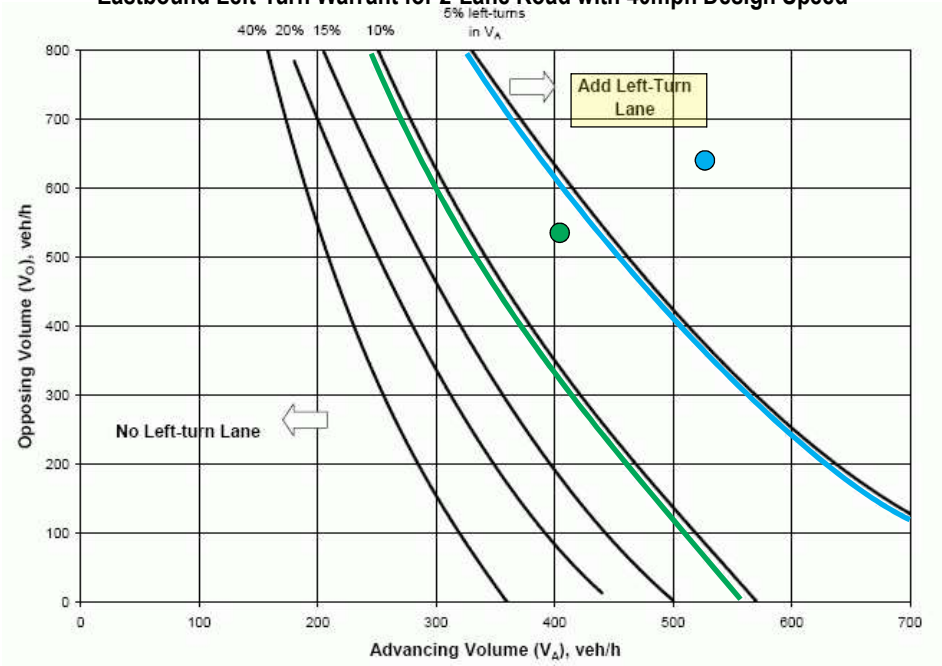
EXHIBIT 23
LEFT-TURN AND RIGHT-TURN LANE WARRANTS
BASED ON 2026 BUILD TRAFFIC VOLUMES - ACCESS OPTION 1
INTERCHANGE NORTH & SAGE ST/SITE DRIVEWAY WITH EXISTING GEOMETRY
LAKE GENEVA, WI

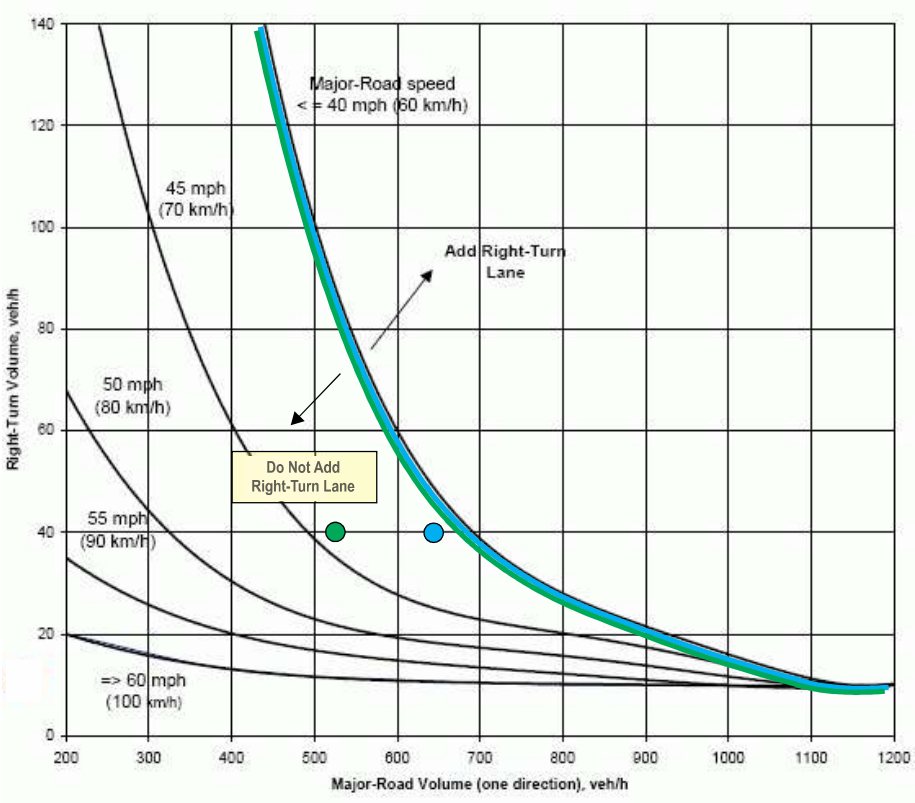
LEGEND

- PM Peak Hour Data
- SAT Peak Hour Data

Eastbound Left-Turn Warrant for 2-Lane Road with 40mph Design Speed



Westbound Right-Turn Warrants for 2-Lane Road



TRAFFIC ANALYSIS & DESIGN, INC.

3612: 02-23-26

N

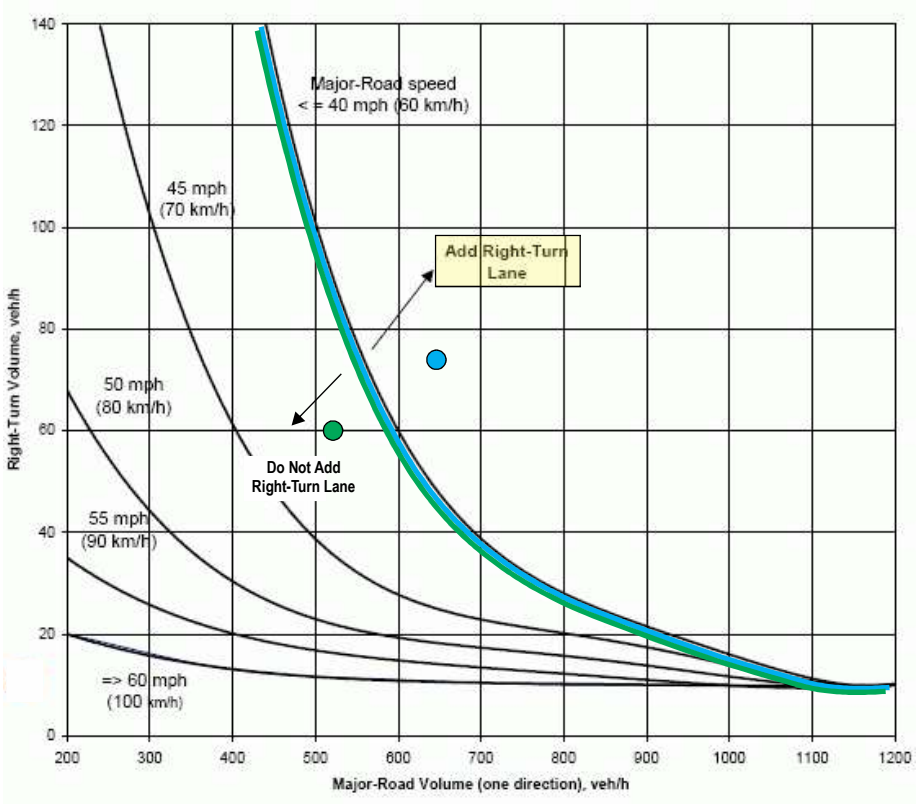
NOT TO SCALE

EXHIBIT 24
LEFT-TURN AND RIGHT-TURN LANE WARRANTS
BASED ON 2026 BUILD TRAFFIC VOLUMES - ACCESS OPTION 1
INTERCHANGE NORTH & SAGE ST/SITE DRIVEWAY WITH MODIFIED GEOMETRY
LAKE GENEVA, WI

LEGEND

- PM Peak Hour Data
- SAT Peak Hour Data

Westbound Right-Turn Warrants for 2-Lane Road



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3612: 02-23-26

N

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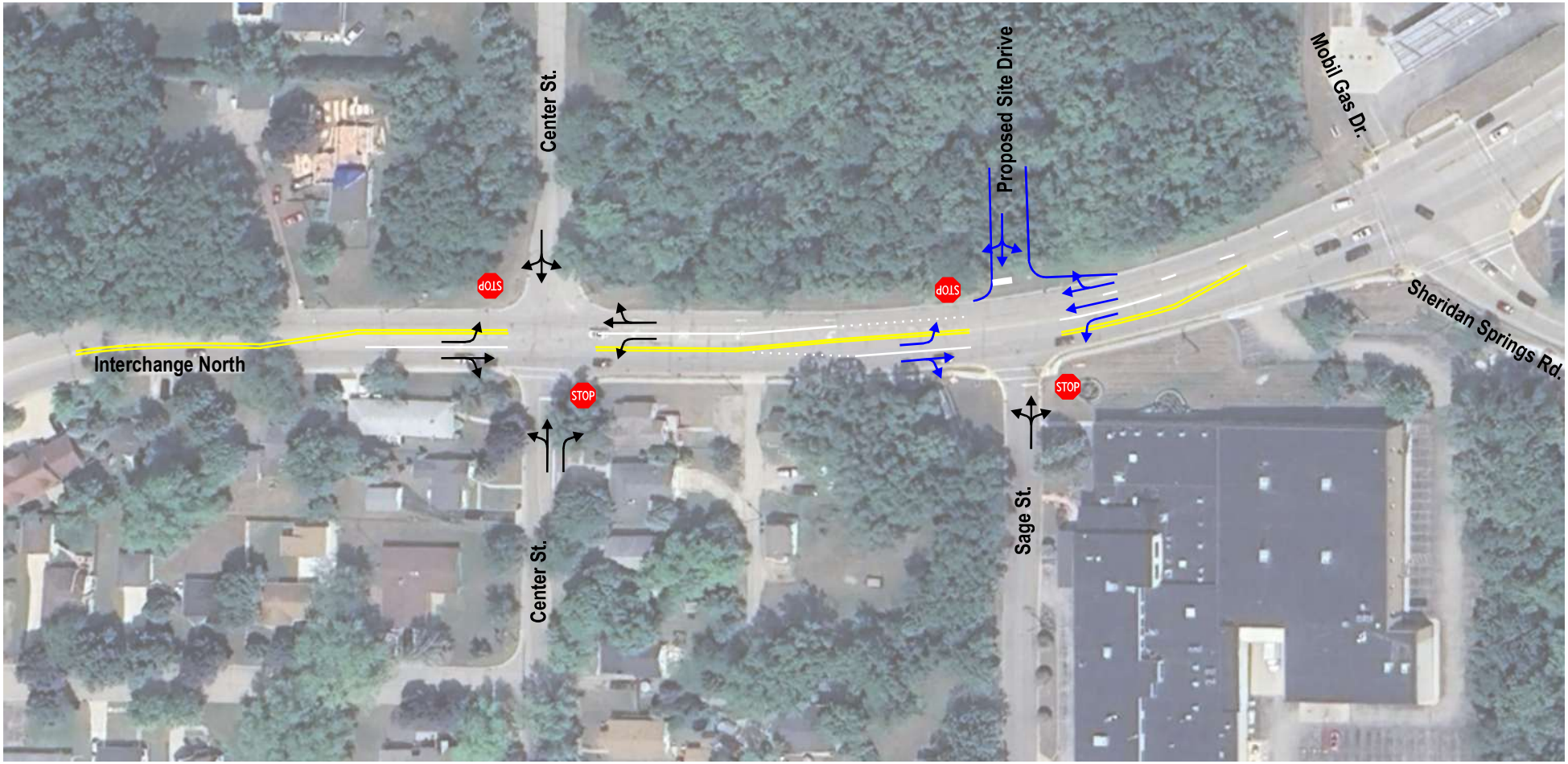
EXHIBIT 25
RIGHT-TURN LANE WARRANT
BASED ON 2026 BUILD TRAFFIC VOLUMES - ACCESS OPTION 2
INTERCHANGE NORTH & CENTER STREET
LAKE GENEVA, WI



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3612: 02-23-26

N
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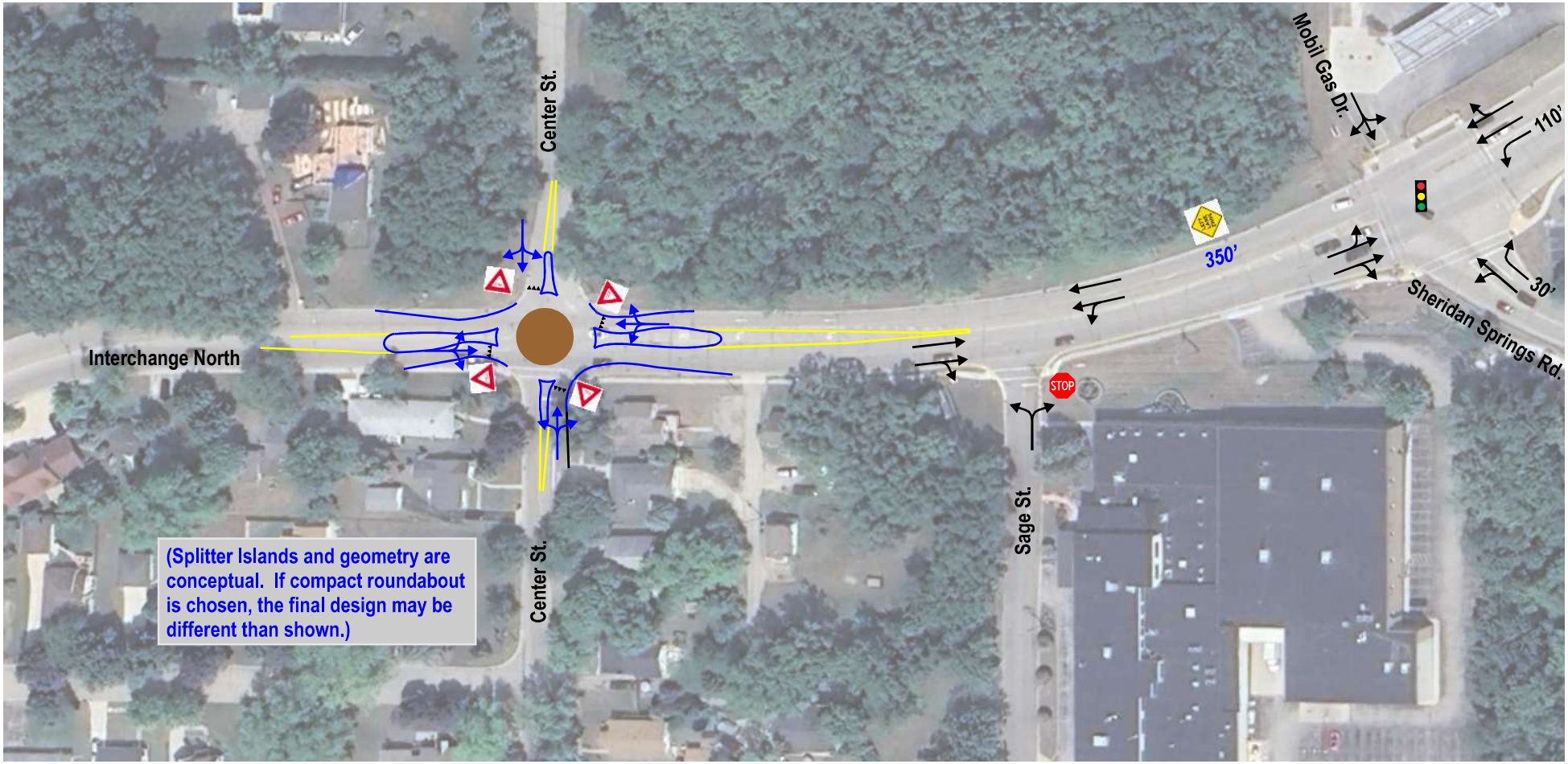
EXHIBIT 26
RECOMMENDED MODIFICATIONS
ACCESS OPTION 1

LAKE GENEVA, WI



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3612: 02-23-26

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EXHIBIT 27
RECOMMENDED MODIFICATIONS
ACCESS OPTION 2

LAKE GENEVA, WI

Appendix A
Traffic

Existing Turning Movement Counts

WisDOT Directional Traffic Counts – Feb. & July 2025

Saturation Flow Rate Calculations – Interchange North at Sheridan Springs Rd

Existing Signal Timings – Interchange North at Sheridan Springs Rd

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

Major St: **E Sheridan Springs Rd**
Minor St: **Center St**
Intersection of: ***E Sheridan Springs Rd & Center St***

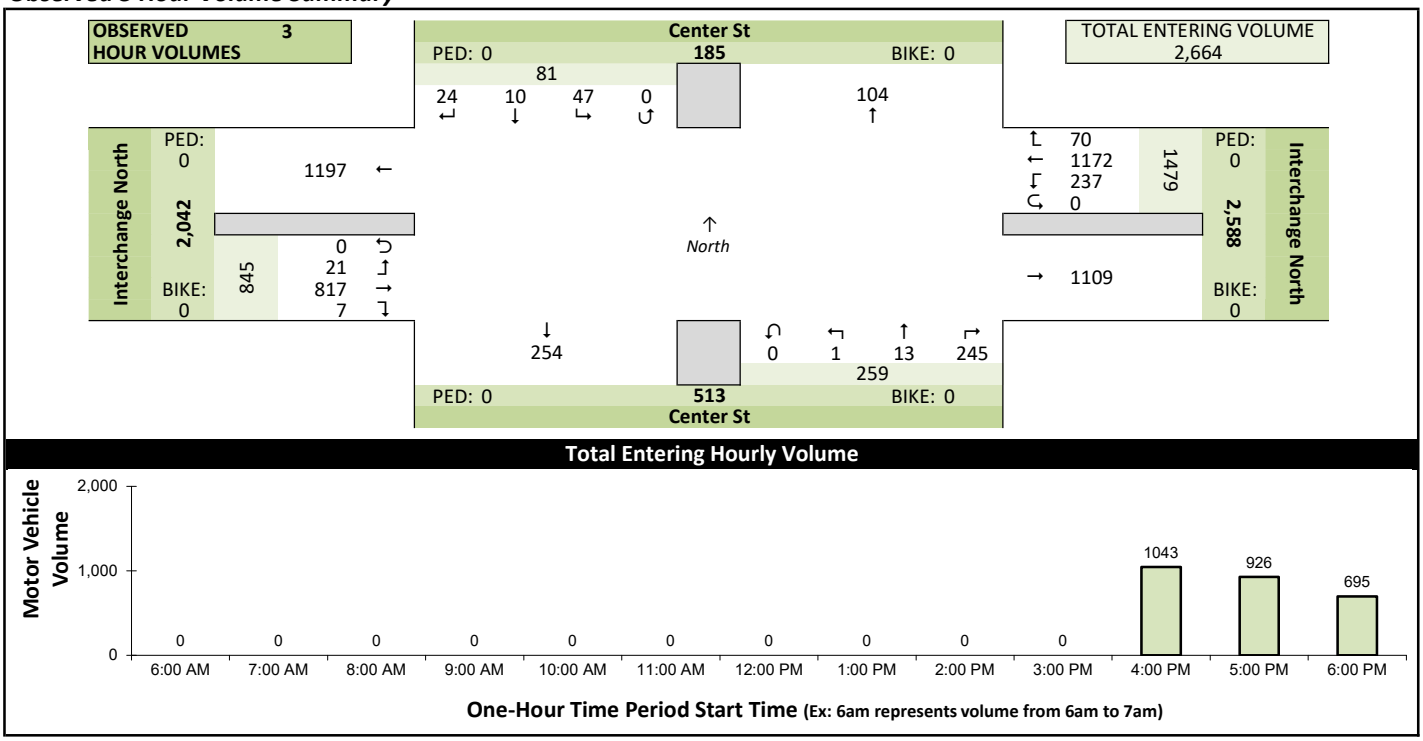
Site Information

Municipality	City of Lake Geneva		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Center St		
East Leg	Interchange North		
South Leg	Center St		
West Leg	Interchange North		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

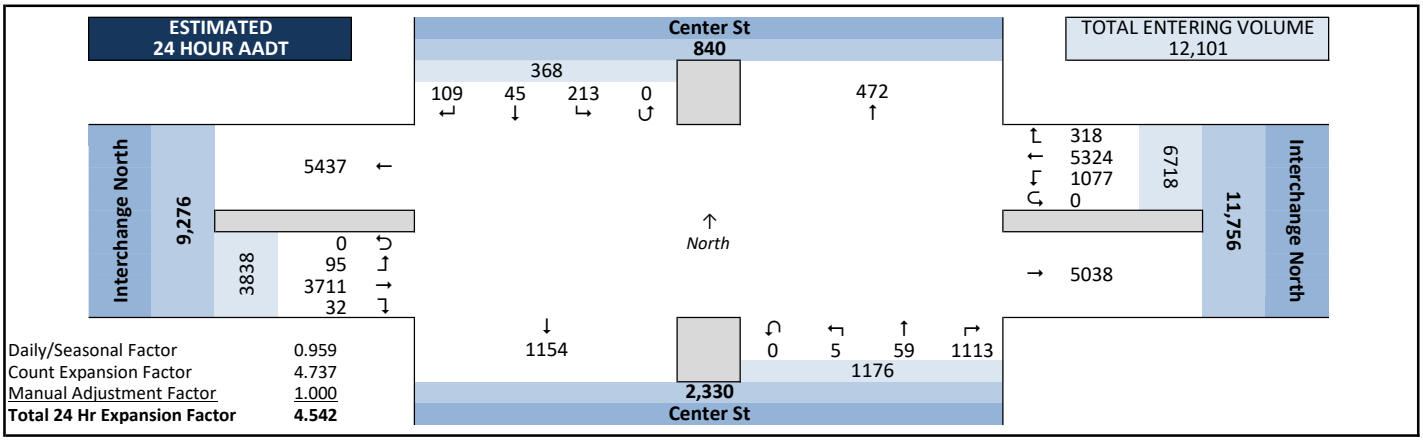
Count Information

Hrs Counted:	04:00 PM-07:00 PM				
1st Day of Count	Friday, February 20, 2026			Weather	
AM Peak Period				0	
Midday Peak Period				0	
PM Peak Period	Friday, February 20, 2026			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM		MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.959	Count Expansion Factor	4.737		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	0			
	Midday Peak Period	0			
	PM Peak Period	TADI - Miovision			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

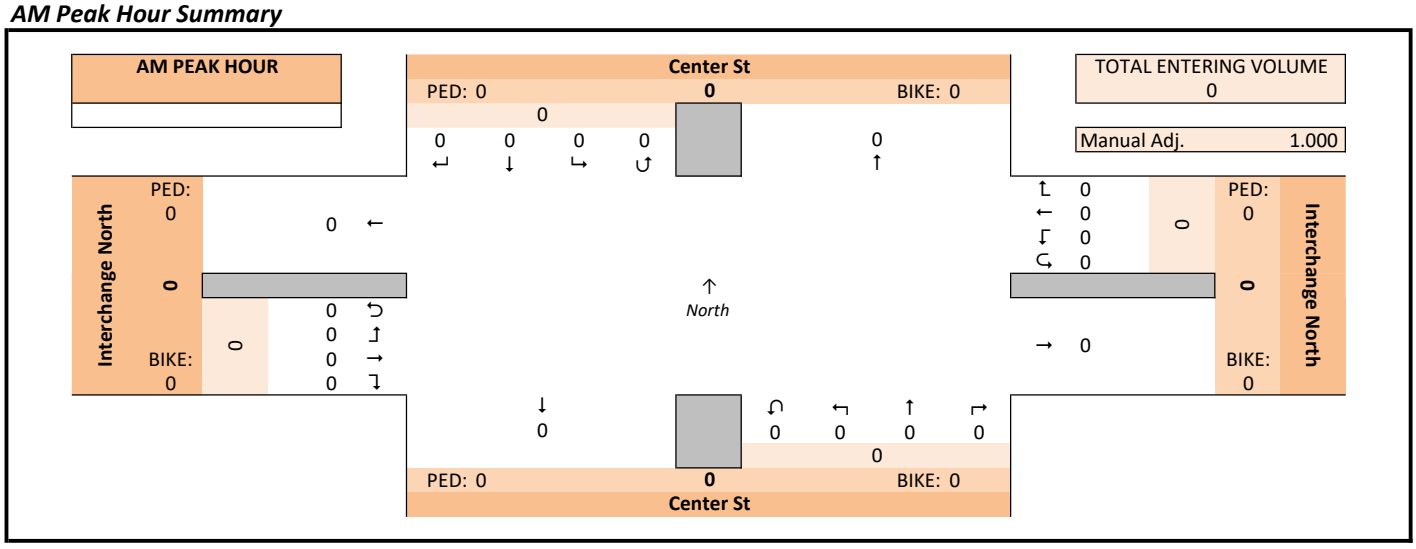
Peak Hour Volume Graphical Summary

E Sheridan Springs Rd & Center St

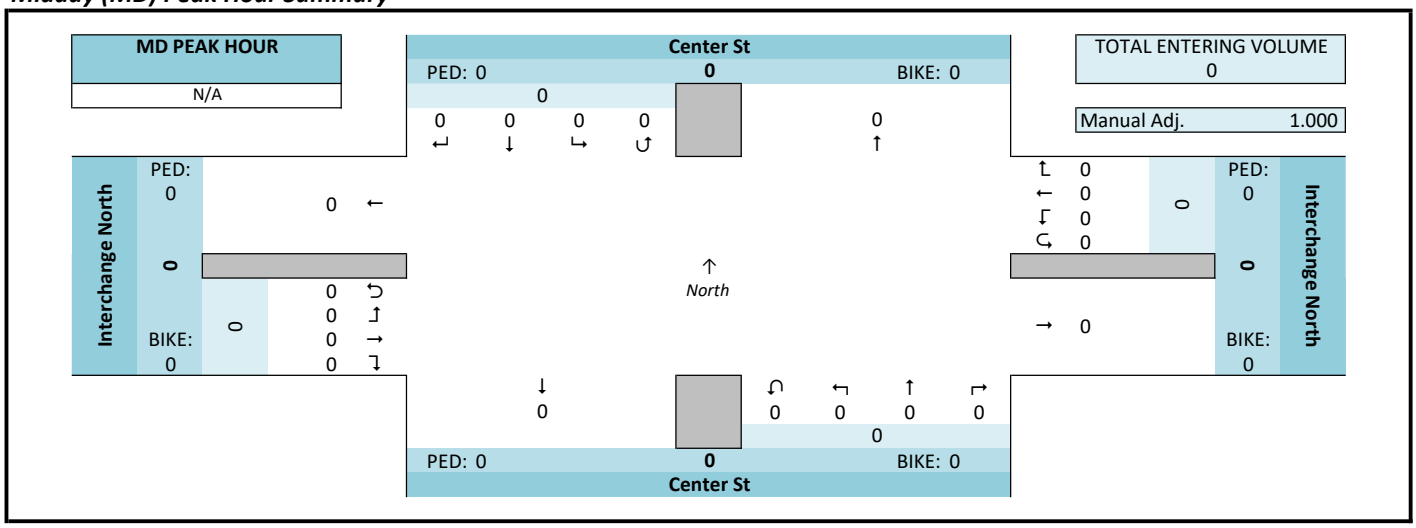
Count Basics			*Page 2 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

All Motor Vehicles

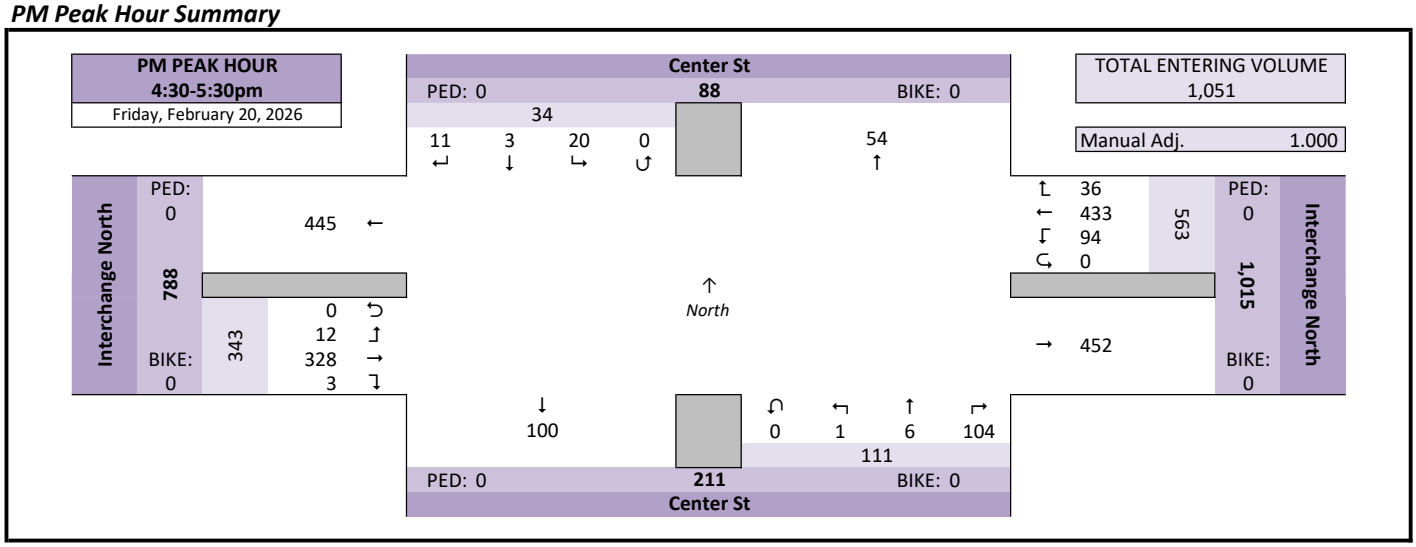
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

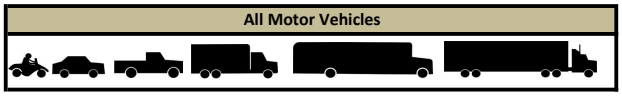


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

E Sheridan Springs Rd & Center St



Peak Hour Volumes, Truck Percentages, and PHFs

		From North					From East					From South					From West					
	AM Peak Hour	Center St					Interchange North					Center St					Interchange 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	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour	Center St					Interchange North					Center St					Interchange 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	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Friday, February 20, 2026		From North					From East					From South					From West					
	PM Peak Hour	Center St					Interchange North					Center St					Interchange 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	Totals
PM Peak Hour	4:30 PM	2	0	4	0	6	8	95	27	0	130	27	1	0	0	28	1	83	2	0	86	250
	4:45 PM	7	1	4	0	12	13	113	29	0	155	24	3	1	0	28	2	79	3	0	84	279
	5:00 PM	1	1	8	0	10	3	119	15	0	137	28	0	0	0	28	0	94	4	0	98	273
	5:15 PM	1	1	4	0	6	12	106	23	0	141	25	2	0	0	27	0	72	3	0	75	249
	Peak Hour Volume	11	3	20	0	34	36	433	94	0	563	104	6	1	0	111	3	328	12	0	343	1051
	Rounded Hourly Volume	10	5	20	0	35	35	435	95	0	565	105	5	0	0	110	5	330	10	0	345	1055
	% Single Unit Trucks	9.1	0.0	0.0	0.0	2.9	2.8	0.2	0.0	0.0	0.4	1.0	0.0	0.0	0.0	0.9	0.0	0.6	0.0	0.0	0.6	0.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.1
	% Trucks (Total)	9.1	0.0	0.0	0.0	2.9	2.8	0.2	0.0	0.0	0.4	1.0	0.0	0.0	0.0	0.9	0.0	0.9	0.0	0.0	0.9	0.7
	Peak Hour Factor (PHF)	0.39	0.75	0.62	0.00	0.71	0.69	0.91	0.81	0.00	0.91	0.93	0.50	0.25	0.00	0.99	0.37	0.87	0.75	0.00	0.87	0.94

Peak Hour Pedestrian and Bicyclist Volumes

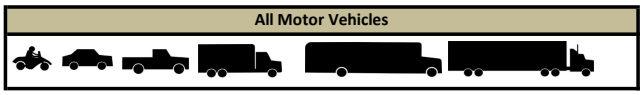
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Center St			Interchange North			Center St			Interchange North			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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

Count Basics		Page 4 of 13
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

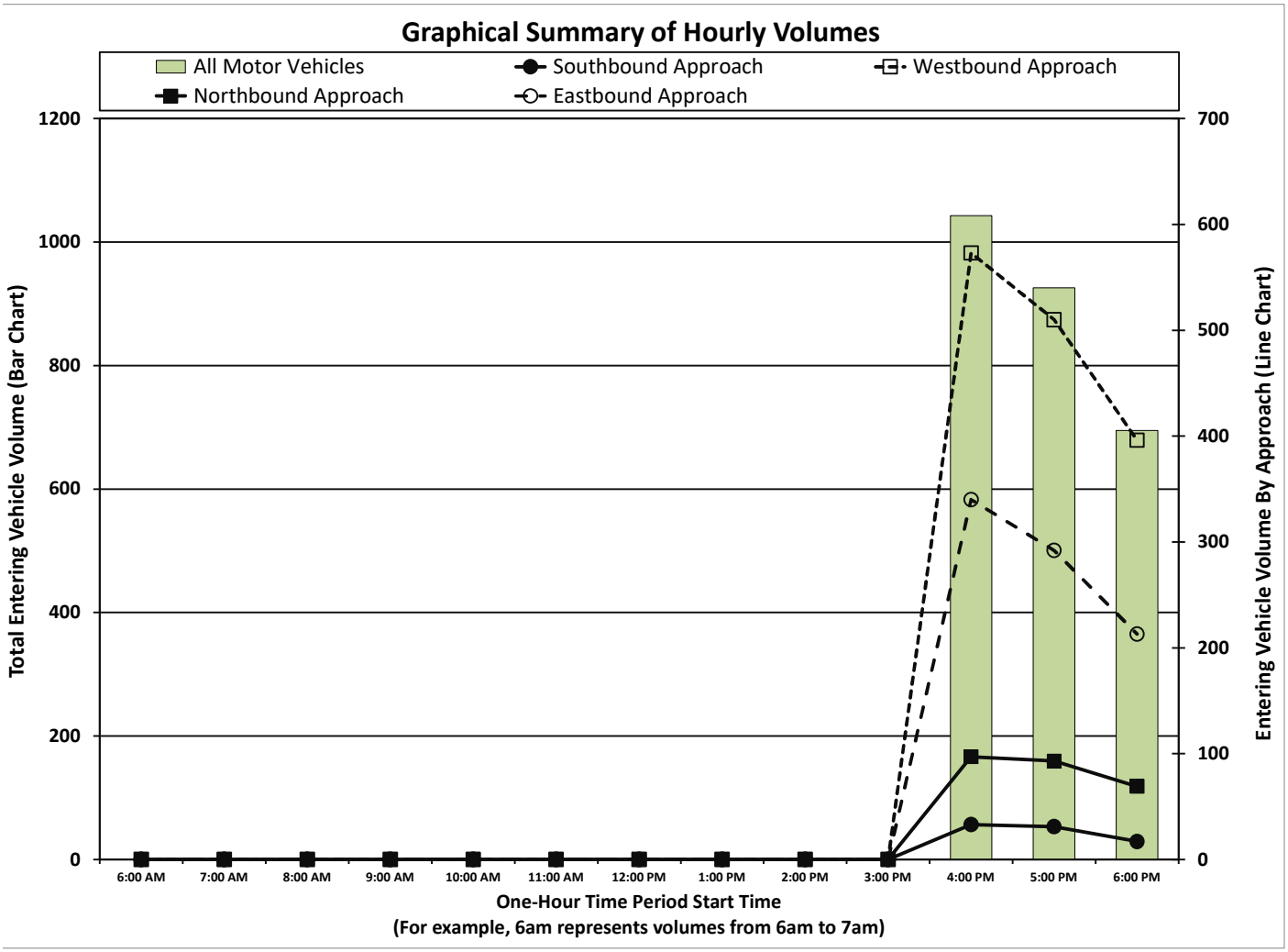
Hourly Volume Summary - Motor Vehicle Data

E Sheridan Springs Rd & Center St



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange 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
AM	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
	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
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	13	4	16	0	33	30	439	104	0	573	92	4	1	0	97	4	329	7	0	340	1043	913	130
	5:00 PM	7	3	21	0	31	28	405	77	0	510	88	5	0	0	93	0	284	8	0	292	926	802	124
	6:00 PM	4	3	10	0	17	12	328	56	0	396	65	4	0	0	69	3	204	6	0	213	695	609	86
Totals		24	10	47	0	81	70	1172	237	0	1479	245	13	1	0	259	7	817	21	0	845	2664	2324	340



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

E Sheridan Springs Rd & Center St

Count Basics		*Page 5 of 13*
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	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		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	1	1	5	0	7	5	130	28	0	163	24	0	0	0	24	1	89	1	0	91	285	1043	0.91
	4:15 PM	3	2	3	0	8	4	101	20	0	125	17	0	0	0	17	0	78	1	0	79	229	1031	0.92
	4:30 PM	2	0	4	0	6	8	95	27	0	130	27	1	0	0	28	1	83	2	0	86	250	1051	0.94
	4:45 PM	7	1	4	0	12	13	113	29	0	155	24	3	1	0	28	2	79	3	0	84	279	1014	0.91
	5:00 PM	1	1	8	0	10	3	119	15	0	137	28	0	0	0	28	0	94	4	0	98	273	926	0.85
	5:15 PM	1	1	4	0	6	12	106	23	0	141	25	2	0	0	27	0	72	3	0	75	249	847	0.85
	5:30 PM	2	0	7	0	9	7	103	20	0	130	16	1	0	0	17	0	56	1	0	57	213	790	0.93
	5:45 PM	3	1	2	0	6	6	77	19	0	102	19	2	0	0	21	0	62	0	0	62	191	741	0.95
	6:00 PM	2	1	2	0	5	4	87	16	0	107	25	1	0	0	26	0	55	1	0	56	194	695	0.90
	6:15 PM	1	1	3	0	5	2	91	11	0	104	15	0	0	0	15	1	64	3	0	68	192		
	6:30 PM	0	1	3	0	4	2	79	16	0	97	13	2	0	0	15	2	44	2	0	48	164		
	6:45 PM	1	0	2	0	3	4	71	13	0	88	12	1	0	0	13	0	41	0	0	41	145		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		24	10	47	0	81	70	1172	237	0	1479	245	13	1	0	259	7	817	21	0	845	2664		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	11	3	20	0	34	36	433	94	0	563	104	6	1	0	111	3	328	12	0	343	1051	0.94

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Automobile Data

E Sheridan Springs Rd & Center St

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	1	1	5	0	7	5	129	28	0	162	24	0	0	0	24	1	87	1	0	89	282	1032
	4:15 PM	3	2	3	0	8	4	100	20	0	124	16	0	0	0	16	0	77	1	0	78	226	1022
	4:30 PM	2	0	4	0	6	7	95	27	0	129	27	1	0	0	28	1	82	2	0	85	248	1044
	4:45 PM	6	1	4	0	11	13	112	29	0	154	24	3	1	0	28	2	78	3	0	83	276	1008
	5:00 PM	1	1	8	0	10	3	119	15	0	137	27	0	0	0	27	0	94	4	0	98	272	922
	5:15 PM	1	1	4	0	6	12	106	23	0	141	25	2	0	0	27	0	71	3	0	74	248	844
	5:30 PM	2	0	7	0	9	7	103	20	0	130	16	1	0	0	17	0	55	1	0	56	212	787
	5:45 PM	3	1	2	0	6	6	76	19	0	101	19	2	0	0	21	0	62	0	0	62	190	739
	6:00 PM	2	1	2	0	5	4	87	16	0	107	25	1	0	0	26	0	55	1	0	56	194	692
	6:15 PM	1	1	3	0	5	2	90	11	0	103	15	0	0	0	15	1	64	3	0	68	191	
	6:30 PM	0	1	3	0	4	2	79	16	0	97	13	2	0	0	15	2	44	2	0	48	164	
	6:45 PM	1	0	2	0	3	4	71	13	0	88	12	1	0	0	13	0	39	0	0	39	143	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		23	10	47	0	80	69	1167	237	0	1473	243	13	1	0	257	7	808	21	0	836	2646	

Peak Hour Automobile Volume Summary

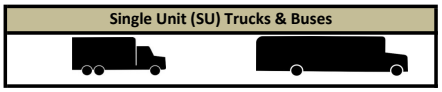
Hourly Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	10	3	20	0	33	35	432	94	0	561	103	6	1	0	110	3	325	12	0	340	1044

Intersection Traffic Volume Report

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

Count Basics		*Page 7 of 13*
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St



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

15-Minute Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	10
	4:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	8
	4:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	6
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	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	2	0	0	2	2	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	0	0	1	1	5	0	0	6	2	0	0	0	2	0	8	0	0	8	17	
SU Truck %age:		4.2%	0.0%	0.0%	0.0%	1.2%	1.4%	0.4%	0.0%	0.0%	0.4%	0.8%	0.0%	0.0%	0.0%	0.8%	0.0%	1.0%	0.0%	0.0%	0.9%	0.6%	

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

Hourly Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	0	0	0	1	1	1	0	0	2	1	0	0	0	1	0	2	0	0	2	6

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Page 8 of 13*
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		Center St					Interchange North					Center St					Interchange 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	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Semi Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		Center St					Interchange North					Center St					Interchange 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	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics			*Page 9 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St

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

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	11
	4:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	9
	4:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2	7
	4:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	6
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	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	2	0	0	2	2	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	0	0	1	1	5	0	0	6	2	0	0	0	2	0	9	0	0	9	18	
Total Truck %age:		4.2%	0.0%	0.0%	0.0%	1.2%	1.4%	0.4%	0.0%	0.0%	0.4%	0.8%	0.0%	0.0%	0.0%	0.8%	0.0%	1.1%	0.0%	0.0%	1.1%	0.7%	

Peak Hour Heavy Vehicle Volume Summary

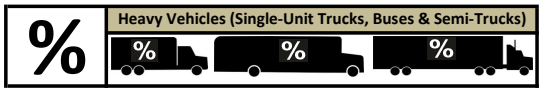
Hourly Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	0	0	0	1	1	1	0	0	2	1	0	0	0	1	0	3	0	0	3	7

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy Vehicle	Hourly Heavy Vehicle
		Center St					Interchange North					Center St					Interchange 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	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2	1.1	1.1
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.8	5.9	0.0	0.0	0.0	5.9	0.0	1.3	0.0	0.0	1.3	1.3	0.9
	4:30 PM	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.8	0.7
	4:45 PM	14.3	0.0	0.0	0.0	8.3	0.0	0.9	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	1.1	0.6
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.4	0.4
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.4	0.4
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.5	0.4
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.9	1.4	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		4.2	0.0	0.0	0.0	1.2	1.4	0.4	0.0	0.0	0.4	0.8	0.0	0.0	0.0	0.8	0.0	1.1	0.0	0.0	1.1	0.7	

Semi Truck Percentage: 0.0375

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy Vehicle
		Center St					Interchange North					Center St					Interchange 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	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	9.1	0.0	0.0	0.0	2.9	2.8	0.2	0.0	0.0	0.4	1.0	0.0	0.0	0.0	0.9	0.0	0.9	0.0	0.0	0.9	0.7

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Center St			Interchange North			Center St			Interchange North				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	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	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

Major St: **E Sheridan Springs Rd**
Minor St: **Center St**
Intersection of: ***E Sheridan Springs Rd & Center St***

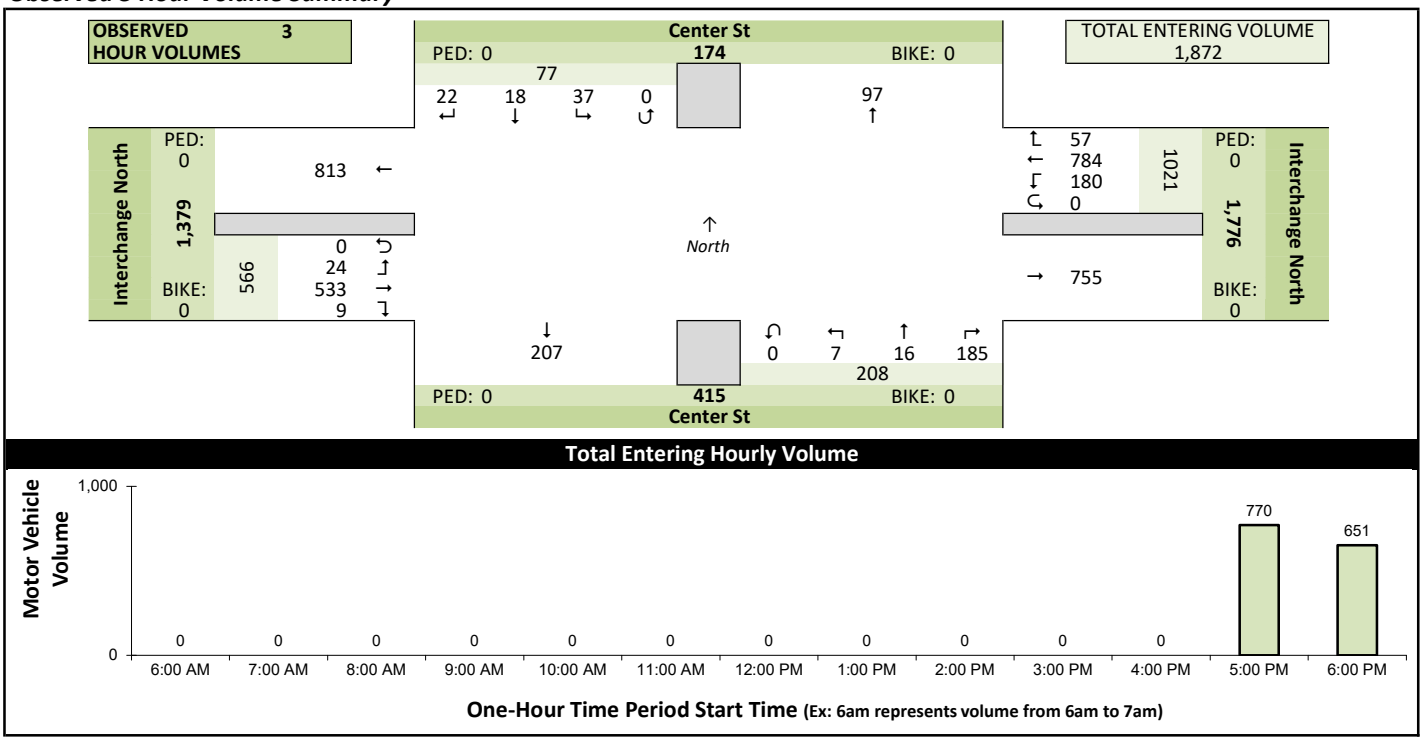
Site Information

Municipality	City of Lake Geneva		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Center St		
East Leg	Interchange North		
South Leg	Center St		
West Leg	Interchange North		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

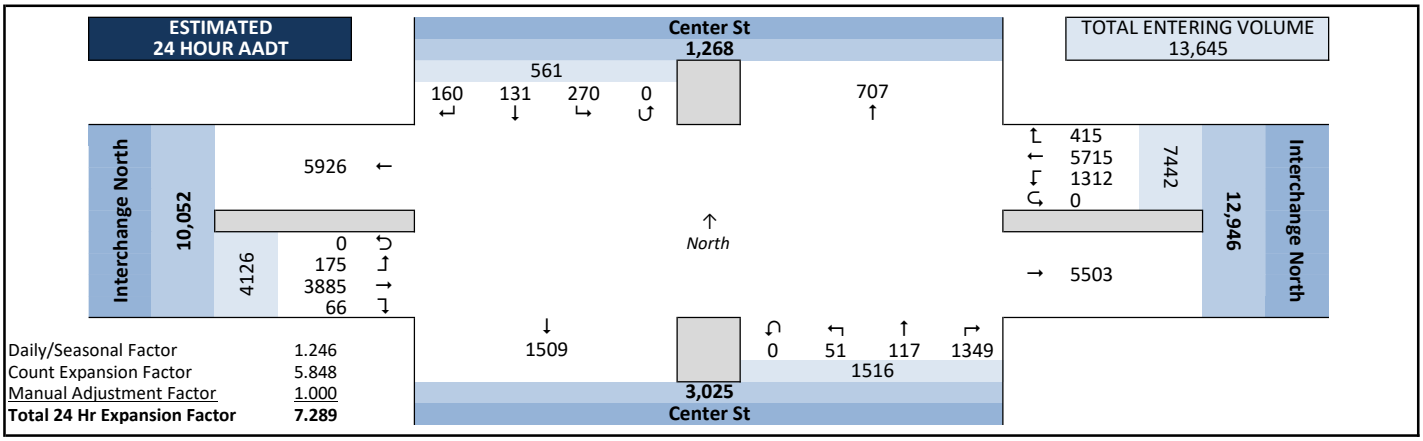
Count Information

Hrs Counted:	05:00 PM-08:00 PM				
1st Day of Count	Saturday, February 21, 2026			Weather	
AM Peak Period				0	
Midday Peak Period				0	
PM Peak Period	Saturday, February 21, 2026			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	5:00-6:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	5:15-6:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	1.246	Count Expansion Factor	5.848		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	0			
	Midday Peak Period	0			
	PM Peak Period	TADI - Miovision			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

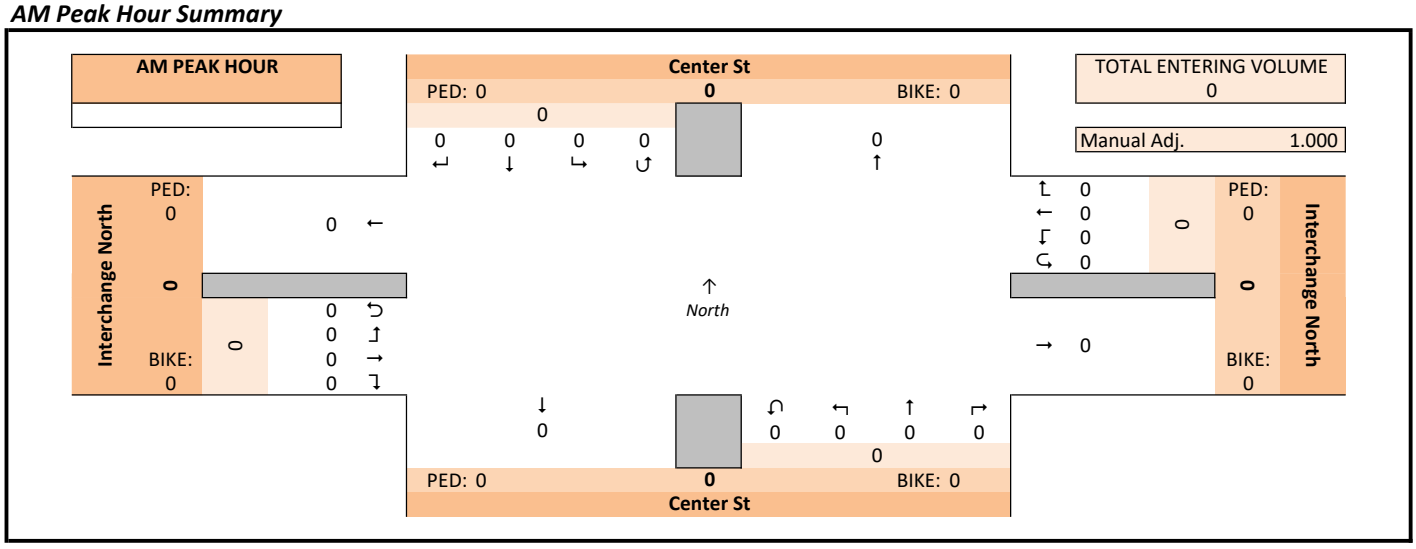
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St

All Motor Vehicles

AM Peak Hour Summary

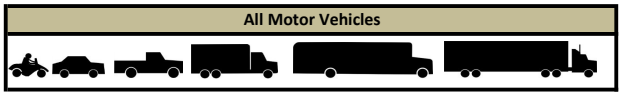

AM PEAK HOUR
Center St
PED: 0
0
BIKE: 0
TOTAL ENTERING VOLUME
0
Manual Adj. 1.000
Interchange North
PED: 0
0
BIKE: 0
0
0

Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

E Sheridan Springs Rd & Center St



Peak Hour Volumes, Truck Percentages, and PHFs

		From North					From East					From South					From West					
	AM Peak Hour	Center St					Interchange North					Center St					Interchange 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	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour	Center St					Interchange North					Center St					Interchange 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	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, February 21, 2026		From North					From East					From South					From West					
	PM Peak Hour	Center St					Interchange North					Center St					Interchange 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	Totals
PM Peak Hour	5:15 PM	2	1	9	0	12	6	60	21	0	87	24	0	0	0	24	1	65	2	0	68	191
	5:30 PM	1	7	3	0	11	9	75	27	0	111	19	4	0	0	23	1	51	1	0	53	198
	5:45 PM	1	1	0	0	2	2	82	30	0	114	14	2	0	0	16	0	64	1	0	65	197
	6:00 PM	3	0	4	0	7	5	82	16	0	103	16	1	1	0	18	0	48	2	0	50	178
	Peak Hour Volume	7	9	16	0	32	22	299	94	0	415	73	7	1	0	81	2	228	6	0	236	764
	Rounded Hourly Volume	5	10	15	0	30	20	300	95	0	415	75	5	0	0	80	0	230	5	0	235	760
	% 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)	0.58	0.32	0.44	0.00	0.67	0.61	0.91	0.78	0.00	0.91	0.76	0.44	0.25	0.00	0.84	0.50	0.88	0.75	0.00	0.87	0.96

Peak Hour Pedestrian and Bicyclist Volumes

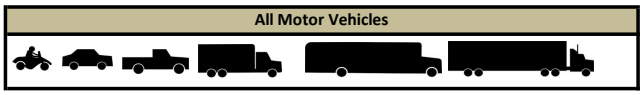
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Center St			Interchange North			Center St			Interchange North			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Page 4 of 13
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

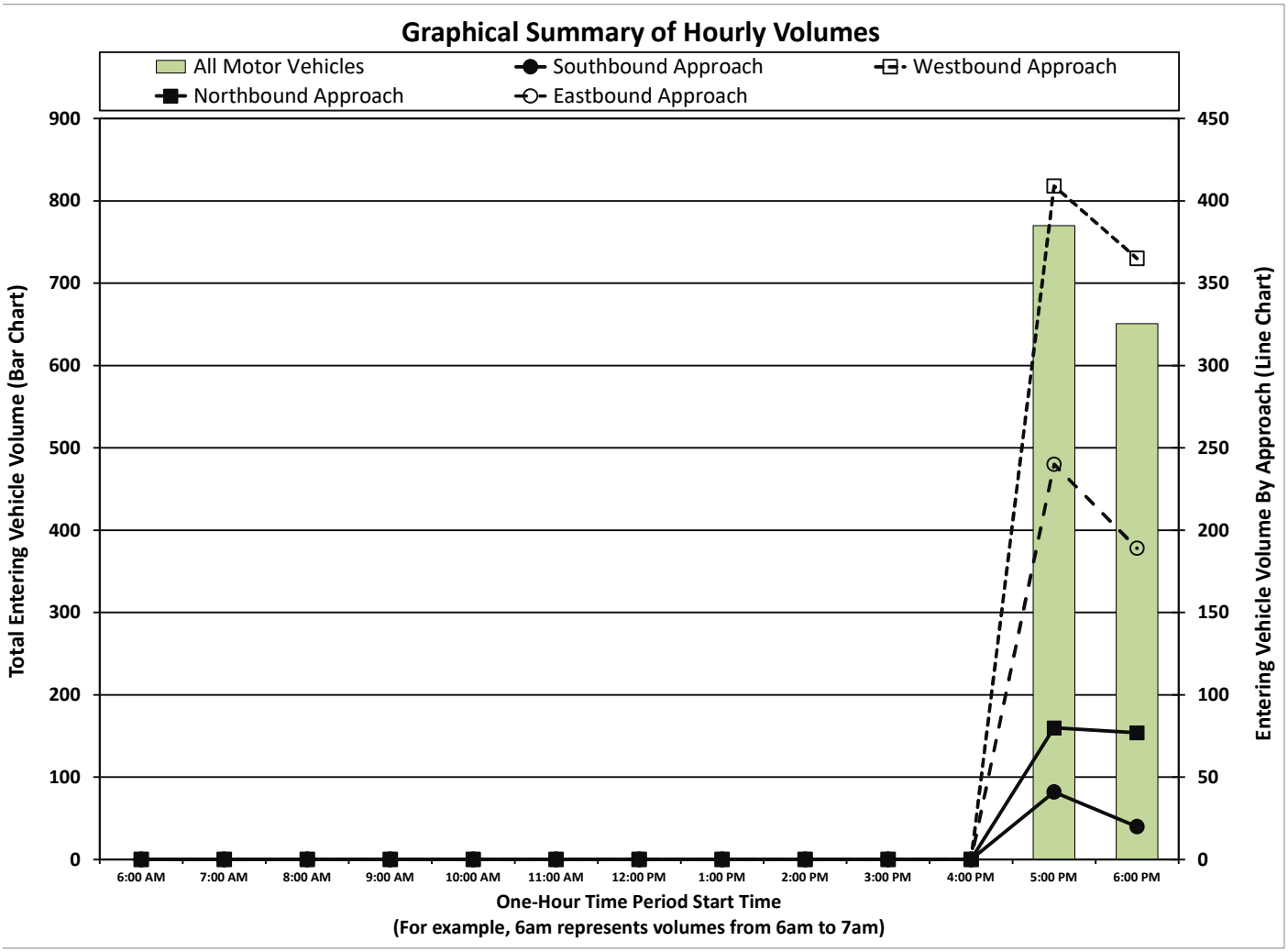
Hourly Volume Summary - Motor Vehicle Data

E Sheridan Springs Rd & Center St



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange 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
AM	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
	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
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	12	10	19	0	41	24	293	92	0	409	74	6	0	0	80	4	229	7	0	240	770	649	121
	6:00 PM	6	4	10	0	20	21	291	53	0	365	67	5	5	0	77	2	176	11	0	189	651	554	97
Totals		22	18	37	0	77	57	784	180	0	1021	185	16	7	0	208	9	533	24	0	566	1872	1587	285



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Count Basics		*Page 5 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	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		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	8	1	7	0	16	7	76	14	0	97	17	0	0	0	17	2	49	3	0	54	184	770	0.97
	5:15 PM	2	1	9	0	12	6	60	21	0	87	24	0	0	0	24	1	65	2	0	68	191	764	0.96
	5:30 PM	1	7	3	0	11	9	75	27	0	111	19	4	0	0	23	1	51	1	0	53	198	733	0.93
	5:45 PM	1	1	0	0	2	2	82	30	0	114	14	2	0	0	16	0	64	1	0	65	197	708	0.90
	6:00 PM	3	0	4	0	7	5	82	16	0	103	16	1	1	0	18	0	48	2	0	50	178	651	0.91
	6:15 PM	2	1	2	0	5	10	75	8	0	93	16	2	0	0	18	0	42	2	0	44	160	594	0.86
	6:30 PM	1	3	3	0	7	5	70	17	0	92	21	0	4	0	25	0	43	6	0	49	173	561	0.81
	6:45 PM	0	0	1	0	1	1	64	12	0	77	14	2	0	0	16	2	43	1	0	46	140	489	0.87
	7:00 PM	2	3	4	0	9	5	58	8	0	71	9	1	0	0	10	0	27	4	0	31	121	451	0.89
	7:15 PM	2	0	3	0	5	2	53	8	0	63	13	2	1	0	16	1	41	1	0	43	127		
	7:30 PM	0	0	1	0	1	2	50	12	0	64	9	0	0	0	9	0	27	0	0	27	101		
	7:45 PM	0	1	0	0	1	3	39	7	0	49	13	2	1	0	16	2	33	1	0	36	102		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		22	18	37	0	77	57	784	180	0	1021	185	16	7	0	208	9	533	24	0	566	1872		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	5:15 PM	7	9	16	0	32	22	299	94	0	415	73	7	1	0	81	2	228	6	0	236	764	0.96

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Automobile Data

E Sheridan Springs Rd & Center St

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	8	1	7	0	16	7	76	14	0	97	17	0	0	0	17	2	49	3	0	54	184	770
	5:15 PM	2	1	9	0	12	6	60	21	0	87	24	0	0	0	24	1	65	2	0	68	191	764
	5:30 PM	1	7	3	0	11	9	75	27	0	111	19	4	0	0	23	1	51	1	0	53	198	733
	5:45 PM	1	1	0	0	2	2	82	30	0	114	14	2	0	0	16	0	64	1	0	65	197	708
	6:00 PM	3	0	4	0	7	5	82	16	0	103	16	1	1	0	18	0	48	2	0	50	178	651
	6:15 PM	2	1	2	0	5	10	75	8	0	93	16	2	0	0	18	0	42	2	0	44	160	594
	6:30 PM	1	3	3	0	7	5	70	17	0	92	21	0	4	0	25	0	43	6	0	49	173	561
	6:45 PM	0	0	1	0	1	1	64	12	0	77	14	2	0	0	16	2	43	1	0	46	140	489
	7:00 PM	2	3	4	0	9	5	58	8	0	71	9	1	0	0	10	0	27	4	0	31	121	451
	7:15 PM	2	0	3	0	5	2	53	8	0	63	13	2	1	0	16	1	41	1	0	43	127	
	7:30 PM	0	0	1	0	1	2	50	12	0	64	9	0	0	0	9	0	27	0	0	27	101	
	7:45 PM	0	1	0	0	1	3	39	7	0	49	13	2	1	0	16	2	33	1	0	36	102	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		22	18	37	0	77	57	784	180	0	1021	185	16	7	0	208	9	533	24	0	566	1872	

Peak Hour Automobile Volume Summary

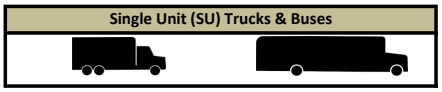
Hourly Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	7	9	16	0	32	22	299	94	0	415	73	7	1	0	81	2	228	6	0	236	764

Intersection Traffic Volume Report

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

Count Basics		*Page 7 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St



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

15-Minute Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SU Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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 Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Page 8 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
emi Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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 Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics		*Page 9 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St

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

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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 Heavy Vehicle Volume Summary

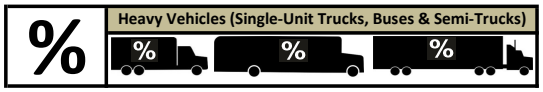
Hourly Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy Vehicle	Hourly Heavy Vehicle
		Center St					Interchange North					Center St					Interchange 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	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Semi Truck Percentage: 0

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy Vehicle
		Center St					Interchange North					Center St					Interchange 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	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Center St			Interchange North			Center St			Interchange North				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	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	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

Major St: **E Sheridan Springs Rd**
Minor St: **Sage St**
Intersection of: ***E Sheridan Springs Rd & Sage St***

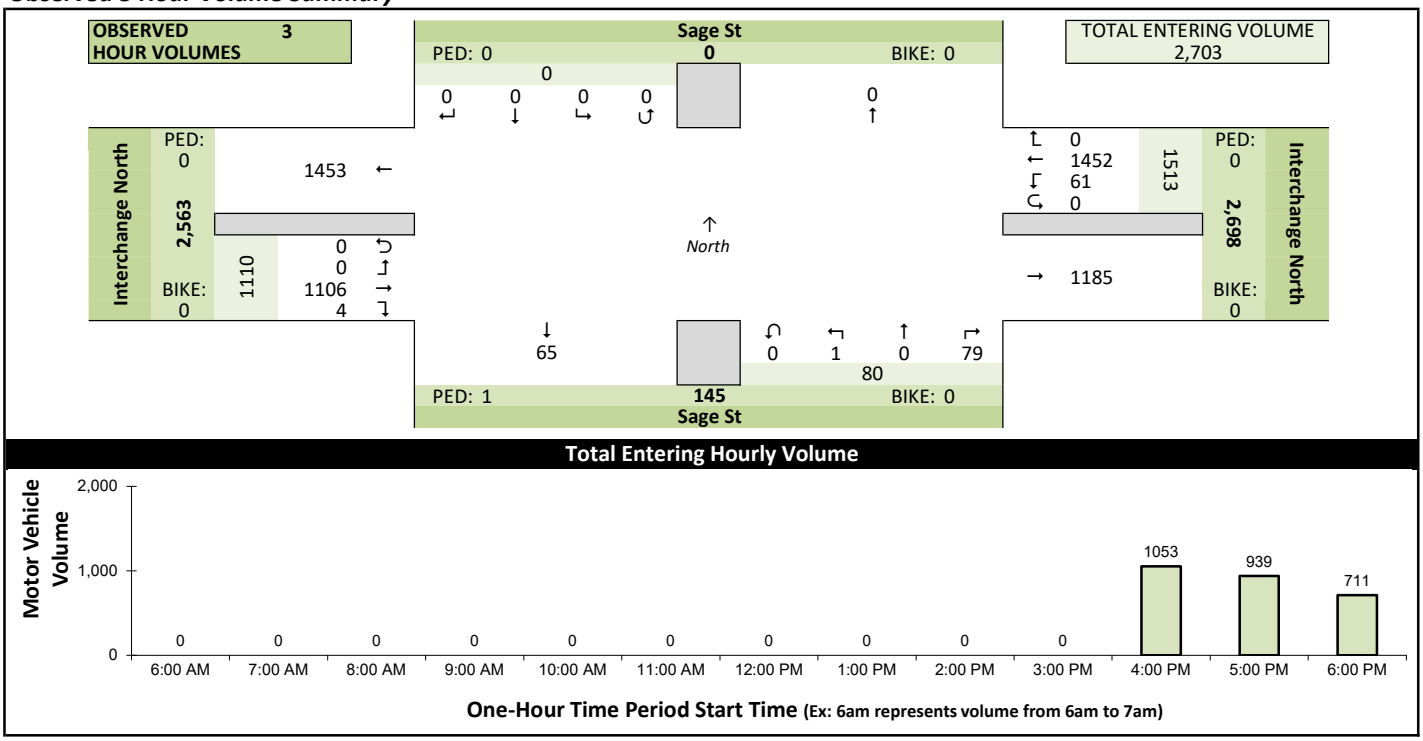
Site Information

Municipality	City of Lake Geneva		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Sage St		
East Leg	Interchange North		
South Leg	Sage St		
West Leg	Interchange North		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

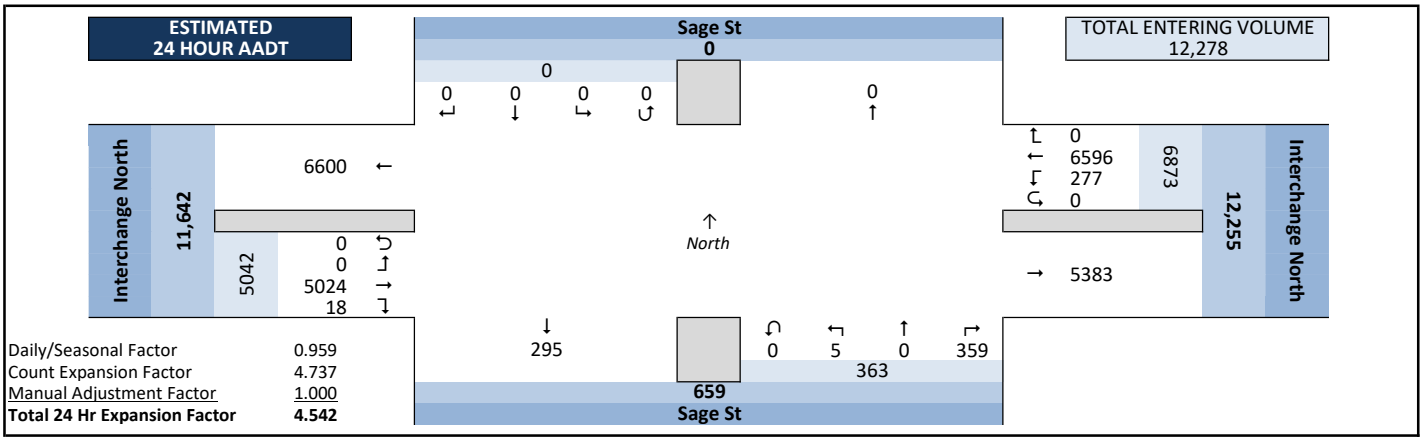
Count Information

Hrs Counted:	04:00 PM-07:00 PM				
1st Day of Count	Friday, February 20, 2026			Weather	
AM Peak Period				0	
Midday Peak Period				0	
PM Peak Period	Friday, February 20, 2026			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM		MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.959	Count Expansion Factor	4.737		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	0			
	Midday Peak Period	0			
	PM Peak Period	TADI - Miovision			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

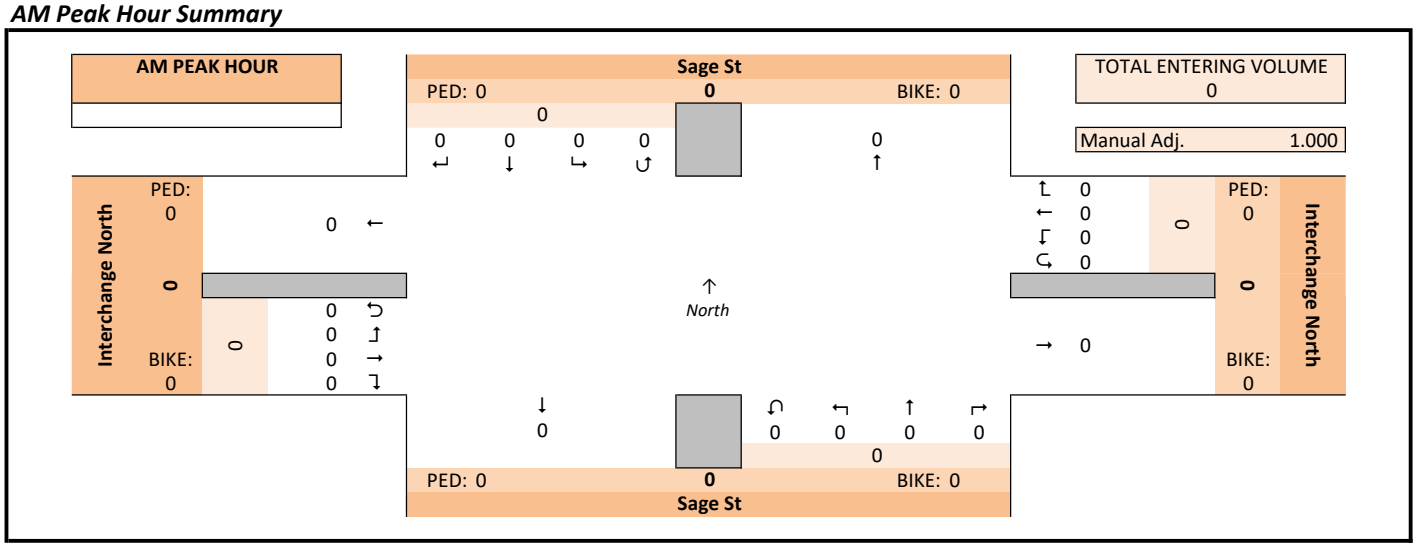
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

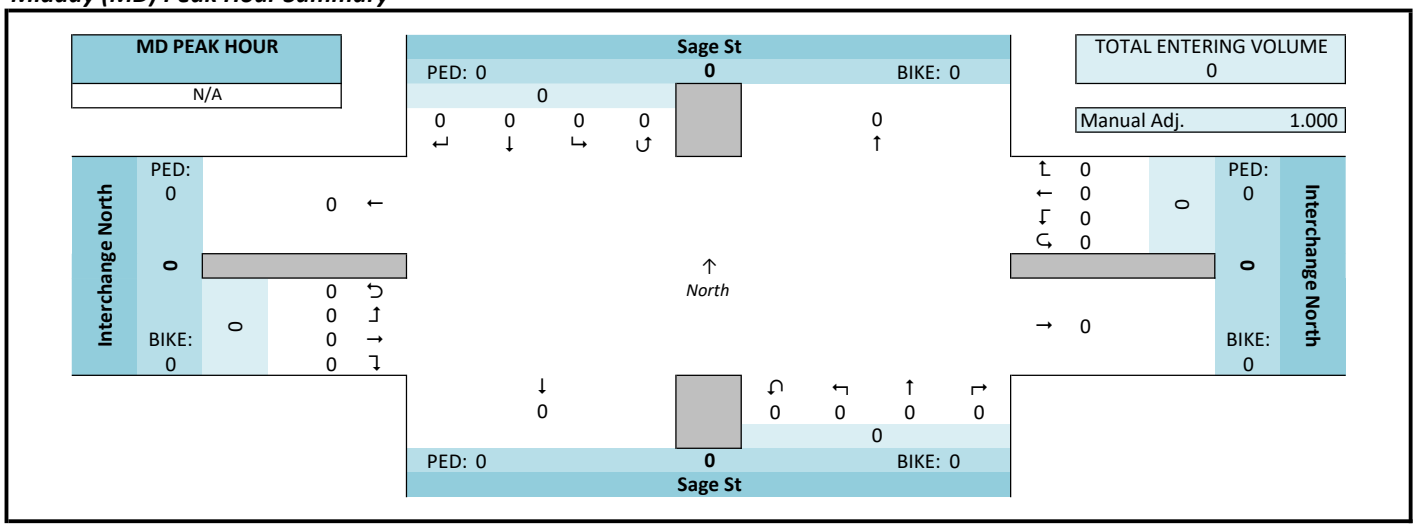
E Sheridan Springs Rd & Sage St

All Motor Vehicles

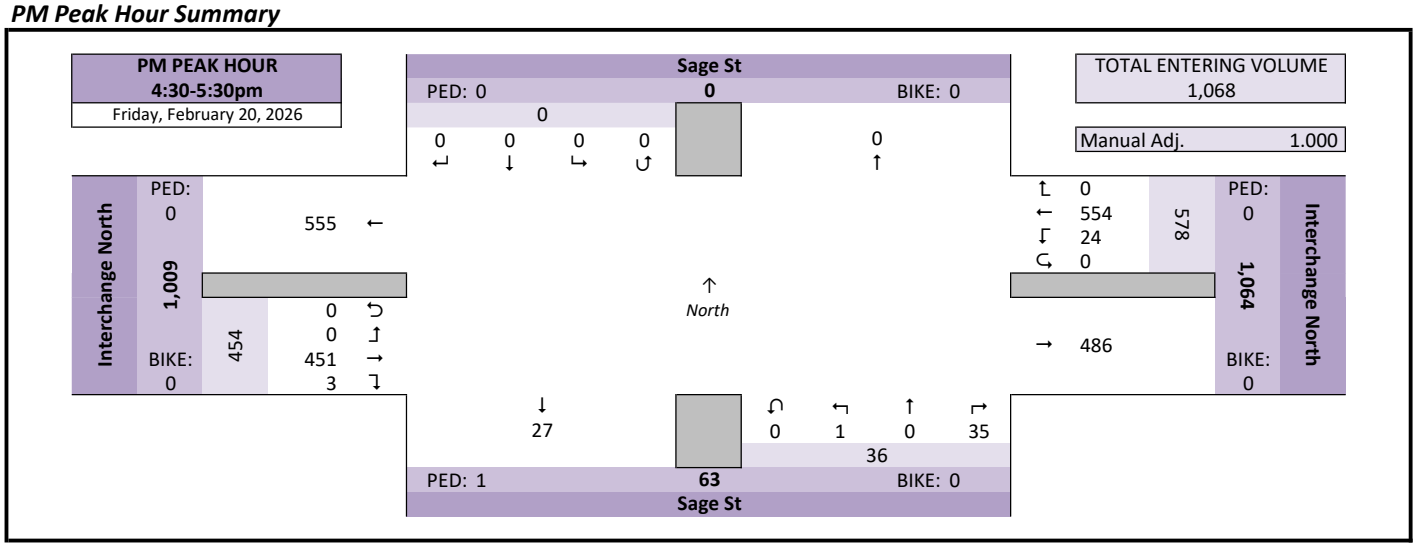
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

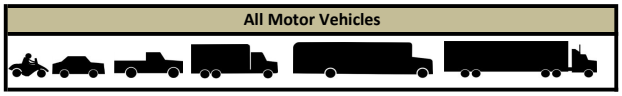


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

E Sheridan Springs Rd & Sage St



Peak Hour Volumes, Truck Percentages, and PHFs

		From North					From East					From South					From West					
	AM Peak Hour	Sage St					Interchange North					Sage St					Interchange 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	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour	Sage St					Interchange North					Sage St					Interchange 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	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Friday, February 20, 2026		From North					From East					From South					From West					
	PM Peak Hour	Sage St					Interchange North					Sage St					Interchange 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	Totals
PM Peak Hour	4:30 PM	0	0	0	0	0	0	125	7	0	132	9	0	0	0	9	1	117	0	0	118	259
	4:45 PM	0	0	0	0	0	0	154	5	0	159	10	0	1	0	11	1	113	0	0	114	284
	5:00 PM	0	0	0	0	0	0	129	4	0	133	8	0	0	0	8	1	120	0	0	121	262
	5:15 PM	0	0	0	0	0	0	146	8	0	154	8	0	0	0	8	0	101	0	0	101	263
	Peak Hour Volume	0	0	0	0	0	0	554	24	0	578	35	0	1	0	36	3	451	0	0	454	1068
	Rounded Hourly Volume	0	0	0	0	0	0	555	25	0	580	35	0	0	0	35	5	450	0	0	455	1070
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.7
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.75	0.00	0.91	0.87	0.00	0.25	0.00	0.82	0.75	0.94	0.00	0.00	0.94	0.94

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
		Sage St			Interchange North			Sage St			Interchange North			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
	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	1	0	1	0	0	0	1

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

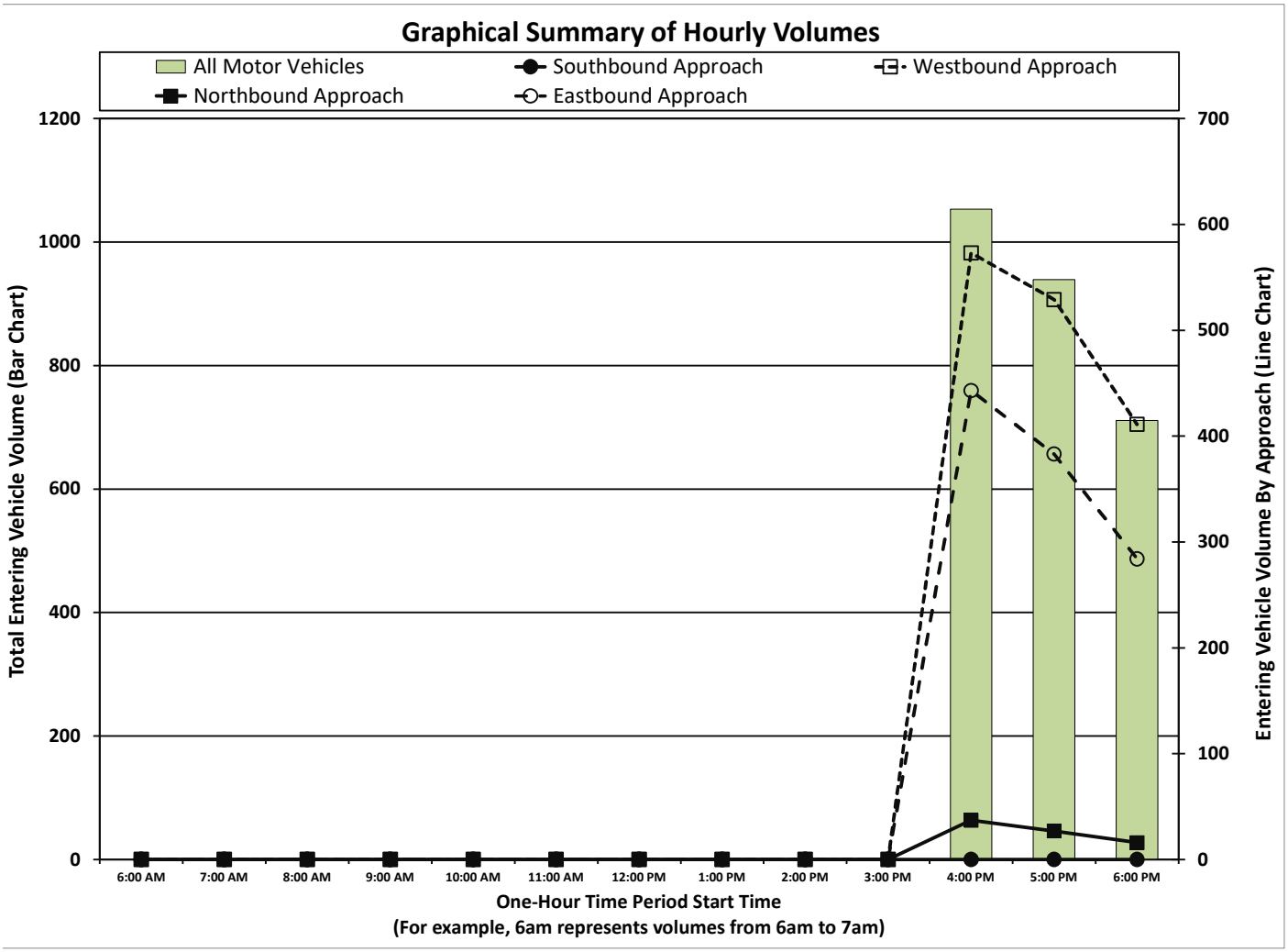
Hourly Volume Summary - Motor Vehicle Data

E Sheridan Springs Rd & Sage St

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange 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
AM	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
	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
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	557	16	0	573	36	0	1	0	37	2	441	0	0	443	1053	1016	37
	5:00 PM	0	0	0	0	0	0	505	24	0	529	27	0	0	0	27	1	382	0	0	383	939	912	27
	6:00 PM	0	0	0	0	0	0	390	21	0	411	16	0	0	0	16	1	283	0	0	284	711	695	16
Totals		0	0	0	0	0	0	1452	61	0	1513	79	0	1	0	80	4	1106	0	0	1110	2703	2623	80



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Count Basics		*Page 5 of 13*
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	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		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	151	2	0	153	14	0	0	0	14	0	118	0	0	118	285	1053	0.92
	4:15 PM	0	0	0	0	0	0	127	2	0	129	3	0	0	0	3	0	93	0	0	93	225	1030	0.91
	4:30 PM	0	0	0	0	0	0	125	7	0	132	9	0	0	0	9	1	117	0	0	118	259	1068	0.94
	4:45 PM	0	0	0	0	0	0	154	5	0	159	10	0	1	0	11	1	113	0	0	114	284	1018	0.90
	5:00 PM	0	0	0	0	0	0	129	4	0	133	8	0	0	0	8	1	120	0	0	121	262	939	0.89
	5:15 PM	0	0	0	0	0	0	146	8	0	154	8	0	0	0	8	0	101	0	0	101	263	882	0.84
	5:30 PM	0	0	0	0	0	0	124	3	0	127	5	0	0	0	5	0	77	0	0	77	209	816	0.98
	5:45 PM	0	0	0	0	0	0	106	9	0	115	6	0	0	0	6	0	84	0	0	84	205	774	0.94
	6:00 PM	0	0	0	0	0	0	109	7	0	116	5	0	0	0	5	0	84	0	0	84	205	711	0.87
	6:15 PM	0	0	0	0	0	0	103	7	0	110	8	0	0	0	8	0	79	0	0	79	197		
	6:30 PM	0	0	0	0	0	0	91	3	0	94	3	0	0	0	3	0	70	0	0	70	167		
	6:45 PM	0	0	0	0	0	0	87	4	0	91	0	0	0	0	0	1	50	0	0	51	142		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	1452	61	0	1513	79	0	1	0	80	4	1106	0	0	1110	2703		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	0	0	0	0	0	0	554	24	0	578	35	0	1	0	36	3	451	0	0	454	1068	0.94

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics			*Page 6 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	150	2	0	152	14	0	0	0	14	0	115	0	0	115	281	1043
	4:15 PM	0	0	0	0	0	0	126	2	0	128	3	0	0	0	3	0	92	0	0	92	223	1023
	4:30 PM	0	0	0	0	0	0	124	7	0	131	9	0	0	0	9	1	116	0	0	117	257	1061
	4:45 PM	0	0	0	0	0	0	153	5	0	158	10	0	1	0	11	1	112	0	0	113	282	1012
	5:00 PM	0	0	0	0	0	0	129	4	0	133	8	0	0	0	8	1	119	0	0	120	261	934
	5:15 PM	0	0	0	0	0	0	146	8	0	154	8	0	0	0	8	0	99	0	0	99	261	878
	5:30 PM	0	0	0	0	0	0	124	3	0	127	5	0	0	0	5	0	76	0	0	76	208	813
	5:45 PM	0	0	0	0	0	0	105	9	0	114	6	0	0	0	6	0	84	0	0	84	204	772
	6:00 PM	0	0	0	0	0	0	109	7	0	116	5	0	0	0	5	0	84	0	0	84	205	709
	6:15 PM	0	0	0	0	0	0	102	7	0	109	8	0	0	0	8	0	79	0	0	79	196	
	6:30 PM	0	0	0	0	0	0	91	3	0	94	3	0	0	0	3	0	70	0	0	70	167	
	6:45 PM	0	0	0	0	0	0	87	4	0	91	0	0	0	0	0	1	49	0	0	50	141	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	1446	61	0	1507	79	0	1	0	80	4	1095	0	0	1099	2686	

Peak Hour Automobile Volume Summary

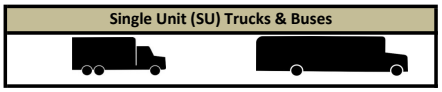
Hourly Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	552	24	0	576	35	0	1	0	36	3	446	0	0	449	1061

Intersection Traffic Volume Report

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

Count Basics		*Page 7 of 13*
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St



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

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
Time Period		Sage St					Interchange North					Sage St					Interchange North					Totals	Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	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	
	7:15 AM	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	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	9
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	6
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	6
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	4
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	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	1	0	0	1	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	16	
SU Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.9%	0.6%	

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

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		Sage St					Interchange North					Sage St					Interchange North					Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Page 8 of 13*
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
emi Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics			*Page 9 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St

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

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	10
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	7
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	7
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	6
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	4
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	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	1	0	0	1	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	17	
Total Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	1.0%	0.6%	

Peak Hour Heavy Vehicle Volume Summary

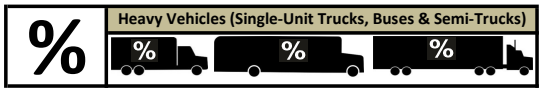
Hourly Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.5	1.4	0.9
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.9	0.7
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.8	0.7
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.7	0.6
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.4	0.5
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.8	0.5
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.5	0.4
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.7	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.6	

Semi Truck Percentage: 0.037

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	0.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.7

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach (Sage St)			Crossing East Approach (Interchange North)			Crossing South Approach (Sage St)			Crossing West Approach (Interchange North)			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
	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	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	1	0	1	0	0	0	1	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

Major St: **E Sheridan Springs Rd**
Minor St: **Sage St**
Intersection of: ***E Sheridan Springs Rd & Sage St***

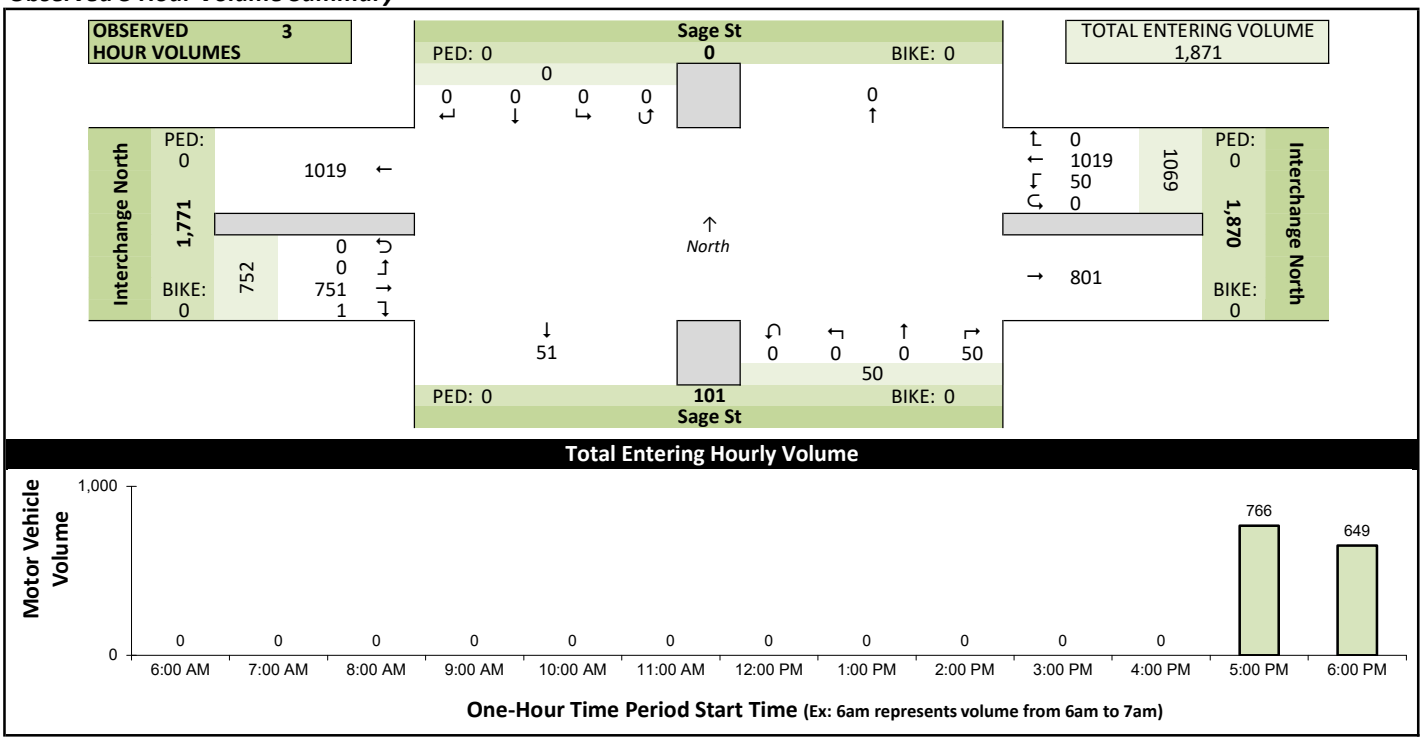
Site Information

Municipality	City of Lake Geneva		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Sage St		
East Leg	Interchange North		
South Leg	Sage St		
West Leg	Interchange North		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

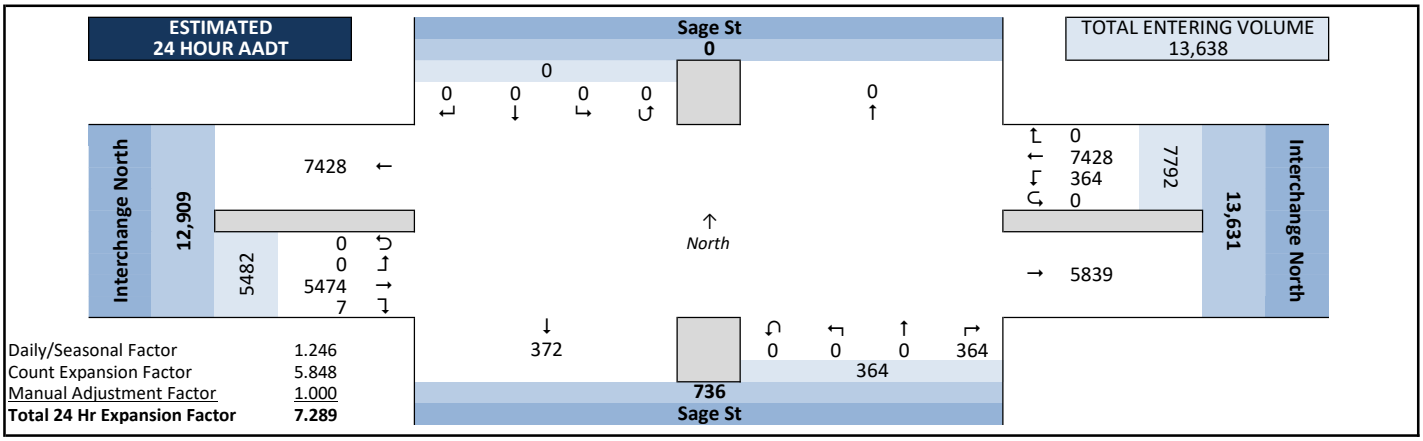
Count Information

Hrs Counted:	05:00 PM-08:00 PM				
1st Day of Count	Saturday, February 21, 2026			Weather	
AM Peak Period				0	
Midday Peak Period				0	
PM Peak Period	Saturday, February 21, 2026			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	5:15-6:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	5:15-6:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	1.246	Count Expansion Factor	5.848		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	0			
	Midday Peak Period	0			
	PM Peak Period	TADI - Miovision			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

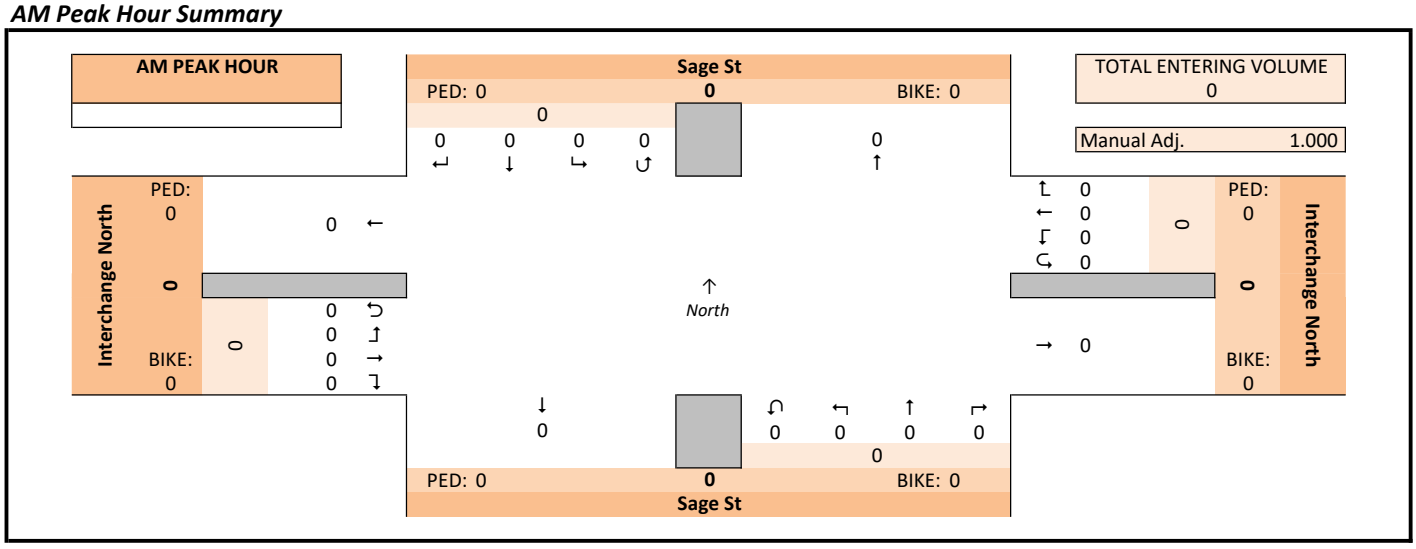
Peak Hour Volume Graphical Summary

E Sheridan Springs Rd & Sage St

Count Basics			*Page 2 of 13*
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

All Motor Vehicles

AM Peak Hour Summary


AM PEAK HOUR
Sage St
PED: 0
0
BIKE: 0
TOTAL ENTERING VOLUME
0
Manual Adj. 1.000
Interchange North
PED: 0
0
BIKE: 0
0
0

Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

E Sheridan Springs Rd & Sage St

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

		From North					From East					From South					From West					
	AM Peak Hour	Sage St					Interchange North					Sage St					Interchange 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	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour	Sage St					Interchange North					Sage St					Interchange 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	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, February 21, 2026		From North					From East					From South					From West					
	PM Peak Hour	Sage St					Interchange North					Sage St					Interchange 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	Totals
PM Peak Hour	5:15 PM	0	0	0	0	0	0	85	2	0	87	4	0	0	0	4	0	97	0	0	97	188
	5:30 PM	0	0	0	0	0	0	114	6	0	120	2	0	0	0	2	0	68	0	0	68	190
	5:45 PM	0	0	0	0	0	0	117	5	0	122	4	0	0	0	4	0	80	0	0	80	206
	6:00 PM	0	0	0	0	0	0	101	8	0	109	7	0	0	0	7	0	70	0	0	70	186
	Peak Hour Volume	0	0	0	0	0	0	417	21	0	438	17	0	0	0	17	0	315	0	0	315	770
	Rounded Hourly Volume	0	0	0	0	0	0	415	20	0	435	15	0	0	0	15	0	315	0	0	315	765
	% 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	0.89	0.66	0.00	0.90	0.61	0.00	0.00	0.00	0.61	0.00	0.81	0.00	0.00	0.81	0.93

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
		Sage St			Interchange North			Sage St			Interchange North			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Page 4 of 13
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

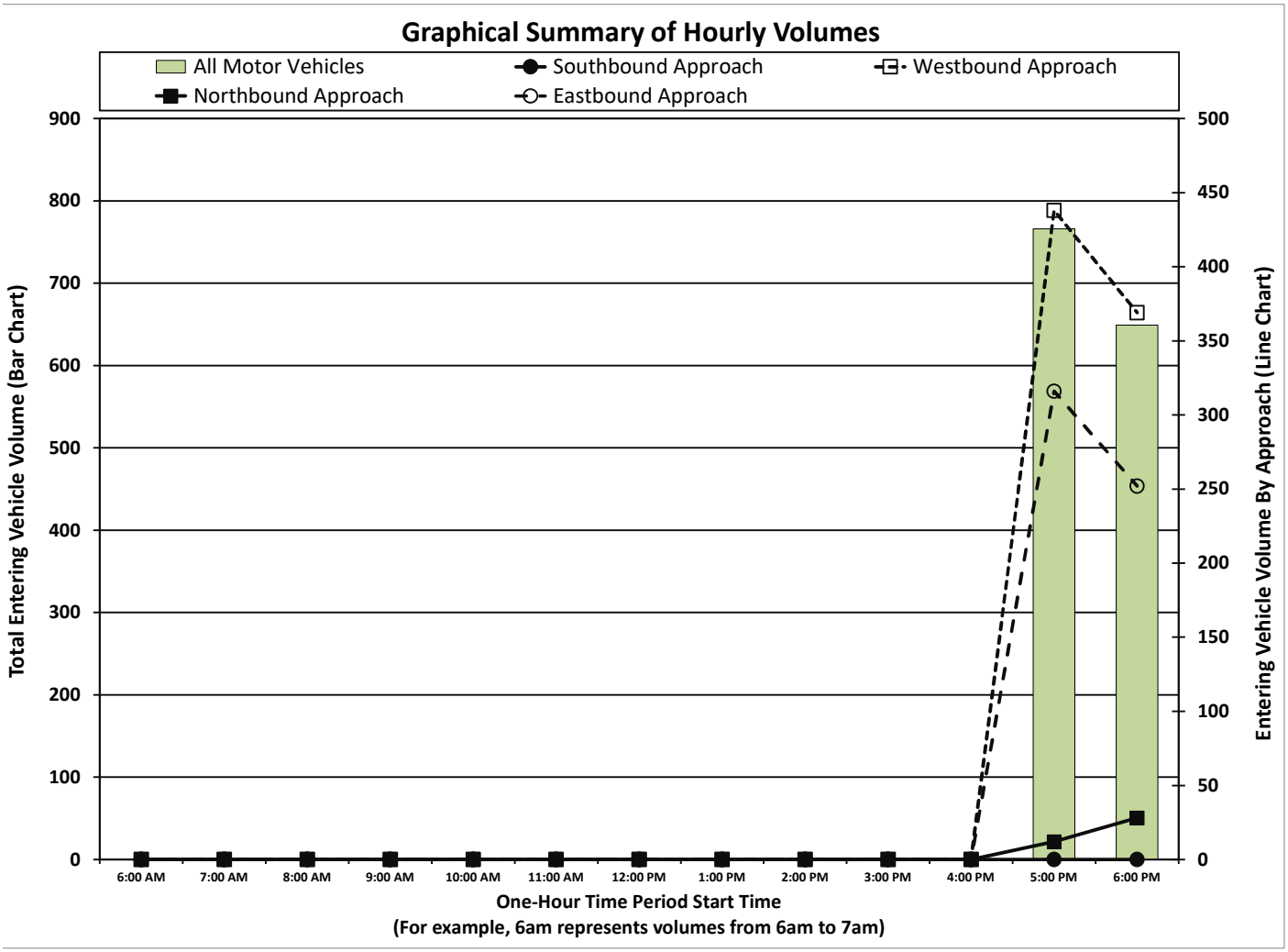
Hourly Volume Summary - Motor Vehicle Data

E Sheridan Springs Rd & Sage St

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange 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
AM	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
	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
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	422	16	0	438	12	0	0	0	12	0	316	0	0	316	766	754	12
	6:00 PM	0	0	0	0	0	0	350	19	0	369	28	0	0	0	28	1	251	0	0	252	649	621	28
Totals		0	0	0	0	0	0	1019	50	0	1069	50	0	0	0	50	1	751	0	0	752	1871	1821	50



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Count Basics		*Page 5 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	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		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	106	3	0	109	2	0	0	0	2	0	71	0	0	71	182	766	0.93
	5:15 PM	0	0	0	0	0	0	85	2	0	87	4	0	0	0	4	0	97	0	0	97	188	770	0.93
	5:30 PM	0	0	0	0	0	0	114	6	0	120	2	0	0	0	2	0	68	0	0	68	190	739	0.90
	5:45 PM	0	0	0	0	0	0	117	5	0	122	4	0	0	0	4	0	80	0	0	80	206	717	0.87
	6:00 PM	0	0	0	0	0	0	101	8	0	109	7	0	0	0	7	0	70	0	0	70	186	649	0.87
	6:15 PM	0	0	0	0	0	0	84	6	0	90	7	0	0	0	7	1	59	0	0	60	157	581	0.86
	6:30 PM	0	0	0	0	0	0	89	2	0	91	10	0	0	0	10	0	67	0	0	67	168	545	0.81
	6:45 PM	0	0	0	0	0	0	76	3	0	79	4	0	0	0	4	0	55	0	0	55	138	494	0.89
	7:00 PM	0	0	0	0	0	0	68	4	0	72	2	0	0	0	2	0	44	0	0	44	118	456	0.94
	7:15 PM	0	0	0	0	0	0	67	0	0	67	1	0	0	0	1	0	53	0	0	53	121		
	7:30 PM	0	0	0	0	0	0	61	8	0	69	3	0	0	0	3	0	45	0	0	45	117		
	7:45 PM	0	0	0	0	0	0	51	3	0	54	4	0	0	0	4	0	42	0	0	42	100		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	1019	50	0	1069	50	0	0	0	50	1	751	0	0	752	1871		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	5:15 PM	0	0	0	0	0	0	417	21	0	438	17	0	0	0	17	0	315	0	0	315	770	0.93

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics		*Page 6 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	106	3	0	109	2	0	0	0	2	0	71	0	0	71	182	766
	5:15 PM	0	0	0	0	0	0	85	2	0	87	4	0	0	0	4	0	97	0	0	97	188	770
	5:30 PM	0	0	0	0	0	0	114	6	0	120	2	0	0	0	2	0	68	0	0	68	190	739
	5:45 PM	0	0	0	0	0	0	117	5	0	122	4	0	0	0	4	0	80	0	0	80	206	717
	6:00 PM	0	0	0	0	0	0	101	8	0	109	7	0	0	0	7	0	70	0	0	70	186	649
	6:15 PM	0	0	0	0	0	0	84	6	0	90	7	0	0	0	7	1	59	0	0	60	157	581
	6:30 PM	0	0	0	0	0	0	89	2	0	91	10	0	0	0	10	0	67	0	0	67	168	545
	6:45 PM	0	0	0	0	0	0	76	3	0	79	4	0	0	0	4	0	55	0	0	55	138	494
	7:00 PM	0	0	0	0	0	0	68	4	0	72	2	0	0	0	2	0	44	0	0	44	118	456
	7:15 PM	0	0	0	0	0	0	67	0	0	67	1	0	0	0	1	0	53	0	0	53	121	
	7:30 PM	0	0	0	0	0	0	61	8	0	69	3	0	0	0	3	0	45	0	0	45	117	
	7:45 PM	0	0	0	0	0	0	51	3	0	54	4	0	0	0	4	0	42	0	0	42	100	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	1019	50	0	1069	50	0	0	0	50	1	751	0	0	752	1871	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	417	21	0	438	17	0	0	0	17	0	315	0	0	315	770

Intersection Traffic Volume Report

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

Count Basics		*Page 7 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St

Single Unit (SU) Trucks & Buses

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

15-Minute		From North (Sage St)					From East (Interchange North)					From South (Sage St)					From West (Interchange North)					15-Min	Hourly
Time Period	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SU Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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 Single Unit (SU) Truck & Buses Volume Summary

Hourly		From North (Sage St)					From East (Interchange North)					From South (Sage St)					From West (Interchange North)					Total
Time Period	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	Hourly Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Page 8 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Semi Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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 Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics		*Page 9 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St

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

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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 Heavy Vehicle Volume Summary

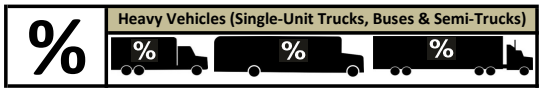
Hourly Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Semi Truck Percentage: 0

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		Sage St			Interchange North			Sage St			Interchange North			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	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	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

Major St: **Interchange North**
Minor St: **E Sheridan Springs Rd**
Intersection of: ***Interchange North & E Sheridan Springs Rd***

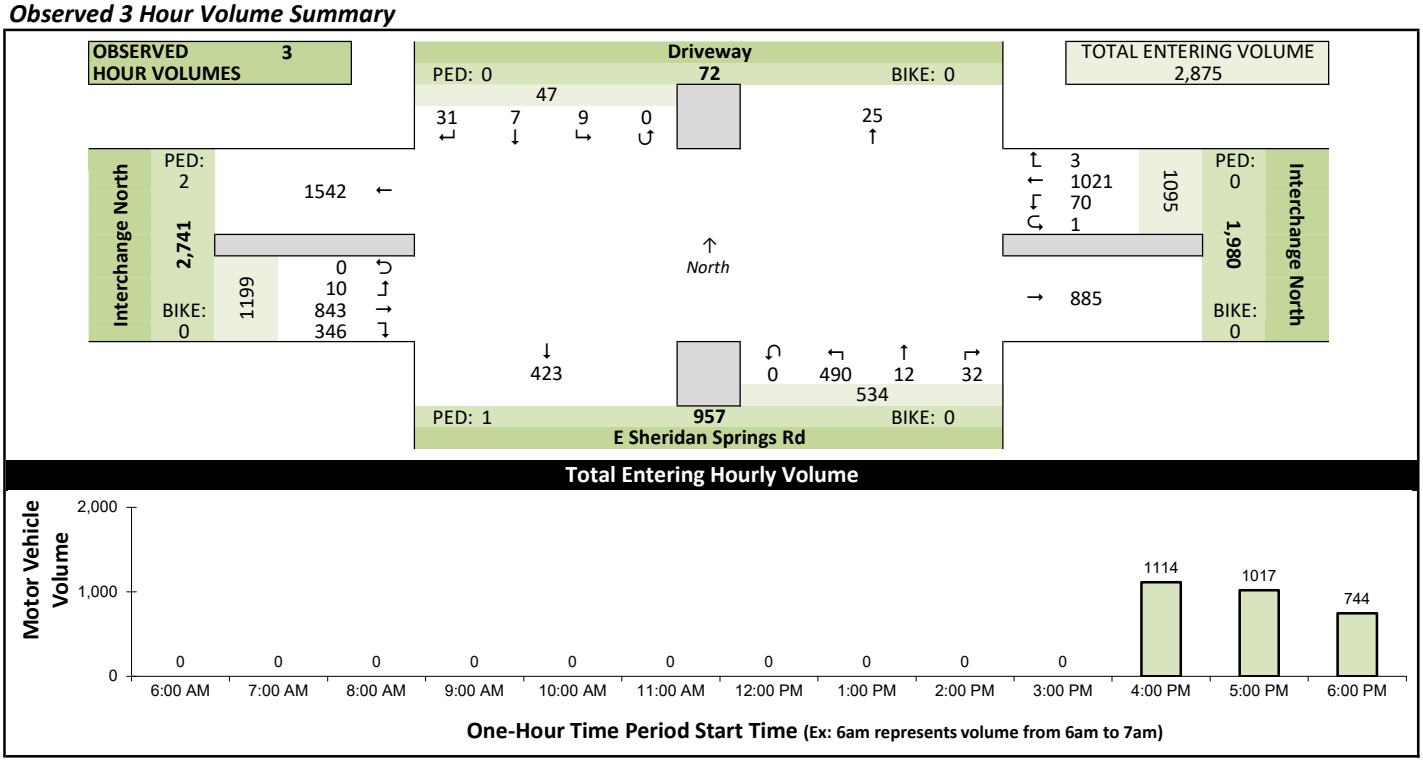
Site Information

Municipality	City of Lake Geneva		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Driveway		
East Leg	Interchange North		
South Leg	E Sheridan Springs Rd		
West Leg	Interchange North		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

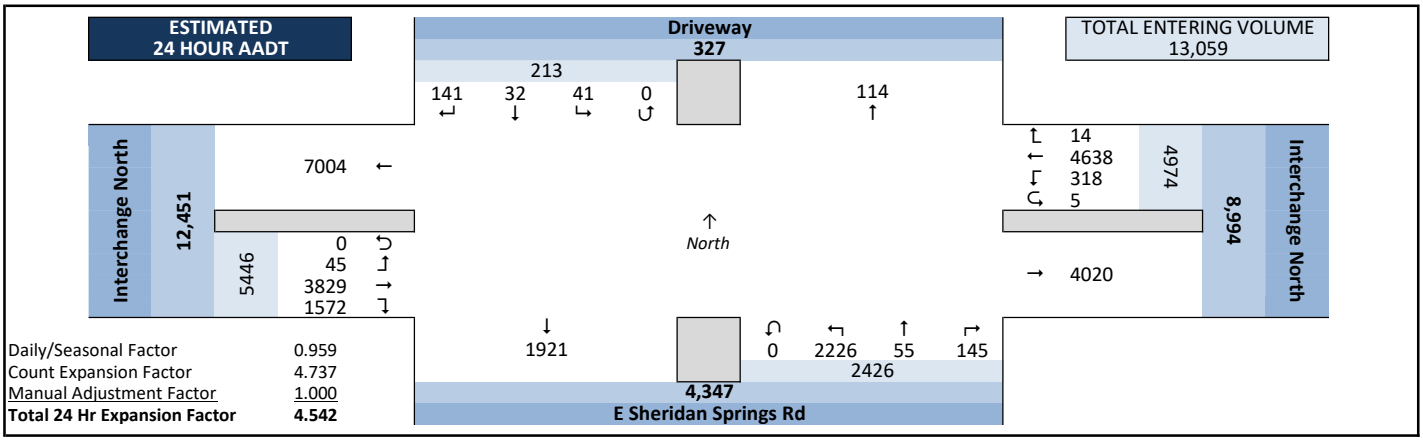
Count Information

Hrs Counted:	04:00 PM-07:00 PM				
1st Day of Count	Friday, February 20, 2026			Weather	
AM Peak Period				0	
Midday Peak Period				0	
PM Peak Period	Friday, February 20, 2026			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM		MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.959	Count Expansion Factor	4.737		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	0			
	Midday Peak Period	0			
	PM Peak Period	TADI - Miovision			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

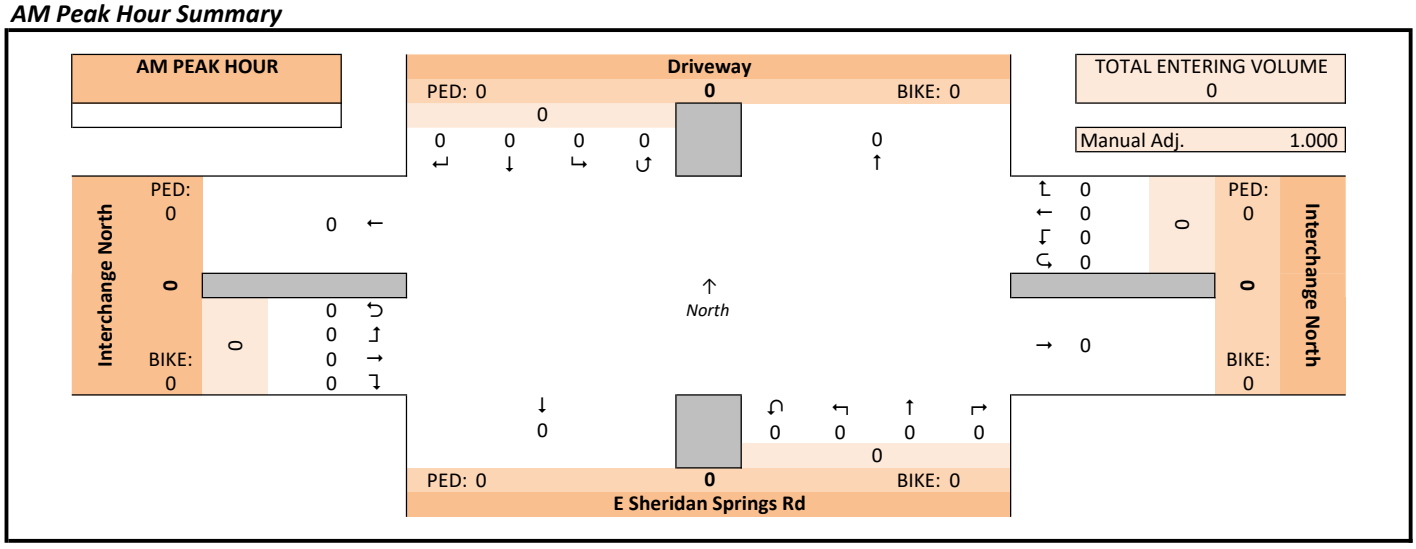
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

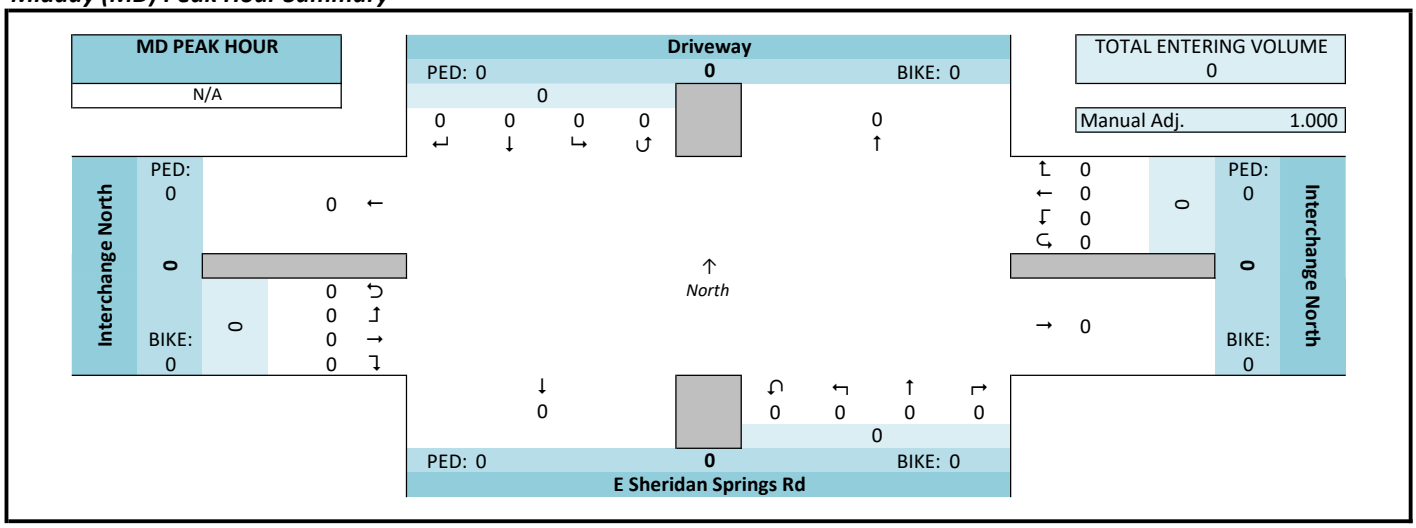
Interchange North & E Sheridan Springs Rd

All Motor Vehicles

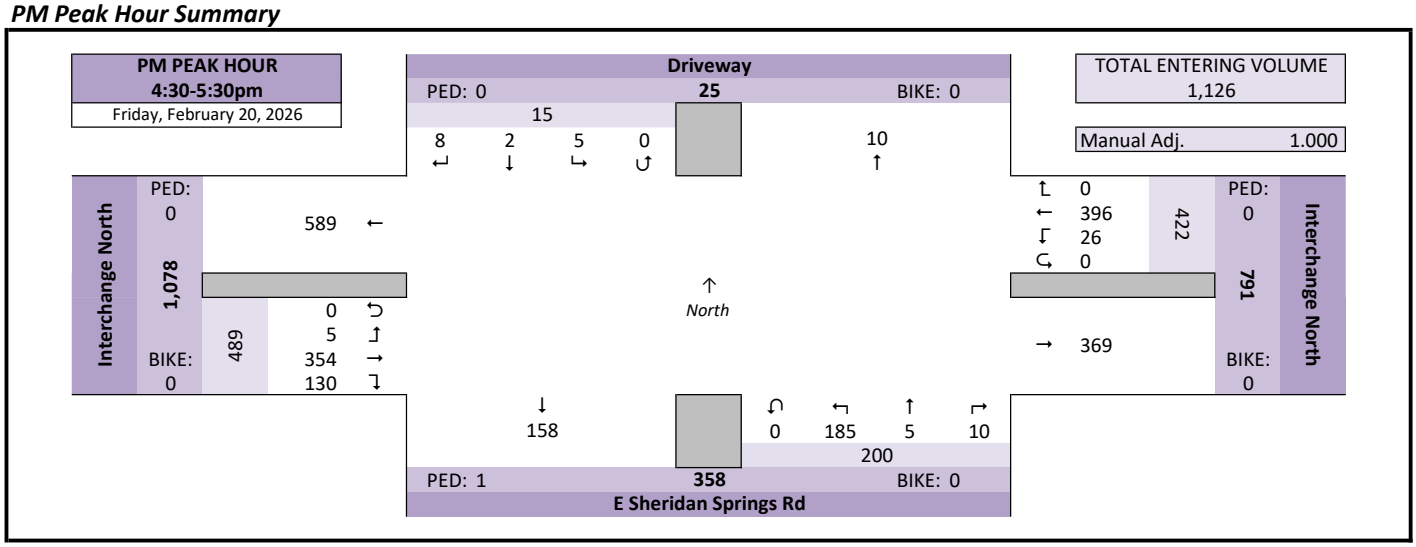
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

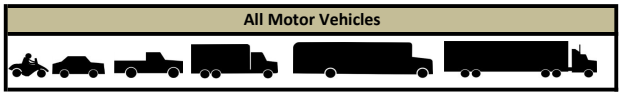


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

Interchange North & E Sheridan Springs Rd



Peak Hour Volumes, Truck Percentages, and PHFs

		From North					From East					From South					From West					
	AM Peak Hour	Driveway					Interchange North					E Sheridan Springs Rd					Interchange 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	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour	Driveway					Interchange North					E Sheridan Springs Rd					Interchange 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	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Friday, February 20, 2026		From North					From East					From South					From West					
	PM Peak Hour	Driveway					Interchange North					E Sheridan Springs Rd					Interchange 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	Totals
PM Peak Hour	4:30 PM	1	1	1	0	3	0	97	2	0	99	1	1	42	0	44	31	92	2	0	125	271
	4:45 PM	4	0	1	0	5	0	101	10	0	111	4	1	56	0	61	32	81	1	0	114	291
	5:00 PM	1	0	1	0	2	0	97	6	0	103	3	0	39	0	42	36	103	1	0	140	287
	5:15 PM	2	1	2	0	5	0	101	8	0	109	2	3	48	0	53	31	78	1	0	110	277
	Peak Hour Volume	8	2	5	0	15	0	396	26	0	422	10	5	185	0	200	130	354	5	0	489	1126
	Rounded Hourly Volume	10	0	5	0	15	0	395	25	0	420	10	5	185	0	200	130	355	5	0	490	1125
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.8	0.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.0	0.5
	Peak Hour Factor (PHF)	0.50	0.50	0.62	0.00	0.75	0.00	0.98	0.65	0.00	0.95	0.62	0.42	0.83	0.00	0.82	0.90	0.86	0.62	0.00	0.87	0.97

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Driveway			Interchange North			E Sheridan Springs Rd			Interchange North			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
	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	1	0	1	0	0	0	1

Intersection Traffic Volume Report

Count Basics		Page 4 of 13
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

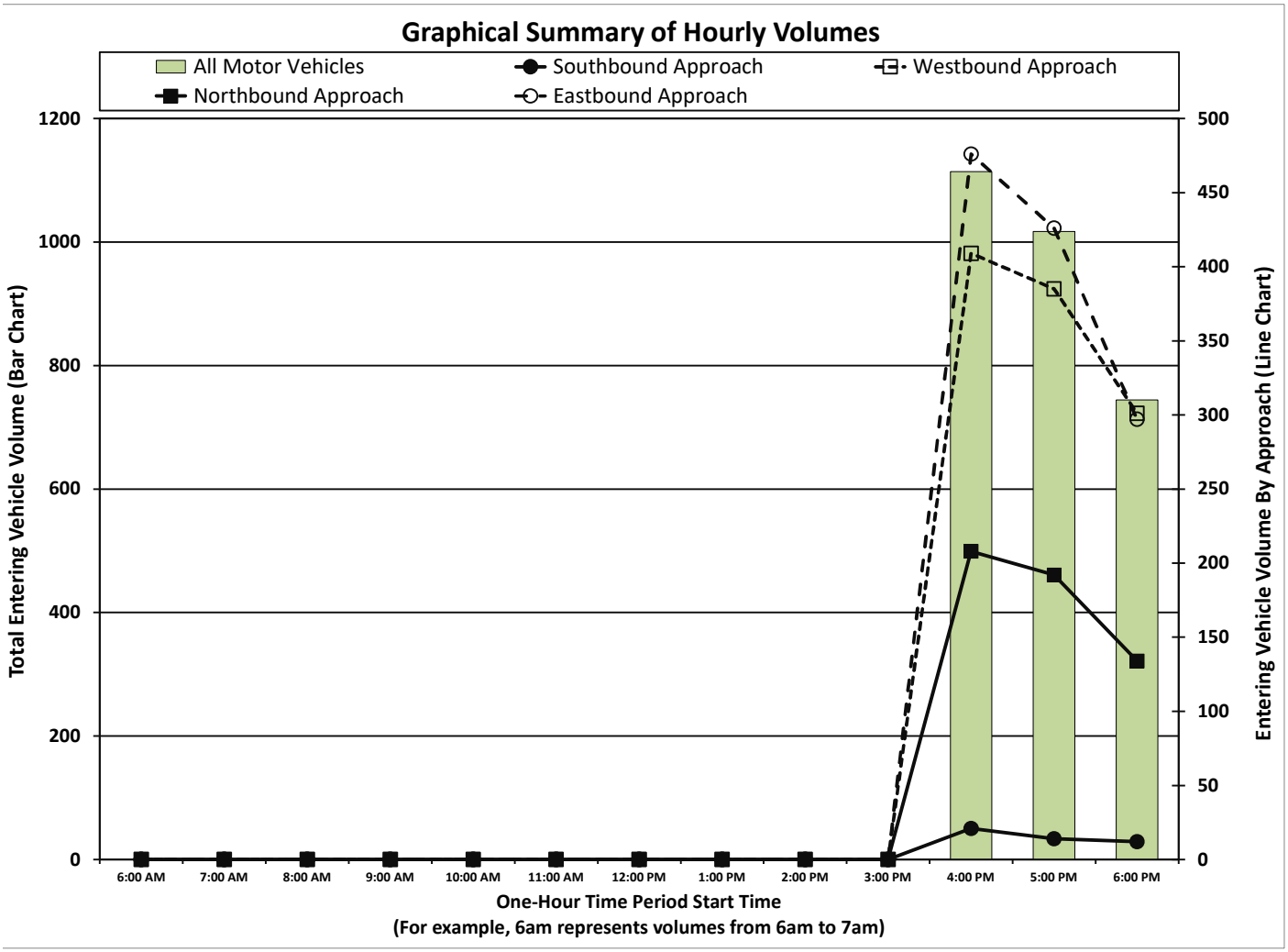
Hourly Volume Summary - Motor Vehicle Data

Interchange North & E Sheridan Springs Rd

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	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
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	17	2	2	0	21	2	382	25	0	409	12	5	191	0	208	141	331	4	0	476	1114	885	229
PM	5:00 PM	6	2	6	0	14	0	360	25	0	385	12	5	175	0	192	119	303	4	0	426	1017	811	206
PM	6:00 PM	8	3	1	0	12	1	279	20	1	301	8	2	124	0	134	86	209	2	0	297	744	598	146
Totals		31	7	9	0	47	3	1021	70	1	1095	32	12	490	0	534	346	843	10	0	1199	2875	2294	581



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Interchange North & E Sheridan Springs Rd

Count Basics		*Page 5 of 13*
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	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		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	9	1	0	0	10	1	106	7	0	114	4	1	47	0	52	41	97	0	0	138	314	1114	0.89
	4:15 PM	3	0	0	0	3	1	78	6	0	85	3	2	46	0	51	37	61	1	0	99	238	1087	0.93
	4:30 PM	1	1	1	0	3	0	97	2	0	99	1	1	42	0	44	31	92	2	0	125	271	1126	0.97
	4:45 PM	4	0	1	0	5	0	101	10	0	111	4	1	56	0	61	32	81	1	0	114	291	1094	0.94
	5:00 PM	1	0	1	0	2	0	97	6	0	103	3	0	39	0	42	36	103	1	0	140	287	1017	0.89
	5:15 PM	2	1	2	0	5	0	101	8	0	109	2	3	48	0	53	31	78	1	0	110	277	937	0.85
	5:30 PM	2	0	2	0	4	0	88	7	0	95	6	0	47	0	53	20	66	1	0	87	239	879	0.92
	5:45 PM	1	1	1	0	3	0	74	4	0	78	1	2	41	0	44	32	56	1	0	89	214	806	0.92
	6:00 PM	5	1	0	0	6	0	70	5	0	75	3	0	36	0	39	25	61	1	0	87	207	744	0.85
	6:15 PM	1	2	0	0	3	1	78	6	1	86	3	2	35	0	40	28	62	0	0	90	219		
	6:30 PM	2	0	1	0	3	0	66	3	0	69	1	0	27	0	28	16	50	0	0	66	166		
	6:45 PM	0	0	0	0	0	0	65	6	0	71	1	0	26	0	27	17	36	1	0	54	152		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		31	7	9	0	47	3	1021	70	1	1095	32	12	490	0	534	346	843	10	0	1199	2875		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	8	2	5	0	15	0	396	26	0	422	10	5	185	0	200	130	354	5	0	489	1126	0.97

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Automobile Data

Interchange North & E Sheridan Springs Rd

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	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	
	7:15 AM	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	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	9	1	0	0	10	1	106	7	0	114	4	1	46	0	51	40	96	0	0	136	311	1105
	4:15 PM	3	0	0	0	3	1	77	6	0	84	3	2	46	0	51	36	60	1	0	97	235	1080
	4:30 PM	1	1	1	0	3	0	96	2	0	98	1	1	42	0	44	31	91	2	0	124	269	1120
	4:45 PM	4	0	1	0	5	0	101	10	0	111	4	1	56	0	61	32	80	1	0	113	290	1089
	5:00 PM	1	0	1	0	2	0	97	6	0	103	3	0	39	0	42	36	102	1	0	139	286	1012
	5:15 PM	2	1	2	0	5	0	101	8	0	109	2	3	48	0	53	31	76	1	0	108	275	933
	5:30 PM	2	0	2	0	4	0	88	7	0	95	6	0	47	0	53	20	65	1	0	86	238	875
	5:45 PM	1	1	1	0	3	0	73	4	0	77	1	2	41	0	44	32	56	1	0	89	213	803
	6:00 PM	5	1	0	0	6	0	70	5	0	75	3	0	36	0	39	25	61	1	0	87	207	740
	6:15 PM	1	2	0	0	3	1	77	6	1	85	3	2	35	0	40	28	61	0	0	89	217	
	6:30 PM	2	0	1	0	3	0	66	3	0	69	1	0	27	0	28	16	50	0	0	66	166	
	6:45 PM	0	0	0	0	0	0	65	6	0	71	1	0	26	0	27	16	35	1	0	52	150	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		31	7	9	0	47	3	1017	70	1	1091	32	12	489	0	533	343	833	10	0	1186	2857	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					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	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	8	2	5	0	15	0	395	26	0	421	10	5	185	0	200	130	349	5	0	484	1120

Intersection Traffic Volume Report

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

Count Basics			*Page 7 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Interchange North & E Sheridan Springs Rd

Single Unit (SU) Trucks & Buses

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

15-Minute Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	3	8
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3	6
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	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	1	1	0	0	2	2	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	3	8	0	0	11	16	
SU Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.2%	0.0%	0.2%	0.9%	0.9%	0.0%	0.0%	0.9%	0.6%	

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

Hourly Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Page 8 of 13*
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

Interchange North & E Sheridan Springs Rd

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
emi Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.1%	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics			*Page 9 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Interchange North & E Sheridan Springs Rd

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

15-Minute Heavy Vehicle Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)						
Time Period		Driveway					Interchange North					E Sheridan Springs Rd					Interchange North					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	3	9
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3	7
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	6
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	4
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	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	1	1	0	0	2	2	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	3	10	0	0	13	18	
otal Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.2%	0.0%	0.2%	0.9%	1.2%	0.0%	0.0%	1.1%	0.6%	

Peak Hour Heavy Vehicle Volume Summary

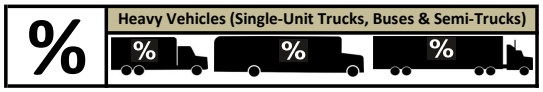
Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		Driveway					Interchange North					E Sheridan Springs Rd					Interchange North					Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Interchange North & E Sheridan Springs Rd



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	1.9	2.4	1.0	0.0	0.0	1.4	1.0	0.8
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	2.7	1.6	0.0	0.0	2.0	1.3	0.6
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.8	0.7	0.5
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.9	0.3	0.5
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.7	0.3	0.5
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	1.8	0.7	0.4
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.1	0.4	0.5
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.1	0.9	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	2.8	0.0	0.0	3.7	1.3	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.2	0.9	1.2	0.0	0.0	1.1	0.6	

Semi Truck Percentage: 0.0696

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.0	0.5

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Interchange North & E Sheridan Springs Rd

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach Driveway			Crossing East Approach Interchange North			Crossing South Approach E Sheridan Springs Rd			Crossing West Approach Interchange North			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	1	0	1	1	3
	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	2
	4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
	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	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**0**	**2**	**3**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

Major St: **Interchange North**
Minor St: **E Sheridan Springs Rd**
Intersection of: ***Interchange North & E Sheridan Springs Rd***

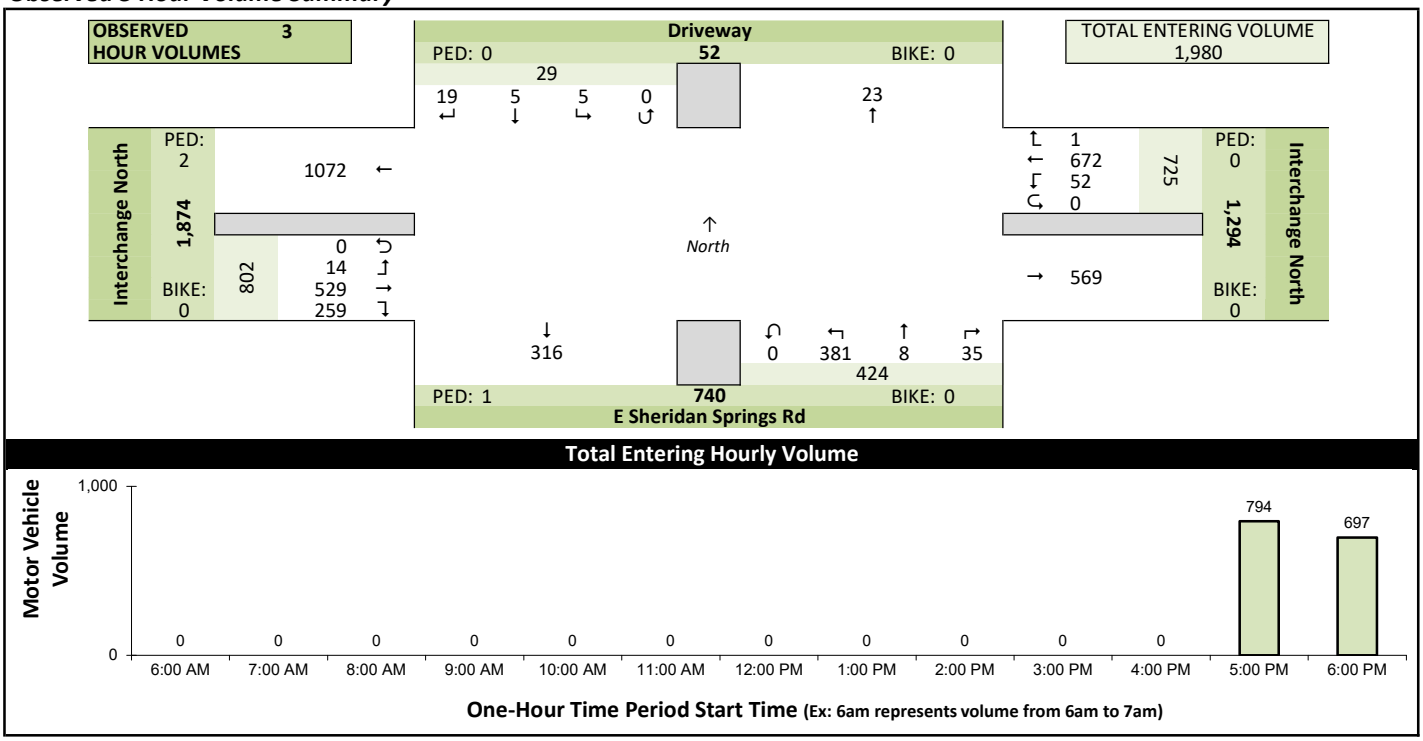
Site Information

Municipality	City of Lake Geneva		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Driveway		
East Leg	Interchange North		
South Leg	E Sheridan Springs Rd		
West Leg	Interchange North		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

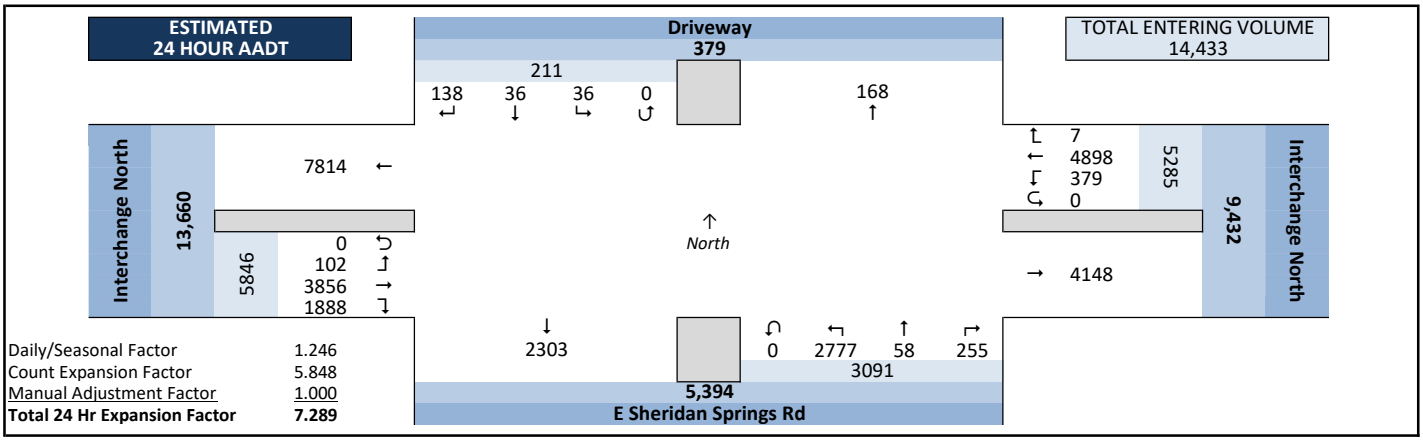
Count Information

Hrs Counted:	05:00 PM-08:00 PM				
1st Day of Count	Saturday, February 21, 2026			Weather	
AM Peak Period				0	
Midday Peak Period				0	
PM Peak Period	Saturday, February 21, 2026			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	5:15-6:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	5:15-6:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	1.246	Count Expansion Factor	5.848		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	0			
	Midday Peak Period	0			
	PM Peak Period	TADI - Miovision			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

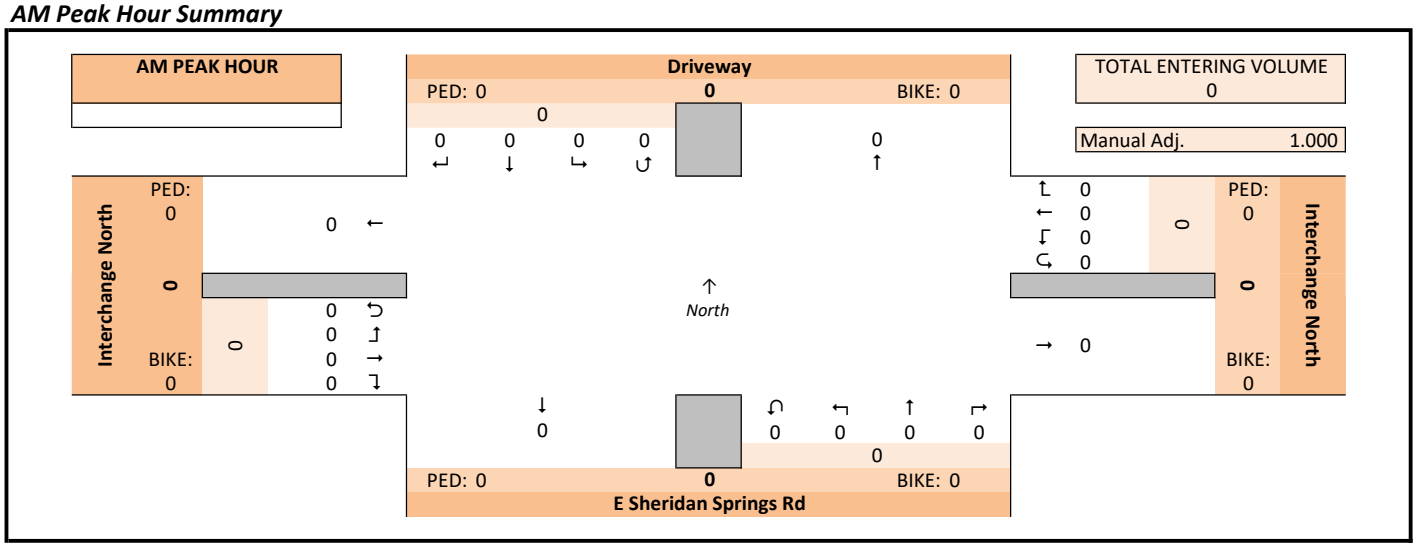
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

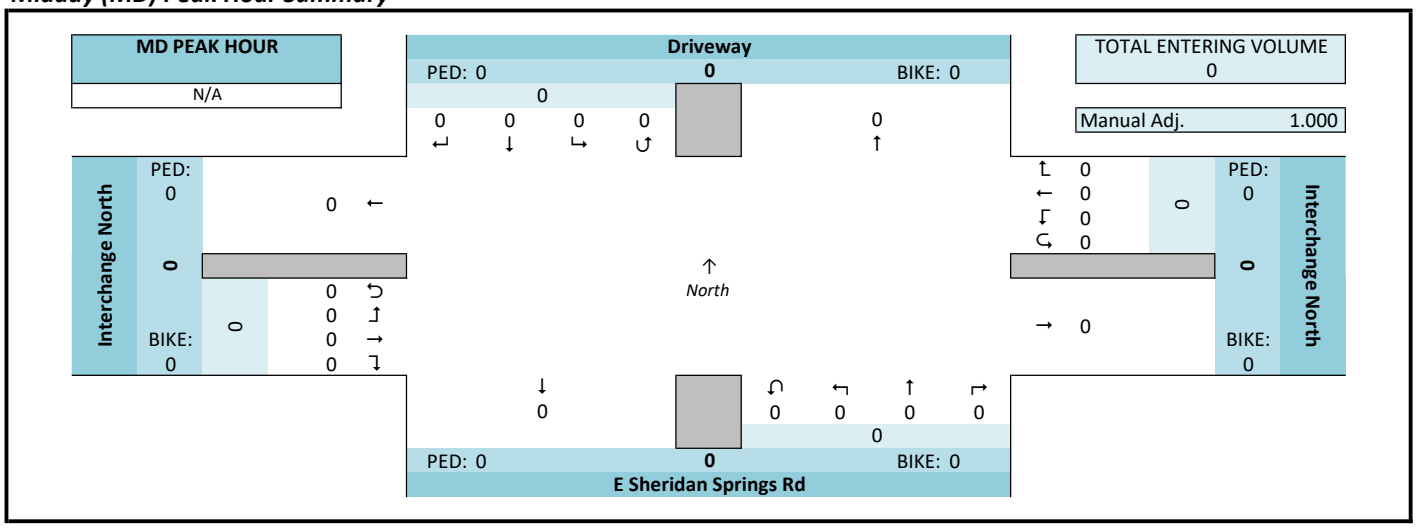
Interchange North & E Sheridan Springs Rd

All Motor Vehicles

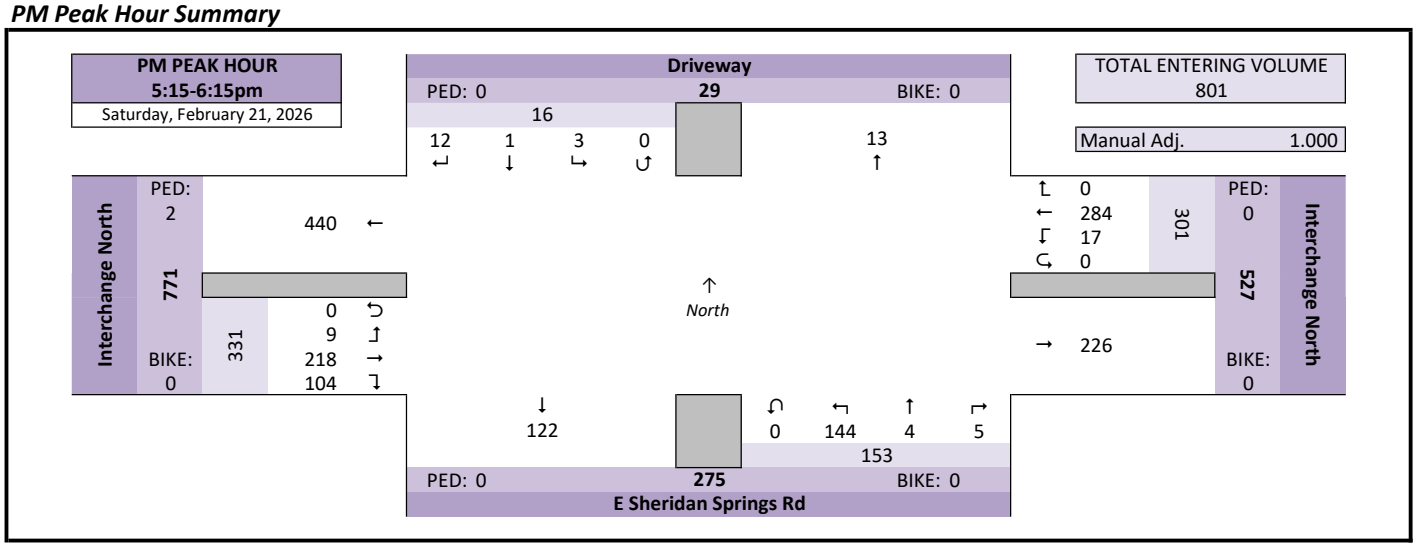
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

Interchange North & E Sheridan Springs Rd

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

		From North					From East					From South					From West					
	AM Peak Hour	Driveway					Interchange North					E Sheridan Springs Rd					Interchange 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	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour	Driveway					Interchange North					E Sheridan Springs Rd					Interchange 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	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, February 21, 2026		From North					From East					From South					From West					
	PM Peak Hour	Driveway					Interchange North					E Sheridan Springs Rd					Interchange 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	Totals
PM Peak Hour	5:15 PM	4	1	1	0	6	0	62	2	0	64	0	1	24	0	25	39	58	2	0	99	194
	5:30 PM	3	0	0	0	3	0	76	6	0	82	2	2	38	0	42	22	46	3	0	71	198
	5:45 PM	2	0	1	0	3	0	72	4	0	76	2	0	46	0	48	25	62	1	0	88	215
	6:00 PM	3	0	1	0	4	0	74	5	0	79	1	1	36	0	38	18	52	3	0	73	194
	Peak Hour Volume	12	1	3	0	16	0	284	17	0	301	5	4	144	0	153	104	218	9	0	331	801
	Rounded Hourly Volume	10	0	5	0	15	0	285	15	0	300	5	5	145	0	155	105	220	10	0	335	805
	% 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)	0.75	0.25	0.75	0.00	0.67	0.00	0.93	0.71	0.00	0.92	0.62	0.50	0.78	0.00	0.80	0.67	0.88	0.75	0.00	0.84	0.93

Peak Hour Pedestrian and Bicyclist Volumes

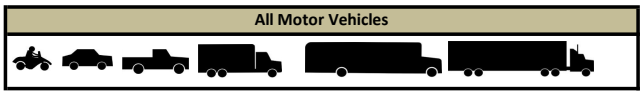
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Driveway			Interchange North			E Sheridan Springs Rd			Interchange North			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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	2	0	2	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	2	0	2	2

Intersection Traffic Volume Report

Count Basics		Page 4 of 13
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

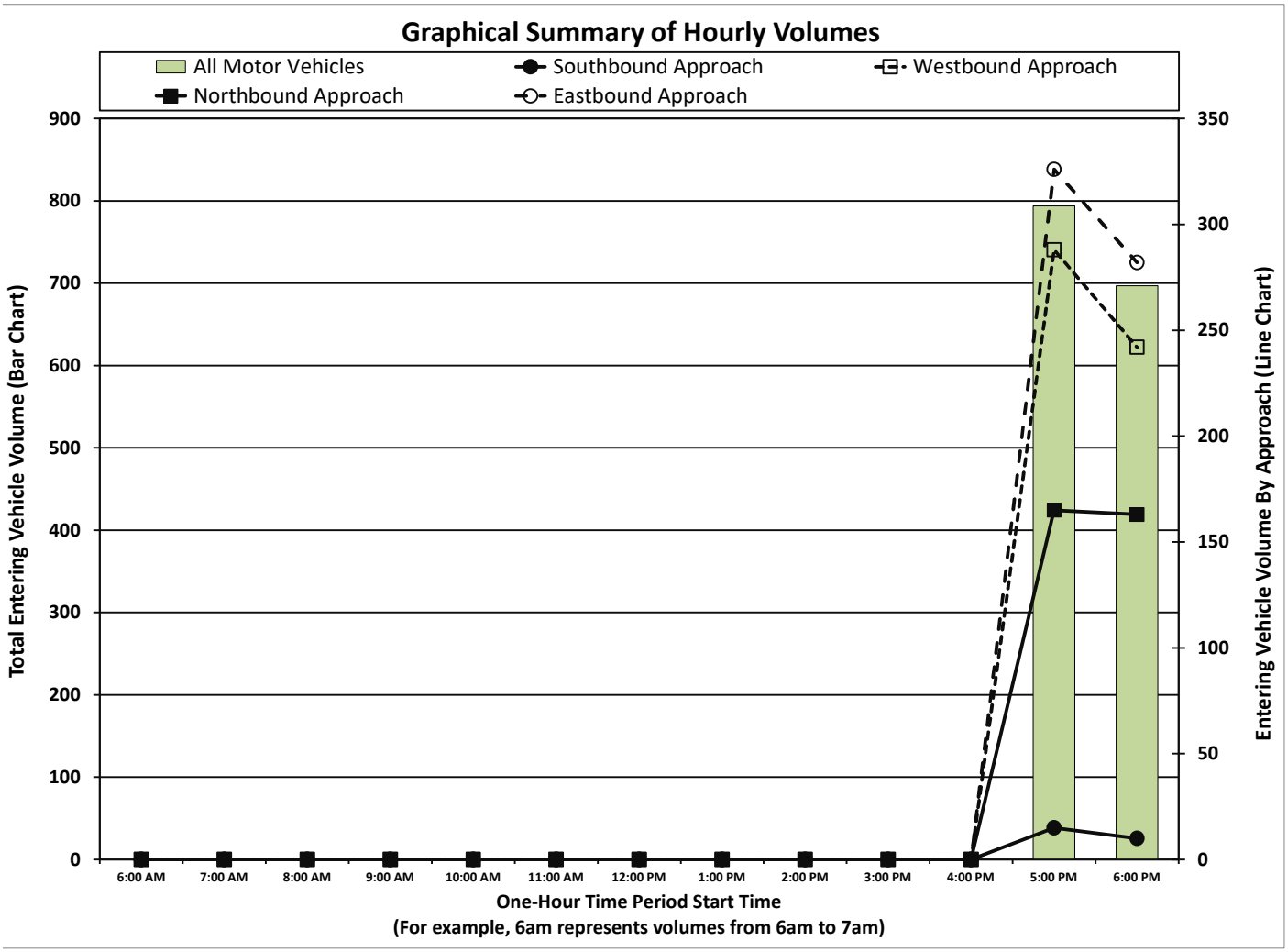
Hourly Volume Summary - Motor Vehicle Data

Interchange North & E Sheridan Springs Rd



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM	6:00 AM	0	0	0	0	0	0	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
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	11	2	2	0	15	0	271	17	0	288	9	5	151	0	165	108	211	7	0	326	794	614	180
	6:00 PM	8	1	1	0	10	0	222	20	0	242	15	2	146	0	163	82	196	4	0	282	697	524	173
Totals		19	5	5	0	29	1	672	52	0	725	35	8	381	0	424	259	529	14	0	802	1980	1527	453



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Interchange North & E Sheridan Springs Rd

Count Basics		*Page 5 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	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		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	2	1	0	0	3	0	61	5	0	66	5	2	43	0	50	22	45	1	0	68	187	794	0.92
	5:15 PM	4	1	1	0	6	0	62	2	0	64	0	1	24	0	25	39	58	2	0	99	194	801	0.93
	5:30 PM	3	0	0	0	3	0	76	6	0	82	2	2	38	0	42	22	46	3	0	71	198	780	0.91
	5:45 PM	2	0	1	0	3	0	72	4	0	76	2	0	46	0	48	25	62	1	0	88	215	762	0.89
	6:00 PM	3	0	1	0	4	0	74	5	0	79	1	1	36	0	38	18	52	3	0	73	194	697	0.90
	6:15 PM	0	0	0	0	0	0	48	4	0	52	6	1	45	0	52	21	48	0	0	69	173	627	0.87
	6:30 PM	4	1	0	0	5	0	53	6	0	59	4	0	35	0	39	24	52	1	0	77	180	584	0.81
	6:45 PM	1	0	0	0	1	0	47	5	0	52	4	0	30	0	34	19	44	0	0	63	150	523	0.87
	7:00 PM	0	0	0	0	0	0	49	3	0	52	2	1	26	0	29	16	27	0	0	43	124	489	0.94
	7:15 PM	0	0	1	0	1	0	45	4	0	49	5	0	19	0	24	21	33	2	0	56	130		
	7:30 PM	0	1	0	0	1	0	50	4	0	54	3	0	19	0	22	11	31	0	0	42	119		
	7:45 PM	0	1	1	0	2	1	35	4	0	40	1	0	20	0	21	21	31	1	0	53	116		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		19	5	5	0	29	1	672	52	0	725	35	8	381	0	424	259	529	14	0	802	1980		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	5:15 PM	12	1	3	0	16	0	284	17	0	301	5	4	144	0	153	104	218	9	0	331	801	0.93

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Automobile Data

Interchange North & E Sheridan Springs Rd

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute	From North					From East					From South					From West						
	Time Period	Driveway					Interchange North					E Sheridan Springs Rd					Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	2	1	0	0	3	0	61	5	0	66	5	2	43	0	50	22	45	1	0	68	187	794
	5:15 PM	4	1	1	0	6	0	62	2	0	64	0	1	24	0	25	39	58	2	0	99	194	801
	5:30 PM	3	0	0	0	3	0	76	6	0	82	2	2	38	0	42	22	46	3	0	71	198	780
	5:45 PM	2	0	1	0	3	0	72	4	0	76	2	0	46	0	48	25	62	1	0	88	215	762
	6:00 PM	3	0	1	0	4	0	74	5	0	79	1	1	36	0	38	18	52	3	0	73	194	697
	6:15 PM	0	0	0	0	0	0	48	4	0	52	6	1	45	0	52	21	48	0	0	69	173	627
	6:30 PM	4	1	0	0	5	0	53	6	0	59	4	0	35	0	39	24	52	1	0	77	180	584
	6:45 PM	1	0	0	0	1	0	47	5	0	52	4	0	30	0	34	19	44	0	0	63	150	523
	7:00 PM	0	0	0	0	0	0	49	3	0	52	2	1	26	0	29	16	27	0	0	43	124	489
	7:15 PM	0	0	1	0	1	0	45	4	0	49	5	0	19	0	24	21	33	2	0	56	130	
	7:30 PM	0	1	0	0	1	0	50	4	0	54	3	0	19	0	22	11	31	0	0	42	119	
	7:45 PM	0	1	1	0	2	1	35	4	0	40	1	0	20	0	21	21	31	1	0	53	116	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		19	5	5	0	29	1	672	52	0	725	35	8	381	0	424	259	529	14	0	802	1980	

Peak Hour Automobile Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	Driveway					Interchange North					E Sheridan Springs Rd					Interchange North					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	12	1	3	0	16	0	284	17	0	301	5	4	144	0	153	104	218	9	0	331	801

Intersection Traffic Volume Report

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

Count Basics		*Page 7 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

Interchange North & E Sheridan Springs Rd

Single Unit (SU) Trucks & Buses

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

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		Driveway					Interchange North					E Sheridan Springs Rd					Interchange 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	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SU Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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 Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		Driveway					Interchange North					E Sheridan Springs Rd					Interchange 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	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 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		*Page 8 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Interchange North & E Sheridan Springs Rd

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Semi Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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 Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics		*Page 9 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

Interchange North & E Sheridan Springs Rd

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

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

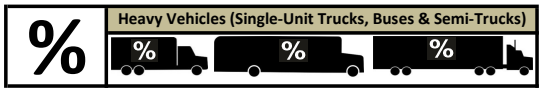
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events



Interchange North & E Sheridan Springs Rd

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period Start Time	From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Semi Truck Percentage: 0

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period Start Time	From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					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	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Interchange North & E Sheridan Springs Rd

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach Driveway			Crossing East Approach Interchange North			Crossing South Approach E Sheridan Springs Rd			Crossing West Approach Interchange North			15-Min	Hourly
Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	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	1	0	1	0	0	0	1	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	1	0	1	2	0	2	3	

Special Pedestrians

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

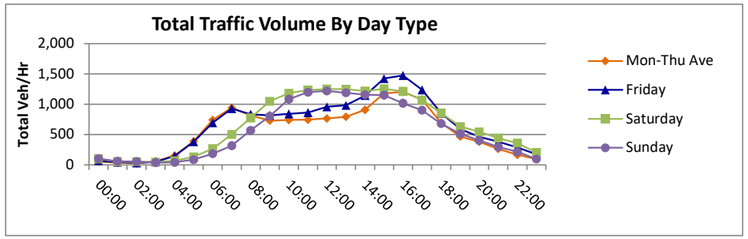
Wisconsin Department of Transportation

Monthly Average Hourly Volume by Day of Week

Feb 2025

Continuous Count

Location	**USH 12 - 1.5 MI SE OF STH 50 - LAKE GENEVA**	Segment ID	1758
Site #	640002	Seasonal Factor Group	6
Region	SE	Daily Factor Group	6
County	WALWORTH	Axle Factor Group	1
Funct. Class	R Principal Arterial - Other	Growth Factor Group	1



Hour	Sundays			Mondays			Tuesdays			Wednesdays			Thursdays			Fridays			Saturdays		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	66	38	*104*	29	21	*50*	32	23	*55*	32	25	*57*	36	26	*62*	40	30	*70*	64	35	*99*
01:00-01:59	35	24	*59*	18	16	*33*	25	15	*40*	21	15	*36*	21	13	*33*	27	18	*45*	36	20	*56*
02:00-02:59	30	23	*53*	13	11	*24*	12	13	*25*	10	9	*19*	15	14	*29*	19	15	*34*	28	22	*51*
03:00-03:59	21	17	*38*	21	30	*51*	22	35	*56*	26	36	*62*	24	35	*58*	21	29	*50*	21	25	*46*
04:00-04:59	17	25	*42*	50	102	*152*	54	98	*153*	49	99	*148*	56	96	*152*	50	97	*147*	24	43	*67*
05:00-05:59	29	58	*86*	129	251	*379*	139	264	*403*	133	274	*407*	126	234	*360*	128	251	*378*	44	86	*130*
06:00-06:59	62	123	*185*	242	508	*750*	252	511	*763*	242	502	*744*	228	472	*700*	226	469	*694*	79	190	*269*
07:00-07:59	114	203	*318*	304	622	*926*	310	652	*962*	327	624	*951*	302	625	*926*	313	618	*931*	157	345	*502*
08:00-08:59	197	371	*568*	302	507	*809*	318	515	*833*	338	487	*825*	298	510	*808*	326	509	*835*	261	513	*775*
09:00-09:59	331	473	*804*	303	436	*738*	307	431	*738*	294	409	*703*	303	430	*733*	315	504	*818*	374	673	*1,047*
10:00-10:59	480	604	*1,084*	354	423	*777*	321	399	*720*	312	422	*734*	325	408	*734*	370	473	*843*	462	717	*1,179*
11:00-11:59	595	604	*1,199*	384	405	*789*	350	379	*728*	340	377	*716*	354	383	*737*	411	452	*863*	522	711	*1,233*
12:00-12:59	628	593	*1,221*	397	389	*786*	370	392	*762*	367	374	*741*	371	397	*768*	469	489	*958*	568	683	*1,251*
13:00-13:59	660	529	*1,189*	447	396	*843*	414	381	*795*	372	370	*742*	407	383	*789*	470	514	*983*	597	650	*1,247*
14:00-14:59	655	501	*1,156*	514	419	*933*	466	414	*880*	488	411	*899*	490	435	*925*	594	549	*1,143*	610	607	*1,217*
15:00-15:59	674	474	*1,148*	671	507	*1,178*	666	496	*1,162*	674	498	*1,172*	676	522	*1,198*	756	665	*1,422*	672	583	*1,255*
16:00-16:59	588	430	*1,017*	746	502	*1,248*	707	525	*1,232*	683	363	*1,046*	727	561	*1,287*	776	698	*1,474*	665	547	*1,212*
17:00-17:59	535	366	*901*	615	440	*1,054*	635	465	*1,100*	596	396	*992*	646	518	*1,165*	693	545	*1,237*	612	459	*1,071*
18:00-18:59	413	269	*682*	368	281	*648*	405	294	*699*	363	299	*662*	430	344	*774*	460	393	*853*	498	358	*856*
19:00-19:59	294	219	*512*	257	173	*430*	272	181	*453*	267	201	*468*	289	229	*518*	317	272	*588*	369	261	*630*
20:00-20:59	233	170	*403*	207	126	*333*	229	151	*380*	222	141	*363*	269	180	*449*	259	206	*465*	330	214	*544*
21:00-21:59	164	132	*296*	138	107	*244*	148	125	*272*	142	105	*248*	169	131	*301*	222	161	*383*	276	166	*442*
22:00-22:59	124	92	*216*	92	56	*148*	88	68	*156*	110	59	*169*	123	76	*199*	184	104	*288*	221	137	*358*
23:00-23:59	62	34	*96*	52	37	*89*	57	38	*95*	62	39	*101*	59	45	*104*	105	74	*179*	129	77	*207*
Daily Total	**7,004**	**6,369**	***13,372***	**6,650**	**6,759**	***13,408***	**6,596**	**6,861**	***13,457***	**6,468**	**6,535**	***13,003***	**6,743**	**7,065**	***13,808***	**7,547**	**8,131**	***15,678***	**7,621**	**8,123**	***15,744***
AM Peak	**331**	**473**	***804***	**304**	**622**	***926***	**318**	**652**	***962***	**338**	**624**	***951***	**303**	**625**	***926***	**326**	**618**	***931***	**374**	**673**	***1,047***
Hour	09:00	09:00	*09:00*	07:00	07:00	*07:00*	08:00	07:00	*07:00*	08:00	07:00	*07:00*	09:00	07:00	*07:00*	08:00	07:00	*07:00*	09:00	09:00	*09:00*
MD Peak	**660**	**604**	***1,221***	**514**	**423**	***933***	**466**	**414**	***880***	**488**	**422**	***899***	**490**	**435**	***925***	**594**	**549**	***1,143***	**610**	**717**	***1,251***
Hour	13:00	11:00	*12:00*	14:00	10:00	*14:00*	14:00	14:00	*14:00*	14:00	10:00	*14:00*	14:00	14:00	*14:00*	14:00	14:00	*14:00*	14:00	10:00	*12:00*
PM Peak	**674**	**474**	***1,148***	**746**	**507**	***1,248***	**707**	**525**	***1,232***	**683**	**498**	***1,172***	**727**	**561**	***1,287***	**776**	**698**	***1,474***	**672**	**583**	***1,255***
Hour	15:00	15:00	*15:00*	16:00	15:00	*16:00*	16:00	16:00	*16:00*	16:00	15:00	*15:00*	16:00	16:00	*16:00*	16:00	16:00	*16:00*	15:00	15:00	*15:00*
Daily Peak	**674**	**604**	***1,221***	**746**	**622**	***1,248***	**707**	**652**	***1,232***	**683**	**624**	***1,172***	**727**	**625**	***1,287***	**776**	**698**	***1,474***	**672**	**717**	***1,255***
Hour	15:00	11:00	*12:00*	16:00	07:00	*16:00*	16:00	07:00	*16:00*	16:00	07:00	*15:00*	16:00	07:00	*16:00*	16:00	16:00	*16:00*	15:00	10:00	*15:00*
% of Total	9.6%	9.5%	*9.1%*	11.2%	9.2%	*9.3%*	10.7%	9.5%	*9.2%*	10.6%	9.5%	*9.0%*	10.8%	8.8%	*9.3%*	10.3%	8.6%	*9.4%*	8.8%	8.8%	*8.0%*
Daily Ave	**292**	**265**	***557***	**277**	**282**	***559***	**275**	**286**	***561***	**270**	**272**	***542***	**281**	**294**	***575***	**314**	**339**	***653***	**318**	**338**	***656***

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	32	24	*56*	34	25	*59*	43	28	*71*
01:00-01:59	21	14	*35*	22	15	*37*	26	17	*43*
02:00-02:59	13	12	*24*	14	12	*26*	18	15	*34*
03:00-03:59	23	34	*57*	23	33	*55*	22	29	*52*
04:00-04:59	52	99	*151*	52	98	*150*	43	80	*123*
05:00-05:59	131	256	*387*	131	255	*385*	104	202	*306*
06:00-06:59	241	498	*739*	238	492	*730*	190	396	*586*
07:00-07:59	311	630	*941*	311	628	*939*	261	527	*788*
08:00-08:59	314	504	*819*	317	505	*822*	292	487	*779*
09:00-09:59	302	426	*728*	304	442	*746*	318	479	*797*
10:00-10:59	328	413	*741*	336	425	*761*	375	492	*867*
11:00-11:59	357	386	*743*	368	399	*767*	422	473	*895*
12:00-12:59	376	388	*764*	395	408	*803*	453	474	*926*
13:00-13:59	410	382	*792*	422	409	*830*	481	460	*941*
14:00-14:59	490	419	*909*	510	445	*956*	545	476	*1,022*
15:00-15:59	672	506	*1,177*	689	538	*1,226*	684	535	*1,219*
16:00-16:59	715	488	*1,203*	728	530	*1,257*	699	518	*1,217*
17:00-17:59	623	455	*1,077*	637	473	*1,109*	619	455	*1,074*
18:00-18:59	391	304	*696*	405	322	*727*	419	320	*739*
19:00-19:59	271	196	*467*	280	211	*491*	295	219	*514*
20:00-20:59	232	149	*381*	237	161	*398*	250	170	*419*
21:00-21:59	149	117	*266*	164	126	*289*	180	132	*312*
22:00-22:59	103	64	*168*	119	72	*192*	135	84	*219*
23:00-23:59	57	40	*97*	67	47	*114*	75	49	*124*
Daily Total	**6,614**	**6,805**	***13,419***	**6,801**	**7,070**	***13,871***	**6,947**	**7,120**	**14,067**
AM Peak	**314**	**630**	***941***	**317**	**628**	***939***	**318**	**527**	***797***
Hour	08:00	07:00	*07:00*	08:00	07:00	*07:00*	09:00	07:00	*09:00*
MD Peak	**490**	**419**	***909***	**510**	**445**	***956***	**545**	**492**	***1,022***
Hour	14:00	14:00	*14:00*	14:00	14:00	*14:00*	14:00	10:00	*14:00*
PM Peak	**715**	**506**	***1,203***	**728**	**538**	***1,257***	**699**	**535**	***1,219***
Hour	16:00	15:00	*16:00*	16:00	15:00	*16:00*	16:00	15:00	*15:00*
Daily Peak	**715**	**630**	***1,203***	**728**	**628**	***1,257***	**699**	**535**	***1,219***
Hour	16:00	07:00	*16:00*	16:00	07:00	*16:00*	16:00	15:00	*15:00*
% of Total	10.8%	9.3%	*9.0%*	10.7%	8.9%	*9.1%*	10.1%	7.5%	*8.7%*
Daily Ave	**276**	**284**	***559***	**283**	**295**	***578***	**289**	**297**	***586***

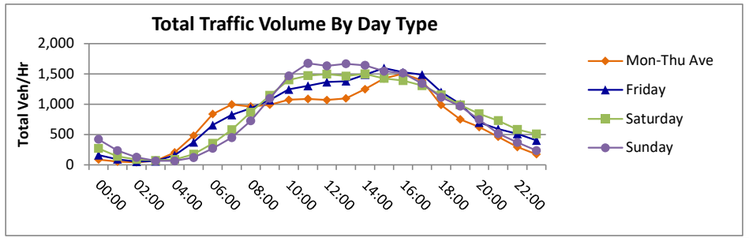
Wisconsin Department of Transportation

Monthly Average Hourly Volume by Day of Week

Jul 2025

Continuous Count

Location	**USH 12 - 1.5 MI SE OF STH 50 - LAKE GENEVA**	Segment ID	1758
Site #	640002	Seasonal Factor Group	6
Region	SE	Daily Factor Group	6
County	WALWORTH	Axle Factor Group	1
Funct. Class	R Principal Arterial - Other	Growth Factor Group	1



Hour	Sundays			Mondays			Tuesdays			Wednesdays			Thursdays			Fridays			Saturdays		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	264	157	*420*	52	58	*110*	45	27	*72*	51	33	*84*	60	33	*93*	75	89	*164*	142	130	*272*
01:00-01:59	146	90	*236*	38	32	*70*	27	19	*46*	30	20	*51*	36	22	*57*	48	46	*94*	67	74	*141*
02:00-02:59	74	49	*123*	23	25	*48*	24	21	*44*	22	17	*40*	23	17	*40*	30	26	*56*	49	40	*88*
03:00-03:59	39	27	*65*	31	38	*69*	30	40	*70*	33	39	*71*	29	38	*67*	27	35	*63*	36	37	*73*
04:00-04:59	24	42	*66*	67	140	*207*	69	128	*197*	66	132	*199*	67	147	*215*	51	110	*160*	30	59	*89*
05:00-05:59	37	83	*120*	155	316	*471*	165	328	*493*	158	328	*486*	155	321	*476*	115	258	*374*	58	119	*177*
06:00-06:59	90	181	*271*	255	585	*840*	244	613	*857*	228	599	*827*	229	595	*823*	167	489	*656*	102	252	*354*
07:00-07:59	160	291	*451*	321	681	*1,002*	333	688	*1,020*	300	653	*953*	308	697	*1,004*	253	572	*825*	180	400	*580*
08:00-08:59	265	461	*726*	363	648	*1,011*	337	585	*922*	343	604	*947*	326	654	*980*	319	613	*932*	272	594	*866*
09:00-09:59	486	612	*1,098*	399	607	*1,006*	356	561	*916*	405	588	*993*	398	655	*1,053*	396	671	*1,067*	425	723	*1,147*
10:00-10:59	665	802	*1,467*	441	643	*1,084*	409	570	*979*	434	625	*1,059*	469	692	*1,162*	498	747	*1,245*	565	836	*1,401*
11:00-11:59	847	828	*1,675*	505	578	*1,083*	469	542	*1,012*	468	596	*1,064*	530	662	*1,192*	558	747	*1,305*	682	790	*1,471*
12:00-12:59	852	779	*1,631*	512	554	*1,066*	489	523	*1,012*	502	544	*1,046*	544	614	*1,158*	598	768	*1,366*	697	800	*1,497*
13:00-13:59	917	752	*1,669*	537	541	*1,078*	527	514	*1,041*	542	526	*1,068*	589	617	*1,206*	639	743	*1,381*	706	758	*1,464*
14:00-14:59	957	685	*1,641*	700	533	*1,233*	652	525	*1,176*	659	552	*1,212*	717	646	*1,362*	720	769	*1,488*	759	742	*1,500*
15:00-15:59	964	580	*1,543*	797	580	*1,376*	785	572	*1,357*	818	591	*1,409*	869	695	*1,564*	847	749	*1,597*	733	694	*1,427*
16:00-16:59	996	517	*1,513*	894	551	*1,445*	889	591	*1,480*	869	600	*1,470*	922	692	*1,614*	831	697	*1,529*	746	646	*1,391*
17:00-17:59	893	448	*1,342*	793	522	*1,315*	785	553	*1,338*	816	550	*1,366*	873	672	*1,545*	791	699	*1,490*	710	597	*1,307*
18:00-18:59	745	372	*1,116*	552	372	*924*	555	381	*936*	571	404	*976*	594	523	*1,117*	632	570	*1,201*	642	514	*1,156*
19:00-19:59	617	349	*966*	431	277	*708*	418	302	*720*	414	321	*735*	454	388	*842*	581	422	*1,003*	587	402	*989*
20:00-20:59	502	244	*746*	344	232	*576*	344	240	*585*	365	270	*635*	410	296	*706*	418	279	*697*	536	307	*843*
21:00-21:59	326	192	*518*	265	160	*425*	271	196	*467*	269	195	*463*	291	214	*505*	365	228	*593*	483	248	*731*
22:00-22:59	205	165	*370*	183	88	*270*	180	90	*270*	169	108	*277*	227	145	*372*	340	172	*512*	393	190	*583*
23:00-23:59	115	122	*236*	89	49	*137*	112	56	*168*	93	59	*152*	125	124	*249*	245	159	*404*	335	175	*509*
Daily Total	**11,180**	**8,825**	***20,006***	**8,745**	**8,809**	***17,553***	**8,515**	**8,665**	***17,180***	**8,628**	**8,956**	***17,583***	**9,245**	**10,157**	***19,402***	**9,542**	**10,657**	***20,199***	**9,933**	**10,122**	***20,055***
AM Peak	**486**	**612**	***1,098***	**399**	**681**	***1,011***	**356**	**688**	***1,020***	**405**	**653**	***993***	**398**	**697**	***1,053***	**396**	**671**	***1,067***	**425**	**723**	***1,147***
Hour	09:00	09:00	*09:00*	09:00	07:00	*08:00*	09:00	07:00	*07:00*	09:00	07:00	*09:00*	09:00	07:00	*09:00*	09:00	09:00	*09:00*	09:00	09:00	*09:00*
MD Peak	**957**	**828**	***1,675***	**700**	**643**	***1,233***	**652**	**570**	***1,176***	**659**	**625**	***1,212***	**717**	**692**	***1,362***	**720**	**769**	***1,488***	**759**	**836**	***1,500***
Hour	14:00	11:00	*11:00*	14:00	10:00	*14:00*	14:00	10:00	*14:00*	14:00	10:00	*14:00*	14:00	10:00	*14:00*	14:00	14:00	*14:00*	14:00	10:00	*14:00*
PM Peak	**996**	**580**	***1,543***	**894**	**580**	***1,445***	**889**	**591**	***1,480***	**869**	**600**	***1,470***	**922**	**695**	***1,614***	**847**	**749**	***1,597***	**746**	**694**	***1,427***
Hour	16:00	15:00	*15:00*	16:00	15:00	*16:00*	16:00	16:00	*16:00*	16:00	16:00	*16:00*	16:00	15:00	*16:00*	15:00	15:00	*15:00*	16:00	15:00	*15:00*
Daily Peak	**996**	**828**	***1,675***	**894**	**681**	***1,445***	**889**	**688**	***1,480***	**869**	**653**	***1,470***	**922**	**697**	***1,614***	**847**	**769**	***1,597***	**759**	**836**	***1,500***
Hour	16:00	11:00	*11:00*	16:00	07:00	*16:00*	16:00	07:00	*16:00*	16:00	07:00	*16:00*	16:00	07:00	*16:00*	15:00	14:00	*15:00*	14:00	10:00	*14:00*
% of Total	8.9%	9.4%	*8.4%*	10.2%	7.7%	*8.2%*	10.4%	7.9%	*8.6%*	10.1%	7.3%	*8.4%*	10.0%	6.9%	*8.3%*	8.9%	7.2%	*7.9%*	7.6%	8.3%	*7.5%*
Daily Ave	**466**	**368**	***834***	**364**	**367**	***731***	**355**	**361**	***716***	**359**	**373**	***733***	**385**	**423**	***808***	**398**	**444**	***842***	**414**	**422**	***836***

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	52	38	*90*	57	48	*104*	98	75	*173*
01:00-01:59	33	23	*56*	36	28	*64*	56	43	*99*
02:00-02:59	23	20	*43*	24	21	*46*	35	28	*63*
03:00-03:59	31	39	*69*	30	38	*68*	32	36	*68*
04:00-04:59	67	137	*204*	64	132	*196*	53	108	*162*
05:00-05:59	158	323	*481*	150	310	*460*	120	250	*371*
06:00-06:59	239	598	*837*	224	576	*801*	188	473	*661*
07:00-07:59	315	680	*995*	303	658	*961*	265	569	*834*
08:00-08:59	342	623	*965*	338	621	*959*	318	594	*912*
09:00-09:59	390	603	*992*	391	616	*1,007*	409	631	*1,040*
10:00-10:59	439	632	*1,071*	450	655	*1,106*	497	702	*1,200*
11:00-11:59	493	595	*1,088*	506	625	*1,131*	580	678	*1,257*
12:00-12:59	512	559	*1,071*	529	600	*1,130*	599	654	*1,254*
13:00-13:59	549	549	*1,098*	567	588	*1,155*	637	636	*1,273*
14:00-14:59	682	564	*1,246*	690	605	*1,294*	738	636	*1,373*
15:00-15:59	817	609	*1,427*	823	637	*1,461*	830	637	*1,467*
16:00-16:59	893	608	*1,502*	881	626	*1,507*	878	613	*1,491*
17:00-17:59	817	574	*1,391*	812	599	*1,411*	809	577	*1,386*
18:00-18:59	568	420	*988*	581	450	*1,031*	613	448	*1,061*
19:00-19:59	429	322	*751*	459	342	*801*	500	352	*852*
20:00-20:59	366	259	*625*	376	263	*640*	417	267	*684*
21:00-21:59	274	191	*465*	292	199	*491*	324	205	*529*
22:00-22:59	190	107	*297*	220	120	*340*	242	137	*379*
23:00-23:59	105	72	*177*	133	89	*222*	159	106	*265*
Daily Total	**8,783**	**9,147**	***17,929***	**8,935**	**9,449**	***18,383***	**9,398**	**9,456**	**18,854**
AM Peak	**390**	**680**	***995***	**391**	**658**	***1,007***	**409**	**631**	***1,040***
Hour	09:00	07:00	*07:00*	09:00	07:00	*09:00*	09:00	09:00	*09:00*
MD Peak	**682**	**632**	***1,246***	**690**	**655**	***1,294***	**738**	**702**	***1,373***
Hour	14:00	10:00	*14:00*	14:00	10:00	*14:00*	14:00	10:00	*14:00*
PM Peak	**893**	**609**	***1,502***	**881**	**637**	***1,507***	**878**	**637**	***1,491***
Hour	16:00	15:00	*16:00*	16:00	15:00	*16:00*	16:00	15:00	*16:00*
Daily Peak	**893**	**680**	***1,502***	**881**	**658**	***1,507***	**878**	**702**	***1,491***
Hour	16:00	07:00	*16:00*	16:00	07:00	*16:00*	16:00	10:00	*16:00*
% of Total	10.2%	7.4%	*8.4%*	9.9%	7.0%	*8.2%*	9.3%	7.4%	*7.9%*
Daily Ave	**366**	**381**	***747***	**372**	**394**	***766***	**392**	**394**	***786***

Date: February 24, 2026

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
Interchange North & Sheridan Springs Rd.

Urbanized Area/Cluster Population
14,700

Exit Ramp:	No
Speed Limit:	25

Sat. Flow Rate (pc/h/ln)				
		1552 *		

**Consider using 1750 pc/h/ln*

N

Exit Ramp:	Sat. Flow (pc/h/ln)		# of Lanes	Lane Type	# of Lanes	Lane Type	Sat. Flow (pc/h/ln)	Exit Ramp:
No	1750			L		R		No
Speed Limit:			1	L-T	1	T-R	1753	Speed Limit:
				T	1	T	1753	
35	1717 *		1	T-R		L-T		35
				R	1	L	1753	

**Consider using 1750 pc/h/ln*

Traffic Signal

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

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

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

Speed Limit:	25
Exit Ramp:	No

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

SEPAC ECOM All Data

Intersection Name: **Interchange & Sheridan Springs** Intersection Alias: **insh**

Access Data

1 :**1200 Baud**
3 :**1200 Baud**

Access Code: **9999** Channel: 1 Address: **0**

Revision: **3.34g** IP Address:

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	4-Grn	0-None	1-Inact	0-None	4-Grn	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	10	2.0	25	30	3.6	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
2	15	2.0	60	60	3.6	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
3	10	2.0	25	30	3.6	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
4	8	2.0	35	35	3.0	3.2	0.0	0.0	0	0-Advance	0.0	0.0	4	22			No	0	No
5	10	2.0	25	30	3.6	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
6	15	2.0	60	60	3.6	2.0	0.0	0.0	0	0-Advance	0.0	0.0	4	21			No	0	No
7	10	2.0	25	30	3.6	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
8	8	2.0	35	35	3.0	3.2	0.0	0.0	0	0-Advance	0.0	0.0	4	22			No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	Min	None	0	No	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	Min	None	0	No	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	Yes	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

Dial/Split **Cycle**
/

General Coordination Dat:

Operation Mode: 0=Free
Coordination Mode: 0=Permissive
Maximun Mode: 2=Max 2
Correction Mode: 0=Dwell

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Split Times and Phase Modes

Dial / Split

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode

Traffic Plan Data

Plan: //
Offset Time:
Mode:
Alternat Sequence:
Special Function:
Rg 2 Lag Time:
Correction Mode:
Rg 3 Lag Time:
Rg 4 Lag Time:

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2
End of Daylight Saving Month: 11 Week: 1
Cycle Zero Reference Hours: 0 Min: 0

Source Day | Equate Days 1 2 3 4 5 6 7

Traffic Data

PHASE FUNCTION

Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		:	//		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Appendix B
Year 2026 Background Traffic
Peak Hour Analysis Outputs

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	365	5	105	475	35	1	5	115	20	5	10
Future Vol, veh/h	10	365	5	105	475	35	1	5	115	20	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	0	-	-	-	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	3	3	3
Mvmt Flow	11	388	5	112	505	37	1	5	122	21	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	543	0	0	394	0	0	1144	1178	391	1160	1162	524
Stage 1	-	-	-	-	-	-	412	412	-	747	747	-
Stage 2	-	-	-	-	-	-	731	766	-	412	415	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.13	5.53	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.527	4.027	3.327
Pot Cap-1 Maneuver	1031	-	-	1170	-	-	178	191	660	172	194	551
Stage 1	-	-	-	-	-	-	619	596	-	403	419	-
Stage 2	-	-	-	-	-	-	415	413	-	615	591	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1031	-	-	1170	-	-	152	171	660	122	174	551
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	171	-	122	174	-
Stage 1	-	-	-	-	-	-	612	590	-	365	379	-
Stage 2	-	-	-	-	-	-	363	374	-	491	585	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.22	1.43	12.47	32.89
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	168	660	1031	-	-	1170	-	-	166
HCM Lane V/C Ratio	0.038	0.185	0.01	-	-	0.095	-	-	0.225
HCM Ctrl Dly (s/v)	27.3	11.7	8.5	-	-	8.4	-	-	32.9
HCM Lane LOS	D	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0.7	0	-	-	0.3	-	-	0.8

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	495	5	25	615	1	35
Future Vol, veh/h	495	5	25	615	1	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	527	5	27	654	1	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	532	0	910	266
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	380	-
Critical Hdwy	-	-	4.12	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.21	-	3.51	3.31
Pot Cap-1 Maneuver	-	-	1039	-	276	735
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1039	-	267	735
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	664	-

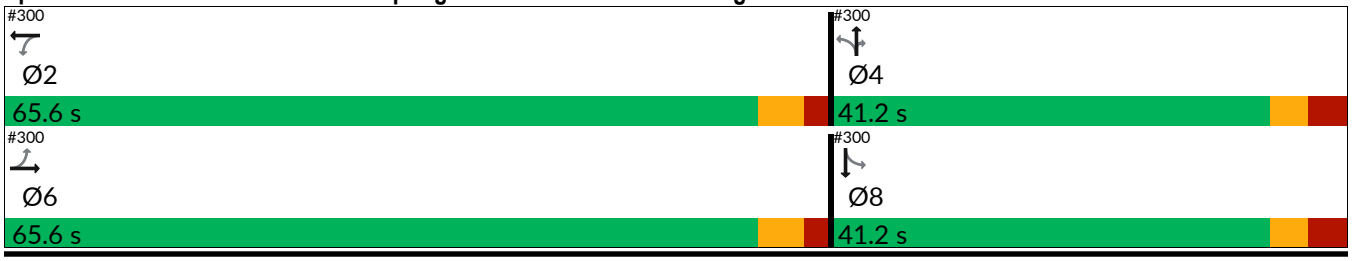
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.57	10.43
HCM LOS			B

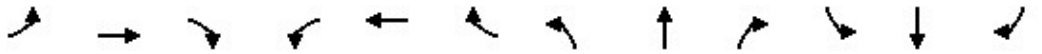
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	-	-	141	-
HCM Lane V/C Ratio	0.055	-	-	0.026	-
HCM Ctrl Dly (s/v)	10.4	-	-	8.6	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	385	140	25	430	0	200	5	10	5	2	10
Future Volume (vph)	5	385	140	25	430	0	200	5	10	5	2	10
Satd. Flow (prot)	0	3160	0	1649	3298	0	0	1651	1473	0	1567	0
Flt Permitted		0.950		0.443				0.718			0.886	
Satd. Flow (perm)	0	3002	0	769	3298	0	0	1244	1473	0	1408	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	557	0	26	453	0	0	216	7	0	18	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	65.6	65.6		65.6	65.6		41.2	41.2	41.2	41.2	41.2	
Total Lost Time (s)		5.6		5.6	5.6			6.2	6.2		6.2	
Act Effct Green (s)		16.0		16.0	16.0			11.3	11.3		11.3	
Actuated g/C Ratio		0.41		0.41	0.41			0.29	0.29		0.29	
v/c Ratio		0.46		0.08	0.34			0.60	0.02		0.04	
Control Delay (s/veh)		10.5		9.2	9.4			20.0	10.0		10.4	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)		10.5		9.2	9.4			20.0	10.0		10.4	
LOS		B		A	A			C	A		B	
Approach Delay (s/veh)		10.5			9.4			19.7			10.4	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		41		3	32			38	1		3	
Queue Length 95th (ft)		91		16	72			99	7		13	
Internal Link Dist (ft)		297			748			413			69	
Turn Bay Length (ft)				110					30			
Base Capacity (vph)		3002		769	3298			1121	1328		1269	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.19		0.03	0.14			0.19	0.01		0.01	

Intersection Summary	
Cycle Length: 106.8	
Actuated Cycle Length: 39.3	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 11.7	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 300: Sheridan Springs Rd/Mobile Dr. & Interchange North





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	385	140	25	430	0	200	5	10	5	2	10
Future Volume (veh/h)	5	385	140	25	430	0	200	5	10	5	2	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1739	1739	1739	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	5	405	147	26	453	0	211	5	7	5	2	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	110	1021	363	464	1449	0	476	6	318	157	74	151
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.00	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	6	2327	828	796	3392	0	1239	29	1471	104	341	699
Grp Volume(v), veh/h	303	0	254	26	453	0	216	0	7	18	0	0
Grp Sat Flow(s),veh/h/ln	1730	0	1431	796	1652	0	1268	0	1471	1143	0	0
Q Serve(g_s), s	0.0	0.0	4.1	0.8	3.1	0.0	0.2	0.0	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	4.1	4.9	3.1	0.0	5.6	0.0	0.1	5.5	0.0	0.0
Prop In Lane	0.02		0.58	1.00		0.00	0.98		1.00	0.28		0.61
Lane Grp Cap(c), veh/h	866	0	628	464	1449	0	483	0	318	382	0	0
V/C Ratio(X)	0.35	0.00	0.40	0.06	0.31	0.00	0.45	0.00	0.02	0.05	0.00	0.00
Avail Cap(c_a), veh/h	3113	0	2511	1511	5797	0	1538	0	1506	1547	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.5	0.0	6.6	8.2	6.2	0.0	12.7	0.0	10.6	10.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.7	0.1	0.6	0.0	1.2	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.6	0.0	6.7	8.2	6.3	0.0	12.9	0.0	10.6	10.7	0.0	0.0
LnGrp LOS	A		A	A	A		B		B	B		
Approach Vol, veh/h		557			479			223			18	
Approach Delay, s/veh		6.7			6.4			12.9			10.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.6	13.7	20.6	13.7
Change Period (Y+Rc), s	5.6	6.2	5.6	6.2
Max Green Setting (Gmax), s	60.0	35.0	60.0	35.0
Max Q Clear Time (g_c+I1), s	6.9	7.6	6.1	7.5
Green Ext Time (p_c), s	2.2	0.8	2.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	7.7
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	265	2	110	350	20	1	5	85	15	10	5
Future Vol, veh/h	5	265	2	110	350	20	1	5	85	15	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	0	-	-	-	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	279	2	116	368	21	1	5	89	16	11	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	389	0	0	281	0	0	896	912	280	903	902	379
Stage 1	-	-	-	-	-	-	291	291	-	611	611	-
Stage 2	-	-	-	-	-	-	605	621	-	292	292	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
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	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1175	-	-	1287	-	-	262	275	761	259	279	670
Stage 1	-	-	-	-	-	-	719	674	-	483	486	-
Stage 2	-	-	-	-	-	-	486	481	-	718	673	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1175	-	-	1287	-	-	227	249	761	203	252	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	249	-	203	252	-
Stage 1	-	-	-	-	-	-	716	671	-	440	442	-
Stage 2	-	-	-	-	-	-	429	438	-	626	670	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	1.85	11	21.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	245	761	1175	-	-	1287	-	-	248
HCM Lane V/C Ratio	0.026	0.118	0.004	-	-	0.09	-	-	0.127
HCM Ctrl Dly (s/v)	20.1	10.4	8.1	-	-	8.1	-	-	21.6
HCM Lane LOS	C	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.4	0	-	-	0.3	-	-	0.4

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	0	20	480	1	15
Future Vol, veh/h	365	0	20	480	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	392	0	22	516	1	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	392	0	694	196
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	301	-
Critical Hdwy	-	-	4.12	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.21	-	3.51	3.31
Pot Cap-1 Maneuver	-	-	1170	-	379	815
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1170	-	371	815
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	727	-

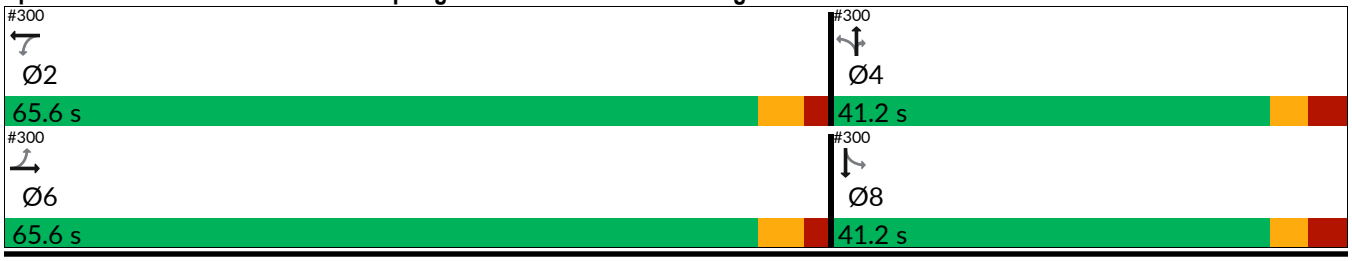
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.48	9.86
HCM LOS			A

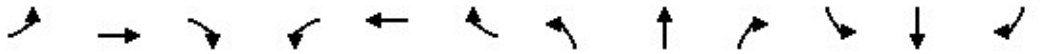
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	758	-	-	144	-
HCM Lane V/C Ratio	0.023	-	-	0.018	-
HCM Ctrl Dly (s/v)	9.9	-	-	8.1	0.2
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	250	120	15	325	0	165	5	5	5	1	10
Future Volume (vph)	10	250	120	15	325	0	165	5	5	5	1	10
Satd. Flow (prot)	0	3134	0	1649	3298	0	0	1653	1473	0	1560	0
Flt Permitted		0.942		0.512				0.720			0.878	
Satd. Flow (perm)	0	2955	0	889	3298	0	0	1248	1473	0	1389	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	409	0	16	349	0	0	182	3	0	17	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	65.6	65.6		65.6	65.6		41.2	41.2	41.2	41.2	41.2	
Total Lost Time (s)		5.6		5.6	5.6			6.2	6.2		6.2	
Act Effct Green (s)		16.3		16.3	16.3			10.0	10.0		10.0	
Actuated g/C Ratio		0.43		0.43	0.43			0.26	0.26		0.26	
v/c Ratio		0.32		0.04	0.25			0.56	0.01		0.05	
Control Delay (s/veh)		8.8		7.9	8.2			18.7	9.3		9.8	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)		8.8		7.9	8.2			18.7	9.3		9.8	
LOS		A		A	A			B	A		A	
Approach Delay (s/veh)		8.8			8.2			18.6			9.8	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)		26		2	22			31	1		3	
Queue Length 95th (ft)		58		10	48			72	4		11	
Internal Link Dist (ft)		297			748			413			69	
Turn Bay Length (ft)				110					30			
Base Capacity (vph)		2955		889	3298			1151	1358		1281	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.14		0.02	0.11			0.16	0.00		0.01	

Intersection Summary	
Cycle Length: 106.8	
Actuated Cycle Length: 38.1	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 10.4	Intersection LOS: B
Intersection Capacity Utilization 46.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 300: Sheridan Springs Rd/Mobile Dr. & Interchange North





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	250	120	15	325	0	165	5	5	5	1	10
Future Volume (veh/h)	10	250	120	15	325	0	165	5	5	5	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1739	1739	1739	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	269	129	16	349	0	177	5	3	5	1	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	123	950	433	546	1476	0	480	8	297	179	63	189
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	24	2128	970	917	3392	0	1327	37	1471	201	309	937
Grp Volume(v), veh/h	222	0	187	16	349	0	182	0	3	17	0	0
Grp Sat Flow(s),veh/h/ln	1717	0	1405	917	1652	0	1365	0	1471	1447	0	0
Q Serve(g_s), s	0.0	0.0	2.8	0.4	2.2	0.0	2.9	0.0	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	2.8	3.2	2.2	0.0	4.0	0.0	0.1	3.5	0.0	0.0
Prop In Lane	0.05		0.69	1.00		0.00	0.97		1.00	0.29		0.65
Lane Grp Cap(c), veh/h	879	0	628	546	1476	0	487	0	297	431	0	0
V/C Ratio(X)	0.25	0.00	0.30	0.03	0.24	0.00	0.37	0.00	0.01	0.04	0.00	0.00
Avail Cap(c_a), veh/h	3116	0	2511	1776	5904	0	1588	0	1533	1633	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	0.0	5.9	7.0	5.7	0.0	12.2	0.0	10.7	10.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.5	0.0	0.4	0.0	1.0	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.0	0.0	6.0	7.0	5.8	0.0	12.4	0.0	10.7	10.8	0.0	0.0
LnGrp LOS	A		A	A	A		B		B	B		
Approach Vol, veh/h		409			365			185			17	
Approach Delay, s/veh		6.0			5.8			12.3			10.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.6		13.0		20.6		13.0				
Change Period (Y+Rc), s		5.6		6.2		5.6		6.2				
Max Green Setting (Gmax), s		60.0		35.0		60.0		35.0				
Max Q Clear Time (g_c+I1), s		5.2		6.0		4.8		5.5				
Green Ext Time (p_c), s		1.6		0.7		1.6		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.2									
HCM 7th LOS			A									

Appendix C
Year 2026 Build Traffic
Peak Hour Analysis Outputs

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	390	5	110	495	35	1	5	120	20	5	10
Future Vol, veh/h	10	390	5	110	495	35	1	5	120	20	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	0	-	-	-	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	3	3	3
Mvmt Flow	11	415	5	117	527	37	1	5	128	21	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	564	0	0	420	0	0	1202	1237	418	1218	1221	545
Stage 1	-	-	-	-	-	-	439	439	-	779	779	-
Stage 2	-	-	-	-	-	-	763	798	-	439	441	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.13	5.53	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.527	4.027	3.327
Pot Cap-1 Maneuver	1013	-	-	1144	-	-	162	177	637	157	179	536
Stage 1	-	-	-	-	-	-	599	580	-	387	405	-
Stage 2	-	-	-	-	-	-	398	400	-	595	575	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1013	-	-	1144	-	-	137	157	637	108	159	536
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	157	-	108	159	-
Stage 1	-	-	-	-	-	-	592	574	-	348	363	-
Stage 2	-	-	-	-	-	-	345	359	-	466	569	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.21	1.46	12.89	37.12
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	153	637	1013	-	-	1144	-	-	149
HCM Lane V/C Ratio	0.042	0.2	0.011	-	-	0.102	-	-	0.25
HCM Ctrl Dly (s/v)	29.5	12.1	8.6	-	-	8.5	-	-	37.1
HCM Lane LOS	D	B	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.1	0.7	0	-	-	0.3	-	-	0.9

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	495	5	25	610	40	1	1	35	20	1	30
Future Vol, veh/h	30	495	5	25	610	40	1	1	35	20	1	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	2	2	2
Mvmt Flow	32	527	5	27	649	43	1	1	37	21	1	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	691	0	0	532	0	0	971	1338	266	1051	1319	346
Stage 1	-	-	-	-	-	-	593	593	-	723	723	-
Stage 2	-	-	-	-	-	-	378	745	-	328	596	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.52	6.52	6.92	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.54	5.54	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.51	4.01	3.31	3.52	4.02	3.32
Pot Cap-1 Maneuver	906	-	-	1039	-	-	209	153	735	181	156	650
Stage 1	-	-	-	-	-	-	461	494	-	383	429	-
Stage 2	-	-	-	-	-	-	618	422	-	659	490	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	906	-	-	1039	-	-	183	142	735	158	145	650
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	142	-	158	145	-
Stage 1	-	-	-	-	-	-	442	474	-	371	415	-
Stage 2	-	-	-	-	-	-	568	408	-	599	470	-

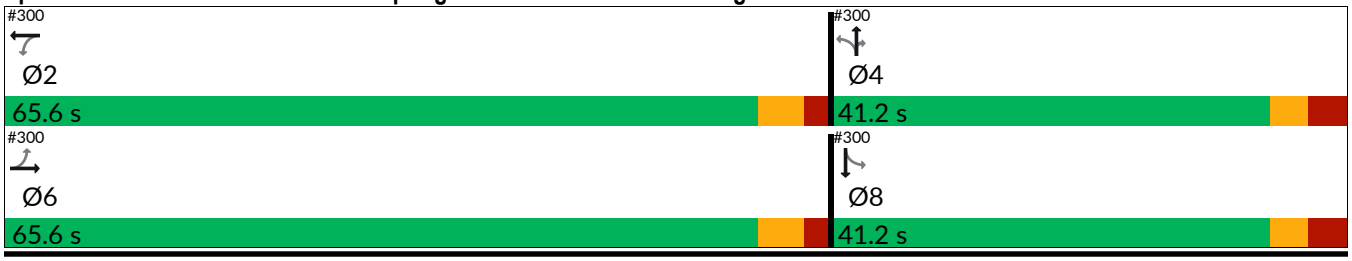
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.83	0.54	11.25	20.61
HCM LOS			B	C

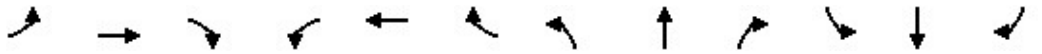
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	616	201	-	-	123	-	-	285
HCM Lane V/C Ratio	0.064	0.035	-	-	0.026	-	-	0.191
HCM Ctrl Dly (s/v)	11.2	9.1	0.3	-	8.6	0.3	-	20.6
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	400	145	25	455	0	210	5	10	5	2	10
Future Volume (vph)	5	400	145	25	455	0	210	5	10	5	2	10
Satd. Flow (prot)	0	3160	0	1649	3298	0	0	1651	1473	0	1567	0
Flt Permitted		0.950		0.434				0.718			0.888	
Satd. Flow (perm)	0	3002	0	753	3298	0	0	1244	1473	0	1411	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	579	0	26	479	0	0	226	7	0	18	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	65.6	65.6		65.6	65.6		41.2	41.2	41.2	41.2	41.2	
Total Lost Time (s)		5.6		5.6	5.6			6.2	6.2		6.2	
Act Effct Green (s)		16.5		16.5	16.5			11.8	11.8		11.8	
Actuated g/C Ratio		0.41		0.41	0.41			0.29	0.29		0.29	
v/c Ratio		0.47		0.08	0.36			0.62	0.02		0.04	
Control Delay (s/veh)		10.9		9.4	9.7			20.8	10.4		10.6	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)		10.9		9.4	9.7			20.8	10.4		10.6	
LOS		B		A	A			C	B		B	
Approach Delay (s/veh)		10.9			9.7			20.5			10.6	
Approach LOS		B			A			C			B	
Queue Length 50th (ft)		44		3	35			40	1		3	
Queue Length 95th (ft)		99		16	78			107	8		14	
Internal Link Dist (ft)		297			748			413			69	
Turn Bay Length (ft)				110					30			
Base Capacity (vph)		3002		753	3298			1096	1298		1244	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.19		0.03	0.15			0.21	0.01		0.01	

Intersection Summary	
Cycle Length: 106.8	
Actuated Cycle Length: 40.4	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 300: Sheridan Springs Rd/Mobile Dr. & Interchange North





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	400	145	25	455	0	210	5	10	5	2	10
Future Volume (veh/h)	5	400	145	25	455	0	210	5	10	5	2	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1739	1739	1739	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	5	421	153	26	479	0	221	5	7	5	2	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	102	946	337	409	1344	0	461	8	402	145	77	153
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	6	2325	829	780	3392	0	982	30	1471	73	282	559
Grp Volume(v), veh/h	315	0	264	26	479	0	226	0	7	18	0	0
Grp Sat Flow(s),veh/h/ln	1730	0	1431	780	1652	0	1012	0	1471	915	0	0
Q Serve(g_s), s	0.0	0.0	4.9	0.9	3.7	0.0	0.2	0.0	0.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	4.9	5.8	3.7	0.0	8.3	0.0	0.1	8.3	0.0	0.0
Prop In Lane	0.02		0.58	1.00		0.00	0.98		1.00	0.28		0.61
Lane Grp Cap(c), veh/h	803	0	582	409	1344	0	470	0	402	375	0	0
V/C Ratio(X)	0.39	0.00	0.45	0.06	0.36	0.00	0.48	0.00	0.02	0.05	0.00	0.00
Avail Cap(c_a), veh/h	2887	0	2328	1361	5378	0	1354	0	1397	1351	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	0.0	8.0	10.0	7.6	0.0	12.8	0.0	9.8	10.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.0	0.1	0.8	0.0	1.4	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.0	0.0	8.2	10.1	7.6	0.0	13.1	0.0	9.8	10.1	0.0	0.0
LnGrp LOS	A		A	B	A		B		A	B		
Approach Vol, veh/h		579			505			233			18	
Approach Delay, s/veh		8.1			7.8			13.0			10.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.6		16.4		20.6		16.4				
Change Period (Y+Rc), s		5.6		6.2		5.6		6.2				
Max Green Setting (Gmax), s		60.0		35.0		60.0		35.0				
Max Q Clear Time (g_c+I1), s		7.8		10.3		6.9		10.3				
Green Ext Time (p_c), s		2.3		0.8		2.4		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	290	2	115	375	20	1	5	95	20	10	5
Future Vol, veh/h	5	290	2	115	375	20	1	5	95	20	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	0	-	-	-	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	305	2	121	395	21	1	5	100	21	11	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	416	0	0	307	0	0	959	975	306	966	965	405
Stage 1	-	-	-	-	-	-	317	317	-	647	647	-
Stage 2	-	-	-	-	-	-	642	658	-	318	318	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
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	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1149	-	-	1259	-	-	238	253	736	235	256	648
Stage 1	-	-	-	-	-	-	696	656	-	461	468	-
Stage 2	-	-	-	-	-	-	464	463	-	695	655	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1149	-	-	1259	-	-	203	227	736	179	230	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	203	227	-	179	230	-
Stage 1	-	-	-	-	-	-	693	653	-	417	423	-
Stage 2	-	-	-	-	-	-	406	418	-	593	652	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	1.84	11.31	25.2
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	223	736	1149	-	-	1259	-	-	215
HCM Lane V/C Ratio	0.028	0.136	0.005	-	-	0.096	-	-	0.172
HCM Ctrl Dly (s/v)	21.6	10.7	8.1	-	-	8.2	-	-	25.2
HCM Lane LOS	C	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0.5	0	-	-	0.3	-	-	0.6

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	360	1	20	475	40	1	1	15	40	1	35
Future Vol, veh/h	45	360	1	20	475	40	1	1	15	40	1	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
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	2	2	2
Mvmt Flow	48	387	1	22	511	43	1	1	16	43	1	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	554	0	0	388	0	0	783	1081	194	866	1060	277
Stage 1	-	-	-	-	-	-	484	484	-	575	575	-
Stage 2	-	-	-	-	-	-	299	597	-	291	485	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.52	6.52	6.92	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.54	5.54	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.51	4.01	3.31	3.52	4.02	3.32
Pot Cap-1 Maneuver	1020	-	-	1174	-	-	286	218	818	247	223	720
Stage 1	-	-	-	-	-	-	535	553	-	470	501	-
Stage 2	-	-	-	-	-	-	688	492	-	693	550	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1020	-	-	1174	-	-	249	202	818	223	206	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	249	202	-	223	206	-
Stage 1	-	-	-	-	-	-	507	523	-	460	490	-
Stage 2	-	-	-	-	-	-	637	482	-	642	521	-

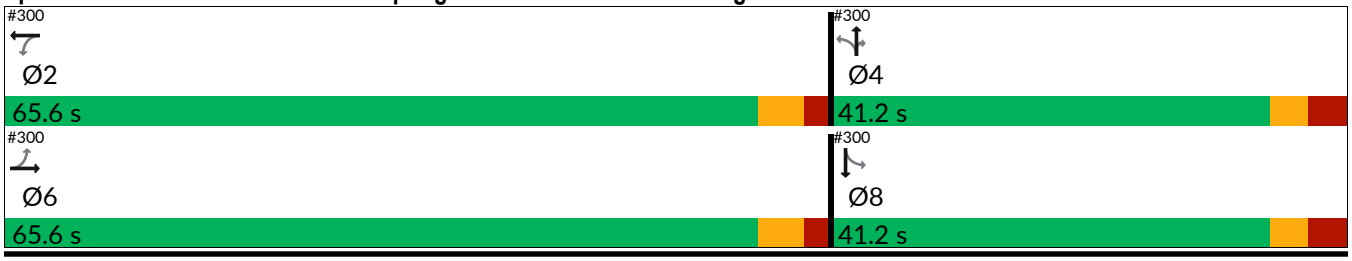
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.29	0.45	10.96	19.65
HCM LOS			B	C

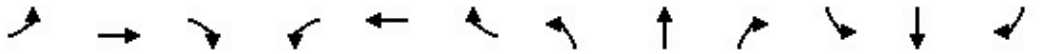
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	623	397	-	-	121	-	-	327
HCM Lane V/C Ratio	0.029	0.047	-	-	0.018	-	-	0.25
HCM Ctrl Dly (s/v)	11	8.7	0.4	-	8.1	0.2	-	19.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	275	130	15	350	0	175	5	5	5	1	10
Future Volume (vph)	10	275	130	15	350	0	175	5	5	5	1	10
Satd. Flow (prot)	0	3134	0	1649	3298	0	0	1653	1473	0	1560	0
Flt Permitted		0.942		0.493				0.719			0.878	
Satd. Flow (perm)	0	2955	0	856	3298	0	0	1246	1473	0	1389	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	447	0	16	376	0	0	193	3	0	17	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	65.6	65.6		65.6	65.6		41.2	41.2	41.2	41.2	41.2	
Total Lost Time (s)		5.6		5.6	5.6			6.2	6.2		6.2	
Act Effct Green (s)		15.9		15.9	15.9			10.3	10.3		10.3	
Actuated g/C Ratio		0.42		0.42	0.42			0.27	0.27		0.27	
v/c Ratio		0.36		0.04	0.27			0.57	0.01		0.05	
Control Delay (s/veh)		9.3		8.3	8.6			18.9	9.3		9.8	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)		9.3		8.3	8.6			18.9	9.3		9.8	
LOS		A		A	A			B	A		A	
Approach Delay (s/veh)		9.3			8.6			18.7			9.8	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)		30		2	24			33	1		3	
Queue Length 95th (ft)		66		11	54			76	4		11	
Internal Link Dist (ft)		297			748			413			69	
Turn Bay Length (ft)				110					30			
Base Capacity (vph)		2955		856	3298			1187	1404		1324	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.15		0.02	0.11			0.16	0.00		0.01	

Intersection Summary	
Cycle Length: 106.8	
Actuated Cycle Length: 38	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 48.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 300: Sheridan Springs Rd/Mobile Dr. & Interchange North





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	275	130	15	350	0	175	5	5	5	1	10
Future Volume (veh/h)	10	275	130	15	350	0	175	5	5	5	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1739	1739	1739	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	296	140	16	376	0	188	5	3	5	1	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	121	950	430	524	1470	0	508	8	302	180	63	193
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	22	2135	966	886	3392	0	1449	39	1471	206	308	941
Grp Volume(v), veh/h	243	0	204	16	376	0	193	0	3	17	0	0
Grp Sat Flow(s),veh/h/ln	1717	0	1406	886	1652	0	1487	0	1471	1455	0	0
Q Serve(g_s), s	0.0	0.0	3.2	0.4	2.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	3.2	3.6	2.4	0.0	3.5	0.0	0.1	3.5	0.0	0.0
Prop In Lane	0.05		0.69	1.00		0.00	0.97		1.00	0.29		0.65
Lane Grp Cap(c), veh/h	876	0	626	524	1470	0	516	0	302	436	0	0
V/C Ratio(X)	0.28	0.00	0.33	0.03	0.26	0.00	0.37	0.00	0.01	0.04	0.00	0.00
Avail Cap(c_a), veh/h	3107	0	2503	1707	5882	0	1607	0	1528	1629	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	0.0	6.1	7.2	5.9	0.0	12.1	0.0	10.7	10.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.5	0.0	0.5	0.0	1.0	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.1	0.0	6.2	7.2	5.9	0.0	12.2	0.0	10.7	10.8	0.0	0.0
LnGrp LOS	A		A	A	A		B		B	B		
Approach Vol, veh/h		447			392			196			17	
Approach Delay, s/veh		6.1			5.9			12.2			10.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.6	13.1	20.6	13.1
Change Period (Y+Rc), s	5.6	6.2	5.6	6.2
Max Green Setting (Gmax), s	60.0	35.0	60.0	35.0
Max Q Clear Time (g_c+I1), s	5.6	5.5	5.2	5.5
Green Ext Time (p_c), s	1.7	0.7	1.8	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	7.3
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	390	5	110	495	35	1	5	120	20	5	10
Future Vol, veh/h	10	390	5	110	495	35	1	5	120	20	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	0	-	-	-	-	75	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	3	3	3
Mvmt Flow	11	415	5	117	527	37	1	5	128	21	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	564	0	0	420	0	0	1202	1237	418	1218	1221	545
Stage 1	-	-	-	-	-	-	439	439	-	779	779	-
Stage 2	-	-	-	-	-	-	763	798	-	439	441	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.13	5.53	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.527	4.027	3.327
Pot Cap-1 Maneuver	1013	-	-	1144	-	-	162	177	637	157	179	536
Stage 1	-	-	-	-	-	-	599	580	-	387	405	-
Stage 2	-	-	-	-	-	-	398	400	-	595	575	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1013	-	-	1144	-	-	137	157	637	108	159	536
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	157	-	108	159	-
Stage 1	-	-	-	-	-	-	592	574	-	348	363	-
Stage 2	-	-	-	-	-	-	345	359	-	466	569	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.21	1.46	12.89	35.77
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	153	637	1013	-	-	1144	-	-	115	536
HCM Lane V/C Ratio	0.042	0.2	0.011	-	-	0.102	-	-	0.231	0.02
HCM Ctrl Dly (s/v)	29.5	12.1	8.6	-	-	8.5	-	-	45.3	11.8
HCM Lane LOS	D	B	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0.1	0.7	0	-	-	0.3	-	-	0.8	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	495	5	25	610	40	1	1	35	20	1	30
Future Vol, veh/h	30	495	5	25	610	40	1	1	35	20	1	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	2	2	2
Mvmt Flow	32	527	5	27	649	43	1	1	37	21	1	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	691	0	0	532	0	0	971	1338	529	1314	1319	346
Stage 1	-	-	-	-	-	-	593	593	-	723	723	-
Stage 2	-	-	-	-	-	-	378	745	-	591	596	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.215	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.13	5.53	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.519	4.019	3.319
Pot Cap-1 Maneuver	907	-	-	1040	-	-	221	153	551	125	156	651
Stage 1	-	-	-	-	-	-	493	495	-	384	430	-
Stage 2	-	-	-	-	-	-	619	422	-	492	491	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	907	-	-	1040	-	-	196	144	551	109	147	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	196	144	-	109	147	-
Stage 1	-	-	-	-	-	-	476	477	-	374	419	-
Stage 2	-	-	-	-	-	-	572	411	-	442	474	-

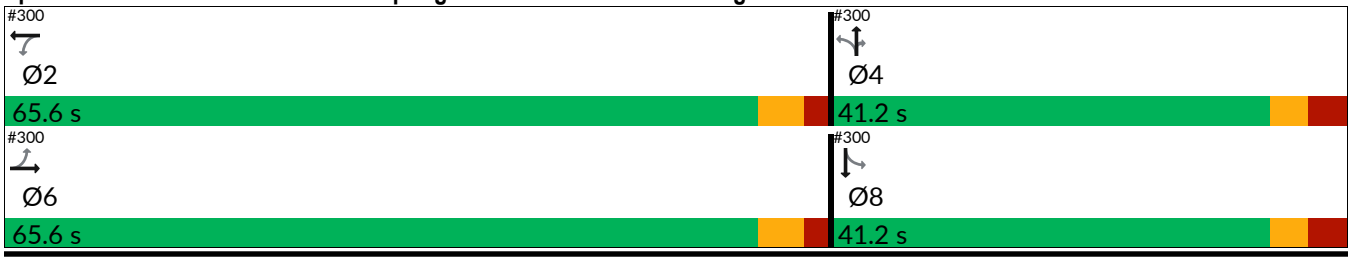
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.52	0.32	12.99	27.23
HCM LOS			B	D

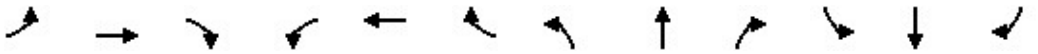
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	490	907	-	-	1040	-	-	216
HCM Lane V/C Ratio	0.08	0.035	-	-	0.026	-	-	0.252
HCM Ctrl Dly (s/v)	13	9.1	-	-	8.6	-	-	27.2
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	400	145	25	455	0	210	5	10	5	2	10
Future Volume (vph)	5	400	145	25	455	0	210	5	10	5	2	10
Satd. Flow (prot)	0	3160	0	1649	3298	0	0	1651	1473	0	1567	0
Flt Permitted		0.950		0.434				0.718			0.888	
Satd. Flow (perm)	0	3002	0	753	3298	0	0	1244	1473	0	1411	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	579	0	26	479	0	0	226	7	0	18	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	65.6	65.6		65.6	65.6		41.2	41.2	41.2	41.2	41.2	
Total Lost Time (s)		5.6		5.6	5.6			6.2	6.2		6.2	
Act Effct Green (s)		16.5		16.5	16.5			11.8	11.8		11.8	
Actuated g/C Ratio		0.41		0.41	0.41			0.29	0.29		0.29	
v/c Ratio		0.47		0.08	0.36			0.62	0.02		0.04	
Control Delay (s/veh)		10.9		9.4	9.7			20.8	10.4		10.6	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)		10.9		9.4	9.7			20.8	10.4		10.6	
LOS		B		A	A			C	B		B	
Approach Delay (s/veh)		10.9			9.7			20.5			10.6	
Approach LOS		B			A			C			B	
Queue Length 50th (ft)		44		3	35			40	1		3	
Queue Length 95th (ft)		99		16	78			107	8		14	
Internal Link Dist (ft)		297			748			413			69	
Turn Bay Length (ft)				110					30			
Base Capacity (vph)		3002		753	3298			1096	1298		1244	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.19		0.03	0.15			0.21	0.01		0.01	

Intersection Summary	
Cycle Length: 106.8	
Actuated Cycle Length: 40.4	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 300: Sheridan Springs Rd/Mobile Dr. & Interchange North





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	400	145	25	455	0	210	5	10	5	2	10
Future Volume (veh/h)	5	400	145	25	455	0	210	5	10	5	2	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1739	1739	1739	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	5	421	153	26	479	0	221	5	7	5	2	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	102	946	337	409	1344	0	461	8	402	145	77	153
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	6	2325	829	780	3392	0	982	30	1471	73	282	559
Grp Volume(v), veh/h	315	0	264	26	479	0	226	0	7	18	0	0
Grp Sat Flow(s),veh/h/ln	1730	0	1431	780	1652	0	1012	0	1471	915	0	0
Q Serve(g_s), s	0.0	0.0	4.9	0.9	3.7	0.0	0.2	0.0	0.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	4.9	5.8	3.7	0.0	8.3	0.0	0.1	8.3	0.0	0.0
Prop In Lane	0.02		0.58	1.00		0.00	0.98		1.00	0.28		0.61
Lane Grp Cap(c), veh/h	803	0	582	409	1344	0	470	0	402	375	0	0
V/C Ratio(X)	0.39	0.00	0.45	0.06	0.36	0.00	0.48	0.00	0.02	0.05	0.00	0.00
Avail Cap(c_a), veh/h	2887	0	2328	1361	5378	0	1354	0	1397	1351	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	0.0	8.0	10.0	7.6	0.0	12.8	0.0	9.8	10.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.0	0.1	0.8	0.0	1.4	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.0	0.0	8.2	10.1	7.6	0.0	13.1	0.0	9.8	10.1	0.0	0.0
LnGrp LOS	A		A	B	A		B		A	B		
Approach Vol, veh/h		579			505			233			18	
Approach Delay, s/veh		8.1			7.8			13.0			10.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.6		16.4		20.6		16.4				
Change Period (Y+Rc), s		5.6		6.2		5.6		6.2				
Max Green Setting (Gmax), s		60.0		35.0		60.0		35.0				
Max Q Clear Time (g_c+I1), s		7.8		10.3		6.9		10.3				
Green Ext Time (p_c), s		2.3		0.8		2.4		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	290	2	115	375	20	1	5	95	20	10	5
Future Vol, veh/h	5	290	2	115	375	20	1	5	95	20	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	0	-	-	-	-	75	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	305	2	121	395	21	1	5	100	21	11	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	416	0	0	307	0	0	959	975	306	966	965	405
Stage 1	-	-	-	-	-	-	317	317	-	647	647	-
Stage 2	-	-	-	-	-	-	642	658	-	318	318	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
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	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1149	-	-	1259	-	-	238	253	736	235	256	648
Stage 1	-	-	-	-	-	-	696	656	-	461	468	-
Stage 2	-	-	-	-	-	-	464	463	-	695	655	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1149	-	-	1259	-	-	203	227	736	179	230	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	203	227	-	179	230	-
Stage 1	-	-	-	-	-	-	693	653	-	417	423	-
Stage 2	-	-	-	-	-	-	406	418	-	593	652	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	1.84	11.31	24.85
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	223	736	1149	-	-	1259	-	-	193	648
HCM Lane V/C Ratio	0.028	0.136	0.005	-	-	0.096	-	-	0.163	0.008
HCM Ctrl Dly (s/v)	21.6	10.7	8.1	-	-	8.2	-	-	27.2	10.6
HCM Lane LOS	C	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	0.5	0	-	-	0.3	-	-	0.6	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	360	1	20	475	40	1	1	15	40	1	35
Future Vol, veh/h	45	360	1	20	475	40	1	1	15	40	1	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	50	-	-	-	-	-	-	-	-
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	2	2	2
Mvmt Flow	48	387	1	22	511	43	1	1	16	43	1	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	554	0	0	388	0	0	783	1081	388	1060	1060	277
Stage 1	-	-	-	-	-	-	484	484	-	575	575	-
Stage 2	-	-	-	-	-	-	299	597	-	484	485	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.215	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.115	5.515	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.515	5.515	-	6.13	5.53	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.519	4.019	3.319
Pot Cap-1 Maneuver	1021	-	-	1175	-	-	299	218	662	190	223	721
Stage 1	-	-	-	-	-	-	565	553	-	471	502	-
Stage 2	-	-	-	-	-	-	688	493	-	563	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1021	-	-	1175	-	-	263	204	662	172	209	721
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	204	-	172	209	-
Stage 1	-	-	-	-	-	-	538	527	-	462	492	-
Stage 2	-	-	-	-	-	-	639	484	-	522	525	-

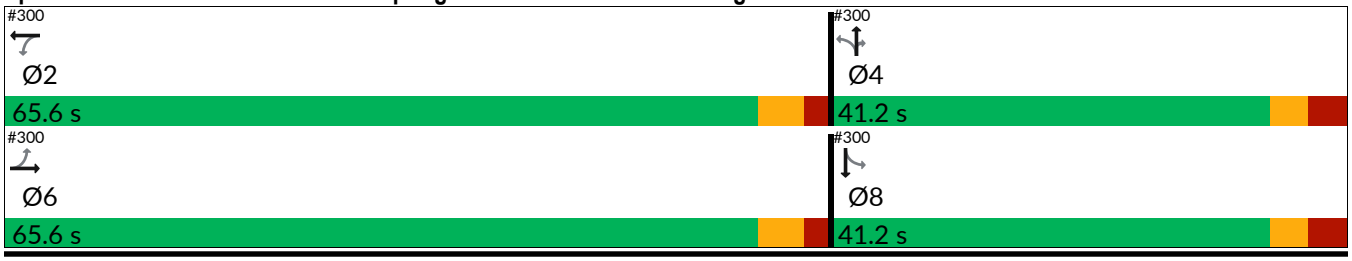
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.96	0.3	11.87	24.39
HCM LOS			B	C

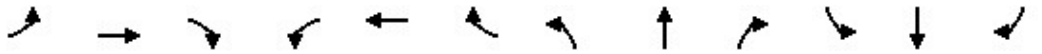
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	542	1021	-	-	1175	-	-	266
HCM Lane V/C Ratio	0.034	0.047	-	-	0.018	-	-	0.307
HCM Ctrl Dly (s/v)	11.9	8.7	-	-	8.1	-	-	24.4
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	1.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	275	130	15	350	0	175	5	5	5	1	10
Future Volume (vph)	10	275	130	15	350	0	175	5	5	5	1	10
Satd. Flow (prot)	0	3134	0	1649	3298	0	0	1653	1473	0	1560	0
Flt Permitted		0.942		0.493				0.719			0.878	
Satd. Flow (perm)	0	2955	0	856	3298	0	0	1246	1473	0	1389	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	447	0	16	376	0	0	193	3	0	17	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	65.6	65.6		65.6	65.6		41.2	41.2	41.2	41.2	41.2	
Total Lost Time (s)		5.6		5.6	5.6			6.2	6.2		6.2	
Act Effct Green (s)		15.9		15.9	15.9			10.3	10.3		10.3	
Actuated g/C Ratio		0.42		0.42	0.42			0.27	0.27		0.27	
v/c Ratio		0.36		0.04	0.27			0.57	0.01		0.05	
Control Delay (s/veh)		9.3		8.3	8.6			18.9	9.3		9.8	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)		9.3		8.3	8.6			18.9	9.3		9.8	
LOS		A		A	A			B	A		A	
Approach Delay (s/veh)		9.3			8.6			18.7			9.8	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)		30		2	24			33	1		3	
Queue Length 95th (ft)		66		11	54			76	4		11	
Internal Link Dist (ft)		297			748			413			69	
Turn Bay Length (ft)				110					30			
Base Capacity (vph)		2955		856	3298			1187	1404		1324	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.15		0.02	0.11			0.16	0.00		0.01	

Intersection Summary	
Cycle Length: 106.8	
Actuated Cycle Length: 38	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 48.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 300: Sheridan Springs Rd/Mobile Dr. & Interchange North





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	275	130	15	350	0	175	5	5	5	1	10
Future Volume (veh/h)	10	275	130	15	350	0	175	5	5	5	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1739	1739	1739	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	296	140	16	376	0	188	5	3	5	1	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	121	950	430	524	1470	0	508	8	302	180	63	193
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	22	2135	966	886	3392	0	1449	39	1471	206	308	941
Grp Volume(v), veh/h	243	0	204	16	376	0	193	0	3	17	0	0
Grp Sat Flow(s),veh/h/ln	1717	0	1406	886	1652	0	1487	0	1471	1455	0	0
Q Serve(g_s), s	0.0	0.0	3.2	0.4	2.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	3.2	3.6	2.4	0.0	3.5	0.0	0.1	3.5	0.0	0.0
Prop In Lane	0.05		0.69	1.00		0.00	0.97		1.00	0.29		0.65
Lane Grp Cap(c), veh/h	876	0	626	524	1470	0	516	0	302	436	0	0
V/C Ratio(X)	0.28	0.00	0.33	0.03	0.26	0.00	0.37	0.00	0.01	0.04	0.00	0.00
Avail Cap(c_a), veh/h	3107	0	2503	1707	5882	0	1607	0	1528	1629	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	0.0	6.1	7.2	5.9	0.0	12.1	0.0	10.7	10.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.5	0.0	0.5	0.0	1.0	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.1	0.0	6.2	7.2	5.9	0.0	12.2	0.0	10.7	10.8	0.0	0.0
LnGrp LOS	A		A	A	A		B		B	B		
Approach Vol, veh/h		447			392			196			17	
Approach Delay, s/veh		6.1			5.9			12.2			10.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.6		13.1		20.6		13.1				
Change Period (Y+Rc), s		5.6		6.2		5.6		6.2				
Max Green Setting (Gmax), s		60.0		35.0		60.0		35.0				
Max Q Clear Time (g_c+I1), s		5.6		5.5		5.2		5.5				
Green Ext Time (p_c), s		1.7		0.7		1.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.3									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	365	5	105	470	75	1	10	115	40	10	35
Future Vol, veh/h	35	365	5	105	470	75	1	10	115	40	10	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	0	-	-	-	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	3	3	3
Mvmt Flow	37	388	5	112	500	80	1	11	122	43	11	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	580	0	0	394	0	0	1194	1269	391	1231	1231	540
Stage 1	-	-	-	-	-	-	465	465	-	763	763	-
Stage 2	-	-	-	-	-	-	729	803	-	468	468	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.13	5.53	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.527	4.027	3.327
Pot Cap-1 Maneuver	999	-	-	1170	-	-	164	169	660	153	176	540
Stage 1	-	-	-	-	-	-	579	564	-	395	412	-
Stage 2	-	-	-	-	-	-	416	397	-	573	559	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	999	-	-	1170	-	-	125	147	660	102	154	540
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	147	-	102	154	-
Stage 1	-	-	-	-	-	-	558	543	-	357	372	-
Stage 2	-	-	-	-	-	-	340	359	-	441	539	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.76	1.36	13.47	51.79
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	660	999	-	-	1170	-	-	163
HCM Lane V/C Ratio	0.081	0.185	0.037	-	-	0.095	-	-	0.556
HCM Ctrl Dly (s/v)	32	11.7	8.7	-	-	8.4	-	-	51.8
HCM Lane LOS	D	B	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.3	0.7	0.1	-	-	0.3	-	-	2.9

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	515	5	25	650	1	35
Future Vol, veh/h	515	5	25	650	1	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	548	5	27	691	1	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	553	0	949	277
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	-	-	4.12	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.21	-	3.51	3.31
Pot Cap-1 Maneuver	-	-	1020	-	260	724
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	650	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1020	-	252	724
Mov Cap-2 Maneuver	-	-	-	-	252	-
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	650	-

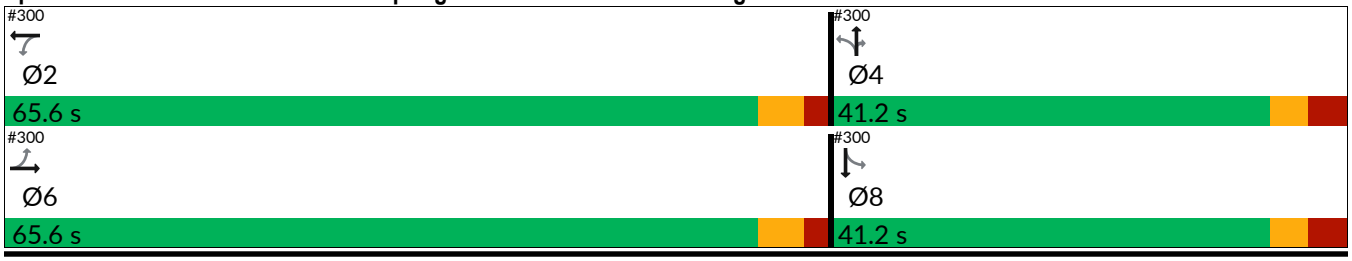
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.57	10.54
HCM LOS			B

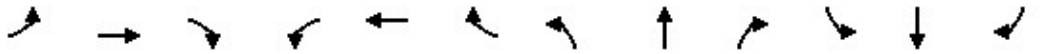
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	688	-	-	133	-
HCM Lane V/C Ratio	0.056	-	-	0.026	-
HCM Ctrl Dly (s/v)	10.5	-	-	8.6	0.3
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	400	145	25	455	0	210	5	10	5	2	10
Future Volume (vph)	5	400	145	25	455	0	210	5	10	5	2	10
Satd. Flow (prot)	0	3160	0	1649	3298	0	0	1651	1473	0	1567	0
Flt Permitted		0.950		0.434				0.718			0.888	
Satd. Flow (perm)	0	3002	0	753	3298	0	0	1244	1473	0	1411	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	579	0	26	479	0	0	226	7	0	18	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	65.6	65.6		65.6	65.6		41.2	41.2	41.2	41.2	41.2	
Total Lost Time (s)		5.6		5.6	5.6			6.2	6.2		6.2	
Act Effct Green (s)		16.5		16.5	16.5			11.8	11.8		11.8	
Actuated g/C Ratio		0.41		0.41	0.41			0.29	0.29		0.29	
v/c Ratio		0.47		0.08	0.36			0.62	0.02		0.04	
Control Delay (s/veh)		10.9		9.4	9.7			20.8	10.4		10.6	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)		10.9		9.4	9.7			20.8	10.4		10.6	
LOS		B		A	A			C	B		B	
Approach Delay (s/veh)		10.9			9.7			20.5			10.6	
Approach LOS		B			A			C			B	
Queue Length 50th (ft)		44		3	35			40	1		3	
Queue Length 95th (ft)		99		16	78			107	8		14	
Internal Link Dist (ft)		297			748			413			69	
Turn Bay Length (ft)				110					30			
Base Capacity (vph)		3002		753	3298			1096	1298		1244	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.19		0.03	0.15			0.21	0.01		0.01	

Intersection Summary	
Cycle Length: 106.8	
Actuated Cycle Length: 40.4	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 300: Sheridan Springs Rd/Mobile Dr. & Interchange North





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	400	145	25	455	0	210	5	10	5	2	10
Future Volume (veh/h)	5	400	145	25	455	0	210	5	10	5	2	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1739	1739	1739	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	5	421	153	26	479	0	221	5	7	5	2	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	102	946	337	409	1344	0	461	8	402	145	77	153
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	6	2325	829	780	3392	0	982	30	1471	73	282	559
Grp Volume(v), veh/h	315	0	264	26	479	0	226	0	7	18	0	0
Grp Sat Flow(s),veh/h/ln	1730	0	1431	780	1652	0	1012	0	1471	915	0	0
Q Serve(g_s), s	0.0	0.0	4.9	0.9	3.7	0.0	0.2	0.0	0.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	4.9	5.8	3.7	0.0	8.3	0.0	0.1	8.3	0.0	0.0
Prop In Lane	0.02		0.58	1.00		0.00	0.98		1.00	0.28		0.61
Lane Grp Cap(c), veh/h	803	0	582	409	1344	0	470	0	402	375	0	0
V/C Ratio(X)	0.39	0.00	0.45	0.06	0.36	0.00	0.48	0.00	0.02	0.05	0.00	0.00
Avail Cap(c_a), veh/h	2887	0	2328	1361	5378	0	1354	0	1397	1351	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	0.0	8.0	10.0	7.6	0.0	12.8	0.0	9.8	10.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.0	0.1	0.8	0.0	1.4	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.0	0.0	8.2	10.1	7.6	0.0	13.1	0.0	9.8	10.1	0.0	0.0
LnGrp LOS	A		A	B	A		B		A	B		
Approach Vol, veh/h		579			505			233			18	
Approach Delay, s/veh		8.1			7.8			13.0			10.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.6		16.4		20.6		16.4				
Change Period (Y+Rc), s		5.6		6.2		5.6		6.2				
Max Green Setting (Gmax), s		60.0		35.0		60.0		35.0				
Max Q Clear Time (g_c+I1), s		7.8		10.3		6.9		10.3				
Green Ext Time (p_c), s		2.3		0.8		2.4		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	260	2	110	345	60	1	15	85	55	15	35
Future Vol, veh/h	35	260	2	110	345	60	1	15	85	55	15	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	0	-	-	-	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	37	274	2	116	363	63	1	16	89	58	16	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	426	0	0	276	0	0	951	1006	275	982	976	395
Stage 1	-	-	-	-	-	-	348	348	-	626	626	-
Stage 2	-	-	-	-	-	-	603	658	-	355	349	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
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	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1138	-	-	1293	-	-	241	242	766	229	252	657
Stage 1	-	-	-	-	-	-	670	636	-	473	478	-
Stage 2	-	-	-	-	-	-	488	463	-	664	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1138	-	-	1293	-	-	187	213	766	167	222	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	213	-	167	222	-
Stage 1	-	-	-	-	-	-	648	615	-	431	435	-
Stage 2	-	-	-	-	-	-	404	421	-	553	614	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.97	1.72	12.41	33.66
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	211	766	1138	-	-	1293	-	-	233
HCM Lane V/C Ratio	0.08	0.117	0.032	-	-	0.09	-	-	0.474
HCM Ctrl Dly (s/v)	23.5	10.3	8.3	-	-	8.1	-	-	33.7
HCM Lane LOS	C	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.4	0.1	-	-	0.3	-	-	2.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	400	0	20	515	1	15
Future Vol, veh/h	400	0	20	515	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	430	0	22	554	1	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	430	0	750	215
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	-	-	4.12	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.21	-	3.51	3.31
Pot Cap-1 Maneuver	-	-	1133	-	349	793
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	712	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1133	-	341	793
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	712	-

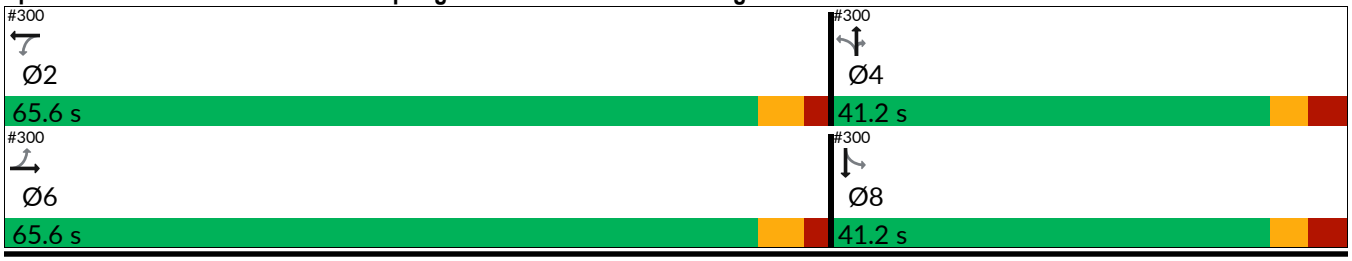
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.47	10.03
HCM LOS			B

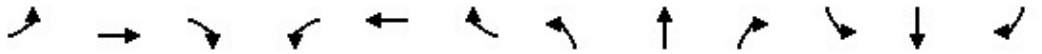
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	135	-
HCM Lane V/C Ratio	0.023	-	-	0.019	-
HCM Ctrl Dly (s/v)	10	-	-	8.2	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	275	130	15	350	0	175	5	5	5	1	10
Future Volume (vph)	10	275	130	15	350	0	175	5	5	5	1	10
Satd. Flow (prot)	0	3134	0	1649	3298	0	0	1653	1473	0	1560	0
Flt Permitted		0.942		0.493				0.719			0.878	
Satd. Flow (perm)	0	2955	0	856	3298	0	0	1246	1473	0	1389	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	447	0	16	376	0	0	193	3	0	17	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	65.6	65.6		65.6	65.6		41.2	41.2	41.2	41.2	41.2	
Total Lost Time (s)		5.6		5.6	5.6			6.2	6.2		6.2	
Act Effct Green (s)		15.9		15.9	15.9			10.3	10.3		10.3	
Actuated g/C Ratio		0.42		0.42	0.42			0.27	0.27		0.27	
v/c Ratio		0.36		0.04	0.27			0.57	0.01		0.05	
Control Delay (s/veh)		9.3		8.3	8.6			18.9	9.3		9.8	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)		9.3		8.3	8.6			18.9	9.3		9.8	
LOS		A		A	A			B	A		A	
Approach Delay (s/veh)		9.3			8.6			18.7			9.8	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)		30		2	24			33	1		3	
Queue Length 95th (ft)		66		11	54			76	4		11	
Internal Link Dist (ft)		297			748			413			69	
Turn Bay Length (ft)				110					30			
Base Capacity (vph)		2955		856	3298			1187	1404		1324	
Starvation Cap Reductn		0		0	0			0	0		0	
Spillback Cap Reductn		0		0	0			0	0		0	
Storage Cap Reductn		0		0	0			0	0		0	
Reduced v/c Ratio		0.15		0.02	0.11			0.16	0.00		0.01	

Intersection Summary	
Cycle Length: 106.8	
Actuated Cycle Length: 38	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 48.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 300: Sheridan Springs Rd/Mobile Dr. & Interchange North





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	275	130	15	350	0	175	5	5	5	1	10
Future Volume (veh/h)	10	275	130	15	350	0	175	5	5	5	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1739	1739	1739	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	296	140	16	376	0	188	5	3	5	1	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	121	950	430	524	1470	0	508	8	302	180	63	193
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	22	2135	966	886	3392	0	1449	39	1471	206	308	941
Grp Volume(v), veh/h	243	0	204	16	376	0	193	0	3	17	0	0
Grp Sat Flow(s),veh/h/ln	1717	0	1406	886	1652	0	1487	0	1471	1455	0	0
Q Serve(g_s), s	0.0	0.0	3.2	0.4	2.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	3.2	3.6	2.4	0.0	3.5	0.0	0.1	3.5	0.0	0.0
Prop In Lane	0.05		0.69	1.00		0.00	0.97		1.00	0.29		0.65
Lane Grp Cap(c), veh/h	876	0	626	524	1470	0	516	0	302	436	0	0
V/C Ratio(X)	0.28	0.00	0.33	0.03	0.26	0.00	0.37	0.00	0.01	0.04	0.00	0.00
Avail Cap(c_a), veh/h	3107	0	2503	1707	5882	0	1607	0	1528	1629	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	0.0	6.1	7.2	5.9	0.0	12.1	0.0	10.7	10.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.5	0.0	0.5	0.0	1.0	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.1	0.0	6.2	7.2	5.9	0.0	12.2	0.0	10.7	10.8	0.0	0.0
LnGrp LOS	A		A	A	A		B		B	B		
Approach Vol, veh/h		447			392			196			17	
Approach Delay, s/veh		6.1			5.9			12.2			10.8	
Approach LOS		A			A			B			B	

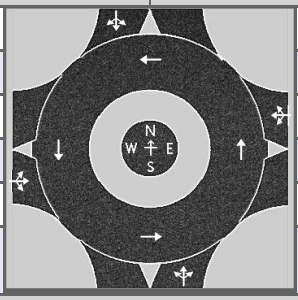
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.6		13.1		20.6		13.1				
Change Period (Y+Rc), s		5.6		6.2		5.6		6.2				
Max Green Setting (Gmax), s		60.0		35.0		60.0		35.0				
Max Q Clear Time (g_c+I1), s		5.6		5.5		5.2		5.5				
Green Ext Time (p_c), s		1.7		0.7		1.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.3									
HCM 7th LOS			A									

HCS Roundabouts Report

General Information

Analyst	Dan Bieberitz
Agency or Co.	TADI
Date Performed	2/27/2026
Analysis Year	2026
Time Analyzed	Friday PM Peak
Project Description	Build Volumes, Acess Option 2



Site Information

Intersection	Interchange North & Center...
E/W Street Name	Interchange North
N/S Street Name	Center St.
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	City of Lake Geneva

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	1	35	365	5	1	105	470	75	0	1	10	115	0	40	10	35
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3
Flow Rate (v_{PCE}), pc/h	1	38	392	5	1	113	505	81	0	1	11	124	0	44	11	38
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000			4.7000			4.7000	
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		436			700			136			93	
Entry Volume, veh/h		432			693			135			90	
Circulating Flow (v_c), pc/h	169			51			476			621		
Exiting Flow (v_{ex}), pc/h	561			545			130			129		
Capacity (c_{pce}), pc/h		1180			1320			883			770	
Capacity (c), veh/h		1169			1306			875			748	
v/c Ratio (x)		0.37			0.53			0.15			0.12	

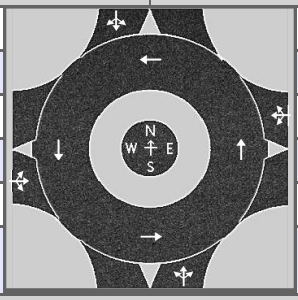
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.7			8.5			5.6			6.1	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		1.7			3.3			0.5			0.4	
95% Queue Length, Q_{95} (ft)		42.8			83.2			12.6			10.2	
Approach Delay, s/veh | LOS	6.7	A		8.5	A		5.6	A		6.1	A	
Intersection Delay, s/veh | LOS	7.5						A					

HCS Roundabouts Report

General Information

Analyst	Dan Bieberitz
Agency or Co.	TADI
Date Performed	2/27/2026
Analysis Year	2026
Time Analyzed	Saturday PM Peak
Project Description	Build Volumes, Acess Option 2



Site Information

Intersection	Interchange North & Center...
E/W Street Name	Interchange North
N/S Street Name	Center St.
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.95
Jurisdiction	City of Lake Geneva

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	1	35	260	2	1	110	345	60	0	1	15	85	0	55	15	35
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	1	37	276	2	1	117	367	64	0	1	16	90	0	58	16	37
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.7000			4.7000			4.7000			4.7000	
Follow-Up Headway, s		2.6000			2.6000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		316			549			107			111	
Entry Volume, veh/h		313			544			106			110	
Circulating Flow (v_c), pc/h	192			55			373			487		
Exiting Flow (v_{ex}), pc/h	425			406			117			135		
Capacity (c_{pce}), pc/h		1155			1315			974			874	
Capacity (c), veh/h		1144			1302			964			865	
v/c Ratio (x)		0.27			0.42			0.11			0.13	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.7			6.8			4.7			5.4	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		1.1			2.1			0.4			0.4	
95% Queue Length, Q_{95} (ft)		27.7			52.9			10.1			10.1	
Approach Delay, s/veh | LOS	5.7	A		6.8	A		4.7	A		5.4	A	
Intersection Delay, s/veh | LOS	6.1						A					

Appendix D
Sight Distance Calculation Worksheets

ISD CALCULATIONS (TWSC)

Performed by: Dan Bieberitz Date: 2/19/2026 #3621
Intersection: Sheridan Spring Road & Sage St.
Community: Lake Geneva

Mainline Name: Sheridan Springs Road
Sidestreet Name: Sage St.

Left-In Allowed?	Yes		P-vehicle Design Length:	19.0	feet (P = 19.0. Overwrite if other design veh)
Left-Out Allowed?	Yes		SU-vehicle Design Length:	39.5	feet (SU-40 = 39.5. Overwrite if other design veh)
Right-In Allowed?	Yes		WB-vehicle Design Length:	73.5	feet (WB-67 = 73.5. Overwrite if other design veh)
Right-Out Allowed?	Yes				
Through-Out Allowed?	Yes				
Design Speed from Left:	40	mph			
Design Speed from Right:	30	mph	Design Vehicles: P / SU / WB	X / X /	(place an "X")
Median Width:	0	feet			
Minor Street Approach Grade:	0.0%	If a minor street vehicle approaches the major street at greater than 3%, enter grade.			
Number of Near Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.			
Number of Near Side Thru:	2.00	equivalent 12-ft lanes.			
Number of Far Side Thru:	2.00	equivalent 12-ft lanes.			
Number of Far Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.			
AASHTO or WisDOT:	Both				

ISD CASE B1: Left Turn from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Additional Time Gap 1, sec:	0.50	0.70	0.70	0.50	0.70	0.70
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	8.00	10.20	12.20	10.50	12.70	13.70
Case B1 ISD, feet:	352.0	448.8	536.8	462.0	558.8	602.8
Rounded Case B1 ISD, feet:	*355*	*450*	*540*	*465*	*560*	*605*

ISD CASE B2: Right Turn from Minor Street (driver looking left)

	AASHTO MINIMUM ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.50	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	8.50	10.00	12.00
Case B2 ISD, feet:	381.3	498.7	616.0	498.7	586.7	704.0
Rounded Case B2 ISD, feet:	*385*	*500*	*620*	*500*	*590*	*705*

ISD CASE B3a: Crossing from Minor Street Traffic from Left (driver looking left)

	AASHTO MINIMUM ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Case B3a ISD, feet:	381.3	498.7	616.0	410.7	586.7	762.7
Rounded Case B3a ISD, feet:	*385*	*500*	*620*	*415*	*590*	*765*

ISD CASE B3b: Crossing from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	1.00	1.40	1.40	1.00	1.40	1.40
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	7.50	9.90	11.90	8.00	11.40	14.40
Case B3b ISD, feet:	330.0	435.6	523.6	352.0	501.6	633.6
Rounded Case B3b ISD, feet:	*335*	*440*	*525*	*355*	*505*	*635*

ISD CASE F: Left from Major to Minor (driver looking to left of access towards oncoming traffic)

	AASHTO MINIMUM ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Additional Time Gap 1, sec:	0.50	0.70	0.70	0.50	0.70	0.70
Additional Time Gap 2, sec:	N/A	N/A	N/A	N/A	N/A	N/A
Total Time Gap, sec:	6.00	7.20	8.20	8.50	8.70	8.70
Case F ISD, feet:	352.0	422.4	481.1	498.7	510.4	510.4
Rounded Case F ISD, feet:	*355*	*425*	*485*	*500*	*515*	*515*

ISD CONTROLLING DISTANCES:

	AASHTO MINIMUM ISD			*WISDOT UPPER MINIMUM ISD*		
	P	**SU**	**WB**	**P**	**SU**	**WB**
To Left of Access:	**385'**	**500'**	**620'**	**500'**	**590'**	**765'**
To Right of Access:	**355'**	**450'**	**540'**	**465'**	**560'**	**635'**
Left-Turn from Mainline:	**355'**	**425'**	**485'**	**500'**	**515'**	**515'**

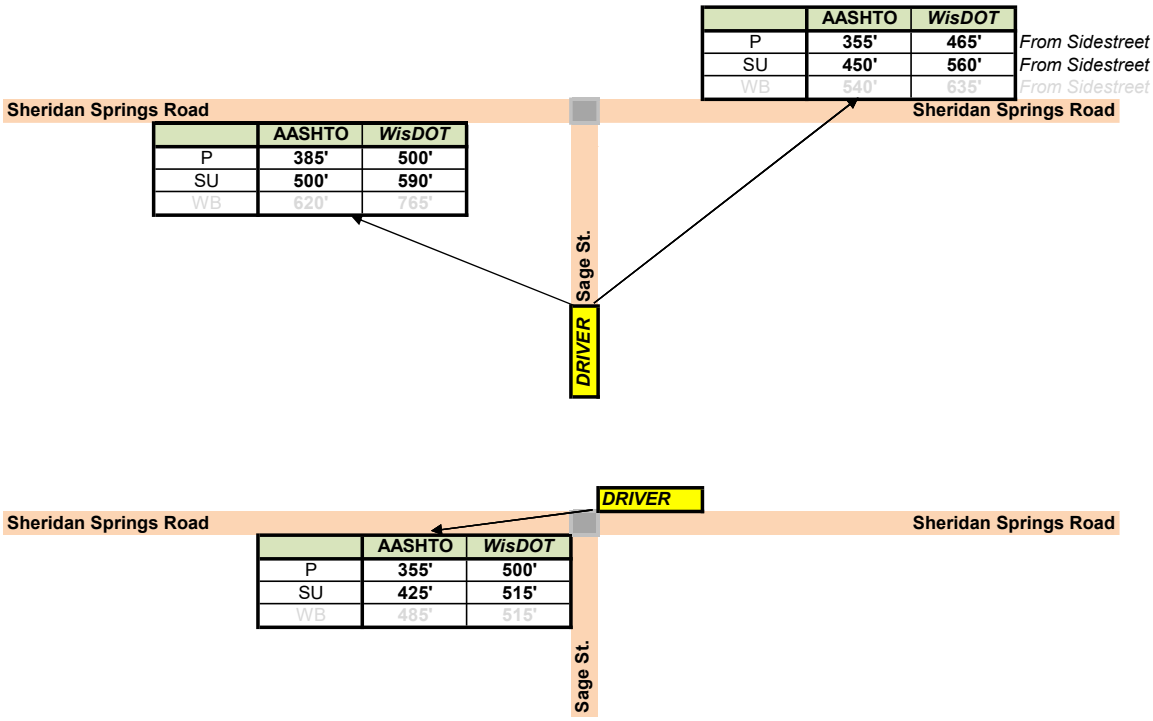
ISD CALCULATIONS (TWSC)

Performed by: Dan Bieberitz Date: 2/19/2026
Intersection: Sheridan Spring Road & Sage St.
Community: Lake Geneva

Eye Height (start of Arrows): 3.5-ft for P, 7.6-ft for SU & WB
Object Height (head of Arrows): 3.5-ft
Eye Location: 14.5-ft from edge of traveled way

North ↓

Special Instructions



SSD CALCULATIONS

	EB	WB	NB	SB	
Design Speed:	30	40			
Deceleration (ft/s^2):	11.2	11.2	11.2	11.2	*Default rate is 11.2 ft/s^2 per AASHTO GDHS*
Estimated Grade (%):	0.0%	0.0%	0.0%	0.0%	*Positive is uphill, negative is downhill*
Brake Reaction Time (s):	2.5	2.5	2.5	2.5	*Default rate is 2.5s per AASHTO GDHS*
Brake Reaction (ft):	110.0	146.7	0.0	0.0	
Braking Distance (ft):	86.3	153.3	0.0	0.0	
Calculated SSD (ft):	196.3	300.0	0.0	0.0	
Rounded SSD (ft):	**200**	**305**	**0**	**0**	

Eye Height (upstream of object to be seen): 3.5-ft
Object Height (downstream of motorist): 2.0-ft

Special Instructions

ISD CALCULATIONS (TWSC)

Performed by: Dan Bieberitz Date: 2/19/2026 #3621
Intersection: Sheridan Spring Road & Center St.
Community: Lake Geneva

Mainline Name: Sheridan Springs Road
Sidestreet Name: Center St.

Left-In Allowed?	Yes		P-vehicle Design Length:	19.0	feet (P = 19.0. Overwrite if other design veh)
Left-Out Allowed?	Yes		SU-vehicle Design Length:	39.5	feet (SU-40 = 39.5. Overwrite if other design veh)
Right-In Allowed?	Yes		WB-vehicle Design Length:	73.5	feet (WB-67 = 73.5. Overwrite if other design veh)
Right-Out Allowed?	Yes				
Through-Out Allowed?	Yes				
Design Speed from Left:	30	mph			
Design Speed from Right:	30	mph	Design Vehicles:	P: X	SU: X	WB:
Median Width:	0	feet			(place an "X")
Minor Street Approach Grade:	0.0%	If a minor street vehicle approaches the major street at greater than 3%, enter grade.			
Number of Near Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.			
Number of Near Side Thru:	2.00	equivalent 12-ft lanes.			
Number of Far Side Thru:	2.00	equivalent 12-ft lanes.			
Number of Far Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.			
AASHTO or WisDOT:	Both				

ISD CASE B1: Left Turn from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Additional Time Gap 1, sec:	0.50	0.70	0.70	0.50	0.70	0.70
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	8.00	10.20	12.20	10.50	12.70	13.70
Case B1 ISD, feet:	352.0	448.8	536.8	462.0	558.8	602.8
Rounded Case B1 ISD, feet:	*355*	*450*	*540*	*465*	*560*	*605*

ISD CASE B2: Right Turn from Minor Street (driver looking left)

	AASHTO MINIMUM ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.50	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	8.50	10.00	12.00
Case B2 ISD, feet:	286.0	374.0	462.0	374.0	440.0	528.0
Rounded Case B2 ISD, feet:	*290*	*375*	*465*	*375*	*445*	*530*

ISD CASE B3a: Crossing from Minor Street Traffic from Left (driver looking left)

	AASHTO MINIMUM ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Case B3a ISD, feet:	286.0	374.0	462.0	308.0	440.0	572.0
Rounded Case B3a ISD, feet:	*290*	*375*	*465*	*310*	*445*	*575*

ISD CASE B3b: Crossing from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	1.00	1.40	1.40	1.00	1.40	1.40
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	7.50	9.90	11.90	8.00	11.40	14.40
Case B3b ISD, feet:	330.0	435.6	523.6	352.0	501.6	633.6
Rounded Case B3b ISD, feet:	*335*	*440*	*525*	*355*	*505*	*635*

ISD CASE F: Left from Major to Minor (driver looking to left of access towards oncoming traffic)

	AASHTO MINIMUM ISD			*WISDOT UPPER MINIMUM ISD*		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Additional Time Gap 1, sec:	0.50	0.70	0.70	0.50	0.70	0.70
Additional Time Gap 2, sec:	N/A	N/A	N/A	N/A	N/A	N/A
Total Time Gap, sec:	6.00	7.20	8.20	8.50	8.70	8.70
Case F ISD, feet:	264.0	316.8	360.8	374.0	382.8	382.8
Rounded Case F ISD, feet:	*265*	*320*	*365*	*375*	*385*	*385*

ISD CONTROLLING DISTANCES:

	AASHTO MINIMUM ISD			*WISDOT UPPER MINIMUM ISD*		
	P	**SU**		**P**	**SU**	
To Left of Access:	**290'**	**375'**	465'	**375'**	**445'**	575'
To Right of Access:	**355'**	**450'**	540'	**465'**	**560'**	635'
Left-Turn from Mainline:	**265'**	**320'**	365'	**375'**	**385'**	385'

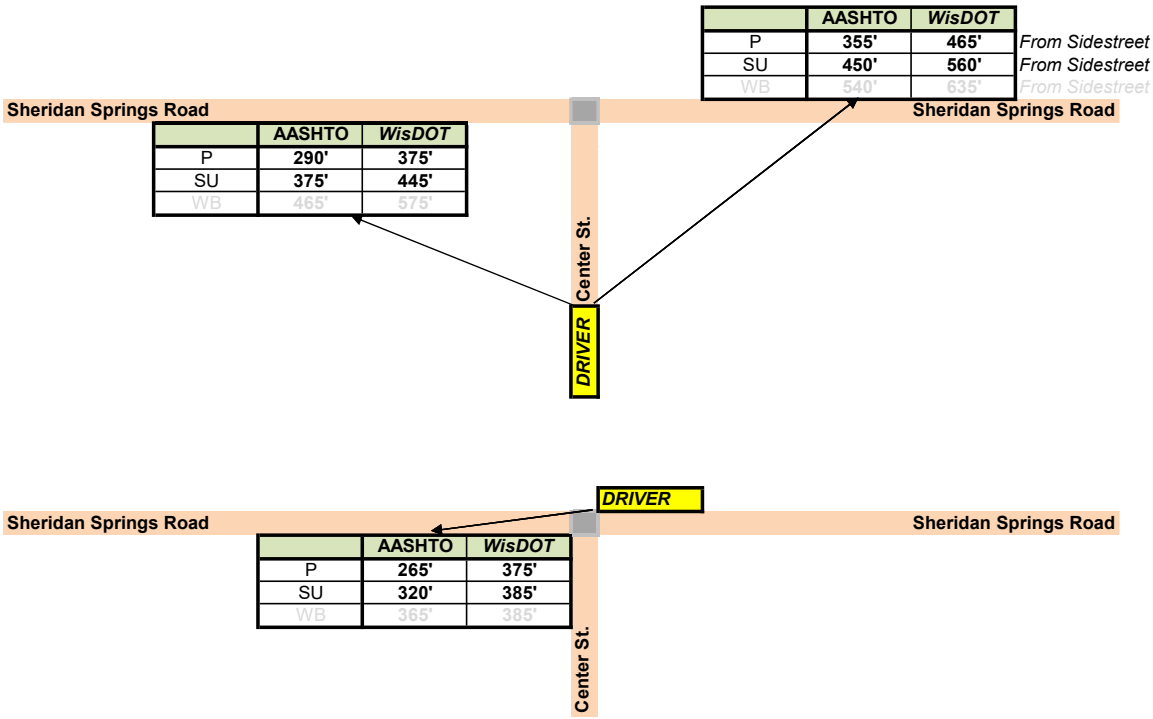
ISD CALCULATIONS (TWSC)

Performed by: Dan Bieberitz Date: 2/19/2026
Intersection: Sheridan Spring Road & Center St.
Community: Lake Geneva

Eye Height (start of Arrows): 3.5-ft for P, 7.6-ft for SU & WB
Object Height (head of Arrows): 3.5-ft
Eye Location: 14.5-ft from edge of traveled way

North ↓

Special Instructions



SSD CALCULATIONS

	EB	WB	NB	SB	
Design Speed:					
Deceleration (ft/s^2):	11.2	11.2	11.2	11.2	*Default rate is 11.2 ft/s^2 per AASHTO GDHS*
Estimated Grade (%):	0.0%	0.0%	0.0%	0.0%	*Positive is uphill, negative is downhill*
Brake Reaction Time (s):	2.5	2.5	2.5	2.5	*Default rate is 2.5s per AASHTO GDHS*
Brake Reaction (ft):	0.0	0.0	0.0	0.0	
Braking Distance (ft):	0.0	0.0	0.0	0.0	
Calculated SSD (ft):	0.0	0.0	0.0	0.0	
Rounded SSD (ft):	0	0	0	0	

Eye Height (upstream of object to be seen): 3.5-ft
Object Height (downstream of motorist): 2.0-ft

Special Instructions

Appendix E
Crash Statistics

Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

Location: Interchange & Center St
Municipality: City of Lake Geneva
County: Walworth
Traffic Control: Minor Street Stop

Duration
From: 1/1/2021 **5 Years**
To: 12/31/2025 **0 Months**
AADT: 11,150 MAP
Area Type: Urban
GPS Coordinates: 42.604129, -88.433206

TOTAL CRASHES: 17
AVG. CRASHES/YEAR: 3.4
CRASH RATE: 0.84 per MEV
KAB CRASH RATE: 0.15 per MEV
ECONOMIC LOSS*: $1,870,831
*KA=$805k, B=$262k, C=$156k, PDO=$19.1k

Center St
Entering ADT 250
SB↓
STOP

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2021	0	0	0	0	2	2	$ 38,182
2022	0	1	0	0	1	2	$ 824,448
2023	0	0	2	0	0	2	$ 523,668
2024	0	0	0	1	5	6	$ 251,812
2025	0	0	0	1	4	5	$ 232,721
TOTAL	0	1	2	2	12	17	$ 1,870,831

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

WB← 6,300 Entering ADT

N

WB₂ 1
WB₅ 1
WB₆ 4

ECON. LOSS COLOR SCALE
> $1 M
> $500 K
Ped/Bike

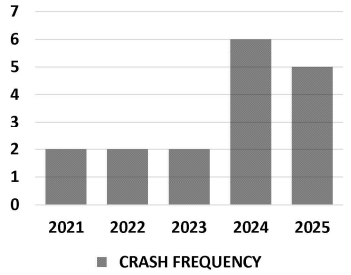
Interchange North

Interchange North

EB₆ 1
WB₁ 3
NB₂ 5
NB₄ 2

Entering ADT 3,500 EB→

ANNUAL CRASH TRENDS



Center St

STOP
NB↑
1,100 Entering ADT

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	1	0	2	3	$ 300,016
RT-ANGLE	0	1	0	1	4	6	$ 1,038,078
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	2	2	$ 38,182
REAR-END	0	0	0	1	0	1	$ 156,357
SIDE-SWIPE-SAME	0	0	1	0	4	5	$ 338,198
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	1	2	2	12	17	$ 1,870,831

ROAD CONDITIONS		
DRY	13	76%
WET	3	18%
SNOW	1	6%
ICE	0	0%
OTH.	0	0%
TOT.	17	

LIGHT CONDITIONS		
DAY	16	94%
DARK	1	6%
TOT.	17	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	6	35%
SUMMER	2	12%
FALL	6	35%
WINTER	3	18%
TOT.	17	

FAILURE TO YIELD		
NB	5	29%
SB	0	0%
EB	0	0%
WB	3	18%
TBD	0	0%
TOT.	8	47%

RAN STOP SIGN		
NB	1	6%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	6%

TBD = verification from crash report needed for direction

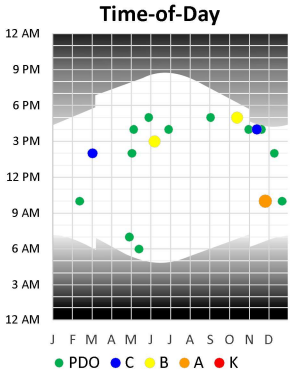
VEHICLE DAMAGE		
Minor	38%	13
Moderate	29%	10
Severe	29%	10
None/Other/Unkn	3%	1
Total Damaged Vehicles		34

NOTES:
Crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
WB₂	WB/NB Right-Angle Crashes	$805,357	1	0	1	0	0	0	1	0	0	0	
WB₆	WB Side-Swipe Crashes	$319,107	4	0	0	1	0	3	0	0	0	0	
WB₁	WB Left-Turn Angle Crashes	$300,016	3	0	0	1	0	2	3	0	0	2	
NB₂	NB/EB Right-Angle Crashes	$232,721	5	0	0	0	1	4	4	1	0	2	
WB₅	WB Rear-End Crashes	$156,357	1	0	0	0	1	0	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**Interchange & Center St**	**From:**	**1/1/2021**		
Municipality:	**City of Lake Geneva**	**To:**	**12/31/2025**	**Duration**	
County:	**Walworth**	**AADT:**	**11,150**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_6	CNL34NQ6NJ	5/29/2025	SIDE-SWIPE-SAME	5 PM							SS changing lanes
2	WB_1	CNL0G4NQ6Z	10/13/2023	LT-ANGLE	5 PM	B	WET	DARK				WBL did not see EB
3	WB_1	CNL0B3P3GB	11/20/2024	LT-ANGLE	4 PM		WET	DAY				EBT from turn lane
4	WB_1	CNL09FXHJQ	12/22/2024	LT-ANGLE	10 AM							WBL failed to yield
5	WB_2	CNL0FKD6S1	11/26/2022	RT-ANGLE	10 AM	A						NB failed to yield
6	WB_3	CNL0G4NQ7S	3/3/2024	REAR-END	2 PM	C						Merging
7	WB_6	1CL0DBC3GD	6/29/2021	SIDE-SWIPE-SAME	4 PM							SS changing lanes
8	WB_6	1CL0MFXHKJ	6/7/2023	SIDE-SWIPE-SAME	3 PM	B						Merging
9	WB_6	CNL0G4NQ90	12/10/2024	SIDE-SWIPE-SAME	2 PM							Merging
10	WB_6	CNL0FKD6TN	9/2/2025	SIDE-SWIPE-SAME	5 PM							SS changing lanes
11	NB_2	CNL0990C9P	5/6/2021	RT-ANGLE	4 PM							Thought 4-way stop
12	NB_2	CNL0G26N11	4/29/2024	RT-ANGLE	7 AM		WET					NBL failed to yield
13	NB_2	CNL0B3P3FK	5/14/2024	RT-ANGLE	6 AM							NBR failed to yield
14	NB_2	CNL0G26N29	2/12/2025	RT-ANGLE	10 AM		SNOW					Ran stop, snowy road
15	NB_2	CNL0B1727Z	11/13/2025	RT-ANGLE	4 PM	C		DAY				Thought 4-way stop
16	NB_4	CNL09597SB	10/31/2022	RT-TURN REAR-END	4 PM							Thought veh turned
17	NB_4	CNL0G3FP6X	5/3/2025	RT-TURN REAR-END	2 PM							Thought veh turned

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
101												

Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	Interchange & Sage St	**From:**	1/1/2021 — 5 Years
Municipality:	City of Lake Geneva	**To:**	12/31/2025 — 0 Months
County:	Walworth	**AADT:**	13,600
Traffic Control:	Minor Street Stop	**Area Type:**	Urban
		GPS Coordinates:	42.604184, -88.431648

MAP

TOTAL CRASHES: 2

AVG. CRASHES/YEAR: 0.4

CRASH RATE: 0.08 per MEV

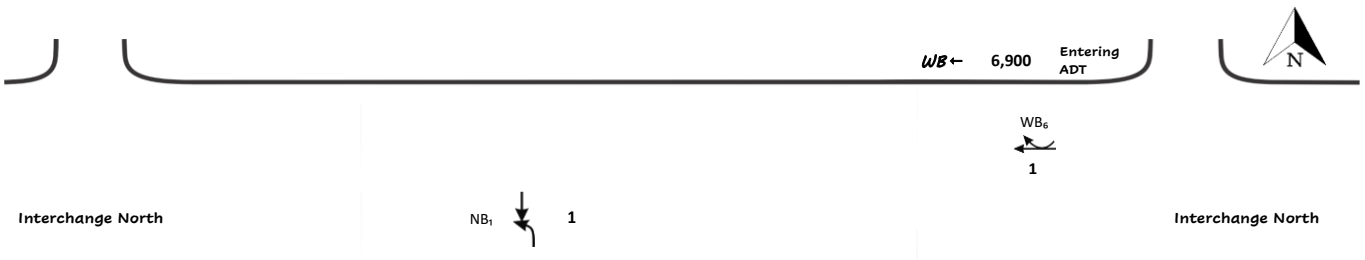
KAB CRASH RATE: 0.04 per MEV

ECONOMIC LOSS*: $280,925

*KA=$805k, B=$262k, C=$156k, PDO=$19.1k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2021	0	0	0	0	0	0	$ -
2022	0	0	0	0	0	0	$ -
2023	0	0	0	0	0	0	$ -
2024	0	0	1	0	1	2	$ 280,925
2025	0	0	0	0	0	0	$ -
TOTAL	0	0	1	0	1	2	$ 280,925

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	1	0	0	1	$ 261,834
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	1	1	$ 19,091
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	1	0	1	2	$ 280,925

ROAD CONDITIONS		
DRY	2	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	2	

LIGHT CONDITIONS		
DAY	2	100%
DARK	0	0%
TOT.	2	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	1	50%
FALL	0	0%
WINTER	1	50%
TOT.	2	

FAILURE TO YIELD		
NB	1	50%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	50%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	25%	1
Moderate	25%	1
Severe	50%	2
None/Other/Unkn	0%	0
Total Damaged Vehicles		4

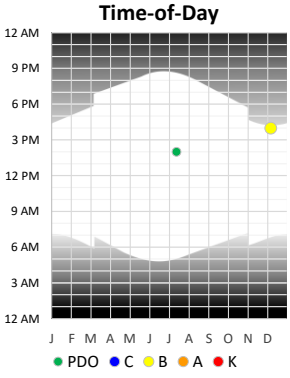
NOTES:

Crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
NB1	NB Left-Turn Angle Crashes	$261,834	1	0	0	1	0	0	1	0	0	0	
WB6	WB Side-Swipe Crashes	$19,091	1	0	0	0	0	1	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**Interchange & Sage St**	**From:**	**1/1/2021**		
Municipality:	**City of Lake Geneva**	**To:**	**12/31/2025**	**Duration**	
County:	**Walworth**	**AADT:**	**13,600**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_4	CNL0FKD6T0	7/13/2024	SIDE-SWIPE-SAME	2 PM							Hit & Run
2	NB_1	CNL0G26N21	12/6/2024	LT-ANGLE	4 PM	B		DAY				NBL failed to yield
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	E. Sheridan Springs Rd Interchange North	**From:**	1/1/2021 — 5 Years
Municipality:	City of Lake Geneva	**To:**	12/31/2025 — 0 Months
County:	Walworth	**AADT:**	14,500
Traffic Control:	Traffic Signal	**Area Type:**	Urban
		GPS Coordinates:	42.604445, -88.430386

MAP

TOTAL CRASHES: 5

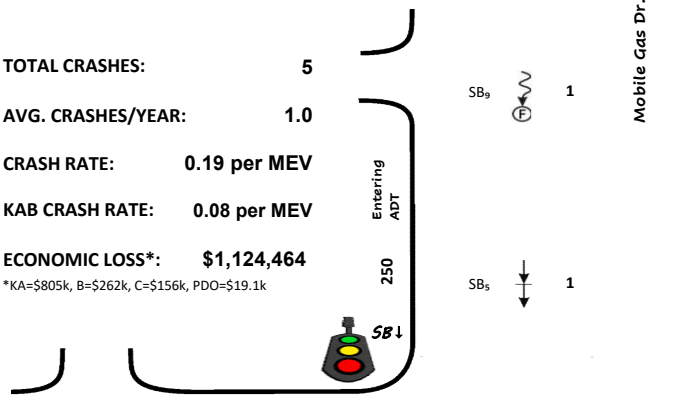
AVG. CRASHES/YEAR: 1.0

CRASH RATE: 0.19 per MEV

KAB CRASH RATE: 0.08 per MEV

ECONOMIC LOSS*: $1,124,464

*KA=$805k, B=$262k, C=$156k, PDO=$19.1k



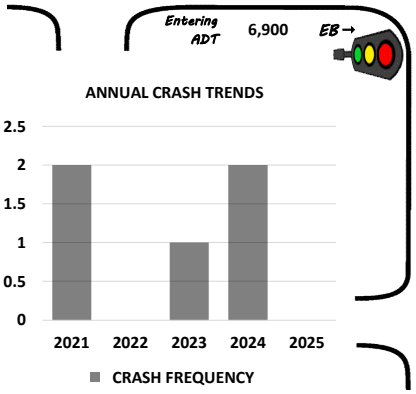
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2021	0	0	0	0	2	2	$ 38,182
2022	0	0	0	0	0	0	$ -
2023	0	1	0	0	0	1	$ 805,357
2024	0	0	1	0	1	2	$ 280,925
2025	0	0	0	0	0	0	$ -
TOTAL	0	1	1	0	3	5	$ 1,124,464

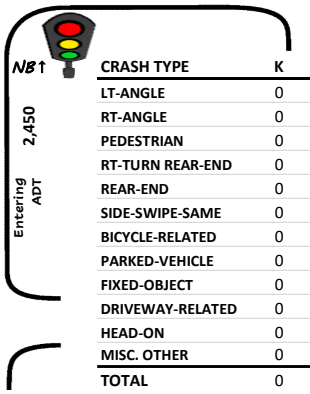
K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

Interchange North

Interchange North-CTH H

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	1	1	$ 19,091
RT-ANGLE	0	0	1	0	0	1	$ 261,834
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	1	1	$ 19,091
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	1	0	0	1	2	$ 824,448
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	1	1	0	3	5	$ 1,124,464

ROAD CONDITIONS		
DRY	5	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	5	

LIGHT CONDITIONS		
DAY	2	40%
DARK	3	60%
TOT.	5	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	20%

SEASON		
SPRING	3	60%
SUMMER	1	20%
FALL	1	20%
WINTER	0	0%
TOT.	5	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	1	20%
TBD	0	0%
TOT.	1	20%

RAN RED LIGHT		
NB	0	0%
SB	0	0%
EB	1	20%
WB	0	0%
TBD	0	0%
TOT.	1	20%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE			
Minor	25%	2	
Moderate	13%	1	
Severe	63%	5	
None/Other/Unkn	0%	0	
Total Damaged Vehicles		8	

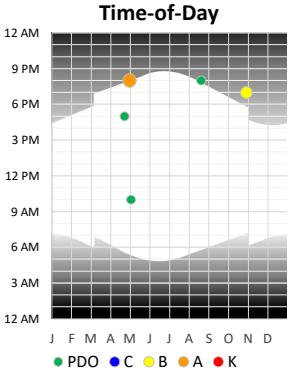
NOTES:

Crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
EB9	EB Fixed Object Crashes	$805,357	1	0	1	0	0	0	0	0	1	0	
NB2	NB/EB Right-Angle Crashes	$261,834	1	0	0	1	0	0	0	1	0	0	
WB1	WB Left-Turn Angle Crashes	$19,091	1	0	0	0	0	1	1	0	0	0	
SB5	SB Rear-End Crashes	$19,091	1	0	0	0	0	1	0	0	0	0	
SB9	SB Fixed Object Crashes	$19,091	1	0	0	0	0	1	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**E. Sheridan Springs Rd Interchange North**	**From:**	**1/1/2021**		
Municipality:	**City of Lake Geneva**	**To:**	**12/31/2025**	**Duration**	
County:	**Walworth**	**AADT:**	**14,500**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_0	CNL0G26N05	5/1/2023	FIXED-OBJECT	8 PM	A		DARK			Y	Police pursuit
2	WB_1	CNL090C3C3	4/23/2021	LT-ANGLE	5 PM							WB FTY, Sun glare
3	NB_2	CNL0G0ZM0Z	10/29/2024	RT-ANGLE	7 PM	B		DARK				EB ran red
4	SB_3	CNL1C3B02D	8/20/2021	REAR-END	8 PM			DARK				Backing
5	SB_0	CNL0B1716B	5/3/2024	FIXED-OBJECT	10 AM							#REF!
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Memo

To: Public Works Committee
From: Assistant City Administrator Chris Bennett
Date: April 24, 2026
RE: Crosswalks, curb ramps and sidewalk policy

A policy dictating parameters for construction and maintenance of crosswalks, curb ramps and sidewalks is included for discussion by the committee. The committee is encouraged to consider any changes it might want. An edited policy can be considered at the May Public Works Committee meeting.

Staff worked with city Public Works personnel and the city's contract engineers at Kapur to develop the policy. It is advised that the city follow, and not deviate from, federal and state guidelines regarding constructing and maintaining crosswalks, curb ramps and sidewalks.

City of Lake Geneva
Policy on Crosswalks, Curb Ramps, and Sidewalks

Purpose
The purpose of this policy is to establish a consistent framework for the design, construction, maintenance, and placement of crosswalks, curb ramps, and sidewalks within the City of Lake Geneva, ensuring compliance with all applicable federal and state standards while minimizing legal risk.

Scope
This policy applies to all city-owned or city-managed public rights-of-way, including streets, sidewalks, intersections, and pedestrian facilities.

Policy Statement
The City of Lake Geneva shall adhere to all applicable federal and state laws, regulations, and guidelines governing crosswalks, curb ramps, and sidewalks. The City will not adopt design standards that conflict with or deviate from these established requirements.

Governing Standards and Regulations
Federal Standards
The City shall comply with all applicable federal requirements, including:
- Manual on Uniform Traffic Control Devices (MUTCD)
- Americans with Disabilities Act (ADA)
- Public Right-of-Way Accessibility Guidelines (PROWAG)
- U.S. Access Board guidance

State Standards
The City shall comply with all applicable State of Wisconsin requirements, including:
- Wisconsin Department of Transportation (WisDOT) Standard Detail Drawings
- WisDOT Facilities Development Manual
- WisDOT Standard Specifications for Highway and Structure Construction

Local Ordinances
All work shall remain consistent with:
- City of Lake Geneva Municipal Code, Chapter 62 – Streets, Sidewalks, and Other Public Places

Design and Implementation
Crosswalks
Crosswalk design, placement, and marking shall comply with federal and state standards.
- The City retains the ability to paint and maintain crosswalks in approved patterns consistent with applicable guidelines.

Curb Ramps
- Curb ramps shall be designed and constructed in full compliance with ADA, PROWAG, and applicable WisDOT standards.
- All curb ramp installations must meet required accessibility specifications.

DRAFT

Sidewalks

- Sidewalk construction and reconstruction shall comply with ADA, PROWAG, and WisDOT standards.
- Accessibility and safety shall be primary considerations in all sidewalk design and maintenance activities.

Roles and Responsibilities

Public Works Department

- Responsible for implementation and maintenance.

Code Enforcement

- Responsible for enforcement of policy.

Engineering Consultants

- Responsible for design and technical recommendations in accordance with the most stringent applicable standards.

Public Works Committee

- Provides oversight and policy direction.

City Administration and Legal Counsel

- Provide guidance to ensure compliance and minimize liability.

Risk Management and Compliance

The City shall not deviate from established federal and state standards when designing or implementing crosswalks, curb ramps, or sidewalks. Deviation might increase risk of legal liability and litigation.

Public Awareness

To enhance safety and accessibility, the City may implement:

- Increased or improved signage
- Public education or information campaigns
- Other awareness initiatives related to pedestrian safety

Policy Review

This policy shall be reviewed periodically by the Public Works Committee and City Administration to ensure continued compliance with evolving federal and state regulations.

Effective Date

This policy shall take effect upon adoption by the Common Council.

DRAFT