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

Plan Commission Agenda
Monday, May 18, 2026 - 6:00 PM
Lake Geneva City Hall; Council Chambers

Members:
Chair: Mayor Todd Krause
Alderperson JaNelle Powers, John Gibbs, Doug Skates, Jeremy Nafziger, Kyle Cary, and Anne Esarco

1. Call to Order
2. Roll Call
3. Approve Minutes of the April 20, 2026, Plan Commission meeting as distributed.
4. Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda, except for public hearing items. Comments will be limited to five (5) minutes.
5. Acknowledgment of Correspondence.
6. Downtown Design Review:
    a. Discussion/Action on Resolution PC-2026-004 for Downtown Design Review application for new signage at **410 Broad Street**, filed by Amanda Werner, 104 Mosswood Court, Kathleen, GA, Tax Key No. ZOP 00107.
    b. Discussion/Action on Resolution PC-2026-012 for Downtown Design Review application for new signage at **744 W Main Street**, filed by Sean Payne, 127 Sumner St, Genoa City, WI, Tax Key No. ZOP 00317.
    c. Discussion/Action on Resolution PC-2026-017 for Downtown Design Review application for signage at **772 W Main Street**, filed by Happy Ending Cocktail Co, 772 W Main Street, Suite 204, Lake Geneva, WI, Tax Key No. ZOP 00321.
    d. Discussion/Action on Resolution PC-2026-018 for Downtown Design Review application for signage at **234 Broad Street**, filed by Lindsey Guerrero, 408 Lakewood Drive, Williams Bay, WI, Tax Key No. ZOP 00257.
    e. Discussion/Action on Resolution PC-2026-020 for Downtown Design Review application for signage at **264 Center Street**, filed by Denise Wendell, 264 Center Street, Lake Geneva, WI, Tax Key No. ZOP 00259.
    f. Discussion/Action on Resolution PC-2026-004 for Downtown Design Review application for Rebuild of the Penthouse and Relocation of Antennas onto New Penthouse at 703 W Main Street, filed by Eileen Boland,1S660 Midwest Road, Suite 308, Oakbrook Terrace, IL, Tax Key No. ZA27600001.
7. Public Hearing, Review, and Recommendation
    a. Public Hearing for a **Text Amendment** to repeal and replace Section 98-707 Exterior

Lighting Standards of the City of Lake Geneva Zoning Ordinance filed by City of Lake Geneva Avian Committee, 626 Geneva Street, Lake Geneva, WI.

b. Discussion/Action on Resolution PC-049 recommending approval of Text Amendment to repeal and replace Section 98-707 Exterior Lighting Standards of the City of Lake Geneva Zoning Ordinance filed by City of Lake Geneva Avian Committee, 626 Geneva Street, Lake Geneva, WI.

c. Public Hearing for a Conditional Use Permit (CUP) to allow a fence height of four (4) feet within the street yard of property at **1310 W Main Street** filed by Robert Loquercio, 1600 W Lake Street, Streamwood, IL, Tax Key No, ZYUP 00094N.

d. Discussion/Action on Resolution PC-2026-021 recommending approval of a Conditional Use Permit (CUP) to allow a fence height of four (4) feet within the street yard of property at **1310 W Main Street** filed by Robert Loquercio, 1600 W Lake Street, Streamwood, IL, Tax Key No, ZYUP 00094N.

e. Public Hearing for a Conditional Use Permit (CUP) to allow the construction and operation of a Restaurant at the Northeast corner of Center Street and Interchange North filed by David Scotney, 2890 Bridle Court, Lake Geneva, WI, Tax Key No. ZYUP 00140.

f. Discussion/Action on Resolution PC-2026-003 recommending approval of a Conditional Use Permit (CUP) to allow the construction and operation of a Restaurant at the Northeast corner of Center Street and Interchange North filed by David Scotney, 2890 Bridle Court, Lake Geneva, WI, Tax Key No. ZYUP 00140.

8. Condominium Plat Review

a. Discussion/Action on Resolution PC-2026-019 approving *Unique Lake Geneva Office Park, A condominium Addendum No. 3* filed by Jenni Becker, POB 794, Mukwonago, WI, Common Addresses: **804 and 816 Geneva Parkway**, Tax Key Nos. ZUN 00007A and ZUN 00007B.

9. 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 Plan Commission Minutes
Monday, April 20, 2026 - 6:00 PM
Lake Geneva City Hall; Council Chambers

Call to Order
Mayor Krause called the meeting to order at 6:00 PM.

Roll Call
Present: Krause, Hoiland, Nafziger, Esarco,Gibbs
Absent: Skates, Cary

Approve Minutes of the March 16, 2026 Plan Commission meeting as distributed.
Motion by Hoiland to approve; second by Esarco. Motion carried: 5-0

Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda, except for public hearing items. Comments will be limited to five (5) minutes.
Jill Rodriguez, 701 S Lake Shore Dr: S**poke in support of** Agenda Item 8a.
Sherri Ames, 603 Center St: S**poke in support of** Agenda Item 8a.
Kevin Fleming, 1032 Wisconsin St: S**poke in support of** Agenda Item 8a.
Sean Payne, 127 Sumner St: S**poke in support of** Agenda Item 8a.
Cathy Stoodley, 919 Carey St: **Spoke in support** of Agenda Item 8a, specifically **highlighting the need for workforce housing**.
Spryo Condos, 100 Broad St - BID representative: S**poke in support of** Agenda Item 8a.
Bill Koehn, 1161 Wells St: S**poke in support of** Agenda Item 8a.
Alex Binanti, BID Director: S**poke in support of** Agenda Item 8a.

Acknowledgment of Correspondence.
One piece of correspondence was received and **distributed to the Plan Commissioners**.

Downtown Design Review:

Discussion/Action on Resolution PC-2026-014 for Downtown Design Review application for Rebuild of Penthouse and Relocation of Antennas onto New Penthouse at 703 W Main Street, filed by Eileen Boland, 1S660 Midwest Road, Suite 308, Oakbrook Terrace, IL, Tax Key No. ZA 27600001.
The item was **continued to the next scheduled meeting** of the Plan Commission.

Discussion/Action on Resolution PC-2026-004 for Downtown Design Review application for new signage at 410 Broad Street, filed by Amanda Werner, 104 Mosswood Court, Kathleen, GA, Tax Key No. ZOP 00107.
The commission discussed a downtown design review application for BMO Bank's signage at 410 Broad Street, with staff recommending denial due to proposed corporate colors not aligning with downtown design overlay requirements. However, a commissioner questioned the consistency of signage rules across downtown and suggested continuing the discussion to better analyze existing colored signage in the area. The Commission deliberated on the sign ordinance, specifically regarding the requirement for muted colors rather than primary colors in the downtown district. Following the discussion, a motion was made and carried to continue the matter to the next meeting; staff was further directed to provide illustrations of muted color examples for the Commission's review. Motion by Hoiland to continue; second by Esarco. Motion carried: 4-1.

Public Hearing, Review, and Recommendation

Public Hearing for a Conditional Use Permit (CUP) to construct a new single family residential dwelling at 69 Hillside Drive, Lake Geneva, Tax Key No. ZYUP 00094F filed by Sara Rubin, 69 Hillside Drive, Lake Geneva, WI.
Mike Walsh, 1553 Orchard Ln: Requested consideration of tree planting to preserve lake views.
Sean Payne, 127 Sumner St: **Recorded as being in favor** of the application.
Motion by Hoiland to close public hearing; second by Gibbs. Motion carried: 5-0.

Discussion/Action on Resolution PC-2026-013 recommending approval of Conditional Use Permit (CUP) to construct a new single family residential dwelling at 69 Hillside Drive, Lake Geneva, Tax Key No. ZYUP

00094F filed by Sara Rubin, 69 Hillside Drive, Lake Geneva, WI.
The commission then conducted a public hearing regarding a conditional use permit for a new family residential dwelling at 69 Hillside Drive, where the applicant, Sarah Rubin, explained plans to demolish the existing home and build a new Cape Cod-style home as their primary residence. The **City Engineer reviewed her report** with the Commission.
Motion by Hoiland to approve; second by Esarco. Motion carried: 5-0.

Concept Plan Review

Informal discussion of Planned Development Concept Plan PC-2026-015 for property located on Sheridan Springs Road filed by Simple Food Group, LLC, 525 Broad Street, Lake Geneva, WI, Tax Key Nos. ZA 467900001, ZA 67900002, ZA 6800001, and ZA 46800002.
The commission reviewed a concept plan for a proposed development called the Sheridan Springs campus, which would include an artisan bakery, commissary kitchen, café, coffee shop, event space, and housing. The commission provided feedback suggesting the project may be over-programmed for the site and requested more detailed information on traffic impact, shared parking, and alignment with planned mixed-use design standards.

Right Of Way Review

Discussion/Action on Resolution PC-2026-016 recommending approval of a Plat of Right of Way titled "Plat of Right of Way Required for Edwards Blvd Townline Road to Main St, STH 120

The commission approved a plat of right-of-way for roadway work on Highway 120 (Edwards Boulevard) from Main Street to Townline Road. Motion by Gibbs to approve; second by Hoiland. Motion carried: 5-0.

Adjournment
Motion by Hoiland to adjourn, second by Gibbs. Motion Carried; 5-0. The meeting adjourned at 7:10 PM.

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: May 18, 2026

Applicant:
Amanda Werner
104 Mosswood Court
Kathleen, GA

Request:
410 Broad Street
Downtown Design Review of Signage

Description:
The applicant proposes making the following improvements at 410 Broad Street:

- Install additional parking regulation signs throughout the parking lot at 410 Broad Street.
- Replace the sign face on the existing monument sign.
- Replace existing wall signage on the North and East Building Facades.

The new and replacement signs will be black and white to match existing conditions on the property.

Staff Recommendations:
Staff recommend ***Approval*** with the following condition:

1. Applicant shall secure sign permits prior to installation of new signage.

City of Lake Geneva
Building and Zoning
626 Geneva Street
Lake Geneva, WI 53147

RECEIVED
JAN 2 0 2025
By: .....

APPLICATION FOR DOWNTOWN DESIGN REVIEW

Site Address & Parcel No.:
410 BROAD ST LAKE GENEVA, WI 53147
ZOP 00107

Name & Address of Current Building Owner:
GAINES LIVING TRUST
111 W MONROE ST CHICAGO, IL 60603

Telephone Number of Current Building Owner: _____
Email Address: [redacted]
Owner Signature: Amanda Werner

Name & Address of Applicant:
AMANDA WERNER
104 MOSSWOOD CT KATHLEEN, GA 31047

Telephone Number of Applicant: [redacted]
Email Address: [redacted]

Proposed Design Change:
S1 - INSTALL 7 REGULATORY - POLE MOUNTED CUSTOMER PARKING SIGNS EQUALING 1.5 SQ FT EACH
S2 - INSTALL 10 REGULATORY - WALL MOUNTED CUSTOMER PARKING SIGNS EQUALING 1.5 SQFT EACH

Zoning District: CENTRAL BUSINESS

Names & Address of Architect, Engineer, and/or Contractor of Project:
GRAVES SIGNS
2620 90TH ST UNIT C STURTEVANT, WI 53177

Description of Project:
S1 - INSTALL 7 REGULATORY - POLE MOUNTED CUSTOMER PARKING SIGNS EQUALING 1.5 SQ FT EACH
S2 - INSTALL 10 REGULATORY - WALL MOUNTED CUSTOMER PARKING SIGNS EQUALING 1.5 SQFT EACH

Date: 1/20/2026 Signature of Applicant: Amanda Werner

Stratus®

onestratus.com
888.503.1569

LOCATION NUMBER:

9393

SITE ADDRESS:

410 Broad St.
Lake Geneva, WI 53147-1814

05/07/26
View in Google Maps

BMO

Infinite possibilities, ideal solutions.

SITE PLAN

FOR REFERENCE ONLY



Updated Address
Updated

S1 REGULATORY PANELS

Scale: 3" = 1'-0"



REG-1-P

1.5 square feet



ELEVATION

Scale: 3/4"=1'-0"

COLOR PALETTE

PANEL:
Black

LOGO/COPY:
3M 7725-10 White

All paint finishes are satin unless otherwise noted.

PANELS: .080 aluminum faces w/ 1-1/2" radius corners - Painted Black Satin Finish

GRAPHICS: Surface applied opaque white vinyl graphics;
Reverse weeded logo - to show thru black

FONT: Dax Pro Medium

POLE: Existing pole to remain and be re-used

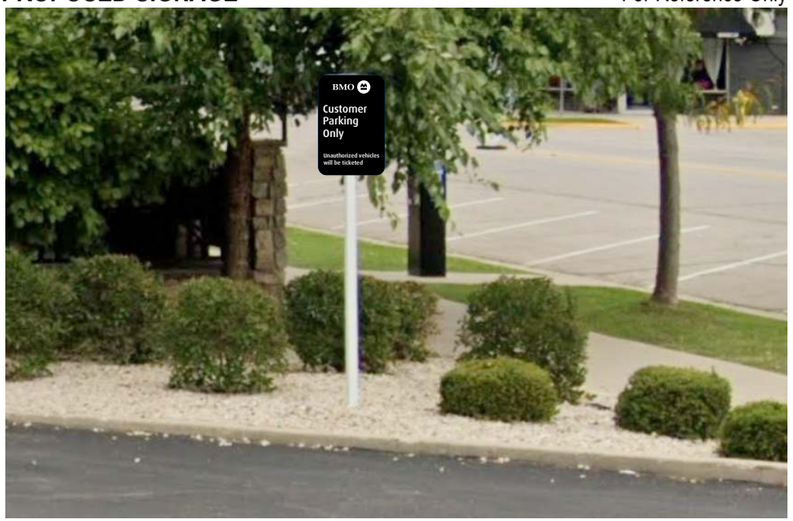
QUANTITY: (2) two parking panels required for D/F Parking sign

EXISTING CONDITIONS



Existing panels to be removed from post; (2) TWO new panels to be installed on existing post.

PROPOSED SIGNAGE For Reference Only



Updated sign colors and specs

Updated sign colors and specs

PARKING SIGN LOCATIONS

NOT TO SCALE - FOR REFERENCE ONLY

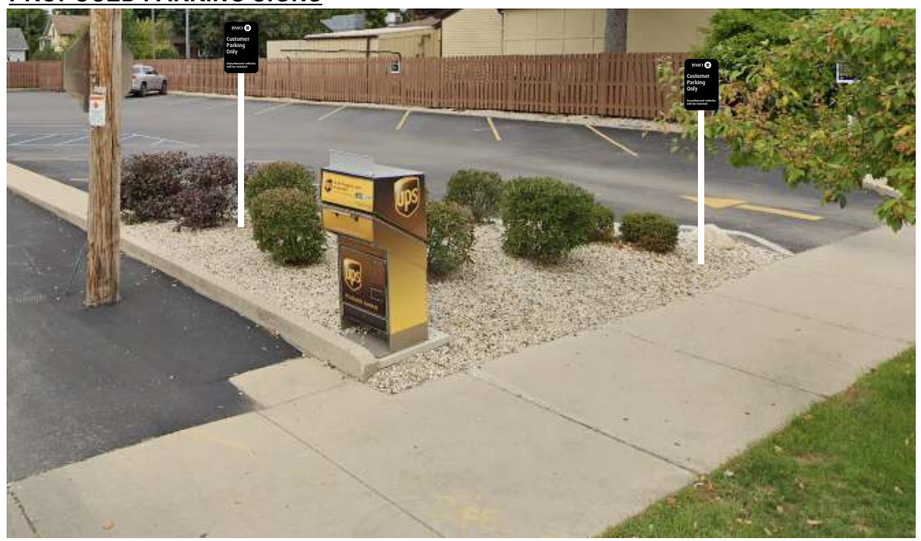
EXISTING CONDITIONS

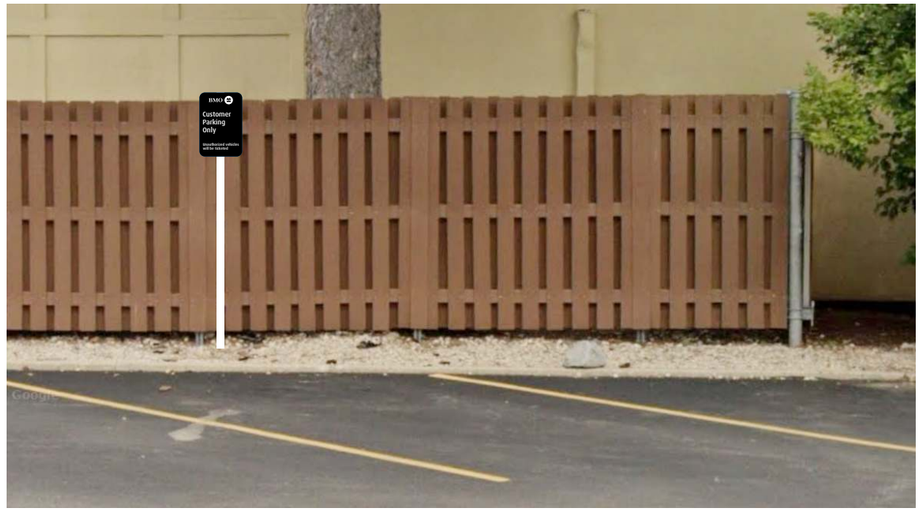


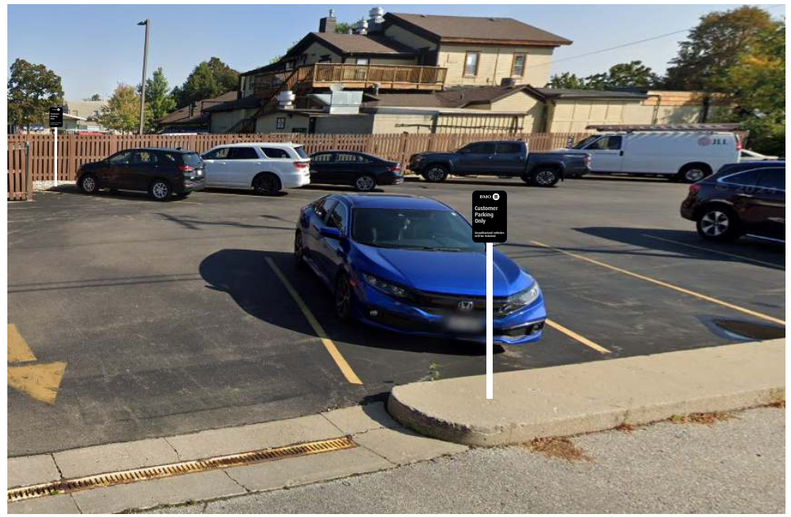




PROPOSED PARKING SIGNS







Added page

Updated sign colors and specs

S2
S3
S4
S5
S6

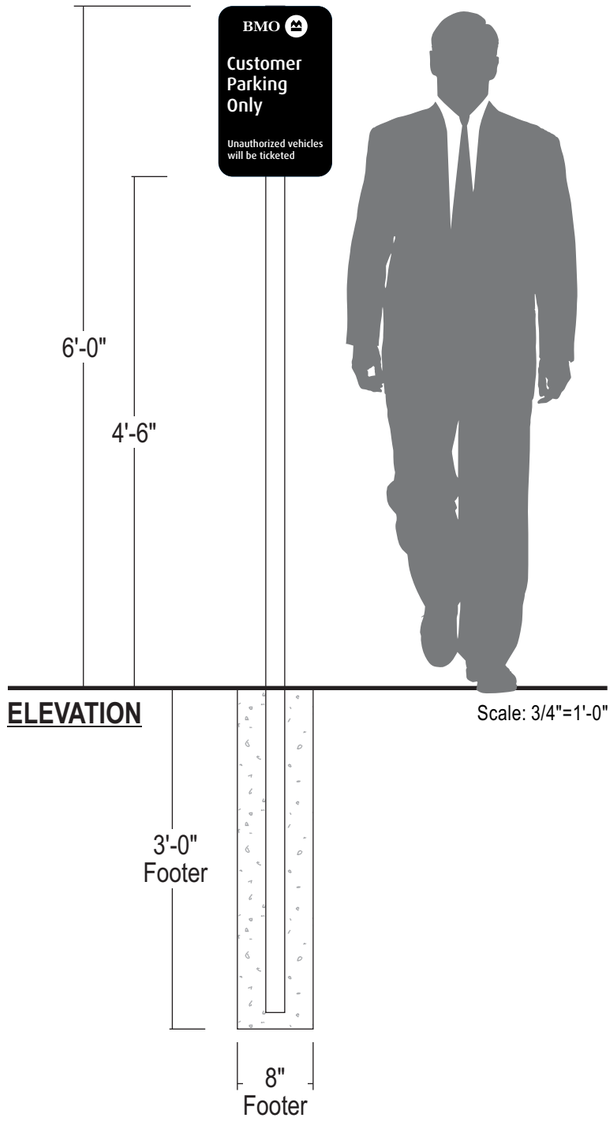
REGULATORY - POLE MOUNTED

Scale: 3"=1'-0"



REG-1-P

1.5 Square Feet



PANELS: .080 aluminum faces w/ 1-1/2” radius corners - Painted Black Satin Finish

GRAPHICS: Surface applied opaque white vinyl graphics;
Reverse weeded logo - to show thru black

FONT: Dax Pro Medium

POLE: 2" square alum. tube painted white semi-gloss
Angles welded to backside of panel to secure to post
No visible fasteners thru face
Tube to be direct buried in 8" dia. x 3'-0" deep augered hole with 3" cover from bottom

QUANTITY: (5) FIVE parking signs required

Updated sign colors and specs

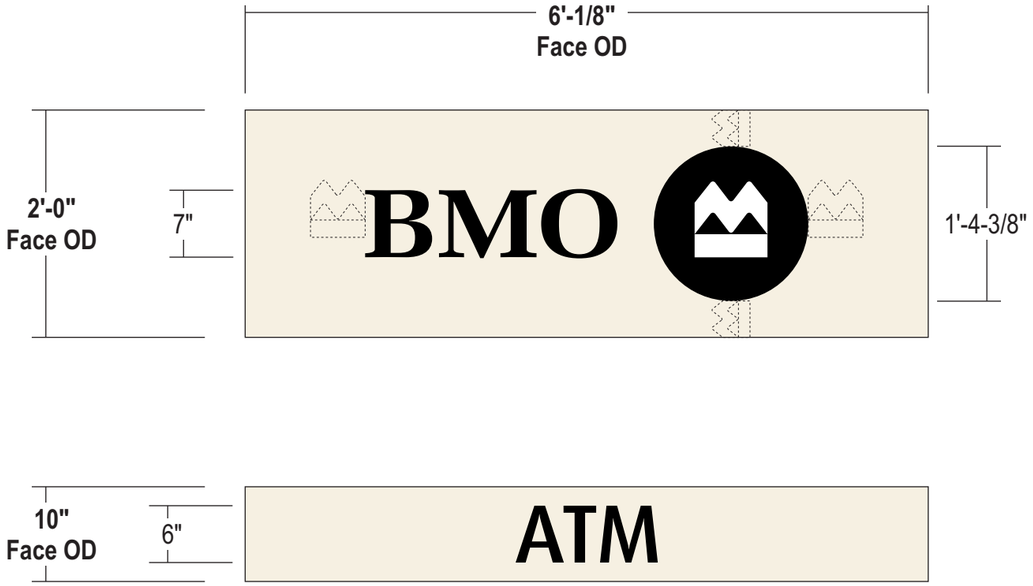
Updated sign colors and specs

S7 **REPLACEMENT FACES**

Scale: 3/4"=1'-0"

RF36.e.l.al.f

BMO - 12 Square Feet
ATM - 5 Square Feet



CABINET: Existing cabinet to remain

FACES: .125 flat aluminum faces - Painted SW 7562 Roman Column

GRAPHICS: Surface applied vinyl graphics to match colors shown

ATTACHMENT: **TO BE FIELD VERIFIED**

QUANTITY: **(2) TWO FACES REQUIRED FOR EXISTING D/F MONUMENT**

COLOR PALETTE

FACES:
SW 7562 - Roman Column

3M 7725-12 Opaque Black

3M 7725-10 Opaque White

All paint finishes are satin unless otherwise noted.

EXISTING CONDITIONS For Reference Only



Existing faces to be removed and replaced with new faces.

PROPOSED SIGNAGE Scaled Proportionally



Added Page
Updated sign colors and specs

S8 **FLAT CUT OUT LETTERS**
Scale: 1/2”=1'-0"

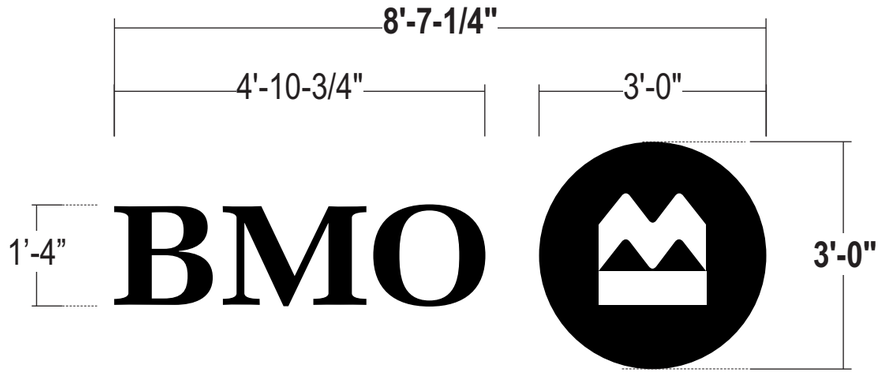
CUSTOM SIZE AND COLOR **FCO-16-B**
25.8 Square Feet

SURVEY REQUIRED — SURVEY — SURVEY REQUIRED

CONSTRUCTION: 1/4" thick flat cut out aluminum painted -
Faces and returns painted black
w/ White painted accent on Roundel; (alt: Vinyl accent)

INSTALL: Studs to backside; Mount to wall with 1” stand off; Spacers to be provided painted to match wall

QUANTITY: (1) ONE flat cut out letterset required



COLOR PALETTE
- Black
- White
  3M 7725-10 Opaque White
- **SPACERS:**
  To match wall color

All paint finishes are satin unless otherwise noted.

Existing flat cut out letters to be removed; patch and paint wall as required

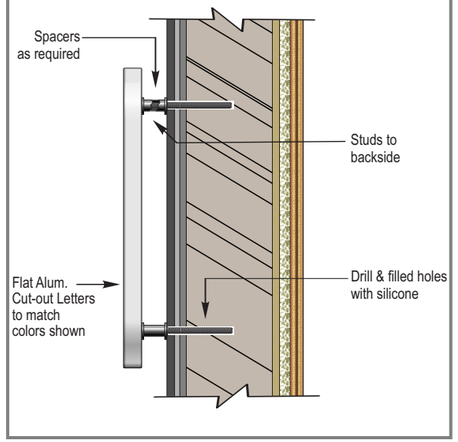
Proposed Signage Scaled Proportionally



Existing Conditions For Reference Only



FLAT CUT-OUT LETTERS - STUD MOUNTED W/ SPACERS

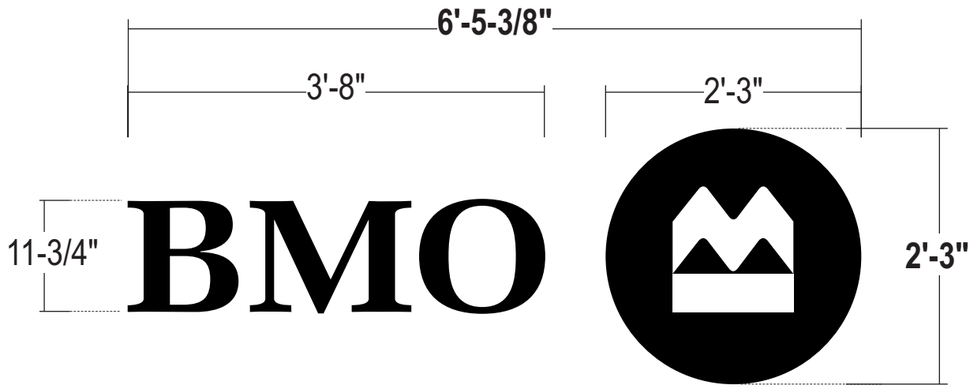


Added Page

S9 **FLAT CUT OUT LETTERS**
Scale: 3/4"=1'-0"

CUSTOM SIZE AND COLOR **FCO-11-B**
14.5 Square Feet

SURVEY REQUIRED — SURVEY — SURVEY REQUIRED



CONSTRUCTION: 1/4" thick flat cut out aluminum painted -
Faces and returns painted black
w/ White painted accent on Roundel; (alt: Vinyl accent)

INSTALL: Studs to backside; Mount to wall with 1" stand off; Spacers to be provided painted to match wall

QUANTITY: (1) ONE flat cut out letterset required

COLOR PALETTE
- Black
- White
  3M 7725-10 Opaque White
- **SPACERS:**
  To match wall color

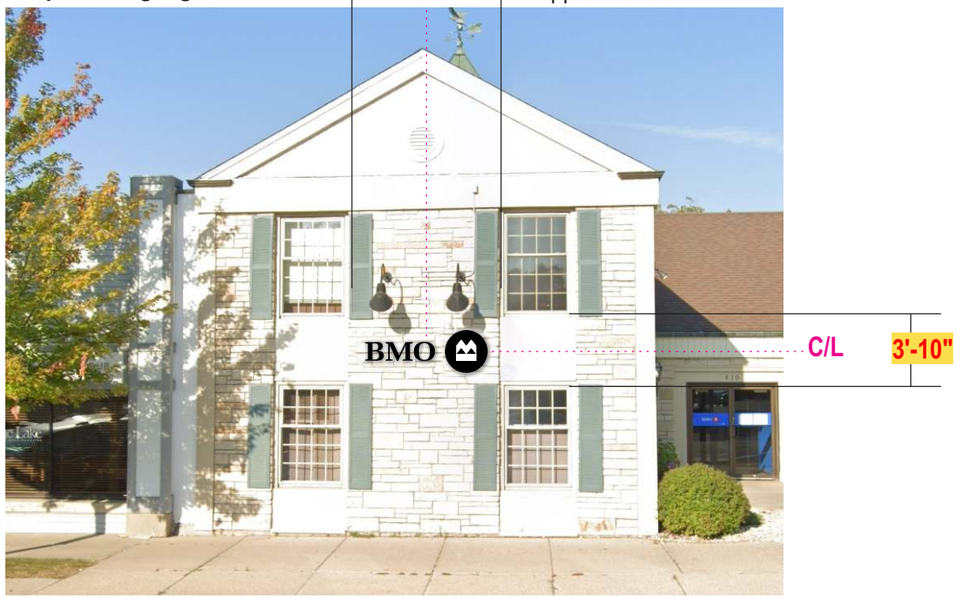
All paint finishes are satin unless otherwise noted.

Existing flat cut out letters to be removed; patch and paint wall as required

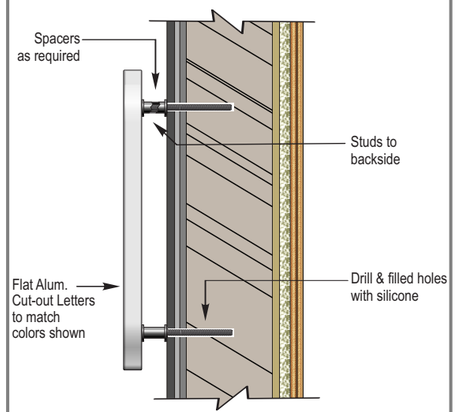
Existing Conditions For Reference Only



Proposed Signage Approx. Scale: 1/8"=1'-0"



FLAT CUT-OUT LETTERS - STUD MOUNTED W/ SPACERS



Added Page

RESOLUTION OF THE PLAN COMMISSION			
Resolution approving a request for Downtown Design Review filed by Amanda Werner, 104 Mosswood Court, Kathleen, GA, to install additional parking regulation signage throughout the parking lot, replace the existing monument sign face, and replace existing wall signs at 410 Broad Street, Tax Key No. ZOP 00107.			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	**PC-2026-004**	**Date:**	May 18, 2026

WHEREAS, the City of Lake Geneva Plan Commission has considered a Downtown Design Review application filed by Amanda Werner, 104 Mosswood Court, Kathleen, GA, to install additional parking regulation signage throughout the parking lot, replace the existing monument sign face, and replace existing wall signs at 410 Broad Street, Tax Key No. ZOP 00107, and

WHEREAS, the Plan Commission made the following finding of fact:

1. The proposed Downtown Design Project is consistent with the Downtown Design Standards of Section 98-913(9), and

WHEREAS, the Plan Commission has recommended the following conditions:

1. The applicant shall secure sign permits prior to installation of the signs.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby approves the Downtown Design Review application filed by Amanda Werner, 104 Mosswood Court, Kathleen, GA, to install additional parking regulation signage throughout the parking lot, replace the existing monument sign face, and replace existing wall signs at 410 Broad Street, Tax Key No. ZOP 00107 per the findings of fact and additional condition stated above.

.

PC Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

_____

Todd Krause, Plan Commission Chair Date

Attest:

_____

Amanda, Rotondi, Building Zoning Clerk Date

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: May 18, 2026

Applicant:
Sean Payne
127 Sumner Street
Genoa City, WI
Tax Key No. ZOP 00317

Request:
744 W Main Street
Downtown Design Review of Signage

Description:
The applicant proposes the placement of a sandwich board sign at the entrance to the building located at 744 W Main Street. The proposed sandwich board sign measures three (3) feet in height and two (2) feet in width.

City of Lake Geneva Zoning Ordinance Section 98-811 (1) D.2 regulates the placement of sandwich board signs. The ordinance requires the following:

- One (1) sandwich board per building entrance.
- Sign permit is required prior to placement.
- Must be located within ten (10) feet of the business entrance leaving a minimum clear pedestrian path of five (5) feet on the sidewalk.
- Maximum height allowed is three (3) feet and maximum width allowed is two (2) feet.
- Sandwich board sign shall only be displayed during the hours of operation of the business it is advertising.

The materials proposed for this sandwich board sign are a departure from the previously approved sandwich board signs. To date, the Plan Commission has approved sandwich board signs with wooden structures and chalk boards. This sign is heavy plastic with a sign message tacked onto the surface. Section 98-827(5)b requires the following with respect to sign design: *All signs shall be designed to fit the zoning and character of the surrounding area including compatibility with the building characteristics, adjacent uses, and adjacent signs. Special consideration should be made where proposed signage is located on or adjacent to locally identified historic structures or publicly owned recreation and conservancy area…* Given the historic character of Main Street as well as the sign types previously approved, staff recommend that this sign follow the same standards of a wooden structure with chalk board for consistency. A wooden sign structure is more fitting with the architecture of the building and having a consistent sign structure will reduce the visual clutter that these signs could present.

Staff Recommendations:

Staff recommend *denial* of the proposed improvements based on the proposed materials.

If the Plan Commission *approves* the proposed improvement, staff request that the following condition is met:

1. The applicant shall secure a sign permit prior to installation of the sign.

20260112

City of Lake Geneva
Building and Zoning
626 Geneva Street
Lake Geneva, WI 53147

RECEIVED
MAR 05 2026
By: .....

APPLICATION FOR DOWNTOWN DESIGN REVIEW

Site Address & Parcel No.: 744 W. Main St Clear Water Outdoor

Name & Address of Current Building Owner: Roger Wolff 1126 Royal Birkdale Ct Lake Geneva WI 53147

Telephone Number of Current Building Owner: [redacted]
Email Address: [redacted]
Owner Signature: [signature]

Name & Address of Applicant: Sean Payne 127 Sumner St. Genoa City WI 53147

Telephone Number of Applicant: [redacted]
Email Address: [redacted]

Proposed Design Change: Sandwich Board

Zoning District: _____

Names & Address of Architect, Engineer, and/or Contractor of Project:

Description of Project: Putting sandwich board in front of our store, taking it in every night. Sign is 3X2

Date: 1/26/26 Signature of Applicant: [signature]


PUZZLE
Check Out Our Behind
Not That Behind, the Back of the store!
Up to 70% off

RESOLUTION OF THE PLAN COMMISSION			
Resolution approving a request for Downtown Design Review filed by Sean Payne, 127 Sumner St, Genoa City, WI, to allow a sandwich board sign at 744 W Main Street, Tax Key No. ZOP 00317.			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	**PC-2026-012**	**Date:**	May 18, 2026

WHEREAS, the City of Lake Geneva Plan Commission has considered a Downtown Design Review application filed by Sean Payne, 127 Sumner St, Genoa City, WI, to allow a sandwich board sign at 744 W Main Street, Tax Key No. ZOP 00317, and

WHEREAS, the Plan Commission made the following finding of fact:

1. The proposed Downtown Design Project is consistent with the Downtown Design Standards of Section 98-913(9), and

WHEREAS, the Plan Commission has recommended the following conditions:

1. The applicant shall secure a sign permit prior to installation of the sign.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby approves the Downtown Design Review application filed by Sean Payne, 127 Sumner St, Genoa City, WI, to allow a sandwich board sign at 744 W Main Street, Tax Key No. ZOP 00317, per the findings of fact and additional condition stated above.

.

PC Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

_____

Todd Krause, Plan Commission Chair Date

Attest:

_____

Amanda, Rotondi, Building Zoning Clerk Date

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: May 18, 2026

Applicant:
Happy Ending Cocktail Co
772 W Main Street Suite 204
Tax Key No. ZOP 00321

Request:
772 W Main Street Suite 204
Downtown Design Review of Signage

Description:
The applicant proposes the placement of a sandwich board sign at the entrance to the building located at 772 W Main Street. The proposed sandwich board sign measures three (3) feet in height and two (2) feet in width.

City of Lake Geneva Zoning Ordinance Section 98-811 (1) D.2 regulates the placement of sandwich board signs. The ordinance requires the following:

- One (1) sandwich board per building entrance.
- Sign permit is required prior to placement.
- Must be located within ten (10) feet of the business entrance leaving a minimum clear pedestrian path of five (5) feet on the sidewalk.
- Maximum height allowed is three (3) feet and maximum width allowed is two (2) feet.
- Sandwich board sign shall only be displayed during the hours of operation of the business it is advertising.

The materials proposed for this sandwich board sign are a departure from the previously approved sandwich board signs. To date, the Plan Commission has approved sandwich board signs with wooden structures and chalk boards. This sign is heavy plastic with a sign message tacked onto the surface. Section 98-827(5)b requires the following with respect to sign design: *All signs shall be designed to fit the zoning and character of the surrounding area including compatibility with the building characteristics, adjacent uses, and adjacent signs. Special consideration should be made where proposed signage is located on or adjacent to locally identified historic structures or publicly owned recreation and conservancy area…* Given the historic character of Main Street as well as the sign types previously approved, staff recommend that this sign follow the same standards of a wooden structure with chalk board for consistency. A wooden sign structure is more fitting with the architecture of the building and having a consistent sign structure will reduce the visual clutter that these signs could present.

Staff Recommendations:

Staff recommend *denial* of the proposed improvements based on the proposed materials.

If the Plan Commission *approves* the proposed improvement, staff request that the following condition is met:

1. The applicant shall secure a sign permit prior to installation of the sign.

20260142

RECEIVED
MAR 17 2026
By:

City of Lake Geneva
Building and Zoning
626 Geneva Street
Lake Geneva, WI 53147

APPLICATION FOR DOWNTOWN DESIGN REVIEW

Site Address & Parcel No.:
772 W MAIN ST, Suite #204

Name & Address of Current Building Owner:
Suvretta Limited Partnership
1720 Marquette CT
Lake Forest, IL 60045
Telephone Number of Current Building Owner: [redacted]
Email Address: [redacted]
Owner Signature: [signature] - building manager

Name & Address of Applicant:
HAPPY ENDING COCKTAIL CO.
772 W. MAIN ST, SUITE 204
LAKE GENEVA, WI 53147
Telephone Number of Applicant: [redacted]
Email Address: [redacted]

Proposed Design Change:
Requesting ~~a~~ permit for Sandwich board sign

Zoning District: _____

Names & Address of Architect, Engineer, and/or Contractor of Project:
N/A

Description of Project:
SANDWICH SIGN

Date: 3/12/26 Signature of Applicant: [signature]

02/27/2025



24” x 36” Sandwich Board



Front



Back

LAKE GENEVA

City of Lake Geneva
Building and Zoning
626 Geneva Street
Lake Geneva, WI 53147

Permit Number 20260142
City use only

ZONING PERMIT APPLICATION

Property located at:
Address: 772 W. MAIN ST
Tenant Space SUITE #204

Tax ID / Parcel Number(s): _____

Owner Suretta Limited Partnership
Address: 772 W. MAIN ST
Lake Geneva, WI 53147
Phone: [redacted]
Email: [redacted]

Applicant Happy Ending Cocktail Co.
Address: 772 W. MAIN ST, SUITE #204
Lake Geneva, WI 53147
Phone [redacted]
Email: [redacted]

TO THE ZONING ADMINISTRATOR: The undersigned hereby applies for a permit to do work herein described and located as shown on this application. The undersigned agrees that all work done will be in accordance with the zoning ordinance and all other ordinances of the **City of Lake Geneva** and with all laws of the State of Wisconsin, applicable to said premises. I expressly grant the zoning administrator, or the zoning administrator's authorized agent, permission to enter the premises for which this permit is sought at all reasonable hours and for any proper purpose to inspect the work which is being done.

Signed _____ Agent/ Owner

Work consists of: (check)

☐ New Building	☐ Addition	☐ Alteration	☐ Driveway	☐ Home Occupation
☐ Accessory Structure	☐ Swimming Pool	☐ Fence	☐ Sign	
☐ Erosion Control	☐ Sidewalk	☐ Patio	☒ Other Sidewalk A-frame Sign	

Site Development Plan: The site development plan shall be submitted as a part of the permit application and should contain the following information drawn to scale:

- Provide survey showing dimensions and area of the lot,
- Location of all existing and proposed structures with distances measured from the lot lines,
- Location of the ordinary high watermark or any abutting navigable waterways, boundaries of all wetlands, floodplains and floodways,
- Existing and proposed topographic and drainage features and vegetative cover,
- Location of existing or future access roads or driveways,
- Description of the type of structure; existing and proposed operation or use of the structure or site

NA – SANDWICH BOARD

Estimated Cost of Proposed Site Improvements $ 0

Building Inspector Approval: _____ **Date:** _____ **Fees:** _____

09/16/2025

SITE PLAN – SANDWICH BOARD SIGN APPLICATION
Happy Ending Cocktail Co.

Project Address: 772 W. Main Street, Lake Geneva, WI 53147
Property: Landmark Center

Proposed Sign Location:
Freestanding sandwich board positioned directly outside the north entrance of the Landmark Center along W. Main Street sidewalk frontage.

Pedestrian Clearance & Compliance:
• Maintains minimum 4-foot clear pedestrian path
• Located within 10 feet of building entrance
• Does not obstruct entry/exit or sightlines
• Temporary, removed daily

Description:
Freestanding sandwich board sign used for brand awareness and directional promotion.

Exhibit A – Satellite View



Exhibit B – Street View



Contact: Eric Weber | Co-Founder, Happy Ending Cocktail Co. | 262-581-3793

RESOLUTION OF THE PLAN COMMISSION			
Resolution approving a request for Downtown Design Review filed by Happy Ending Cocktail Company, 772 W Main Street, Suite 204, Lake Geneva, WI, to allow a sandwich board sign at 772 W Main Street, Tax Key No. ZOP 00321.			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	**PC-2026-017**	**Date:**	May 18, 2026

WHEREAS, the City of Lake Geneva Plan Commission has considered a Downtown Design Review application filed by Happy Ending Cocktail Company, 772 W Main Street, Suite 204, Lake Geneva, WI, to allow a sandwich board sign at 772 W Main Street, Tax Key No. ZOP 00321, and

WHEREAS, the Plan Commission made the following finding of fact:

1. The proposed Downtown Design Project is consistent with the Downtown Design Standards of Section 98-913(9), and

WHEREAS, the Plan Commission has recommended the following conditions:

1. The applicant shall secure a sign permit prior to installation of the sign.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby approves the Downtown Design Review application filed by Happy Ending Cocktail Company, 772 W Main Street, Suite 204, Lake Geneva, WI, to allow a sandwich board sign at 772 W Main Street, Tax Key No. ZOP 00321, per the findings of fact and additional condition stated above.

.

PC Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

_____

Todd Krause, Plan Commission Chair Date

Attest:

_____

Amanda, Rotondi, Building Zoning Clerk Date

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: May 18, 2026

Applicant:
Lindsey Guerrero
408 Lakewood Drive
Williams Bay, WI
Tax Key No. ZOP 00257

Request:
234 Broad Street
Downtown Design Review of Signage

Description:
The applicant proposes the placement of a sandwich board sign at the entrance to the building located at 234 Broad Street. The proposed sandwich board sign measures three (3) feet in height and two (2) feet in width.

City of Lake Geneva Zoning Ordinance Section 98-811 (1) D.2 regulates the placement of sandwich board signs. The ordinance requires the following:

- One (1) sandwich board per building entrance.
- Sign permit is required prior to placement.
- Must be located within ten (10) feet of the business entrance leaving a minimum clear pedestrian path of five (5) feet on the sidewalk.
- Maximum height allowed is three (3) feet and maximum width allowed is two (2) feet.
- Sandwich board sign shall only be displayed during the hours of operation of the business it is advertising.

Staff Recommendations:

Staff recommend *approval* of the sandwich board sign.

Staff further recommends the following condition of approval:

1. The applicant shall secure a sign permit prior to installation of the sign.

20260139

City of Lake Geneva
Building and Zoning
626 Geneva Street
Lake Geneva, WI 53147

RECEIVED
MAR 30 2026
By: .....

APPLICATION FOR DOWNTOWN DESIGN REVIEW

Site Address & Parcel No.: 234 Broad St. Lake Geneva, WI 53147
Parcel

Name & Address of Current Building Owner:
Richard Herrmann
W4920 Oakwood Dr.
East Troy, WI.
Telephone Number of Current Building Owner: [redacted]
Email Address: N/a
Owner Signature: [signature]

Name & Address of Applicant:
Lindsey Guerrero
408 Lakewood Dr.
Williams Bay, WI 53191
Telephone Number of Applicant: [redacted]
Email Address: [redacted]

Proposed Design Change: Sandwich board

Zoning District: _____

Names & Address of Architect, Engineer, and/or Contractor of Project:

Description of Project: Sandwich board entrances 3'x2'

Date: 3-12-2026 Signature of Applicant: Lindsey Guerrero

02/27/2025

Applicant/Petitioner agrees that in addition to those normal costs payable by an applicant/petitioner (e.g., filing or permit fees, publication expenses, recording fees, etc.), that in the event the action applied or petitioned for requires the City of Lake Geneva, in the judgment of its staff, to obtain additional professional service(s), (e.g., engineering, surveying, planning, legal) than would be routinely available "in house" to enable the City to properly address, take appropriate action on, or determine the same, applicant/petitioner shall reimburse the City for the costs thereof

Section 98-935 Fees:

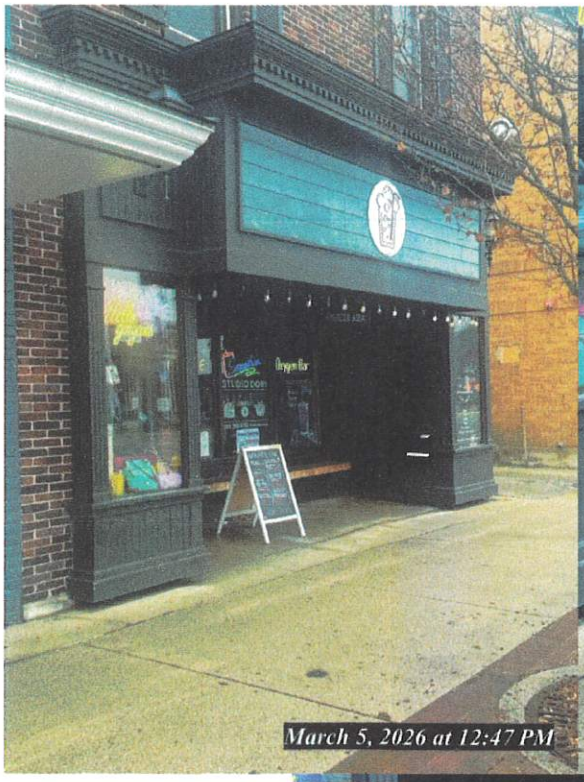
(1) Fees for Procedures or Permits Requested by a Private Party: The fees for the procedures and permits established by this Chapter shall be established by resolution of the Common Council of the City of Lake Geneva

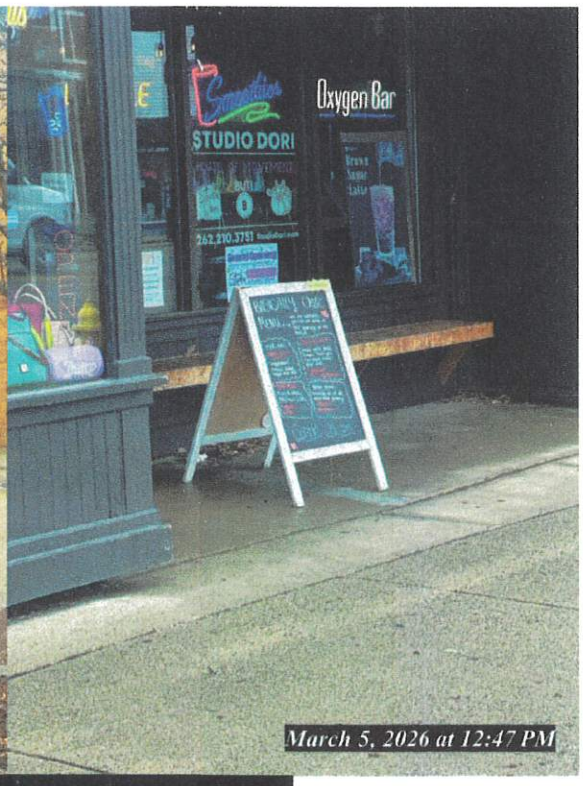
(2) Fees for Procedures Requested by the City of Lake Geneva: There shall be no fee in the case of applications filed in the public interest by the Common Council or the Plan Commission, other agency, or official of the City of Lake Geneva.

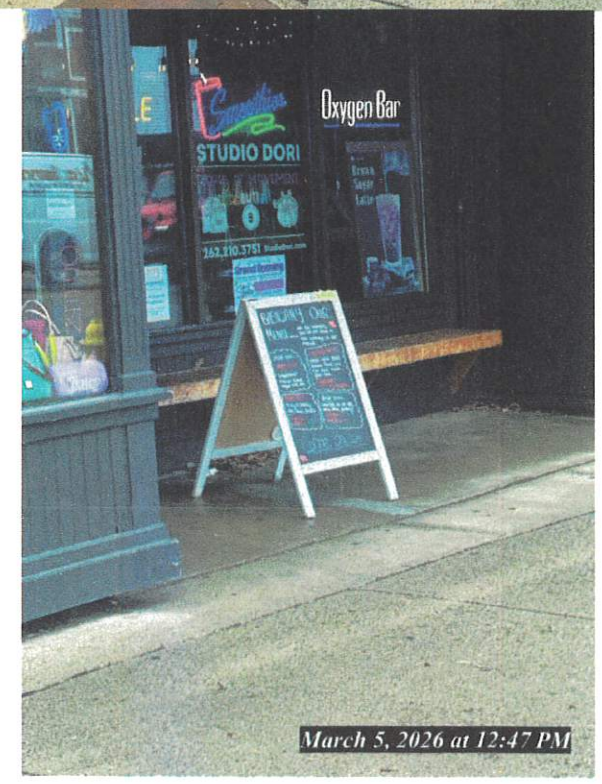
(3) Payment of Fees: Fees shall be payable at the time applications are filed with the appropriate officer of the City (per the requirements of this Chapter), and are not refundable.

(4) Professional Consultant Review Services: The City may retain the services of professional consultants (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts) to assist in the City's review of a proposal coming before the Plan Commission. The City may apply the charges for these services to the Petitioner. The City will require the Petitioner to sign a professional consultant review services form. The City Administrator at any time may require an applicant to submit an advance deposit **of $500 to $5,000 depending on the complexity and anticipated involvement of the City's consultants** or continuing advance deposits against future billings by the City for recovery of costs provide by this ordinance 98-935(4). **An advanced deposit shall be required for the application related to Extraterritorial matters.** The City may delay acceptance of the application or petition as complete, or may delay final approval of the proposal, until such fees are paid by the Petitioner. The submittal of a development proposal application or petition by a Petitioner shall be construed as an agreement to pay for such professional review services applicable to the proposal. Review fees which are applied to a Petitioner, but which are not paid, may be assigned by the City as a special assessment to the subject property.

AT 13533931.1.3-7







City of Lake Geneva
Building and Zoning
626 Geneva Street
Lake Geneva, WI 53147

RECEIVED
MAR 30 2026
By: .....

Permit Number 20260139
City use only

ZONING PERMIT APPLICATION

Property located at:
Address: 234 Broad St.
Tenant Space 82 Lounge

Tax ID / Parcel Number(s): ZOP 00257

Owner Richard Hermann
Address: W4920 Oakwood Dr. East Troy, WI 53120
Phone: [redacted]
Email: n/a

Applicant Lindsey Guerrero
Address: 234 Broad St. Lake Geneva, WI 53147
Phone: [redacted]
Email: [redacted]

TO THE ZONING ADMINISTRATOR: The undersigned hereby applies for a permit to do work herein described and located as shown on this application. The undersigned agrees that all work done will be in accordance with the zoning ordinance and all other ordinances of the **City of Lake Geneva** and with all laws of the State of Wisconsin, applicable to said premises. I expressly grant the zoning administrator, or the zoning administrator's authorized agent, permission to enter the premises for which this permit is sought at all reasonable hours and for any proper purpose to inspect the work which is being done.

Signed Lindsey Guerrero Agent/ Owner

Work consists of: (check)

☐ New Building	☐ Addition	☐ Alteration	☐ Driveway	☐ Home Occupation
☐ Accessory Structure	☐ Swimming Pool	☐ Fence	☐ Sign	
☐ Erosion Control	☑ Sidewalk	☐ Patio	☐ Other _____	

Site Development Plan: The site development plan shall be submitted as a part of the permit application and should contain the following information drawn to scale:

- Provide survey showing dimensions and area of the lot,
- Location of all existing and proposed structures with distances measured from the lot lines,
- Location of the ordinary high watermark or any abutting navigable waterways, boundaries of all wetlands, floodplains and floodways,
- Existing and proposed topographic and drainage features and vegetative cover,
- Location of existing or future access roads or driveways,
- Description of the type of structure; existing and proposed operation or use of the structure or site

Sandwich board

Estimated Cost of Proposed Site Improvements $ _____

Building Inspector Approval: _____ **Date:** _____ **Fees:** _____

09/16/2025

RESOLUTION OF THE PLAN COMMISSION			
Resolution approving a request for Downtown Design Review filed by Lindsey Guerrero, 408 Lakewood Drive, Williams Bay, WI, to allow a sandwich board sign at 234 Broad Street, Tax Key No. ZOP 00257.			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	**PC-2026-018**	**Date:**	May 18, 2026

WHEREAS, the City of Lake Geneva Plan Commission has considered a Downtown Design Review application filed by Lindsey Guerrero, 408 Lakewood Drive, Williams Bay, WI, to allow a sandwich board sign at 234 Broad Street, Tax Key No. ZOP 00257, and;

WHEREAS, the Plan Commission made the following finding of fact:

1. The proposed Downtown Design Project is consistent with the Downtown Design Standards of Section 98-913(9), and

WHEREAS, the Plan Commission has recommended the following conditions:

1. The applicant shall secure a sign permit prior to installation of the sign.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby approves the Downtown Design Review application filed by Lindsey Guerrero, 408 Lakewood Drive, Williams Bay, WI, to allow a sandwich board sign at 234 Broad Street, Tax Key No. ZOP 00257, per the findings of fact and additional condition stated above.

.

PC Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

_____

Todd Krause, Plan Commission Chair Date

Attest:

_____

Amanda, Rotondi, Building Zoning Clerk Date

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: May 18, 2026

Applicant:
Denise Wendell
264 Center Street
Lake Geneva, WI
Tax Key No. ZOP 00259

Request:
264 Center Street
Downtown Design Review of Signage

Description:
The applicant proposes the placement of a sandwich board sign at the entrance to the building located at 264 Center Street. The proposed sandwich board sign measures three feet (3') in height and seventeen and one half inches (17.5") in width.

City of Lake Geneva Zoning Ordinance Section 98-811 (1) D.2 regulates the placement of sandwich board signs. The ordinance requires the following:

- One (1) sandwich board per building entrance.
- Sign permit is required prior to placement.
- Must be located within ten (10) feet of the business entrance leaving a minimum clear pedestrian path of five (5) feet on the sidewalk.
- Maximum height allowed is three (3) feet and maximum width allowed is two (2) feet.
- Sandwich board sign shall only be displayed during the hours of operation of the business it is advertising.

The materials proposed for this sandwich board sign are a departure from the previously approved sandwich board signs. To date, the Plan Commission has approved sandwich board signs with wooden structures and chalk boards. This sign is a wooden sign structure with a bright yellow arrow and a printed sign attached to the chalk board sign surface area. Section 98-827(5)b requires the following with respect to sign design: *All signs shall be designed to fit the zoning and character of the surrounding area including compatibility with the building characteristics, adjacent uses, and adjacent signs. Special consideration should be made where proposed signage is located on or adjacent to locally identified historic structures or publicly owned recreation and conservancy area…* Given the historic character of Main Street as well as the sign types previously approved, staff recommend that this sign follow the same standards of a wooden structure with chalk board for consistency. A wooden sign structure is more fitting with the architecture of the building and having a consistent sign structure will reduce the visual clutter that these signs could present.

Staff Recommendations:

Staff recommend *denial* of the proposed improvements based on the proposed materials.

If the Plan Commission *approves* the proposed improvement, staff request that the following condition is met:

1. The applicant shall secure a sign permit prior to installation of the sign.

20260168

RECEIVED
APR 02 2026
By: .....

City of Lake Geneva
Building and Zoning
626 Geneva Street
Lake Geneva, WI 53147

APPLICATION FOR DOWNTOWN DESIGN REVIEW

Site Address & Parcel No.:
264 Center street Lake Geneva WI
The Rabbit Hole

Name & Address of Current Building Owner:
RWJ Holdings LLC
1625 10th st STE 205
Monroe WI 53566

Telephone Number of Current Building Owner: [redacted]
Email Addr[redacted]
Owner Signature: [signature]

Name & Address of Applicant:
Denise Wendell (The Rabbit Hole)
264 Center street
Lake Geneva WI

Telephone Number of Applicant: [redacted]
Email Address: [redacted]

Proposed Design Change:
Sandwich board

Zoning District: _____

Names & Address of Architect, Engineer, and/or Contractor of Project:
X

Description of Project:
Sandwich board that has my logo + an arrow pointing to my store

Date: 3-19-26 Signature of Applicant: [signature]

02/27/2025

CITY OF LAKE GENEVA

626 Geneva Street, Lake Geneva, WI 53147- (262) 249-6701-*www.cityoflakegeneva.gov*

[FINAL LETTER]

March 6, 2026

RWJ HOLDINGS LLC
1625 10TH ST STE 205
MONROE, WI 53566

Tax Key: ZOP 00259

Dear Property Owner,

The City of Lake Geneva Code Enforcement Officer recently inspected your property at **264 Center St** and found the property to be in violation of the City of Lake Geneva Municipal Code of Ordinances. The following action needs to be taken not later than: **March 23, 2026**

- **Please obtain the required permit for the sandwich board sign on your property.**

  Enclosed are the City of Lake Geneva requirements for downtown signage.

  When you are ready to move forward, please submit the following items to bzsubmittal@cityoflakegeneva.gov:
  - **Downtown Design Review Application (Enclosed)**
  - **Zoning Application (Enclosed)**
  - **Renderings of the proposed signage (including all measurements)**

The violations noted are in breach of the following code ordinances:
Sec. 98-811 Permitted sign rules.
Sandwich Board Signs require a sign permit and City staff approval for each new sign. One sandwich board sign is allowed for each business.

The above-described conditions and requested repairs or remediation must be completed to the satisfaction of the City of Lake Geneva Code Enforcement Officer. Failure to meet the deadline above may result in citations being issued to the property owner.

Should you have any questions, or need an extension of time, you may contact **(262) 249-6701** or **mcodeenforcement@gmail.com**. All requests for extensions must be submitted in writing.

We appreciate your attention given to this matter.

Sincerely,

Allison Schwark
Code Enforcement Officer
City of Lake Geneva

Enclosures

the Rabbit Hole




the Rabbit Hole

LAKE GENEVA

City of Lake Geneva
Building and Zoning
626 Geneva Street
Lake Geneva, WI 53147

Permit Number _____
City use only

ZONING PERMIT APPLICATION

Property located at:
Address: 264 Center St
Tenant Space The Rabbit Hole

Tax ID / Parcel Number(s): _____

Owner Robert Johnson
Address: 1625 10th St STE 205 Monroe WI 53566
Phone: [redacted]
Email: [redacted]

Applicant Denisen Wendell
Address: 264 Center St Lake Geneva WI 53147
Phone: [redacted]
Email: [redacted]

TO THE ZONING ADMINISTRATOR: The undersigned hereby applies for a permit to do work herein described and located as shown on this application. The undersigned agrees that all work done will be in accordance with the zoning ordinance and all other ordinances of the **City of Lake Geneva** and with all laws of the State of Wisconsin, applicable to said premises. I expressly grant the zoning administrator, or the zoning administrator's authorized agent, permission to enter the premises for which this permit is sought at all reasonable hours and for any proper purpose to inspect the work which is being done.

Signed Denisen Wendell Agent/ Owner

Work consists of: (check)

☐ New Building	☐ Addition	☐ Alteration	☐ Driveway	☐ Home Occupation
☐ Accessory Structure	☐ Swimming Pool	☐ Fence	☐ Sign	
☐ Erosion Control	☐ Sidewalk	☐ Patio	☒ Other Sandwich board	

Site Development Plan: The site development plan shall be submitted as a part of the permit application and should contain the following information drawn to scale:

- Provide survey showing dimensions and area of the lot,
- Location of all existing and proposed structures with distances measured from the lot lines,
- Location of the ordinary high watermark or any abutting navigable waterways, boundaries of all wetlands, floodplains and floodways,
- Existing and proposed topographic and drainage features and vegetative cover,
- Location of existing or future access roads or driveways,
- Description of the type of structure; existing and proposed operation or use of the structure or site

The Sandwich board has my logo + an arrow pointing to my store. 3 feet tall + 17 1/2 inches wide

Estimated Cost of Proposed Site Improvements $ 0

Building Inspector Approval: _____ **Date:** _____ **Fees:** _____

09/16/2025

RESOLUTION OF THE PLAN COMMISSION			
Resolution approving a request for Downtown Design Review filed by Denise Wendell, 264 Center Street, Lake Geneva, WI, to allow a sandwich board sign at 264 Center Street, Tax Key No. ZOP 00259.			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	**PC-2026-020**	**Date:**	May 18, 2026

WHEREAS, the City of Lake Geneva Plan Commission has considered a Downtown Design Review application filed by Denise Wendell, 264 Center Street, Lake Geneva, WI, to allow a sandwich board sign at 264 Center Street, Tax Key No. ZOP 00259, and;

WHEREAS, the Plan Commission made the following finding of fact:

1. The proposed Downtown Design Project is consistent with the Downtown Design Standards of Section 98-913(9), and

WHEREAS, the Plan Commission has recommended the following conditions:

1. The applicant shall secure a sign permit prior to installation of the sign.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby approves the Downtown Design Review application filed by Denise Wendell, 264 Center Street, Lake Geneva, WI, to allow a sandwich board sign at 264 Center Street, Tax Key No. ZOP 00259, per the findings of fact and additional condition stated above.

.

PC Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

_____

Todd Krause, Plan Commission Chair Date

Attest:

_____

Amanda, Rotondi, Building Zoning Clerk Date

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: May 18, 2026

Applicant:
Eileen Boland
Verizon Wireless
1S660 Midwest Road, Suite 308,
Oakbrook Terrace, IL

Request:
703 Main Street
Downtown Design Review of Reconstruction of Elevator Penthouse and Incorporation of Some Existing Antennas.

Description:
The applicant proposes making the following changes to the building at 703Main Street:

- Raze and reconstruct the existing elevator penthouse structure on the roof.
- Incorporate existing antennas into the new penthouse façade. Add additional antennas on the roof.

Finish Materials:
The applicant proposes the following building finishes:

- The new penthouse structure will be sided with materials to match the existing building.
- The antenna panels will be taller than the roof of the penthouse. The antenna panels will be constructed of complementary material to the new siding and the existing building.
- Additional antennas will be placed and not incorporated into the structure.

Staff Recommendations:
Staff believe the work proposed does not meet the requirements of the Downtown Design Overlay Zoning district (Section 98- 913). Section 98-913 (9)(b) speaks to avoiding clutter on downtown buildings caused by overuse of "antennas" and other appurtenances. Staff would like the applicant to explore ways to conceal the antennas to reduce the visual clutter on this rooftop. Also note that this building is within the national historic preservation district bounded by Cook and Center Streets.

Staff recommend *denial* with the following direction to the applicant:

1. Study options to redesign with **all** antennas incorporated into the building.
2. Study options to redesign with antenna structures better incorporated into the building facade.

City of Lake Geneva
Building and Zoning
626 Geneva Street
Lake Geneva, WI 53147

Zoning Permit Review 2025-0966

APPLICATION FOR DOWNTOWN DESIGN REVIEW

Site Address & Parcel No.:
703 Main St, Lake Geneva, WI 53157
ZA276000001

Name & Address of Current Building Owner:
Wolff RealEstate Roger Wolff

Telephone Number of Current Building Owner: [redacted]
Email Address: [redacted]
Owner Signature: Roger Wolff

Name & Address of Applicant:
Verizon Wireless - Eileen Boland as applicant
C/o Insite Inc, 1[redacted]

Telephone Number of Applicant: [redacted]
Email Address: [redacted]

Proposed Design Change:
Verizon proposed Penthouse rebuild and relocation of antennas onto new penthouse.

Zoning District:

Names & Address of Architect, Engineer, and/or Contractor of Project:
Terra Consulting Group, 600 Busse Hwy, Park Ridge, IL 60068
Contractor: SRU Electric, [redacted]

Description of Project:
Verizon proposed Penthouse rebuild and relocation of antennas onto new penthouse.

Date: 1/1/26
02/27/2025

Signature of Applicant: Eileen Boland

1



BEFORE



AFTER

NOTE: THIS PHOTO SIMULATION IS A VISUAL INTERPRETATION OF THE PROPOSED DESIGN. FINAL CONSTRUCTION MAY DIFFER FROM WHAT IS PRESENTED HERE.

KEEFE REAL

View from Southeast looking Northwest

TERRA CONSULTING GROUP
has joined Colliers Engineering & Design
600 Busse Highway, Park Ridge, IL 60068
Phone: 847.698.6400 Fax: 847.698.6401
TCG#1241773

verizon



BEFORE



AFTER

NOTE: THIS PHOTO SIMULATION IS A VISUAL INTERPRETATION OF THE PROPOSED DESIGN. FINAL CONSTRUCTION MAY DIFFER FROM WHAT IS PRESENTED HERE.

KEEFE REAL

View from Northeast looking Southwest

TERRA CONSULTING GROUP
has joined Colliers Engineering & Design
600 Busse Highway, Park Ridge, IL 60068
Phone: 847.698.6400 Fax: 847.698.6401
TCG#1241773

verizon



BEFORE



AFTER

NOTE: THIS PHOTO SIMULATION IS A VISUAL INTERPRETATION OF THE PROPOSED DESIGN. FINAL CONSTRUCTION MAY DIFFER FROM WHAT IS PRESENTED HERE.

KEEFE REAL

View from Northwest looking Southeast

TERRA CONSULTING GROUP
has joined Colliers Engineering & Design
600 Busse Highway, Park Ridge, IL 60068
Phone: 847.698.6400 Fax: 847.698.6401
TCG#1241773

verizon

APPROVALS

REAL ESTATE: _____

RF: _____

CONSTRUCTION: _____

EQUIPMENT ENGINEERING: _____

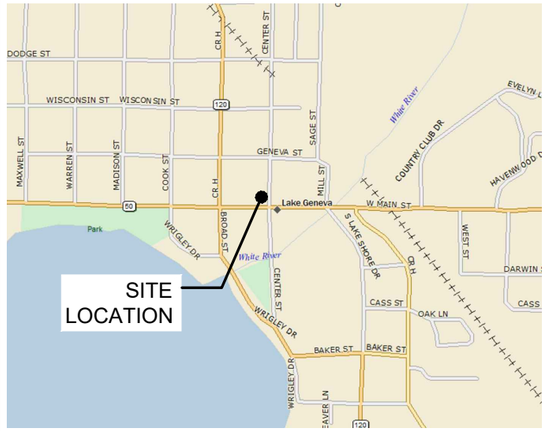
OPERATIONS: _____

PROJECT TYPE

PROPOSED EXISTING PENTHOUSE AND MOUNT ANTENNAS ON NEW REBUILT PENTHOUSE

VICINITY MAP

N.T.S.



REGIONAL MAP

N.T.S.



CONSULTANT TEAM

PROJECT CONSULTANT:	TERRA CONSULTING GROUP, LTD. 600 BUSSE HIGHWAY PARK RIDGE, IL 60068 (847) 698-6400
STRUCTURAL CONSULTANT: (TOWER ANALYSIS)	T.B.D.
STRUCTURAL CONSULTANT: (MOUNT ANALYSIS)	T.B.D.
MOUNT ANALYSIS STATUS:	INCOMPLETE
MOUNT ANALYSIS RESULTS:	PENDING
MOUNT ANALYSIS DATE:	T.B.D.
STRUCTURAL ANALYSIS DATE:	T.B.D.

GENERAL CONTRACTOR TO FOLLOW ALL APPLICABLE BUILDING CODES OBSERVED BY LOCAL JURISDICTION

verizon

1701 GOLF ROAD, TOWER 2, SUITE 400
ROLLING MEADOWS, ILLINOIS 60008
PHONE: (847) 619-5397 FAX: (847) 706-7415

MDG LOCATION NUMBER: 5000315079
FUZE ID: 16825798
SITE NAME: KEEFE REAL
703 MAIN ST
LAKE GENEVA, WI 53147

DIGGERS HOTLINE
"Call 3 Work Days Before You Dig!"
TOLL FREE 1-800-242-8511
MILW. AREA (414) 259-1181
TDD 1-800-542-2289

OTHER UTILITIES NOT INCLUDED IN DIGGERS HOTLINE AND LOCAL UTILITY DISTRICTS AND COMPANIES SHALL ALSO BE NOTIFIED

PROJECT INFORMATION

OCCUPANCY:	UNINHABITED
SITE ADDRESS:	703 MAIN ST LAKE GENEVA, WI 53147
LATITUDE:	42° 35' 31.0488" N (APPROXIMATE)
LONGITUDE:	88° 26' 2.04" W (APPROXIMATE)
STRUCTURE OWNER:	VENTURE INVESTMENT PARTNERS LLP ROGER WOLFF (262) 903-3222
APPLICANT:	VERIZON WIRELESS 1701 GOLF ROAD, TOWER 2 SUITE 400 ROLLING MEADOWS, IL 60008
REAL ESTATE MANAGER:	SHAWN ESSEX (224) 384-9224

SHEET	DRAWING INDEX	REVISION
T-1	TITLE SHEET	-
A-1	EXISTING/DEMO ROOF PLAN	-
A-1A	PROPOSED ROOF PLAN	-
ANT-1	EXISTING SITE ELEVATION	-
ANT-1A	PROPOSED SITE ELEVATION	-
ANT-2A	PROPOSED ANTENNA LAYOUT	-

22" x 34" IS FULL SCALE | 11" x 17" IS HALF SCALE

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TERRA CONSULTING GROUP
has joined Colliers Engineering & Design

REVISIONS

NO.	DESCRIPTION	DATE	BY
-	ISSUED FOR REVIEW	04/14/2026	RA

MDG # 5000315079
FUZE ID: 16825798

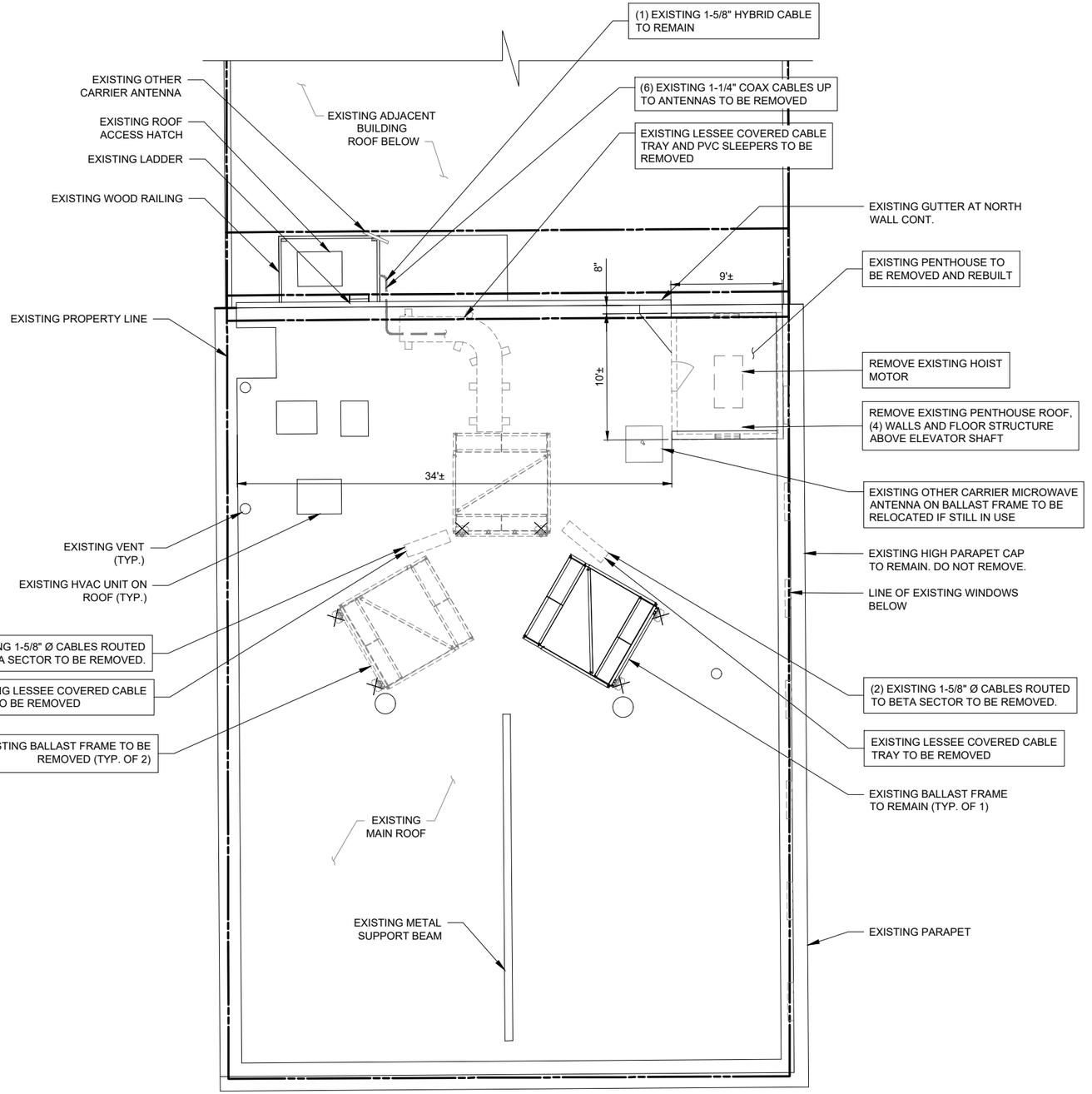
KEEFE REAL

703 MAIN ST
LAKE GENEVA, WI 53147

DRAWN BY:	RA
CHECKED BY:	AU
DATE:	04/14/2026
PROJECT #:	124-1773

SHEET TITLE
TITLE SHEET

SHEET NUMBER
T-1



1 EXISTING/ DEMO ROOF PLAN
SCALE: 1" = 5'-0"

SCALE: 1" = 5'±

0 2.5' 5' 10'

22" x 34" PRINT IS THE FULL SCALE FORMAT. ANY SIZE OTHER THAN THAT IS AT REDUCED SCALE.

THIS SITE PLAN WAS CREATED OFF OF FIELD MEASUREMENTS BY THE DESIGNER, AS BOUNDARY SURVEY WAS NOT SUPPLIED FOR PURPOSES OF SITE LAYOUT.

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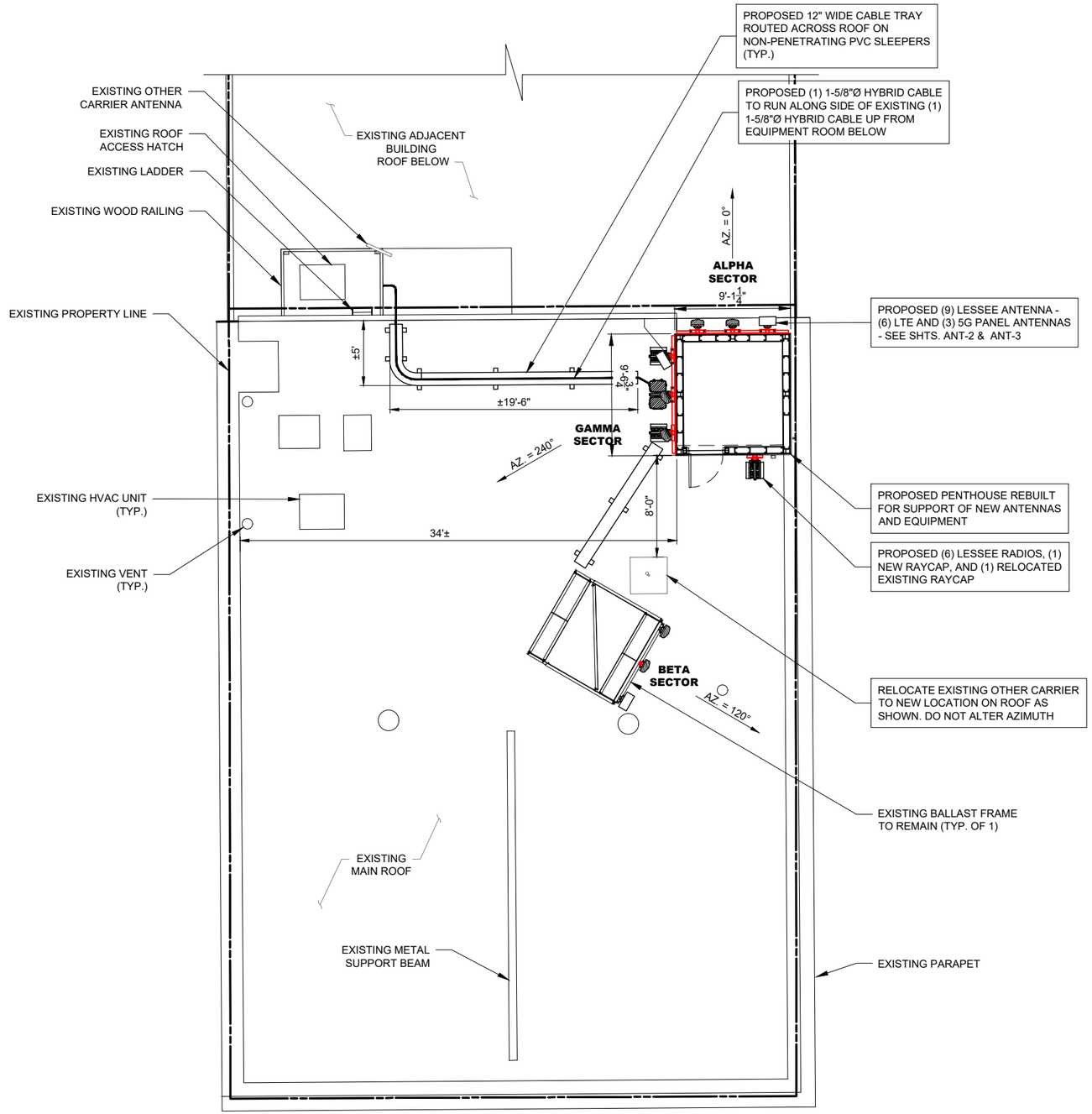
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703 MAIN ST
LAKE GENEVA, WI 53147

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CHECKED BY:	AU
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SHEET TITLE
EXISTING / DEMO ROOF PLAN

SHEET NUMBER
A-1



1 PROPOSED ROOF PLAN
SCALE: 1" = 5'-0"

SCALE: 1" = 5'±

0 2.5' 5' 10'

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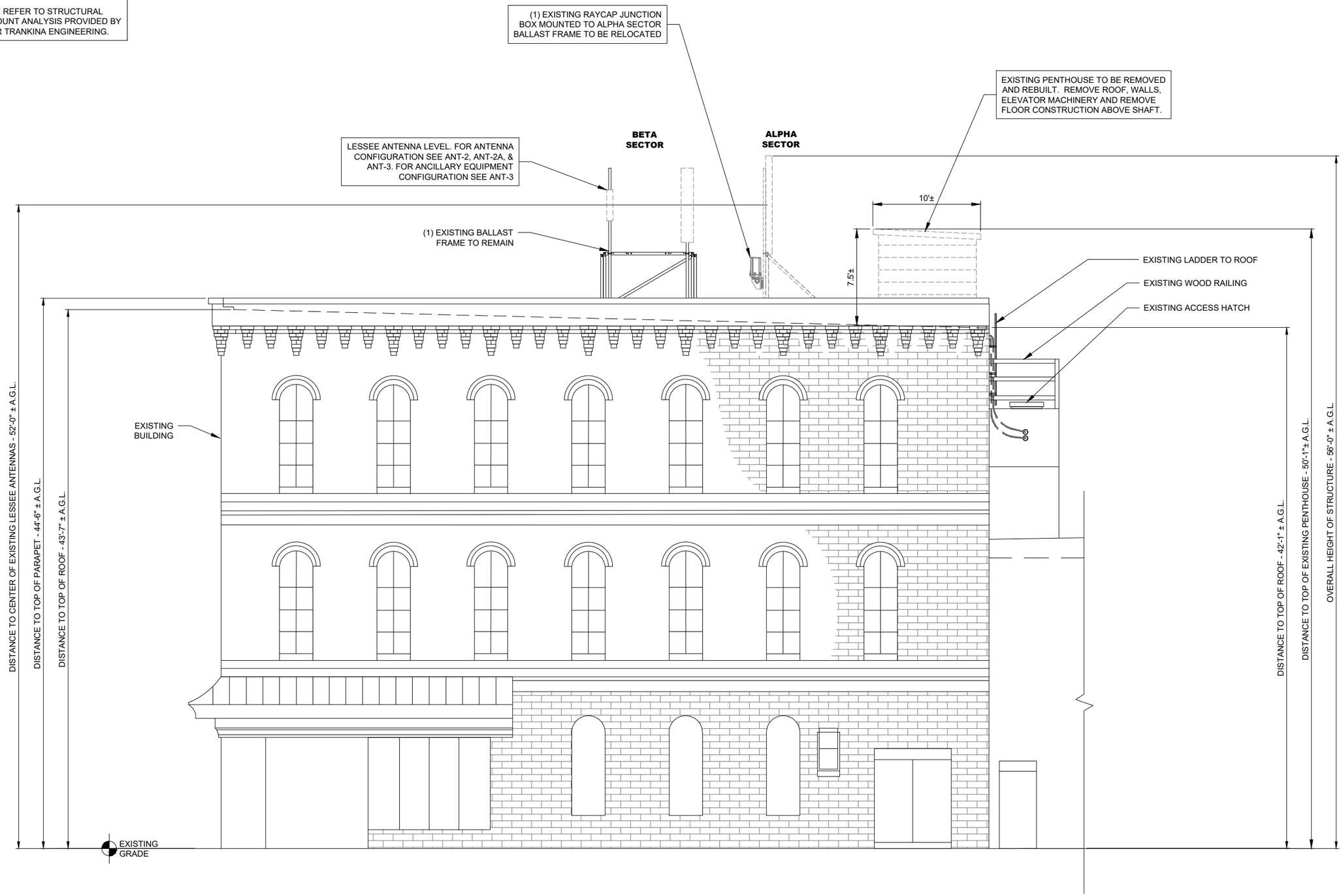
SHEET TITLE
PROPOSED ROOF PLAN

SHEET NUMBER
A-1A

NOTES:
THIS DRAWING IS FOR EXHIBIT AND LAYOUT PURPOSES ONLY.

PLEASE REFER TO STRUCTURAL AND MOUNT ANALYSIS PROVIDED BY HUTTER TRANKINA ENGINEERING.

FULL SCALE PRINT IS ON 22"x34" MEDIA
HALF SCALE PRINT IS ON 11"x17" MEDIA



1 EXISTING EAST ELEVATION
SCALE: 1/4" = 1'-0" ±

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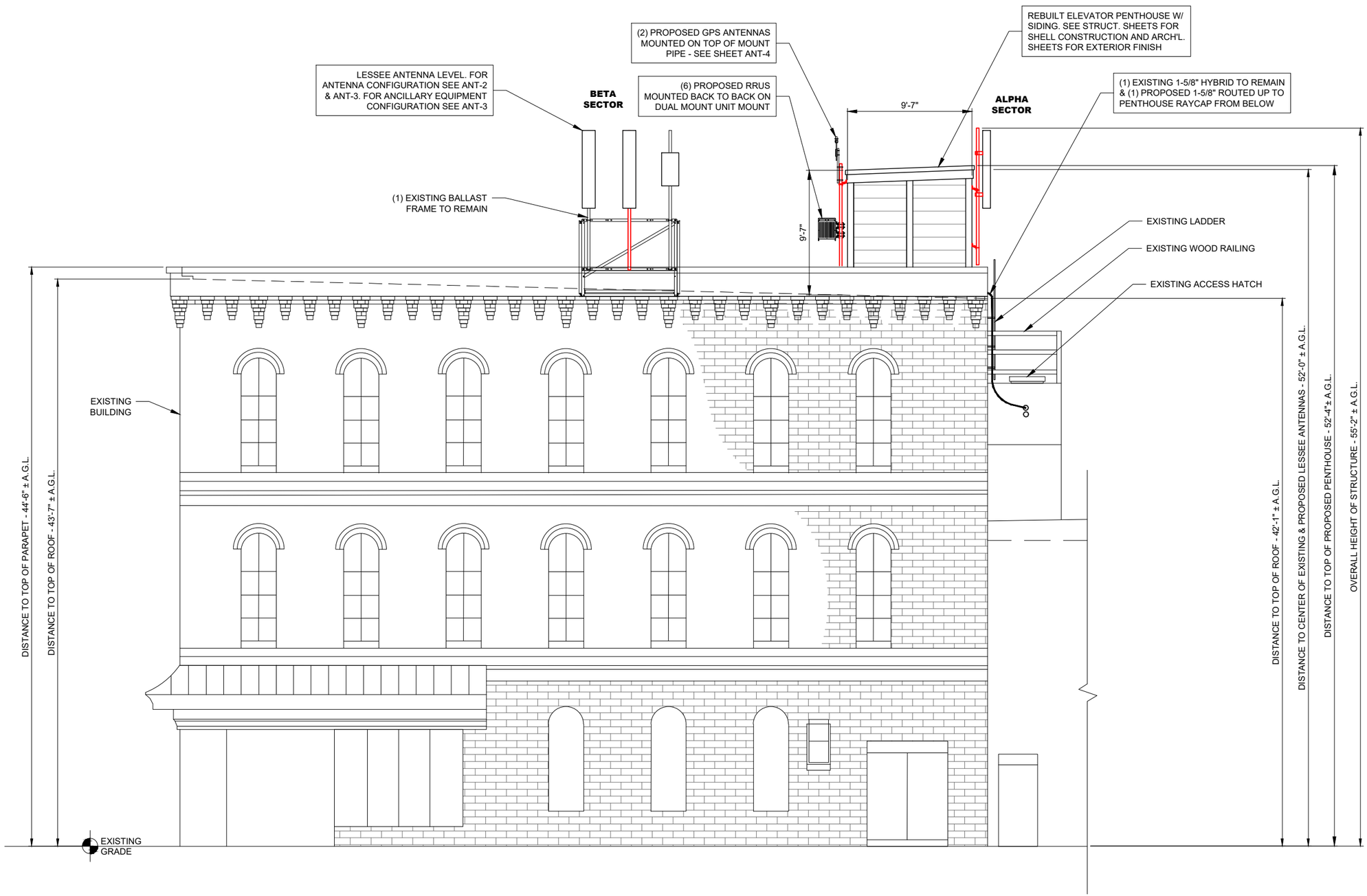
SHEET TITLE
EXISTING SITE ELEVATION

SHEET NUMBER
ANT-1

NOTES:
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1 PROPOSED EAST ELEVATION
SCALE: 1/4" = 1'-0" ±

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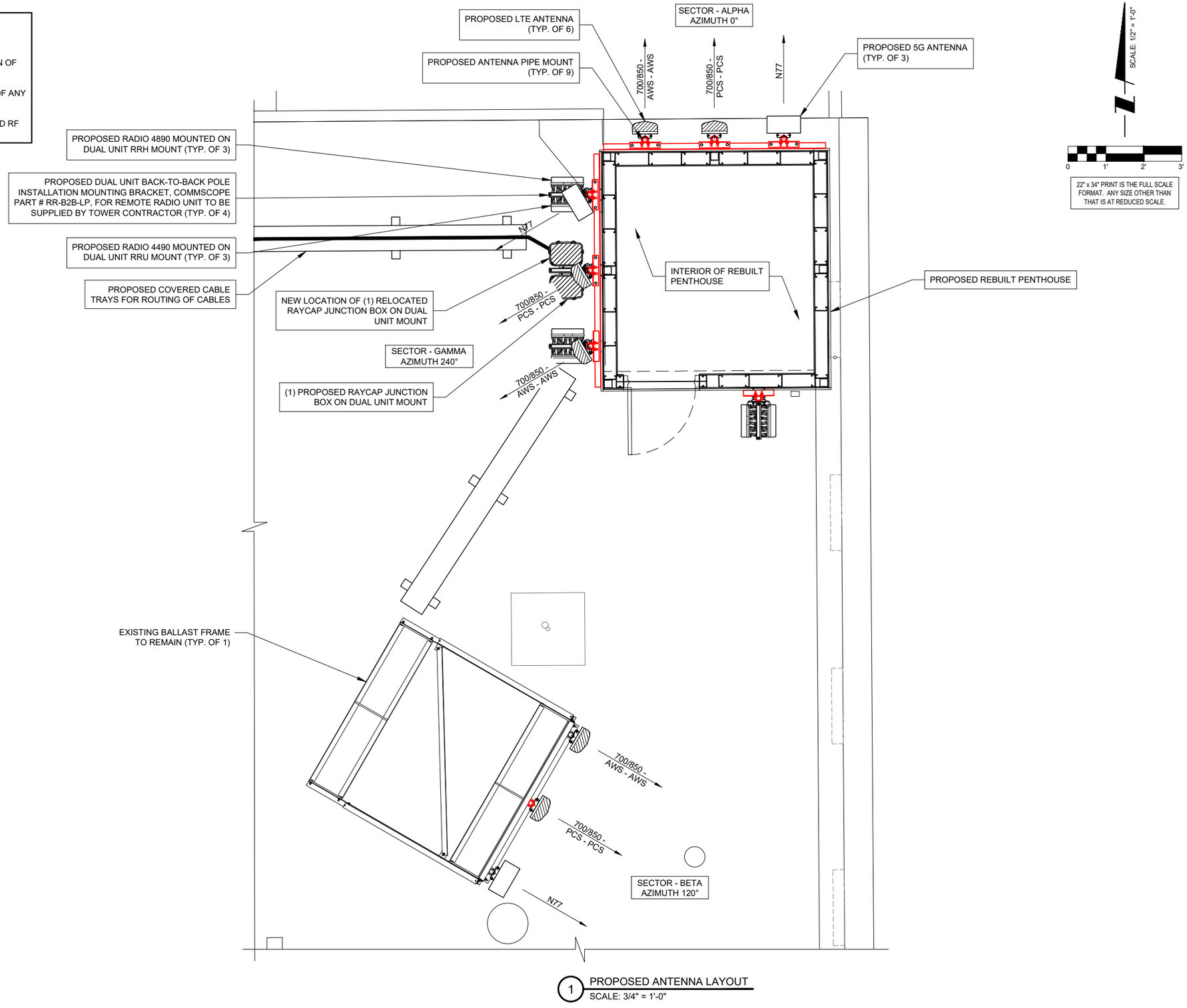
DRAWN BY:	RA
CHECKED BY:	AU
DATE:	04/14/2026
PROJECT #:	124-1773

SHEET TITLE
PROPOSED SITE ELEVATION

SHEET NUMBER
ANT-1A

NOTES:

1. THIS DRAWING IS FOR EXHIBIT AND LAYOUT PURPOSES ONLY.
2. NO ANTENNA OR LINE WORK TO BEGIN PRIOR TO CONFIRMATION OF ADEQUATE TOWER AND MOUNT CAPACITY.
3. G.C. TO VERIFY ANTENNA TECHNOLOGIES PRIOR TO REMOVAL OF ANY ANTENNAS.
4. REFER TO ANT-3 & ANT-3A FOR DETAIL ON EXISTING & PROPOSED RF CONFIGURATION.



1 PROPOSED ANTENNA LAYOUT
SCALE: 3/4" = 1'-0"

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1701 GOLF ROAD,
TOWER 2, SUITE 400
ROLLING MEADOWS, IL 60008
PHONE: (847) 619-5397
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703 MAIN ST
LAKE GENEVA, WI 53147

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DATE:	04/14/2026
PROJECT #:	124-1773

SHEET TITLE
PROPOSED ANTENNA LAYOUT

SHEET NUMBER
ANT-2A

RESOLUTION OF THE PLAN COMMISSION			
Resolution approving a request for Downtown Design Review filed by Eileen Boland, Verizon Wireless, 1S660 Midwest Road, Suite 308,Oakbrook Terrace, IL, to modify the existing building by: 1) Raze and reconstruct the existing elevator penthouse structure on the roof, and 2) incorporate some existing antennas into the new penthouse façade of the building located at 703 Main Street, Tax Key No. ZA 276000001.			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	**PC-2026-014**	**Date:**	May 18, 2026

WHEREAS, the City of Lake Geneva Plan Commission has considered a Downtown Design Review application filed by Eileen Boland, Verizon Wireless, 1S660 Midwest Road, Suite 308,Oakbrook Terrace, IL, to modify the existing building by: 1) Raze and reconstruct the existing elevator penthouse structure on the roof and 2) incorporate some existing antennas into the new penthouse façade of the building located at 703 Main Street, Tax Key No. ZA 276000001, and;

WHEREAS, the Plan Commission made the following finding of fact:

1. The proposed Downtown Design Project is consistent with the Downtown Design Standards of Section 98-913, and

WHEREAS, the Plan Commission has assigned the following conditions of approval:

1. Substantial conformance to the submitted Photo Simulation Plans submitted with the application prepared by Terra Consulting Group received April 20, 2026, and;
2. The applicant shall secure all required permits prior to start of construction.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby approves the Downtown Design Review application filed by Eileen Boland, Verizon Wireless, 1S660 Midwest Road, Suite 308,Oakbrook Terrace, IL, to modify the existing building by: 1) Raze and reconstruct the existing elevator penthouse structure on the roof and 2) incorporate some existing antennas into the new penthouse façade of the building located at 703 Main Street, Tax Key No. ZA 276000001, according to the findings of fact and additional conditions stated above.

PC Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

_____

Todd Krause, Plan Commission Chair Date

Attest:

_____

Amanda Rotondi, Building & Zoning Clerk Date

From: Victoria Ross
To: Building and Zoning Clerk
Cc: David Winger; Renee Hanlon; Sarah McConnell; Linda Frame
Subject: Public Hearing on Text Amendment Sec 98-707
Date: Wednesday, May 13, 2026 6:18:20 AM

Hi Amanda,

Since Renee is out of the office today, I am letting you know the Avian Committee's decision regarding the Public Hearing.

The Committee voted to request a Continuance of the Hearing while we work through the comments Staff provided.

Please let me know if there is anything else we need to do in this regard.

Thank you,
Viki
Victoria Ross

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: May 18, 2026

Applicant:
City of Lake Geneva
Avian Committee

Request:
Text Amendment to repeal and replace Section 98-707 Exterior Lighting Standards

Description:
The avian committee is proposing the repeal and replacement of the zoning ordinance section that regulates exterior lighting. A first draft was submitted to staff last fall. Staff met with representatives of the committee and worked through initial conflicts that were identified in the draft amendment. The first draft was heavily influenced by the national dark sky association template and some items were not appropriate for Lake Geneva. The Avaian Committee made major revisions to the proposed Text Amednment and submitted for Public Hearing. The Plan Commission is being asked to review the proposed text amendment and recommend approval to the Common Council.

Staff Analysis:
Staff find these significant differences between the Text Amendment and the Current Ordinance:

- No exemption for city owned properties
- Adds an exemption for Historic lighting fixtures
- Requires more restrictive shielding and light emission per fixture
- Provides different standards for light trespass by land use
- Gives administrative authority to the Zoning Board of Appeals (ZBA)

Please see attached *Staff Comparison* for a more thorough discussion of Text Amendment proposed changes to the current Zoning Ordinance provisions.

Staff Recommendation:
Staff are recommending that Plan Commission continue this item until a future meeting and direct Staff to continue working with the Avian Committee to revise and finalize the proposed text amendment.

Text Amendment Application PC-49	Current Zoning Ordinance 98-707	Planning Staff Notes
1.1 Purpose This Section establishes the purpose of the Exterior Lighting Standards. References *The Five Principles for Responsible Outdoor Lighting* as a "guide".	The current Ordinance has a very similar purpose statement. (1)	*The Five Principals for responsible Outdoor Lighting* must be properly referenced and added as an addendum to the Zoning Ordinance if it is to be used as a guide for decision making. What is the source of this material?
1.2 Applicability A. Requires full compliance with this section for all new or replacement fixtures throughout the city. B. This section provides for legal nonconforming lighting to be maintained like the existing Ordinance. The Text Amendment goes further in providing an end to the legal nonconforming status when "A determination by the Building & Zoning Director that an outdoor light source constitutes a hazard to public safety or constitutes a nuisance."	The current Ordinance very specifically excludes public properties from these standards. (2) The current Ordinance provides for legal nonconforming fixtures to be maintained. The Ordinance encourages them to be extinguished by 11:00 p.m. and makes clear that all replacement fixtures must comply with the Ordinance standards. (4)(h)	A.Staff would like to make clear an exception for public properties from these standards. B.Staff has a concern with the applicability of this requirement. The ordinance must provide some guidance to the Director in making that decision. This language gives very broad discretion to the Director.
1.3 Exemptions A. This section allows exceptions where federal or state law takes precedent over local law. B. Allows exceptions for "security lighting" as determined necessary by the Chief of Police. The definition section defines "Security Lighting: Illumination used specifically to protect people, property, and infrastructure from criminal threat". C. Historic lighting fixtures H. Decorative Lighting	B.The current Ordinance provides an exemption for "Security Lighting" but does not provide a definition. ((5)(a) C.The current Ordinance does not provide an exception for Historic lighting.	B.Both the current Ordinance and the Text Amendment are overly broad with respect to "Security Lighting". The Text Amendment goes further than the current Ordinance in giving the Chief of Police unspecified latitude in determining "Security Lighting" As stated above, Staff find giving broad descetion to a city official without providing them guidance to base their decisions on is problematic.

		C.An historic lighting fixture exception should be included an any lighting ordinance. H."Decorative Lighting" is not defined in the Text Amendment. Is any lighting that meets the CCT and lumen output listed considered "Decorative Lighting". This is vague and needs definition otherwise enforcement is very discretionary.
1.4 Prohibitions C. Rope Lighting	C. The current Ordinance allows Rope Lighting by CUP (6)(c)	C.Staff prefers the Text Amendment provision which does not complicate the issue with a CUP provision.
2.0 Outdoor Lighting Requirements 2.1 General B. Light Level. Text Amendment provides that lighting shall not exceed 25% more than the Light Level recommended by the applicable ANSI/IES Lighting Standards, or state approved alternate, as published by? C. Distribution. Requires any light above 1,000 lumens to be fully shielded with exception of festoon lighting and façade lighting. Text Amendment further regulates the amount of light as a percentage above a specific angle. F. Spectrum: The Text Amendment sets a maximum CCT of 3000K but provides the following" Exemption: CCT exemptions are allowed if a public safety need is documented"	B. The current Zoning Ordinance has a straight forward calculation for determining the maximum light output on a property. It provides all the direction one needs to make the determination. (4)(c) C.The current Ordinance requires shielded lighting where the proposed Ordinance required fully shielded lighting. The difference, according to ordinance definitions, is light may emit up to a 15-degree angle from the light source by current Ordinance standard. The current Ordinance requires shielding at 1600 lumens where the proposed Text Amendment drops that to 1000 lumens. F. The current Ordinance does not regulate Correlated Color Temperature.	B.The source material for establishing lighting standards must be provided, correctly sited in the ordinance and attached as an addendum to the Zoning Ordinance. Staff is not familiar with the document referenced here and would like to know why a 25% overage is added to this standard. Not being familiar with the source material, staff is not able to compare the different maximum light levels required of the two Ordinances. C. Staff would need training on how to enforce the requirements of this section. Calculating 5% of light emitted at 80 degrees from Nadir is not an expertise anyone on the current staff has. F. Staff has the same concern as above where an expectation for "public safety" is left open-ended with no guidance for making the decision to allow an exception.

2.2 Residential Use A. This Text Amendment provides a chart to calculate the PER DWELLING UNIT allowance for light output and color temperature in residential developments. B. The Text Amendment provides that light trespass from residential properties do not exceed 1 Lux. C. The Text Amendment makes clear that recreation areas not intended for organized athletic competitions shall comply with the general requirement of the Ordinance.	A.As stated above, the current Ordinance provides a Maximum light output calculation for both residential and nonresidential uses. (4)(c) B. The current Ordinance provides for a maximum light trespass of .50 footcandles measured at the property line for all uses. C.The current Ordinance exempts public parks from the lighting standards.	A.Staff anticipates that this section may cause undue stress on staff resources. It puts staff in the position of negotiating light output between neighbors. The current staffing level of the department could not absorb this potential demand. Bigger question is: How are these calculations different to the standards set forth in 2.1.B. of the Text Amendment. B.Staff believes that the Text Amendment needs to specify the measurement be taken from the property line when calculating light trespass. C.Staff is concerned that although the Text Amendment does provide for safety lighting exceptions this puts the chief of police in the position of having to declare park lighting as safety lighting. Staff would be more comfortable with all public properties being exempt from these lighting regulations.
2.3 Non-Residential Use A. Exemption if no light exceeds 3,000 lumens B. Light Trespass for nonresidential uses shall not exceed 3 Lux measured 20 feet beyond the property line onto public rights of way.	A. The current Ordinance does not provide an exception to the total light output in exchange for no one (1) fixture exceeding 3,000 lumens. The current Ordinance has a calculation for nonresidential use maximum output that does not waiver. B.The current Ordinance prohibits light trespass greater than .5 Fc at the property line no matter the use of the property. (4)(b)	A. Staff do not understand the relevance of exchanging the total light output amount for all lights being below 3,000 lumens. Does this mean the nonresidential uses would not have an overall limit on light output? B.Staff recommend that the light trespass standard for nonresidential properties include light trespass onto any adjacent property and not limited to public rights of way.

2.4 Organized Sports Lighting The Text Amendment provides specific requirements for Sport Courts.	2.4The current Ordinance also provides for lighting of Sports Courts.	2.4Staff is not versed enough in the sources cited by the Text Amendment to make a comparison between the current Sports Court lighting standards and what is being proposed. If the Plan Commission shares Staff's curiosity it is suggested that the applicant provide an example of the differences using an existing facility for comparison.
3.0 Administrative Requirements 3.1 A. The Text Amendment names the Zoning Board of Appeals as the Administrative Authority	A.The current Ordinance gives administrative authority to the Director of Building and Zoning. The zoning Ordinance provides for variances heard by the ZBA for waivers.	3.1 A.Staff recommends that the Administrative Authority be given to the Building and Zoning Director to remain consistent with all Zoning Administration. Staff further believe that the Zoning Ordinance variance process is applicable to this section without need of language here to that end.

APPLICATION FOR ZONING TEXT AMENDMENT

Name of Applicant: City of Lake Geneva Avian Committee

Address of Applicant: 626 Geneva St, Lake Geneva WI 53147

Telephone N[redacted]

Email: [redacted]

Description of Text Amendment:

The text of the amendment replaces, in full, the current Sec 98-707 of the City of Lake Geneva' s Municipal Code to conform with DarkSky Internationals recommended standards which follow the five principles of responsible outdoor lighting at night. The principles are: Useful; Targeted; Low Level; Controlled; and Warm-colored.

Reason for requesting Text Amendment: Light pollution, with its harmful effects, disrupts wildlife & their ecosystems, disrupts bird migrations, allows for increase crime due to glare from excessive lighting, and disrupts human sleep patterns. Using DarkSky International recommendations will allow the natural surroundings to continue to thrive and allow the beauty of the City to shine -with the appropriate light levels.

Fee of $500.00 payable upon filing application.

3.10.26
Date

Victoria L Ross
Signature of Applicant

Sec. 98-707 **Exterior lighting standards.**

1.1 Purpose

This outdoor lighting standard is intended to protect the health and welfare of all residents within the City of Lake Geneva, enhance its character and quality of life, prevent inappropriate and poorly installed outdoor lighting, reduce lighting conflicts between property owners, prevent the increase of potentially harmful sky glow, and preserve the naturally dark sky for the benefit of residents, visitors, wildlife, and the environment. The *Five Principles for Responsible Outdoor Lighting* will guide the City of Lake Geneva's outdoor lighting decisions to reduce Artificial Light at Night (ALAN) produced by inefficient or unnecessary outdoor lighting. This will preserve and enhance the area's dark sky while promoting safety, conserving energy, and preserving the environment for astronomy and reduce collisions and save birds' lives during spring and fall.

1.2 Applicability

A. This standard applies to all sources of outdoor lighting installed or replaced within the City of Lake Geneva after **[enactment date]**. This includes, but is not limited to, newly permitted development and construction projects involving homes, dwellings, signage, billboards, buildings, facilities, properties, landscape, parking lots, hardscape, non-habitable structures, and monuments.

B. Existing outdoor lighting lawfully installed prior to **[date]** and not meeting the requirements of this standard shall be considered legal and repairable but non-conforming. All non-conforming *Luminaires* may continue to be used and maintained until one of the following occurs:

1. A determination by the Building & Zoning Director that an outdoor light source constitutes a hazard to public safety or constitutes a nuisance.

1.3 Exemptions

A. **Lawful:** Lighting requirements mandated by a legal jurisdiction with broader authority (e.g., federal, state, or territorial) than the City of Lake Geneva, including but not limited to:

1. Lighting for radio, communication and navigation towers, provided that the owner or occupant demonstrates to the satisfaction of the City that Federal Aviation Administration (FAA) regulations can only be met through the use of lighting that does not comply with this section, and that the provisions of this section are otherwise met to the fullest extent possible. Lighting for any wireless communications facility shall not be permitted unless required by the FAA; in which case, required lighting shall be of the lowest allowed intensity that meets FAA requirements.
2. Any contradictory building code or Department of Transportation illumination requirements.
3. Lighting for worker safety as mandated by the Occupational Safety and Health Administration.

B. **Safety:** *Luminaires* installed for the benefit of public safety, including but not limited to:

1. *Security Lighting* as determined by a Chief of Police or his designee.
2. Temporary lighting used by authorized first responders during emergency procedures.

C. **Historic:** *Luminaires* replicating time period historical character and lighting effect that are protected by historical registration, or otherwise permitted by an authority having jurisdiction.

D. **Permitted:** Temporary and semi-permanent lighting approved by municipal permit for special events, festivals, and community benefit, provided the permitted lighting still meets light trespass requirements and does not add further disruption to ecological migration or habitat.

E. **Seasonal:** *Seasonal Lighting* used from October 20 through January 31 of the following year.

F. **Flags:** Upward lighting of flags in the form of a single, ground mounted, narrow cone spotlight located at the base of the flagpole which confines the illumination to the flag itself.

G. **Swimming Pools:** Underwater lighting used for swimming pools, provided such lighting meets all relevant electrical codes.

H. **Decorative Lighting:** Decorative lighting should be fully shielded (directing light down only), use warm-colored LEDs (ideally 2700K or lower, but not to exceed 3000k), is low-intensity (under 1000 lumens), and is used only when needed (with timers/sensors).

1.4 Prohibitions

A. Mobile or ground mounted searchlights, except those used for governmental or emergency purposes.

B. Strobe lights and laser lights, including laser light shows and aerial laser lights.

C. Rope lighting.

D. Neon lights.

E. Flashing, blinking, flickering, scrolling, rotating, pulsating, tracing lights or revolving lighting, unless temporarily triggered by a security system and extinguished within 30 minutes after the time of security response. Refer to Section 98-804(1)(c).

F. Lighting which is used to outline a building, structure, or window, including but not limited to rope, neon, and fluorescent tube lighting.

G. Any light fixture that may be construed as or confused with a traffic signal, traffic control device or maritime navigational markers.

H. Lighting that is determined by the City of Lake Geneva Police Department to contribute to a condition of disabling or distracting glare into a public roadway.

I. Lighting used to illuminate property other than that on which the fixture is located and which constitutes light trespass.

J. Mercury vapor exterior lighting fixtures installed after August 14, 2000.

2.0 OUTDOOR LIGHTING REQUIREMENTS

2.1 General

A. **Legal:** All outdoor *Luminaires* and *Luminaire* installations shall comply with federal and state law; county and municipal codes; applicable energy and building codes; product safety labeling; the requirements of this standard; and shall be subject to the appropriate permit and inspection requirements thereof.

B. **Light Level:** Unless otherwise specified in this ordinance, lighting installed for an outdoor use shall not exceed 25% more than the *Light Level* recommended by the applicable *ANSI/IES Lighting Standard*, or a state approved alternate, as published by **[enactment date].**

C. **Distribution:** Unless otherwise specified in this ordinance, *Luminaires* emitting more than 1,000 *Lumens* shall be *Fully Shielded* and shall emit no more than 5% of their total *Lumen* output above 80 degrees from *Nadir*. Exceptions are:

1. Festoon string lighting where no individual lamp emits more than 50 lumens, and the lumen density of the string is no greater than 25 lumens per foot.
2. Directional *Luminaires* used for façade illumination which are shielded and aimed to hit their target such that the light is contained by architectural elements.

D. **Trespass:** Unless otherwise specified in this ordinance, *Light Trespass* shall meet the following:

1. *Luminaire* light sources shall not be visible from federal or state designated wilderness, natural area, habitat, or reserves, and *Light Trespass* shall measure no greater than 0.1 *Lux.*
2. *Light Trespass* onto Waters of the United States shall measure no greater than 1 *Lux*.
3. *Light Trespass* onto *Residential Use* property shall measure no greater than 1 *Lux*.

E. **Controls:** *Luminaires* activated by motion detection shall automatically turn off or return to their dimmed state no more than 5 minutes after activity is no longer detected.

F. **Spectrum:** Unless otherwise specified in this ordinance, the maximum allowable correlated color temperature (*CCT*) for outdoor *Luminaires* is 3000 K. **Exception:** *CCT* exemptions are allowed if a public safety need is documented.

2.2 Residential Use

The following requirements are supplementary to the General Outdoor Lighting Requirements (**Section 2.1** and its subsections) and shall further regulate outdoor lighting on *Residential Use* property:

A. Lighting for *Residential Use*, excluding roadway, parking, and public right-of-way, shall be exempt from the requirement in **Section 2.1(B)** provided no single Luminaire exceeds 1,000 lumens and the total installed lumens per dwelling, prorated for multifamily, does not exceed the following:

TABLE 2.2: Per Dwelling Lumen Allowance Residential Use

Property Size (acre)	(sf)	Total Lumens	Max Kelvin
1.33	58,000+	13,000	3,000
1.00	43,000	11,500	3,000
0.75	32,000	10,200	3,000
0.50	21,000	8,700	3,000
0.33	14,000	7,000	3,000
0.25	10,800	5,900	3,000
0.20	8,700	5,000	3,000
0.13	5,400	3,600	3,000
0.05	2,100	1,700	3,000
0.03	<2,100	850	3,000

Multi-Family Example: 32 townhome units on a 3.2-acre development equals .10 acres per dwelling. Therefore, each dwelling is allowed 1,700 lumens.

B. *Light Trespass* leaving *Residential Use* property shall be no greater than 1 *Lux.*

C. Outdoor lighting for recreation areas **not** intended for organized athletic competition shall comply with the General Outdoor Lighting Requirements set forth in Section 2.1 and shall not be subject to the requirements of Section 2.4 unless otherwise specified.

2.3 Non-Residential Use

The following requirements are supplementary to the General Outdoor Lighting Requirements (**Section 2.1** and its subsections) and shall further regulate outdoor lighting on non-residential property:

A. Non-*Residential Use* lighting shall be exempt from the requirement in **Section 2.1(B)**, provided there is no *Luminaire* installed on the property capable of exceeding a total output greater than 3,000 *Lumens*.

B. *Light Trespass* leaving non-*Residential Use* property onto adjacent public right-of-way shall be no greater than 3 *Lux* when measured 20 feet beyond the property line.

2.4 Organized Sports Lighting

The following requirements supplement the General Outdoor Lighting Requirements set forth in Section 2.1 and apply to outdoor lighting installed for organized athletic facilities, including fields and courts intended for scheduled competitive play, training, or spectator events. Incidental park lighting, pathway lighting, playground lighting, and general area lighting not intended for organized athletic use are not governed by this section.

1. Eighty-five percent (85%) of the lumens generated by sports lighting luminaires shall be confined to within 10 meters (33 feet) or a distance of one pole height, whichever is greater, of the playing field or the spectator track or bleacher area, whichever is greater.
2. Lighting installations for non-aerial sports shall emit no direct light above horizontal (90 degrees from nadir). Lighting installations for aerial sports may emit up to eight percent (8%) of the total lumen output above horizontal, as demonstrated by certified photometric analysis.

3. When the recommended sports field *Light Level* is higher than 100 lux, installed lighting shall not exceed 10% more than the *Light Level* recommended by the applicable *ANSI/IES lighting standard*, or a state approved alternate, as published by **[enactment date]**.

4. The correlated color temperature (CCT) of outdoor sports lighting shall be the lowest practicable for the sport, class of play, and viewing requirements as defined by applicable ANSI/IES standards and shall not exceed five thousand seven hundred (5,700) Kelvin. Lower CCT values are encouraged where feasible to reduce glare, skyglow, and ecological impacts.

5. The maximum luminous intensity from any luminaire lighting a sports field shall not exceed 10,000 *candelas* (cd) as measured along a perimeter that is 46 meters (150 feet) from the edge of the field, at 1.5 meters (5 feet) above grade.

6. Sports lighting shall be controlled by automatic systems and shall be extinguished when no scheduled play is occurring and no later than eleven o'clock (11:00 p.m.). Reduced lighting levels may be permitted for up to thirty (30) minutes following the conclusion of scheduled play to allow for safe egress.

7. The mounting height for sports lighting shall not exceed one-fourth (1/4) of the distance from the luminaire location to the nearest property line, unless an alternative height is approved through the City's review process based on site constraints, safety considerations, or compliance with applicable athletic standards.

8. Sports lighting trespass shall not exceed 0.5 footcandle of illumination at any point on the property line.

9. Designs for all sports lighting installations shall be submitted to the City for review and approval prior to installation and shall include certified photometric plans demonstrating compliance with this section.

10. Upon installation, all sports lighting systems shall be tested, aimed, and calibrated to confirm compliance with the approved photometric plans. Once verified, the lighting installation shall be deemed compliant for the operational life of the system, except where fixtures are replaced, optics are modified, substantiated complaints demonstrate noncompliance, or public safety considerations require adjustment.

11. Existing sports lighting installations lawfully installed prior to adoption of this ordinance shall be considered nonconforming but may continue in use. Substantial modifications or replacements shall require compliance with this section to the maximum extent practicable.

3.0 ADMINISTRATIVE REQUIREMENTS

3.1 Enforcement and Penalty

A. Enforcement: Unless otherwise noted in this standard, the Zoning Board of Appeals, or designee, shall be responsible to implement, administer, and enforce this standard, including investigations of alleged violation. A private right of action may also constitute enforcement of the requirements within this standard.

The Zoning Board of Appeals charged with enforcing this chapter shall have the authority to grant partial waiver of specific standard requirements for up to one year if a property owner demonstrates that compliance creates unreasonable hardship, as balanced against the potential impacts of non-compliance, or results in conditions that are materially detrimental to health, safety or welfare.

B. Penalty: Any property owner that does not meet the requirements of this standard shall be in violation. A person, firm, or corporation found to have violated, disobeyed, omitted, neglected, or refused to comply with any provisions of this standard shall be issued a notice and administrative citation as provided by the municipal code Section 98-936.

4.0 DEFINITIONS

The following definitions apply to terms used in this ordinance:

A. **ANSI:** American National Standards Institute.

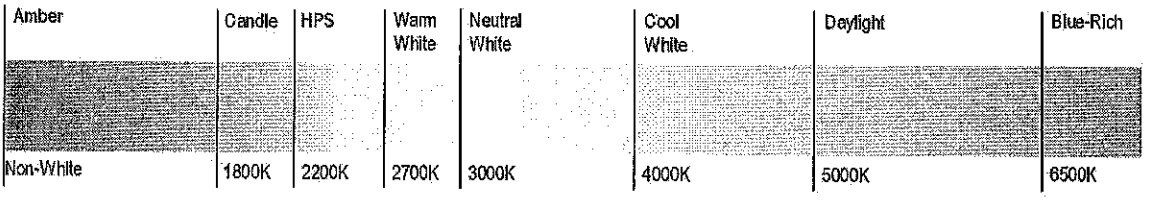
B. **ANSI/IES Lighting Standards:** Applicable outdoor lighting standards and metrics include but are not limited to:

1. RP-2: outdoor retail spaces
2. RP-6: outdoor sports and recreational areas
3. RP-7: outdoor industrial areas
4. RP-8: roadway and parking facilities
5. RP-40: port terminals
6. RP-43: outdoor pedestrian areas

C. **ALAN (artificial light at night):** Light that is created from human technology, rather than a naturally occurring process. Also known as anthropogenic lighting.

D. **Candela (cd):** The unit of measure for luminous intensity.

E. **CCT (correlated color temperature):** The measured color appearance of light emitted by a light source described using a nominal value stated in kelvins (K). Lower CCTs (1800 K to 2200 K) appear very warm or amber. Medium CCTs (2700 K to 3000 K) appear "warm white," similar to standard incandescent bulbs. High CCTs (4000 K and higher) appear "cool white" or "blue."



H. **DarkSky Approved Outdoor Sports Lighting:** A standalone program put forth by DarkSky International to guide and/or certify sports lighting that meets stringent glare and *Light Trespass* requirements.

I. **Five Principles for Responsible Outdoor Lighting:** Co-authored and published by DarkSky International and the Illuminating Engineering Society: 1) Use light only if needed; 2) distribute light only where it is needed; 3) use light that is no brighter than needed; 4) control light so it is on only when needed; and 5) use warmer color light when possible.

J. **Fully Shielded:** A *Luminaire* designed or shielded in such a manner that no light is emitted, either directly or indirectly, at or above a horizontal plane running through the lowest light-emitting part of the luminaire.

K. **IES (Illuminating Engineering Society):** An *ANSI*-recognized Standards Development Organization. ANSI/IES Recommended Practices are universally recognized as authoritative references for lighting applications.

L. **Illuminance:** Measured in *Lux* or footcandles, the total luminous flux incident at a point on a surface.

M. **Light Level:** The maintained *Luminance* or *Illuminance* value.

N. **Light Pollution:** *ALAN* traveling into areas where it is not needed or wanted. This can be in the form of *Light Trespass*, glare, or atmospheric sky glow.

O. **Light Trespass:** *ALAN* illuminating past property lines without permission. Unless specified otherwise, light trespass limits are measured at any location along a property line both horizontally at the ground plane facing upward and vertically at 1.5 meters (5ft) above grade with the meter aimed toward the light source in question.

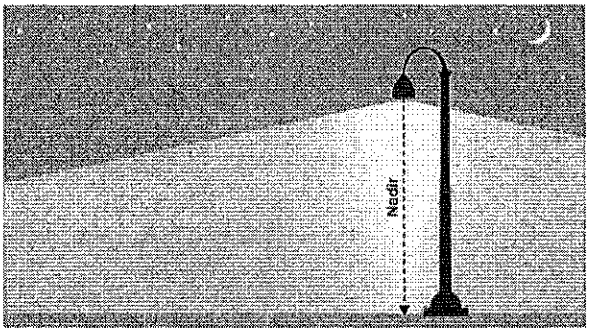
P. **Lumen (lm):** A unit of measure of the *luminous flux* of a light source.

Q. **Luminaire:** A complete lighting unit, including the light source, housing, optics, electronics, and other necessary components for the purpose of providing outdoor illumination.

R. **Luminance:** The intensity of light emitted from a surface per unit area in a given direction.

S. **Lux (lx):** The SI metric system unit of measure for *Illuminance.*

T. **Nadir:** A downward vertical vector directly beneath a luminaire, opposite to zenith.



U. **Nighttime Hours:** The time between 11 PM and sunrise, or 7 AM (whichever comes earlier).

V. **Non-essential:** Lighting that is not directly associated with the physical safety of motor vehicle and pedestrian threats, including but not limited to: landscape lighting, illuminated signage or advertising after business hours, façade lighting, vacant sports fields, and seasonal lighting.

W. **Residential Use:** Municipal zoning districts dedicated exclusively to places of low-rise (i.e., 3 stories or less) human residence and dwelling. Examples include single family, duplex, dual family, multi-family, apartment, townhouse, and mobile home. This does not include mixed-use or commercial districts with combined dwellings.

X. **Seasonal Lighting:** Outdoor or site lighting that is portable, temporary, decorative, and used in connection with holidays and traditions. This includes but is not limited to string lighting, icicle lighting, and lighted inflatables, none of which are intended for general illumination.

Y. **Security Lighting:** Illumination used specifically to protect people, property, and infrastructure from criminal threat.

Z. **Shielding:** A *Luminaire* design, optical intervention, or physical accessory (such as a louver) preventing light emission from traveling into a particular area, angle, or region.

RESOLUTION OF THE PLAN COMMISSION			
Resolution recommending to the Common Council a Zoning Code Text Amendment pertaining to Outdoor Lighting Regulations (Article 7 *Performance Standards* Section 707 *Exterior Lighting Standards*)			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	**PC-049**	**Date:**	May 18, 2026

WHEREAS, the Plan Commission held a Public Hearing thereon pursuant to proper notice given on May 18, 2026, and;

WHEREAS, the Plan Commission made the following findings of fact:

1. The proposed text amendment furthers the purposes of the Zoning Ordinance.
2. The proposed text amendment furthers the purposes of the general article in which the amendment is proposed to be located.
3. The proposed text amendment furthers the purposes of the specific section in which the amendment is proposed to be located.
4. The following factors have arisen that are not properly addressed in the current zoning text:
    - New methods of development or providing infrastructure make it necessary to alter this chapter to meet these new factors;
    - A change has occurred in the land market, or other factors have arisen which require a new form of development, a new type of land use, or a new procedure to meet said change(s);
5. The proposed amendment maintains the desired overall consistency of land uses, land use intensities, and land use impacts within the pertinent zoning districts, and

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby recommends to the Common Council a Zoning Code Text Amendment pertaining to Outdoor Lighting Regulations (Article 7 *Performance Standards* Section 707 *Exterior Lighting Standards*) as described in the application for Text Amendment filed by the City of Lake Geneva Avian Committee dated March 10, 2026, per the findings of fact stated above.

Recommended to the Common Council of the City of Lake Geneva this 18h day of May 2026.

PC Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

_____

Todd Krause, Plan Commission Chair Date

Attest:

_____

Amanda Rotondi, Building & Zoning Clerk Date

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date May 18, 2026

Applicant:
Robert Loquercio
1600 W Lake Street
Streamwood, IL

Request:
1310 W Main Street
Conditional Use Permit:

- Install a fence at a maximum four (4) feet in height within the street yard.

Description:
This application is for a Conditional Use Permit to allow the installation of a four (4) foot maximum height open fence within the street yard of the property at 1310 W Main Street.

Conditional Use Permit 24-R52 was approved on July 22, 2024 to allow the construction of a single family residential structure on the property.

The current Zoning Ordinance allows a maximum fence height of three (3) feet when located within a street yard. Section 98-720(3)(a)(1) allows the filling of a CUP to permit an additional one (1) foot in height to a maximum four (4) feet in height for fences located in the street yard.

This CUP application does not amend or repeal the existing CUP 24-R52.

Project Details from CUP Submittal

- Installation of a four (4) foot open fence within the street yard.
- The Site Plan shows additional fencing being installed on the property but is not subject of this CUP request.

Action by the Plan Commission:
Recommendation to the Common Council on the proposed Conditional Use Permit (CUP):
As part of the consideration of the requested CUP, the Plan Commission is required to:

- Provide the Common Council with a *recommendation* regarding the proposed CUP;
- Include *findings* required by the Zoning Ordinance for CUPs; and,
- Provide specific suggested *conditions* to modify the project as submitted.

Staff Review Comments:
The proposed fence height is customary for a property fronting on a major collector roadway.

Required Plan Commission Findings on the CUP for Recommendation to the Common Council:

A proposed CUP must be reviewed by the standards below:

A. If, after the public hearing, the Commission wishes to recommend *approval*, then the appropriate fact finding would be all of the following:
   a. In general, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
   b. Specific to this site, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
   c. The proposed conditional use in its proposed location, and as depicted on the required site plan does not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.
   d. The proposed conditional use maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.
   e. The proposed conditional use is located in an area that will be adequately served by, and will not impose an undue burden on any improvements, facilities, utilities or services provided by public agencies serving the subject property.
   f. The potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.

Staff Recommendation on the proposed Conditional Use Permit:

1. Staff recommend the Plan Commission recommend approval of the Conditional Use Permit to install an open fence within the street yard at a maximum height of four (4) feet.
2. Staff recommend the Plan Commission adopt the *affirmative set of findings* provided above.
3. Finally, staff recommend that *the following additional conditions of approval* be recommended:
   a. Substantial conformance to the submitted Site Plan with respect only to the open fence in the street yard.
   b. This Conditional Use Permit does not amend or replace CUP 24-R52.
   c. The applicant shall secure a Fence Permit prior to installation of the fence.

2026 0179

RECEIVED
APR 07 2026
By:

APPLICATION FOR CONDITIONAL USE

City of Lake Geneva

Site Address/Parcel No. and full Legal Description required (attach separate sheet if necessary):
1310 West Main Street, Lake Geneva, WI 53147; Tax Parcel No. ZYUP 00094N

Legal description is attached hereto as Exhibit A.

Name and Address of Current Owner: Robert P. Loquercio, 1600 West Lake Street, Streamwood, IL 60107

Telephone No. with area code & Email of Current Owner: [redacted]

X Owner Signature: Robert P. Loquercio

Name and Address of Applicant:
Robert P. Loquercio, 1600 West Lake Street, Streamwood, IL 60107

Telephone No. with area code & Email of Applicant [redacted]

Proposed Conditional Use: Installation of fence within street, side, and rear yards of Property

Zoning District in which land is located: ER-1

Names and Addresses of architect, professional engineer and contractor of project:
Batterman, 1040 North Wisconsin Street, Elkhorn, WI 53121; Kristin J. Belongia, P.L.S.

Short statement describing activities to take place on site:
Contractor will install two different fence types on the property. Fence #1 will be an Open Railing fence constructed of steel, iron, or aluminum running along the front of the property (Main Street) and returning South down the East and West property lines until the fence comes parallel to the house. The driveway entrance off Main Street will have an automatic sliding gate that does not encroach or reach beyond the property line. This fence will resume at the South end of the house and connect the East and West fences. Fence #2 will be a Board and Batten fence that will only run concurrent/parallel to the house on the East and West property lines, connecting to the Open Railing fence at four points.

Conditional Use Fee payable upon filing application:$450.00 [$100.00 for Application Under Sec. 98-407(3)]

x 04/06/2026
Date 08/06/2025

x Robert P. Loquercio
Signature of Applicant Robert P. Loquercio

CITY OF LAKE GENEVA PROCEDURAL CHECKLIST FOR: CONDITIONAL USE REVIEW AND APPROVAL (Requirements per Section 98-905)

This form should be used by the Applicant as a guide to submitting a complete application for a conditional use and by the City to process said application. Parts II and III should be used by the Applicant to submit a complete application; Parts I - IV should be used by the City as a guide when processing said application.

I. RECORDATION OF ADMINISTRATIVE PROCEDURES

____ **Pre-submittal staff meeting scheduled:**

Date of Meeting: _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

Follow-up pre-submittal staff meetings scheduled for:

____ **Date of Meeting:** _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

____ **Date of Meeting:** _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

____ **Date of Meeting:** _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

____ **Date of Meeting:** _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

____ **Application form filed with Zoning Administrator:** **Date:** _____ **by:** _____

____ **Application fee of $ ____ received by Zoning Administrator:** **Date:** _____ **by:** _____

____ **Reimbursement of professional consultant costs agreement executed:** **Date:** _____ **by:** _____

II. APPLICATION SUBMITTAL PACKET REQUIREMENTS

Prior to submitting the 1 final complete applications as certified by the Zoning Administrator, the Applicant shall submit 1 initial draft application packet and 1 digital copy for staff review, followed by one revised draft final application packet based upon staff review and comments.

Initial Packet (1 Copy and 1 Digital Copy to Zoning Administrator) *Date:* _____ *by:* _____

⇓ *Draft Final Packet (1 Copies and 1 Digital Copy to Zoning Administrator)* *Date:* _____ *by:* _____

⇓

X ____ (a) **A map of the proposed conditional use:**

- ____ Showing all lands for which the conditional use is proposed;
- ____ Clearly indicating the current zoning of the subject property and its environs, and the jurisdiction(s) which maintains that control;
- ____ Map and all its parts are clearly reproducible with a photocopier;
- ____ Map size of 11" by 17" and map scale not less than one inch equals 800 ft:
- ____ All lot dimensions of the subject property provided;
- ____ Graphic scale and north arrow provided.

X ____ (b) **A map, such as the Land Use Plan Map, of the generalized location of the subject property in relation to the City as a whole:**

X ____ (c) **A written description of the proposed conditional use describing the type of activities, buildings, and structures proposed for the subject property and their general locations;**

X ____ (d) **A site plan (conforming to the requirements of Section 98-908(3)) of the subject property as proposed for development OR if the proposed conditional use is a group development (per Section 98-208) a proposed preliminary plat or conceptual plat may be substituted for the required site plan, provided said plat contains all information required on said site plan per Section 98-908.**

X ____ (e) **Written justification for the proposed conditional use:**

____ Indicating reasons why the Applicant believes the proposed conditional use is appropriate with the recommendations of the City of Lake Geneva Comprehensive Master Plan, particularly as evidenced by compliance with the standards set out in Section 98-905(4)(b)1.-6. *(See below)*

III. JUSTIFICATION OF THE PROPOSED CONDITIONAL USE

1. How is the proposed conditional use (the use in general, independent of its location) in harmony with the purposes, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, the Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City?

   Fence as proposed matches with standards and guidelines of the City Comprehensive Plan.

2. How is the proposed conditional use, in its specific location, in harmony with the purposed, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, the Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City?

   Fence is in keeping with those now existing on and around surrounding properties and will maintain a similar and aesthetic and design quality.

3. Does the proposed conditional use, in its proposed location and as depicted on the required site plan (see Section 98-905(3)(d)), result in any substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan, or any other plan, program, map ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development?

   No adverse impact to neighboring or nearby owners with similar fences on those properties.

4. How does the proposed conditional use maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property?

   It offers an elevated and updated quality similar to existing fences.

5. Is the proposed conditional use located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property?
Fencing will not impact actual public improvements, facilities, utilities, or services.

6. Do the potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use (as identified in Subsections 98-905(4)(b)1.-5.), after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts?
The benefits of continuity, beautification, and security outweigh any potential adverse impact (of which none are known).

IV. FINAL APPLICATION PACKET INFORMATION

____ **Receipt of 1 full scale copy in blueline or blackline of complete Final Application Packet by Zoning Administrator:** **Date:** _____ **by:** _____

____ **Receipt of 1 reduced (8.5" by 11" text and 11" x 17" graphics) copies of complete Final Application Packet by Zoning Administrator:** **Date:** _____ **by:** _____

____ **A digital copy of Final Application Packet shall be emailed to the Building and Zoning Department upon submittal deadline.** **Date:** _____ **by:** _____

____ **Certification of complete Final Application Packet and required copies to the Zoning Administrator by City Clerk:** **Date:** _____ **by:** _____

____ **Class 2 Legal Notice sent to official newspaper by City Clerk:** **Date:** _____ **by:** _____

____ **Class 2 Legal Notice published on** _____ **and** _____ **by:** _____

____ **Conditional Use recorded with the County Register of Deeds Office:** **Date:** _____ **by:** _____

CITY OF LAKE GENEVA PROCEDURAL CHECKLIST FOR: SITE PLAN REVIEW AND APPROVAL (Requirements per Section 98-908)

This form should be used by the Applicant as a guide to submitting a complete application for a site plan review and by the City to process said application. Part II should be used by the Applicant to submit a complete application; Parts I - III should be used by the City as a guide when processing said application.

I. RECORDATION OF ADMINISTRATIVE PROCEDURES

____ **Pre-submittal staff meeting scheduled:**

Date of Meeting: _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

Follow-up pre-submittal staff meetings scheduled for:

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____ **Application fee of $ ____ received by Zoning Administrator:** **Date:** _____ **by:** _____

____ **Reimbursement of professional consultant costs agreement executed:** **Date:** _____ **by:** _____

II. APPLICATION SUBMITTAL PACKET REQUIREMENTS

Prior to submitting the 1 final complete applications as certified by the Zoning Administrator, the Applicant shall submit 1 initial draft application packet and 1 digital copy for staff review, followed by one revised draft final application packet based upon staff review and comments.

Initial Packet (1 Copy and 1 Digital Copy to Zoning Administrator) *Date:* _____ *by:* _____

⇓ *Draft Final Packet (1 Copies and 1 Digital Copy to Zoning Administrator)* *Date:* _____ *by:* _____

⇓

____ ____ (a) **A written description of the intended use describing in reasonable detail the:**

- ____ Existing zoning district(s) (and proposed zoning district(s) if different);
- ____ Land use plan map designation(s);
- ____ Current land uses present on the subject property;
- ____ Proposed land uses for the subject property (per Section 98-206);
- ____ Projected number of residents, employees, and daily customers;
- ____ Proposed amount of dwelling units, floor area, impervious surface area, and landscape surface area, and resulting site density, floor area ratio, impervious surface area ratio, and landscape surface area ratio;
- ____ Operational considerations relating to hours of operation, projected normal and peak water usage, sanitary sewer or septic loadings, and traffic generation;

____ Operational considerations relating to potential nuisance creation pertaining to noncompliance with the performance standards addressed in Article VII (Sections 98-701-98-721) including: street access, traffic visibility, parking, loading, exterior storage, exterior lighting, vibration, noise, air pollution, odor, electromagnetic radiation, glare and heat, fire and explosion, toxic or noxious materials, waste materials, drainage, and hazardous materials;

____ If no nuisances will be created (as indicated by complete and continuous compliance with the provisions of Article VII), then include the statement "The proposed development shall comply with all requirements of Article VII.";

____ Exterior building and fencing materials (Sections 98-718 and 98-720);

____ Possible future expansion and related implications for points above;

____ Any other information pertinent to adequate understanding by the Plan Commission of the intended use and its relation to nearby properties.

____ ____ (b) **A <u>Small Location Map</u>** at 11" x 17" showing the subject property, all properties within 300 feet, and illustrating its relationship to the nearest street intersection. (A photocopy of the pertinent section of the City's Official Zoning Map with the subject property clearly indicated shall suffice to meet this requirement.)

____ ____ (c) **A <u>Property Site Plan</u> drawing which includes:**

____ A title block which indicates the name, address and phone/fax number(s) of the current property owner and/or agent(s) (developer, architect, engineer, planner) for project;

____ The date of the original plan and the latest date of revision to the plan;

____ A north arrow and a graphic scale (not smaller than one inch equals 100 feet);

____ A reduction of the drawing at 11" x 17";

____ A legal description of the subject property;

____ All property lines and existing and proposed right-of-way lines with bearings and dimensions clearly labeled;

____ All existing and proposed easement lines and dimensions with a key provided and explained on the margins of the plan as to ownership and purpose;

____ All required building setback lines;

____ All existing and proposed buildings, structures, and paved areas, including building entrances, walks, drives, decks, patios, fences, utility poles, drainage facilities, and walls;

____ The location and dimension (cross-section and entry throat) of all access points onto public streets;

____ The location and dimension of all on-site parking (and off-site parking provisions if they are to be employed), including a summary of the number of parking stalls provided versus required by the Ordinance;

____ The location and dimension of all loading and service areas on the subject property and labels indicating the dimension of such areas;

____ The location of all outdoor storage areas and the design of all screening devices;

____ The location, type, height, size and lighting of all signage on the subject property to include a photometric plan;

____ The location, height, design/type, illumination power and orientation of all exterior lighting on the subject property -- including the clear demonstration of compliance with Section 98-707;

____ All engineering requirements for utilities, site designs, etc;

____ The location and type of any permanently protected green space areas;

____ The location of existing and proposed drainage facilities for storm water;

____ In the legend, data for the subject property on:
- ____ Lot Area;
- ____ Floor Area;
- ____ Floor Area Ratio (b/a);
- ____ Impervious Surface Area;
- ____ Impervious Surface Ratio (d/a);
- ____ Building Height.

____ ____ (d) **A <u>Detailed Landscaping Plan</u> of the subject property:**
- ____ Scale same as main plan (> or equal to 1" equals 100')
- ____ Map reduction at 11" x 17"
- ____ Showing the location of all required buffer yard and landscaping areas
- ____ Showing existing and proposed Landscape Point fencing
- ____ Showing berm options for meeting said requirements
- ____ Demonstrating complete compliance with the requirements of Article VI
- ____ Providing individual plant locations and species, fencing types and heights, and berm heights;

____ ____ (e) **A <u>Grading and Erosion Control Plan</u>:**
- ____ Same scale as the main plan (> or equal to 1" equals 100')
- ____ Map reduction at 11" x 17")
- ____ Showing existing and proposed grades including retention walls and related devices, and erosion control measures.

____ ____ (f) **<u>Elevation Drawings</u> of proposed buildings or remodeling of existing buildings:**
- ____ Showing finished exterior treatment;
- ____ With adequate labels provided to clearly depict exterior materials, texture, color and overall appearance;
- ____ Perspective renderings of the proposed project and/or photos of similar structures may be submitted, but not in lieu of adequate drawings showing the actual intended appearance of the buildings.

NOTE: Initiation of Land Use or Development Activity: Absolutely no land use or development activity, including site clearing, grubbing, or grading shall occur on the subject property prior to the approval of the required site plan. Any such activity prior to such approval shall be a violation of law and shall be subject to all applicable enforcement mechanisms and penalties.

NOTE: Modification of an Approved Site Plan: Any and all variation between development and/or land use activity on the subject property and the approved site plan is a violation of law. An approved site plan shall be revised and approved via the procedures of Subsections 98-908(2) and (4) so as to clearly and completely depict any and all proposed modifications to the previously approved site plan, prior to the initiation of said modifications.

III.FINAL APPLICATION PACKET INFORMATION

____ **Receipt of 1 full scale copy in blueline or blackline of complete Final Application Packet by Zoning Administrator:** **Date:** _____ **by:** _____

____ **Receipt of 1 reduced (8.5" by 11" text and 11" x 17" graphics) copies of complete Final Application Packet by Zoning Administrator:** **Date:** _____ **by:** _____

____ **A digital copy of Final Application Packet shall be emailed to the Building and Zoning Department upon submittal deadline.** **Date:** _____ **by:** _____

Development Review Committee (DRC) Application

Complete as much detailed information as possible to allow for a comprehensive departmental review prior to a Development Review Committee meeting. This application must be returned to the Building Inspector, with all conceptual plans, designs and other information prior to the scheduling a DRC meeting.

Applicant Information

Property Address _____
Applicant name _____
Applicant email _____ Phone Number _____

Architect/Contractor/Designer Name _____
Architect/Contractor/Designer Email _____Phone Number _____

Type of Construction: New _____ Addition _____ Remodel _____
Type of Development: Single-family _____ Multi-family _____ Commercial _____ Industrial _____
Type of Business _____

Engineering

Site Plans should include the following: Project title and owner's/developer's name and address noted, architect's and/or engineer's name and address noted, property boundaries and dimensions, abutting property zoning classifications, general description of building materials, façade and roof detail, setback lines indicated, easements for access, if any, 100-year floodplain identification, existing and proposed topography shown at a contour interval of one foot, indicating proposed grade and location of improvements, signage and outdoor lighting, number of parking spaces provided, type, size and location of all structures with all building dimensions shown, location of existing and general location of proposed sanitary sewers, storm sewers, water-mains, and any proposed stormwater management facilities, location, extent and type of proposed landscaping and landscaping plantings and buffers to adjacent property, including fencing or other screening, location of pedestrian sidewalks and walkways, graphic outline of any development staging that is planned, driveway locations and sizes, handicap accessibility, environmental concerns (odor, smoke, noise, graphic scale and north arrow.

N/A • Storm water management provisions provided? YES / NO
  - As-built/certification notification

N/A • Erosion control plan provided? YES / NO

N/A • Wetlands, floodplains, environmental corridors, groundwater identified. YES / NO

N/A • Utility Plans Provided
  - Watermain
  - Sanitary Sewer
  - Storm Water

• Is a Land Division required? YES / NO

• Access points and dimensions shown? YES / NO
  - WISDOT Right-of-way?
  - County Right-of-way?

N/A • Estimated Traffic impacts_____
  - Traffic Study Required YES/NO
  - Traffic Control Plan Required YES/NO
  - Will construction affect street parking or intersections? YES / NO

- Paving Materials, Typical Sections? YES / NO
- WDNR Notice of Intent required? (Land disturbance more than 1 acre)? YES / NO
- Watermain extension required? YES / NO
- Sanitary sewer extension required? YES / NO
- SEWRPC Service Area Amendment needed? YES / NO
- Is a Chapter 30 Permit (wetland/waterway) required? YES / NO
- Proposed building/expansion dimensions _____
- Will there be signage? YES / NO type (mounted, freestanding) _____
- Exterior lighting plans? YES / NO
- What kind of noise or level of noise will the business have? _____
- Detailed property Site Plan? YES / NO Date of Plan: _____
- Green Space Calculations (Existing vs. Proposed) YES / NO
- Are landscape plans provided? YES / NO
- Is a Land Division required? YES / NO

Water/Sewer Utilities

N/A If an existing structure please circle the following:

- Will existing sewer & water connections be used? YES / NO
- Will your project require the installation of a grease interceptor? YES / NO

N/A If the development is Commercial or Industrial, please provide the following:

- Water service size requirement_____
- Estimated daily water usage in gallons per day_____
- Estimated maximum water flow in gallons per minute_____
- Number of bathrooms_____
- Brief description of process (if Industrial)_____

N/A If the development is a multi-family dwelling, please provide the following:

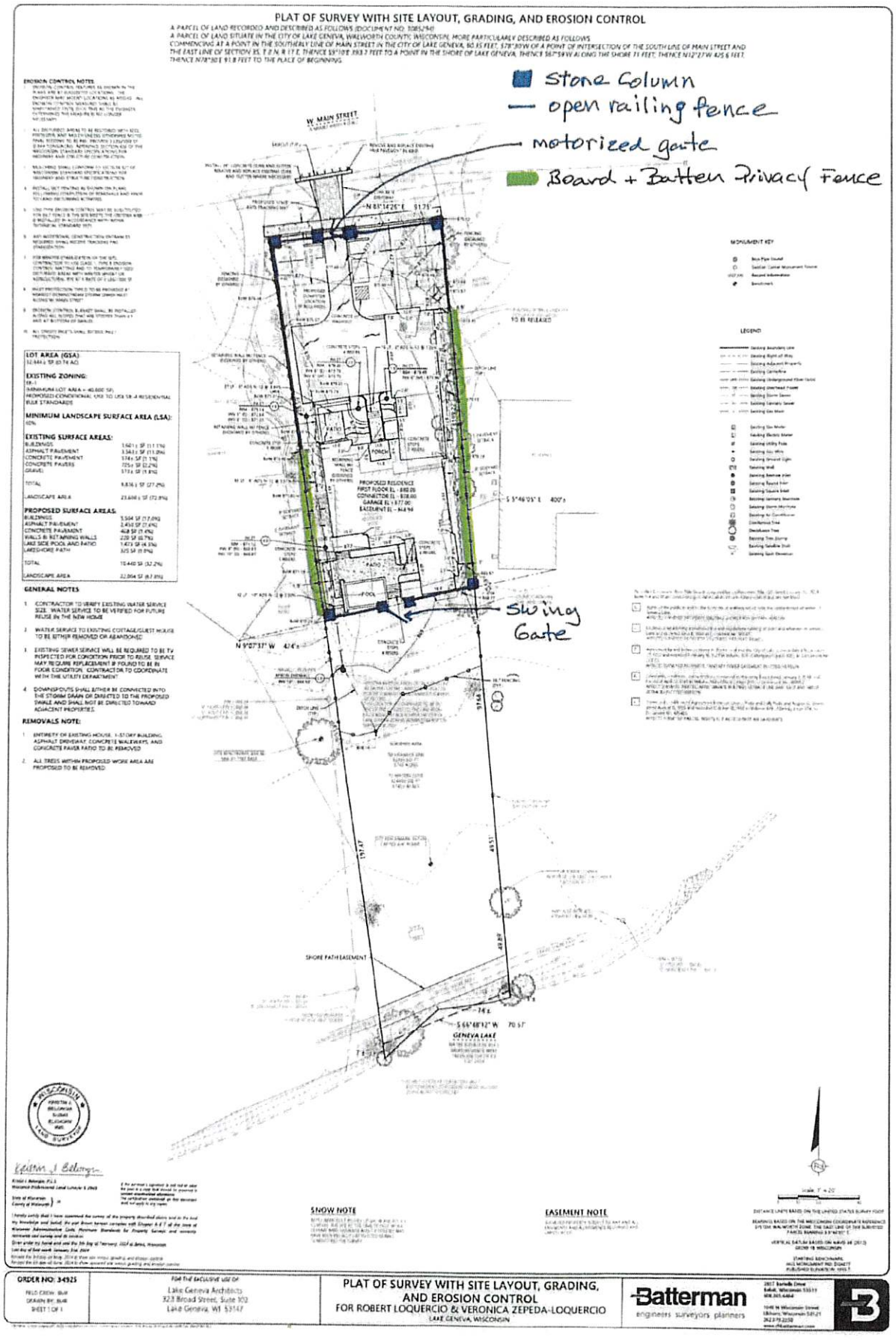
- Number of units_____
- Number of bedrooms in each unit_____
- Water service size requirement_____

EXHIBIT A

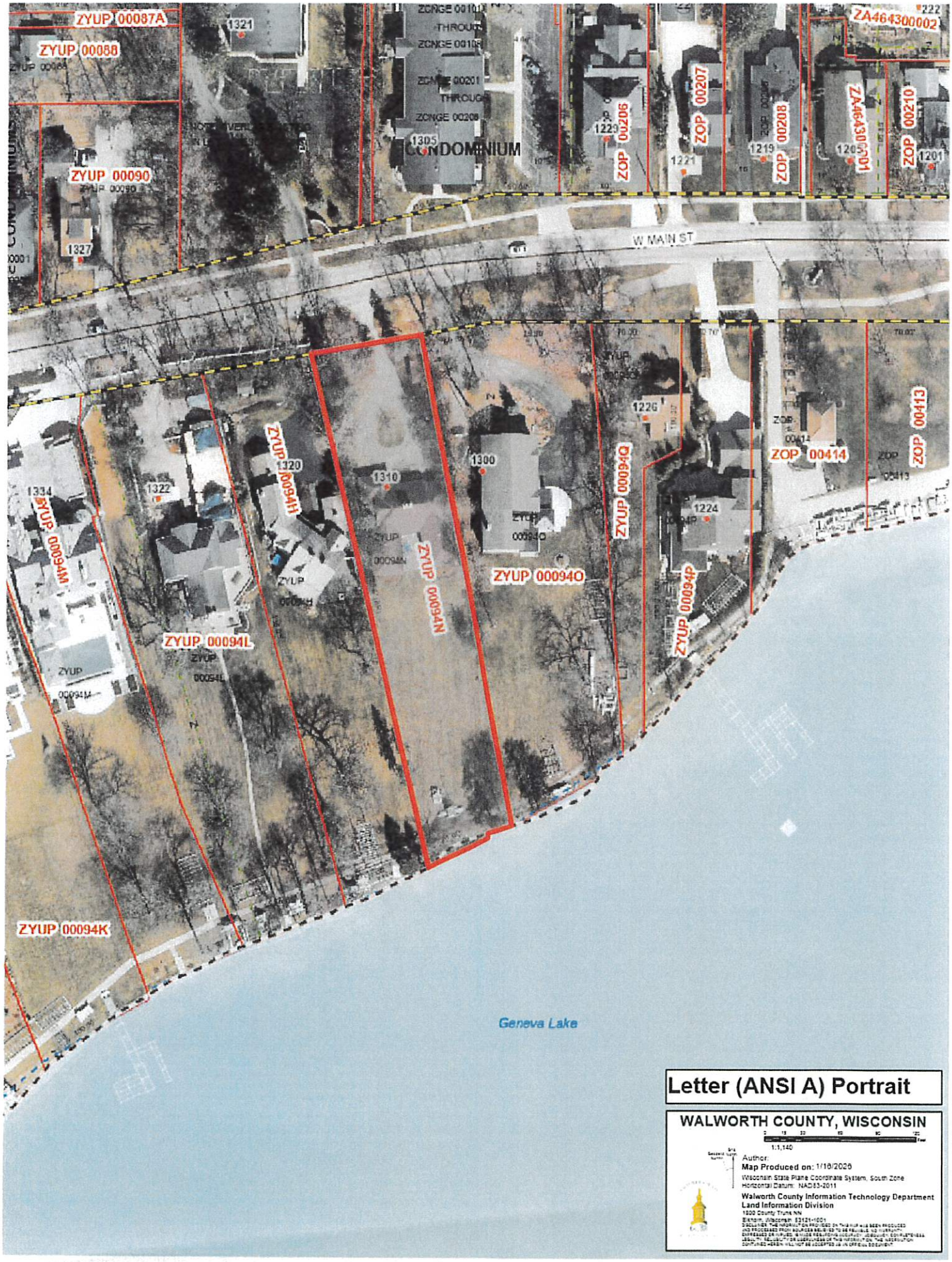
Legal Description

A parcel of land situated in the Northwest 1/4 of Section 36, Township 2 North, Range 17 East, and the Northeast 1/4 of Section 35, Township 2 North, Range 17 East in the City of Lake Geneva, Walworth County, Wisconsin, more particularly described as follows:

Commencing at a point in the Southerly line of Main Street 60.35 feet South 78 degrees 30 minutes West of a point of intersection in the South line of Main Street with the East line of Section 35; thence South 09 degrees 10 minutes East, 393.7 feet to a point in the shore of Lake Geneva; thence South 67 degrees 59 minutes West along the shore 71 feet; thence North 12 degrees 27 minutes West, 425.6 feet; thence North 78 degrees 30 minutes East, 91.8 feet to the place of beginning.


PLAT OF SURVEY WITH SITE LAYOUT, GRADING, AND EROSION CONTROL
Stone Column
open railing fence
motorized gate
Board + Batten Privacy Fence
Swing Gate
W MAIN STREET
GENEVA LAKE
SHORE PATH EASEMENT
SNOW NOTE
EASEMENT NOTE
ORDER NO: 34925
PLAT OF SURVEY WITH SITE LAYOUT, GRADING, AND EROSION CONTROL
FOR ROBERT LOQUERCIO & VERONICA ZEPEDA-LOQUERCIO
LAKE GENEVA, WISCONSIN
Batterman
engineers surveyors planners


W MAIN ST
HILLSIDE

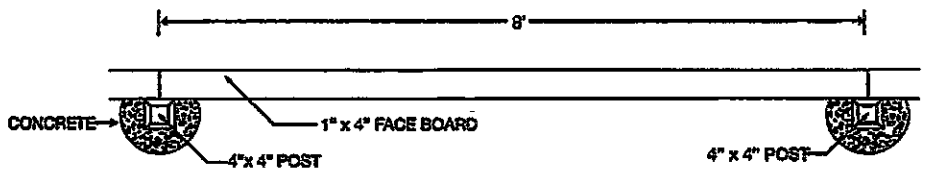

ZYUP 00087A
ZYUP 00088
ZYUP 00090
1321
1327
1305
CONDOMINIUM
1223
ZOP 00206
ZOP 00207
1221
1219
ZOP 00208
ZA464300002
ZA464300001
ZOP 00210
1201
W MAIN ST
1226
ZOP 00414
ZOP 00413
1224
1334
1322
1320
1310
1300
ZYUP 00094H
ZYUP 00094M
ZYUP 00094N
ZYUP 00094O
ZYUP 00094Q
ZYUP 00094P
ZYUP 00094L
ZYUP 00094K
Geneva Lake
Letter (ANSI A) Portrait
WALWORTH COUNTY, WISCONSIN
1:1,140
Author:
Map Produced on: 1/16/2026
Wisconsin State Plane Coordinate System, South Zone
Horizontal Datum: NAD83-2011
Walworth County Information Technology Department
Land Information Division

PEERLESS FENCE & SUPPLY

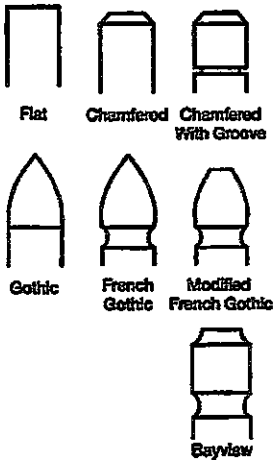
5' or 6' Traditional Board on Batten

(w/2 Face Boards and Top Cap)

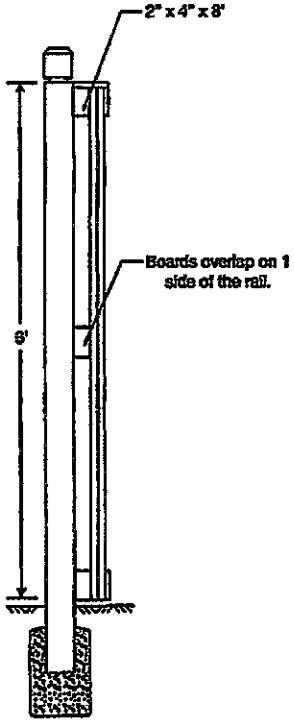
PLAN VIEW



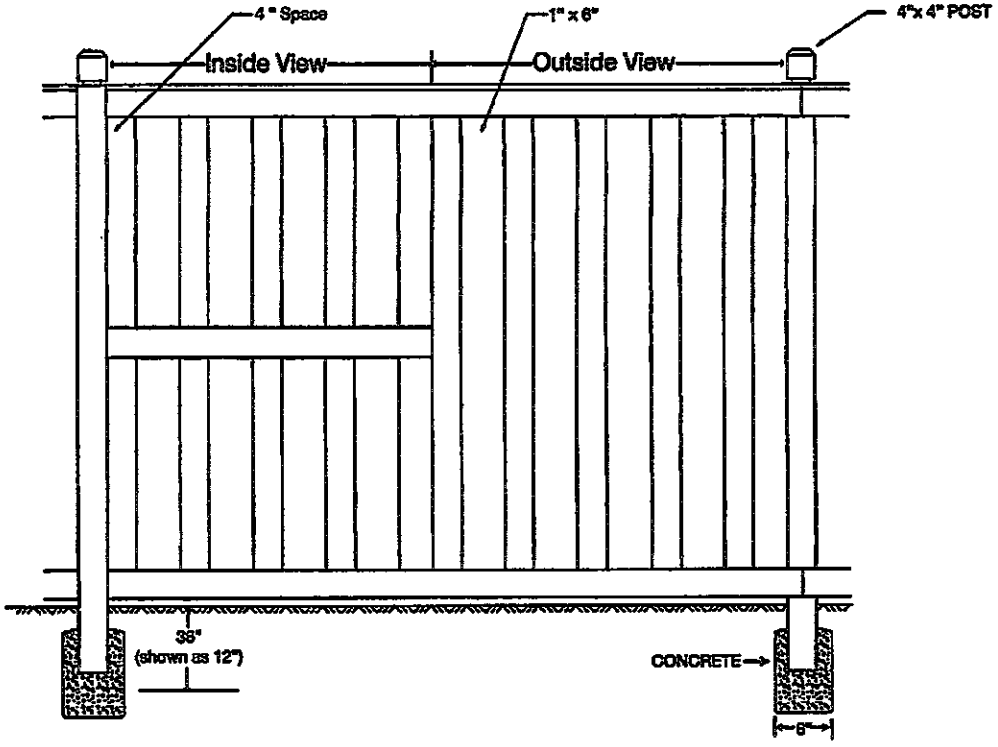
POST TOP DESIGNS



SIDE VIEW



FRONT VIEW



Board Spacing: _____

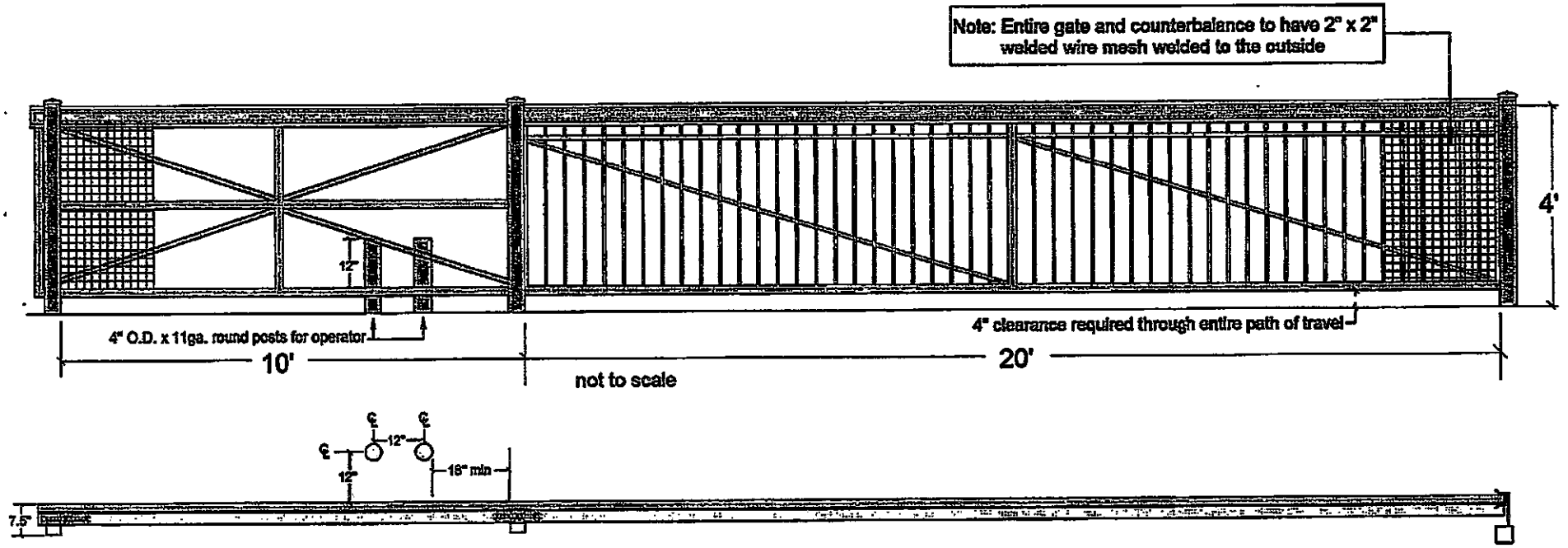
Vertical Board Width: 4" 6" 8"



SCALE: 0.5" = 1'

Approval Signature: _____

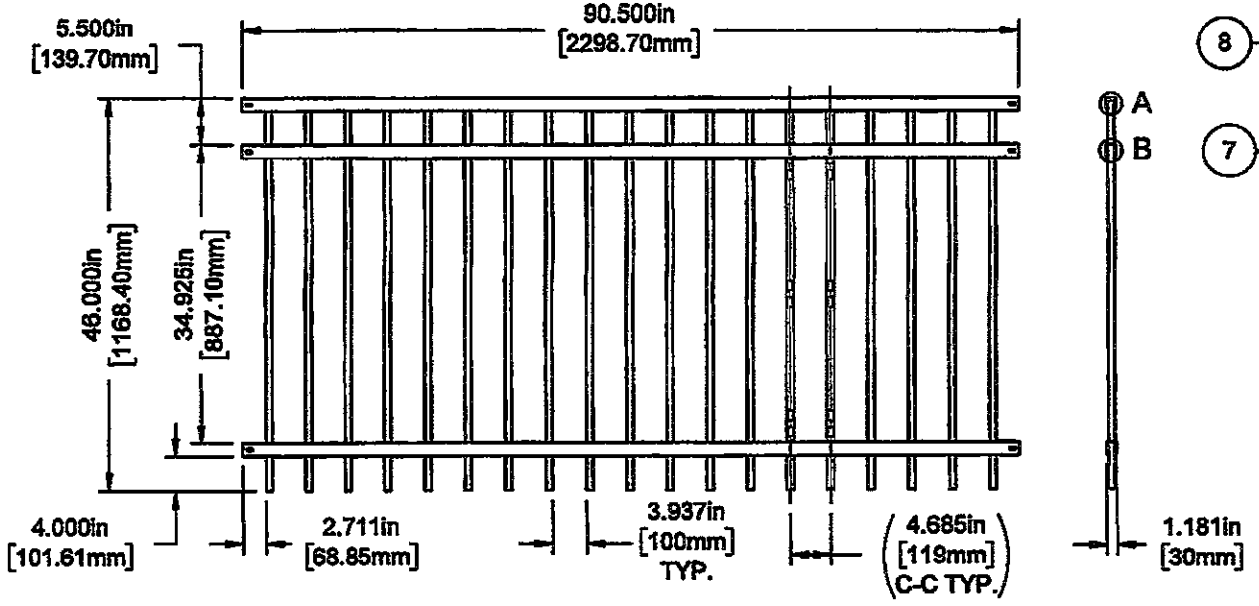
Traditional Board on Batten v4 2/12

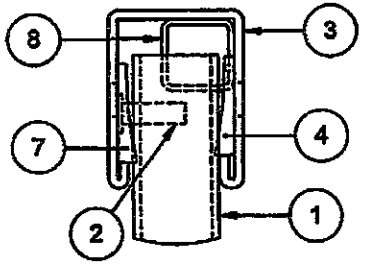


Frame: 2" x 2" (14ga.) square steel tube
Pickets: 5/8" square tube spaced 4" apart
Posts: 4" x 4" (11ga) square tube with caps
Hardware: Enclosed aluminum easy slide track with trolleys, guide rollers and fittings
Finish: All material to be primed and powder coated black

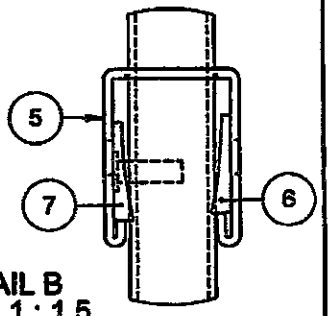
NOTES:
SEE MASTER DRAWING EPN-8162 FOR THE FOLLOWING:
A. MATERIALS
B. PRE-GALVINIZATION SPECIFICATION.
C. PRE-TREATMENT & COATING SPECIFICATIONS.
D. ASSEMBLY REQUIREMENTS.
E. PACKAGING REQUIREMENTS.

ITEM NO.	PART NO	DESCRIPTION	QTY
1	EPN-3027	3/4X3/4 16GA PICKET-SF	19
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4	EPN-2610	42.25" COM PLASTIC STRIP NO HOLES	2
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6	EPN-2610	88" COM PLASTIC STRIP NO HOLES	2
7	EPN-2611	88" COM-SF PLASTIC STRIP (19 PUNCHED HOLES) NOV	3
8	EPN-3028	5/8X5/8X18GA BLOCKER	1
9	N/A	ID. LABEL	1





DETAIL A
SCALE 1 : 1.5



DETAIL B
SCALE 1 : 1.5

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REV	BY	DATE	PCR	DESCRIPTION
1	CRC	6/5/2020	N/A	UPDATED NOTES.
0	CRC	1/28/2020	N/A	RELEASE FOR PRODUCTION.

TOLERANCES	
FRACTION	±1/64
XX	±0.02
XXX	±0.016
ANGLE	±0.5°
FINISH	125 RMS
UNLESS OTHERWISE SPECIFIED	

BARRETTE
Outdoor Living

DRAWN	DATE	APPROVED
C.CLARK	01/28/2020	MW

DESCRIPTION: 46x90.5 COM-SF FT EB4 3RL BK NOV-PANEL

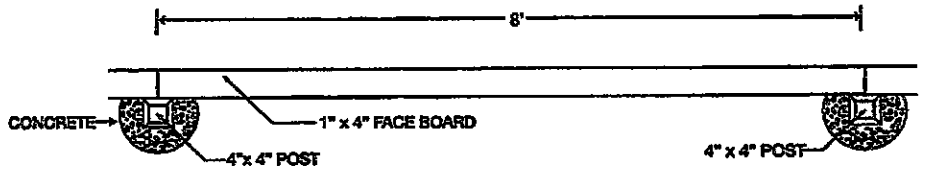
SHEET 1 OF 1	REVISION	PART NUMBER
SCALE 1:20	1	73046102
WEIGHT: 73.71		

PEERLESS FENCE & SUPPLY

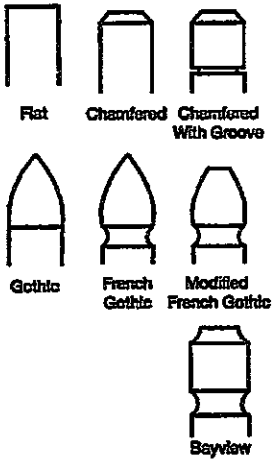
5' or 6' Traditional Board on Batten

(w/2 Face Boards and Top Cap)

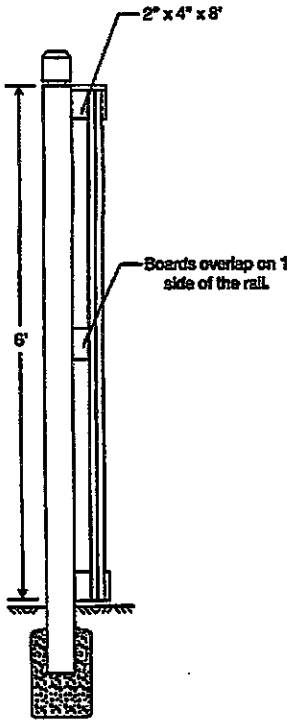
PLAN VIEW



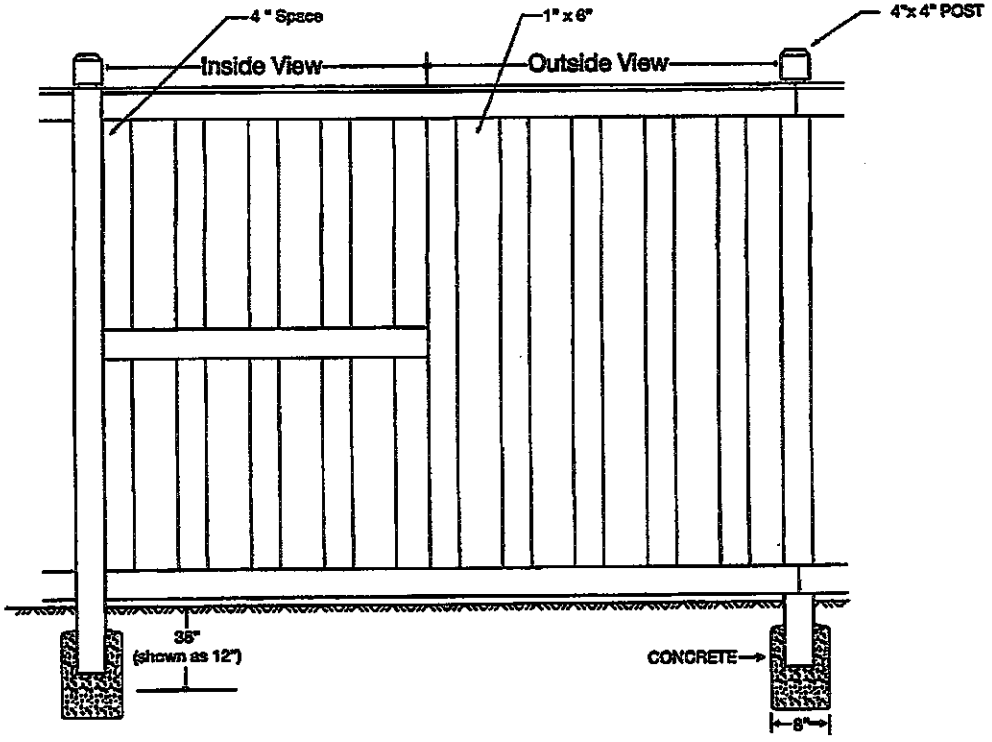
POST TOP DESIGNS



SIDE VIEW



FRONT VIEW



Board Spacing: _____

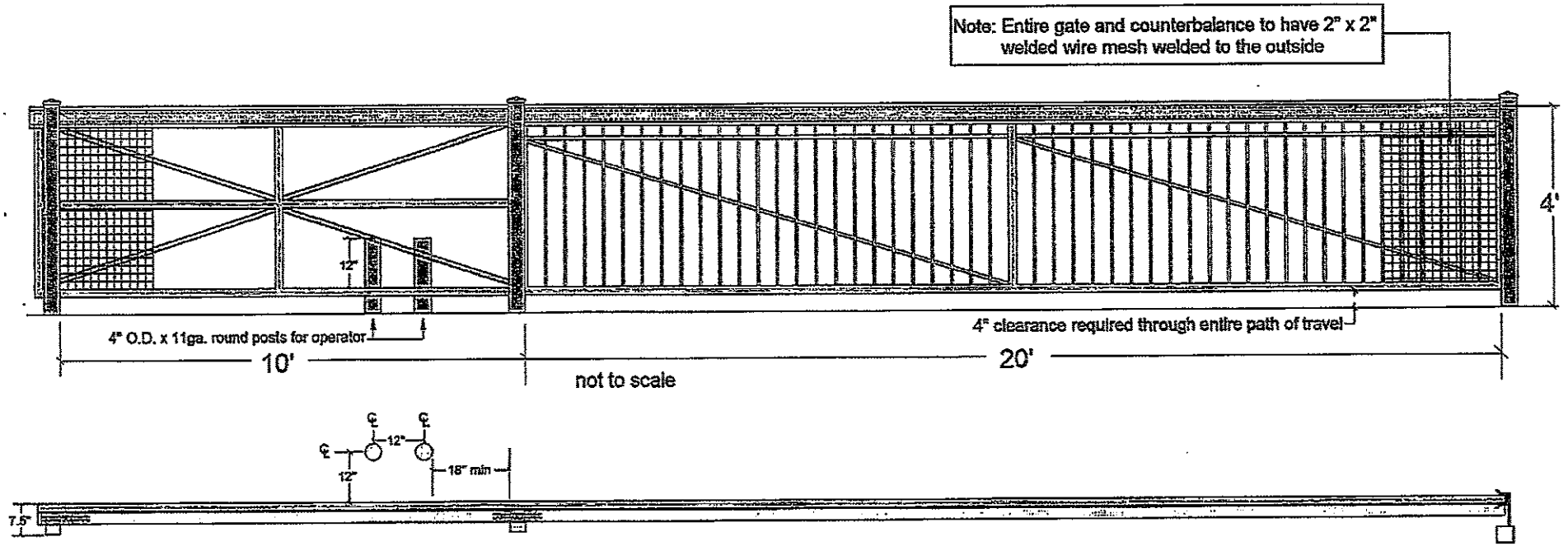
Vertical Board Width: 4" 6" 8"

0 6" 1'

SCALE: 0.5" = 1'

Approval Signature: _____

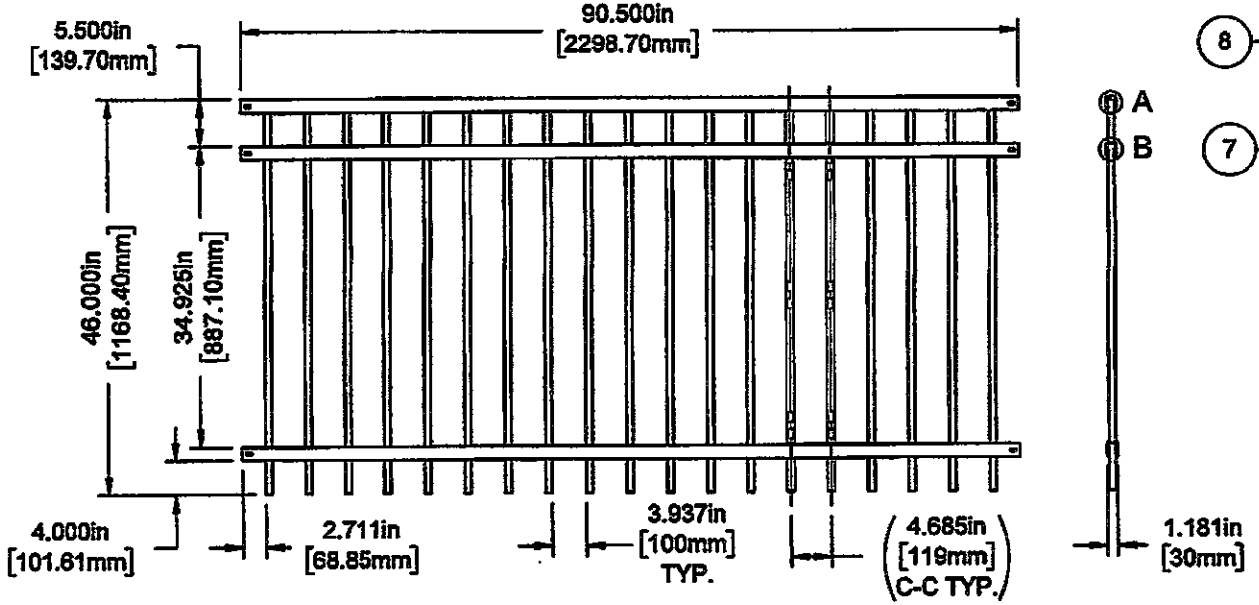
Traditional Board on Batten v4 2/12

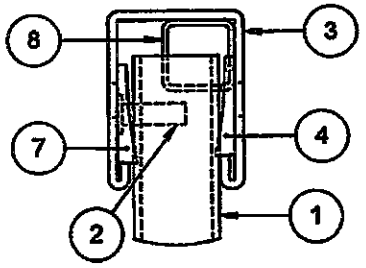


Frame: 2" x 2" (14ga.) square steel tube
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Hardware: Enclosed aluminum easy slide track with trolleys, guide rollers and fittings
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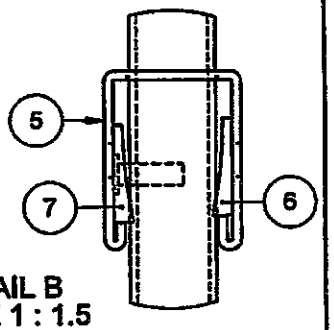
NOTES:
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A. MATERIALS
B. PRE-GALVINIZATION SPECIFICATION.
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9	N/A	ID. LABEL	1





DETAIL A
SCALE 1 : 1.5



DETAIL B
SCALE 1 : 1.5

TOLERANCES	
FRACTION	±1/64
XX	±0.02
XXX	±0.016
ANGLE	±0.5°
FINISH	125 RMS
UNLESS OTHERWISE SPECIFIED	

Barrette **BARRETTE** Outdoor Living

DRAWN	DATE	APPROVED
C.CLARK	01/28/2020	MW

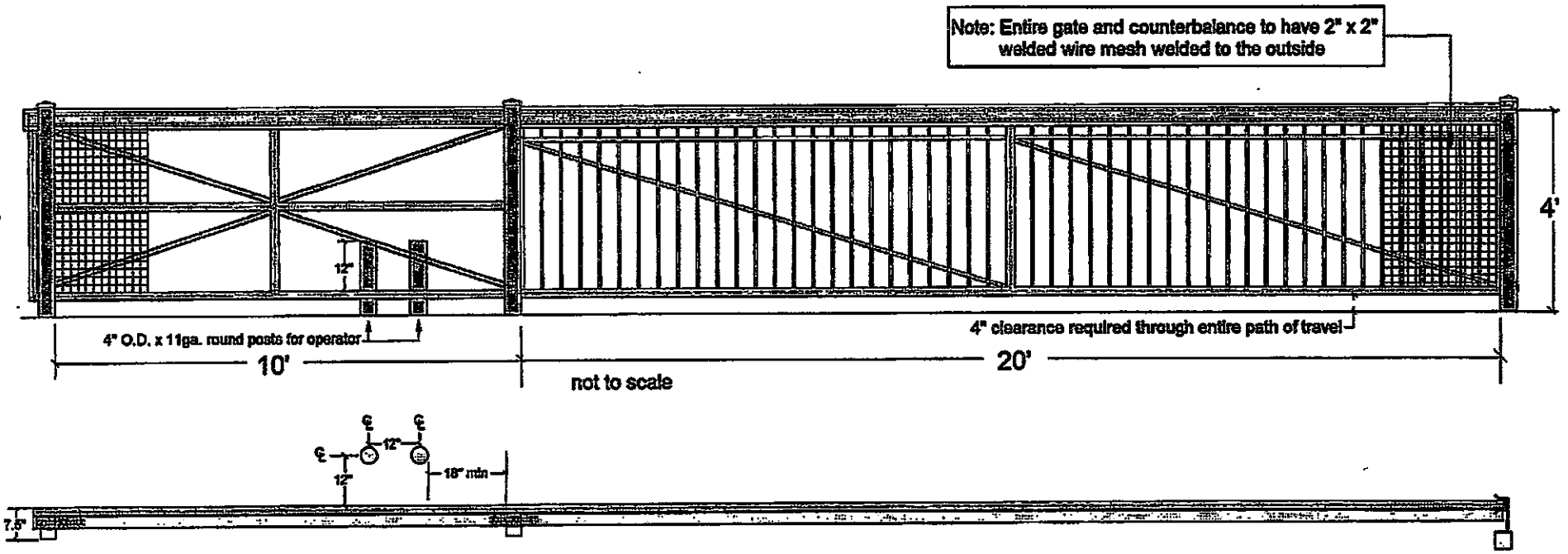
DESCRIPTION: 46X90.5 COM-SF FT EB4 3RL BK NOV-PANEL

SHEET 1 OF 1
SCALE 1:20
WEIGHT: 73.71

REVISION: 1
PART NUMBER: 73046102

REV	BY	DATE	PCR	DESCRIPTION
1	CRC	6/5/2020	N/A	UPDATED NOTES.
0	CRC	1/28/2020	N/A	RELEASE FOR PRODUCTION.

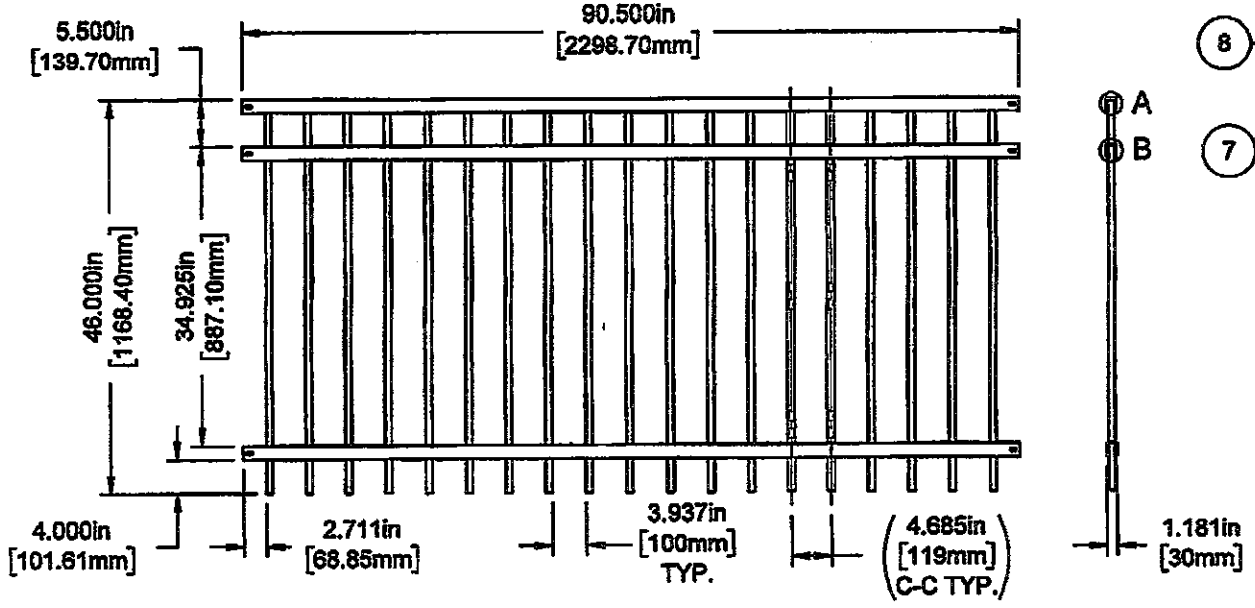
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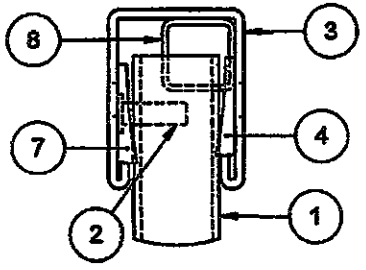


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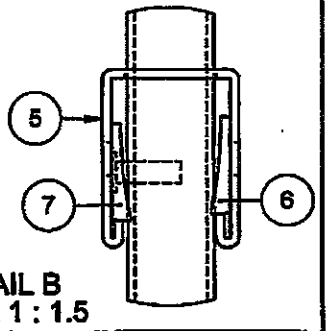
NOTES:
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DETAIL A
SCALE 1 : 1.5



DETAIL B
SCALE 1 : 1.5

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0	CRC	1/28/2020	N/A	RELEASE FOR PRODUCTION.

TOLERANCES	
FRACTION	±1/64
XX	±0.02
XXX	±0.016
ANGLE	±0.5°
FINISH	125 RMS
UNLESS OTHERWISE SPECIFIED	

BARRETTE
Outdoor Living

DRAWN	DATE	APPROVED
C.CLARK	01/28/2020	MW

DESCRIPTION: 46x90.5 COM-SF FT EB4 3RL BK NOV-PANEL

SHEET 1 OF 1
SCALE 1:20
WEIGHT: 73.71

REVISION: 1
PART NUMBER: 73046102

Contractor Description of Fence Project

Contractor will install two different fence types on the property.

Fence #1 will be an **Open Railing** fence constructed of steel, iron or aluminum running along the front of the property (Main St) and returning South down the East and West property lines until the fence comes parallel to the pool. The driveway entrance off Main St will have an automatic sliding gate that does not encroach or reach beyond the property line. This fence will resume at the South end of the house and connect the East and West fences.

Fence #2 will be a **Board and Batten** fence that will only run concurrent/parallel to the house on the East and West property lines, connecting to the Open Railing fence at four points.

Please see attached site plan with fence(s) outlines for reference.

RESOLUTION OF THE PLAN COMMISSION			
Resolution recommending to the Common Council a Conditional Use Permit (CUP) filed by Robert Loquercio, 1600 West Lake Street, Streamwood, IL, to install an open fence within the street yard at a maximum height of four (4) feet at 1310 W Main Street, Tax Key No. ZYUP 00094N.			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	**PC-2026-021**	**Date:**	May 18, 2026

WHEREAS, the City of Lake Geneva Plan Commission has considered a Conditional Use Permit application filed by by Robert Loquercio, 1600 West Lake Street, Streamwood, IL, to install an open fence within the street yard at a maximum height of four (4) feet at 1310 W Main Street, Tax Key No. ZYUP 00094N, and;

WHEREAS, the Plan Commission held a Public Hearing thereon pursuant to proper notice given on May 18, 2026, and

WHEREAS, the Plan Commission made the following findings of fact:

1. In general, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.

2. Specific to this site, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.

3. The proposed conditional use in its proposed location, and as depicted on the required site plan does not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.

4. The proposed conditional use maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.

5. The proposed conditional use is located in an area that will be adequately served by, and will not impose an undue burden on any improvements, facilities, utilities or services provided by public agencies serving the subject property.

6. The potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts, and

WHEREAS, the Plan Commission has recommended approval with the following conditions:

1. Substantial conformance to the submitted Site Plan with respect only to the open fence in the street yard.
2. This Conditional Use Permit does not amend or replace CUP 24-R52.
3. The applicant shall secure a Fence Permit prior to installation of the fence.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby recommends to the Common Council of the Conditional Use Permit filed by Robert Loquercio, 1600 West Lake Street, Streamwood, IL, to install an open fence within the street yard at a maximum height of four (4) feet at 1310 W Main Street, Tax Key No. ZYUP 00094N, per the findings of fact stated above and conditions of approval stated above.

.

Recommended to the Common Council of the City of Lake Geneva this 18th day of May 2026.

PC Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

_____

Todd Krause, Plan Commission Chair Date

Attest:

_____

Amanda Rotondi, Building and Zoning Clerk Date

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date May 18, 2026

Applicant:
David Scotney
2890 Bridle Court
Lake Geneva, WI

Request:
Northeast Corner of Interchange North and Center Street
Conditional Use Permit:

- Establish an Indoor Commercial Entertainment use (Restaurant)

Description:
This application is for a Conditional Use Permit to allow for the construction and establishment of an Indoor Commercial Entertainment (Restaurant) on vacant property located at the Northeast corner of Interchange North and Center Street.

Applicants have met with staff over the last few months to discuss traffic issues that staff saw as a potential problem with this development. The applicant commissioned a Traffic Impact Study (in packet). Staff reviewed and worked with the applicant to find a workable solution for potential traffic impacts. As the design involves some roadway/traffic flow changes to Interchange North, the Public Works Committee reviewed the plans and agreed that the applicant proposed roadway changes are acceptable. These roadway changes will occur as part of the scheduled Walworth County road improvement project. It is expected that these roadway changes will increase the cost to the County for the roadway improvement project. The City must reimburse the County for the cost overage. The applicant has agreed to reimburse the City.

Action by the Plan Commission:

Recommendation to the Common Council on the proposed Conditional Use Permit (CUP):

As part of the consideration of the requested CUP, the Plan Commission is required to:

- Provide the Common Council with a *recommendation* regarding the proposed CUP;
- Include *findings* required by the Zoning Ordinance for CUPs; and,
- Provide specific suggested *conditions* to modify the project as submitted.

Staff Review Comments:

The proposed restaurant use is an appropriate use for a lot of this size and in this location. The building will be setback from adjoining property lines and roadways. The maintenance of old growth trees on the property will help mitigate potential nuisances.

Required Plan Commission Findings on the CUP for Recommendation to the Common Council:

A proposed CUP must be reviewed by the standards, below:

A. If, after the public hearing, the Commission wishes to recommend *approval*, then the appropriate fact finding would be all of the following:
   a. In general, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
   b. Specific to this site, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
   c. The proposed conditional use in its proposed location, and as depicted on the required site plan does not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.
   d. The proposed conditional use maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.
   e. The proposed conditional use is located in an area that will be adequately served by, and will not impose an undue burden on any improvements, facilities, utilities or services provided by public agencies serving the subject property.
   f. The potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.

Staff Recommendation on the proposed Conditional Use Permit:

1. Staff recommend the Plan Commission recommend approval of the proposed conditional use permit as submitted.
2. Staff recommend the Plan Commission adopt the *affirmative set of findings* provided above.
3. Finally, staff recommend that *the following additional conditions of approval* be recommended:
   a. Substantial conformance to the submitted Site Plan.
   b. The applicant shall secure all required state and municipal permits prior to start of construction.
   c. The applicant shall reimburse the City for any project costs incurred from the improvements proposed by the submitted Traffic Impact Study.
   d. The applicant shall secure approval from other government agencies and jurisdictions to construct the emergency access off Center Street as depicted on the Site Plan.

Docusign Envelope ID: AFE3D142-57B3-4ABA-BA0B-ACB0F9D57D16

PAID
DATE 1/14/26 CHQ.NO. #450

RECEIVED
JAN 14 2025
By: .....

PC 2024-003

APPLICATION FOR CONDITIONAL USE

City of Lake Geneva

Site Address/Parcel No. and full Legal Description required (attach separate sheet if necessary):
0 Center Street - Corner of Center Street and Rt 120 - TAX KEY No. ZYUP 00140

Name and Address of Current Owner: JULIANNE FROEHLICH (40%)
DAWN BREDBECKE (40%) MICHAEL COSTOFF (10%) KELLY DUMAVY (10%)
ADDRESS: REALTY WORLD C/O JACK FIELDS 549 LAKE ST. ANTIOCH, IL 60002.
TH[redacted]

Owner Signature: DocuSigned by: Mike Costoff B6E90A8BC984487 ... DocuSigned by: ... C7C10C6D222F4BB

Name and Address of Applicant:
David Scotney - 2890 Bridle Court, Lake Geneva WI 53147

Telephone No. with area code & Email of Applica[redacted]

Proposed Conditional Use: We plan to develop the lot and build out a Restaurant with a parking lot and some minimal landcaping with a goal of preserving the larger native trees.

Zoning District in which land is located: Central Business

Names and Addresses of architect, professional engineer and contractor of project:
Pete Juergens - Geneva Bay Development - N 2689 Sunset Blvd, Lake Geneva 53147
Cardinal Engineering - 526 S Wells St, Lake Geneva, WI 53147

Short statement describing activities to take place on site:
Dinner focused restaurant with banquet space, surface parking and limited landscaped Greenspace surrounding the restaurant. The majority of the lot we plan to maintain woods. Our plan is to set the restaurant back on the lot with a driveway that leads through the woods and preserves the natural setting of the land.

Conditional Use Fee payable upon filing application:$450.00 [$100.00 for Application Under Sec. 98-407(3)]

1/12/2026
Date

Signature of Applicant

CITY OF LAKE GENEVA PROCEDURAL CHECKLIST FOR: CONDITIONAL USE REVIEW AND APPROVAL (Requirements per Section 98-905)

This form should be used by the Applicant as a guide to submitting a complete application for a conditional use and by the City to process said application. Parts II and III should be used by the Applicant to submit a complete application; Parts I - IV should be used by the City as a guide when processing said application.

I. RECORDATION OF ADMINISTRATIVE PROCEDURES

____ **Pre-submittal staff meeting scheduled:**

Date of Meeting: _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

Follow-up pre-submittal staff meetings scheduled for:

____ **Date of Meeting:** _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

____ **Date of Meeting:** _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

____ **Date of Meeting:** _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

____ **Date of Meeting:** _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

____ **Application form filed with Zoning Administrator:** **Date:** _____ **by:** _____

____ **Application fee of $ ____ received by Zoning Administrator:** **Date:** _____ **by:** _____

____ **Reimbursement of professional consultant costs agreement executed:** **Date:** _____ **by:** _____

II. APPLICATION SUBMITTAL PACKET REQUIREMENTS

Prior to submitting the 1 final complete applications as certified by the Zoning Administrator, the Applicant shall submit 1 initial draft application packet and 1 digital copy for staff review, followed by one revised draft final application packet based upon staff review and comments.

Initial Packet (1 Copy and 1 Digital Copy to Zoning Administrator) *Date:* _____ *by:* _____

⇓ *Draft Final Packet (1 Copies and 1 Digital Copy to Zoning Administrator)* *Date:* _____ *by:* _____

⇓

X ____ (a) **A map of the proposed conditional use:**

- ____ Showing all lands for which the conditional use is proposed;
- ____ Clearly indicating the current zoning of the subject property and its environs, and the jurisdiction(s) which maintains that control;
- ____ Map and all its parts are clearly reproducible with a photocopier;
- ____ Map size of 11" by 17" and map scale not less than one inch equals 800 ft:
- ____ All lot dimensions of the subject property provided;
- ____ Graphic scale and north arrow provided.

X ____ (b) **A map, such as the Land Use Plan Map, of the generalized location of the subject property in relation to the City as a whole:**

X ____ (c) **A written description of the proposed conditional use describing the type of activities, buildings, and structures proposed for the subject property and their general locations;**

X ____ (d) **A site plan (conforming to the requirements of Section 98-908(3)) of the subject property as proposed for development OR if the proposed conditional use is a group development (per Section 98-208) a proposed preliminary plat or conceptual plat may be substituted for the required site plan, provided said plat contains all information required on said site plan per Section 98-908.**

X ____ (e) **Written justification for the proposed conditional use:**

____ Indicating reasons why the Applicant believes the proposed conditional use is appropriate with the recommendations of the City of Lake Geneva Comprehensive Master Plan, particularly as evidenced by compliance with the standards set out in Section 98-905(4)(b)1.-6. *(See below)*

III. JUSTIFICATION OF THE PROPOSED CONDITIONAL USE

1. How is the proposed conditional use (the use in general, independent of its location) in harmony with the purposes, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, the Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City?

   We are excited to add a new full service dining destination and banquet space to the Lake Geneva business and public community. We will be bringing hundreds of jobs and potentially millions in wages into the job community. See attached business strategy for more detail.

2. How is the proposed conditional use, in its specific location, in harmony with the purposed, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, the Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City?

   Our plans comply with the current zoning of the property being "General Business" and plan to comply with all local and state regulations with respect to developing the property.

3. Does the proposed conditional use, in its proposed location and as depicted on the required site plan (see Section 98-905(3)(d)), result in any substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan, or any other plan, program, map ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development?

   Our plans include a driveway that will funnel traffic from Interchange North directly across Sage St.

4. How does the proposed conditional use maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property?

   Very low impact as we plan to use a small fraction of the acrage with the goal of preserving the natural woods of the property.

5. Is the proposed conditional use located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property?

Yes

6. Do the potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use (as identified in Subsections 98-905(4)(b)1.-5.), after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts?

IV. FINAL APPLICATION PACKET INFORMATION

____ **Receipt of 1 full scale copy in blueline or blackline of complete Final Application Packet by Zoning Administrator:** **Date:** _____ **by:** _____

____ **Receipt of 1 reduced (8.5" by 11" text and 11" x 17" graphics) copies of complete Final Application Packet by Zoning Administrator:** **Date:** _____ **by:** _____

____ **A digital copy of Final Application Packet shall be emailed to the Building and Zoning Department upon submittal deadline.** **Date:** _____ **by:** _____

____ **Certification of complete Final Application Packet and required copies to the Zoning Administrator by City Clerk:** **Date:** _____ **by:** _____

____ **Class 2 Legal Notice sent to official newspaper by City Clerk:** **Date:** _____ **by:** _____

____ **Class 2 Legal Notice published on** _____ **and** _____ **by:** _____

____ **Conditional Use recorded with the County Register of Deeds Office:** **Date:** _____ **by:** _____

CITY OF LAKE GENEVA PROCEDURAL CHECKLIST FOR: SITE PLAN REVIEW AND APPROVAL (Requirements per Section 98-908)

This form should be used by the Applicant as a guide to submitting a complete application for a site plan review and by the City to process said application. Part II should be used by the Applicant to submit a complete application; Parts I - III should be used by the City as a guide when processing said application.

I. RECORDATION OF ADMINISTRATIVE PROCEDURES

____ **Pre-submittal staff meeting scheduled:**

Date of Meeting: _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

Follow-up pre-submittal staff meetings scheduled for:

____ **Date of Meeting:** _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

____ **Date of Meeting:** _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

____ **Date of Meeting:** _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

____ **Date of Meeting:** _____ **Time of Meeting:** _____ **Date:** _____ **by:** _____

____ **Application form filed with Zoning Administrator:** **Date:** _____ **by:** _____

____ **Application fee of $ ____ received by Zoning Administrator:** **Date:** _____ **by:** _____

____ **Reimbursement of professional consultant costs agreement executed:** **Date:** _____ **by:** _____

II. APPLICATION SUBMITTAL PACKET REQUIREMENTS

Prior to submitting the 1 final complete applications as certified by the Zoning Administrator, the Applicant shall submit 1 initial draft application packet and 1 digital copy for staff review, followed by one revised draft final application packet based upon staff review and comments.

Initial Packet (1 Copy and 1 Digital Copy to Zoning Administrator) *Date:* _____ *by:* _____

⇓

Draft Final Packet (1 Copies and 1 Digital Copy to Zoning Administrator) *Date:* _____ *by:* _____

⇓

____ ____ (a) **A <u>written description</u> of the intended use describing in reasonable detail the:**

- ____ Existing zoning district(s) (and proposed zoning district(s) if different);
- ____ Land use plan map designation(s);
- ____ Current land uses present on the subject property;
- ____ Proposed land uses for the subject property (per Section 98-206);
- ____ Projected number of residents, employees, and daily customers;
- ____ Proposed amount of dwelling units, floor area, impervious surface area, and landscape surface area, and resulting site density, floor area ratio, impervious surface area ratio, and landscape surface area ratio;
- ____ Operational considerations relating to hours of operation, projected normal and peak water usage, sanitary sewer or septic loadings, and traffic generation;

____ Operational considerations relating to potential nuisance creation pertaining to noncompliance with the performance standards addressed in Article VII (Sections 98-701-98-721) including: street access, traffic visibility, parking, loading, exterior storage, exterior lighting, vibration, noise, air pollution, odor, electromagnetic radiation, glare and heat, fire and explosion, toxic or noxious materials, waste materials, drainage, and hazardous materials;

____ If no nuisances will be created (as indicated by complete and continuous compliance with the provisions of Article VII), then include the statement "The proposed development shall comply with all requirements of Article VII.";

____ Exterior building and fencing materials (Sections 98-718 and 98-720);

____ Possible future expansion and related implications for points above;

____ Any other information pertinent to adequate understanding by the Plan Commission of the intended use and its relation to nearby properties.

____ ____ (b) **A <u>Small Location Map</u>** at 11" x 17" showing the subject property, all properties within 300 feet, and illustrating its relationship to the nearest street intersection. (A photocopy of the pertinent section of the City's Official Zoning Map with the subject property clearly indicated shall suffice to meet this requirement.)

____ ____ (c) **A <u>Property Site Plan</u> drawing which includes:**

____ A title block which indicates the name, address and phone/fax number(s) of the current property owner and/or agent(s) (developer, architect, engineer, planner) for project;

____ The date of the original plan and the latest date of revision to the plan;

____ A north arrow and a graphic scale (not smaller than one inch equals 100 feet);

____ A reduction of the drawing at 11" x 17";

____ A legal description of the subject property;

____ All property lines and existing and proposed right-of-way lines with bearings and dimensions clearly labeled;

____ All existing and proposed easement lines and dimensions with a key provided and explained on the margins of the plan as to ownership and purpose;

____ All required building setback lines;

____ All existing and proposed buildings, structures, and paved areas, including building entrances, walks, drives, decks, patios, fences, utility poles, drainage facilities, and walls;

____ The location and dimension (cross-section and entry throat) of all access points onto public streets;

____ The location and dimension of all on-site parking (and off-site parking provisions if they are to be employed), including a summary of the number of parking stalls provided versus required by the Ordinance;

____ The location and dimension of all loading and service areas on the subject property and labels indicating the dimension of such areas;

____ The location of all outdoor storage areas and the design of all screening devices;

____ The location, type, height, size and lighting of all signage on the subject property to include a photometric plan;

____ The location, height, design/type, illumination power and orientation of all exterior lighting on the subject property -- including the clear demonstration of compliance with Section 98-707;

____ All engineering requirements for utilities, site designs, etc;

____ The location and type of any permanently protected green space areas;

____ The location of existing and proposed drainage facilities for storm water;

____ In the legend, data for the subject property on:
- ____ Lot Area;
- ____ Floor Area;
- ____ Floor Area Ratio (b/a);
- ____ Impervious Surface Area;
- ____ Impervious Surface Ratio (d/a);
- ____ Building Height.

____ ____ (d) **A <u>Detailed Landscaping Plan</u> of the subject property:**
- ____ Scale same as main plan (> or equal to 1" equals 100')
- ____ Map reduction at 11" x 17"
- ____ Showing the location of all required buffer yard and landscaping areas
- ____ Showing existing and proposed Landscape Point fencing
- ____ Showing berm options for meeting said requirements
- ____ Demonstrating complete compliance with the requirements of Article VI
- ____ Providing individual plant locations and species, fencing types and heights, and berm heights;

____ ____ (e) **A <u>Grading and Erosion Control Plan</u>:**
- ____ Same scale as the main plan (> or equal to 1" equals 100')
- ____ Map reduction at 11" x 17")
- ____ Showing existing and proposed grades including retention walls and related devices, and erosion control measures.

____ ____ (f) **<u>Elevation Drawings</u> of proposed buildings or remodeling of existing buildings:**
- ____ Showing finished exterior treatment;
- ____ With adequate labels provided to clearly depict exterior materials, texture, color and overall appearance;
- ____ Perspective renderings of the proposed project and/or photos of similar structures may be submitted, but not in lieu of adequate drawings showing the actual intended appearance of the buildings.

NOTE: Initiation of Land Use or Development Activity: Absolutely no land use or development activity, including site clearing, grubbing, or grading shall occur on the subject property prior to the approval of the required site plan. Any such activity prior to such approval shall be a violation of law and shall be subject to all applicable enforcement mechanisms and penalties.

NOTE: Modification of an Approved Site Plan: Any and all variation between development and/or land use activity on the subject property and the approved site plan is a violation of law. An approved site plan shall be revised and approved via the procedures of Subsections 98-908(2) and (4) so as to clearly and completely depict any and all proposed modifications to the previously approved site plan, prior to the initiation of said modifications.

III.FINAL APPLICATION PACKET INFORMATION

____ **Receipt of 1 full scale copy in blueline or blackline of complete Final Application Packet by Zoning Administrator: Date: _____ by: _____**

____ **Receipt of 1 reduced (8.5" by 11" text and 11" x 17" graphics) copies of complete Final Application Packet by Zoning Administrator: Date: _____ by: _____**

____ **A digital copy of Final Application Packet shall be emailed to the Building and Zoning Department upon submittal deadline. Date: _____ by: _____**

Development Review Committee (DRC) Application

Complete as much detailed information as possible to allow for a comprehensive departmental review prior to a Development Review Committee meeting. This application must be returned to the Building Inspector, with all conceptual plans, designs and other information prior to the scheduling a DRC meeting.

Applicant Information

Property Address _____
Applicant name _____
Applicant email _____ Phone Number _____

Architect/Contractor/Designer Name _____
Architect/Contractor/Designer Email _____Phone Number _____

Type of Construction: New _____ Addition _____ Remodel _____
Type of Development: Single-family _____ Multi-family _____ Commercial _____ Industrial _____
Type of Business _____

Engineering

Site Plans should include the following: Project title and owner's/developer's name and address noted, architect's and/or engineer's name and address noted, property boundaries and dimensions, abutting property zoning classifications, general description of building materials, façade and roof detail, setback lines indicated, easements for access, if any, 100-year floodplain identification, existing and proposed topography shown at a contour interval of one foot, indicating proposed grade and location of improvements, signage and outdoor lighting, number of parking spaces provided, type, size and location of all structures with all building dimensions shown, location of existing and general location of proposed sanitary sewers, storm sewers, water-mains, and any proposed stormwater management facilities, location, extent and type of proposed landscaping and landscaping plantings and buffers to adjacent property, including fencing or other screening, location of pedestrian sidewalks and walkways, graphic outline of any development staging that is planned, driveway locations and sizes, handicap accessibility, environmental concerns (odor, smoke, noise, graphic scale and north arrow.

- Storm water management provisions provided? YES / NO
    - As-built/certification notification
- Erosion control plan provided? YES / NO
- Wetlands, floodplains, environmental corridors, groundwater Identified. YES / NO
- Utility Plans Provided
    - Watermain
    - Sanitary Sewer
    - Storm Water
- Is a Land Division required? YES / NO
- Access points and dimensions shown? YES / NO
    - WISDOT Right-of-way?
    - County Right-of-way?
- Estimated Traffic impacts_____
    - Traffic Study Required YES/NO
    - Traffic Control Plan Required YES/NO
    - Will construction affect street parking or intersections? YES / NO

- Paving Materials, Typical Sections? YES / NO
- WDNR Notice of Intent required? (Land disturbance more than 1 acre)? YES / NO
- Watermain extension required? YES / NO
- Sanitary sewer extension required? YES / NO
- SEWRPC Service Area Amendment needed? YES / NO
- Is a Chapter 30 Permit (wetland/waterway) required? YES / NO
- Proposed building/expansion dimensions _____
- Will there be signage? YES / NO type (mounted, freestanding) _____
- Exterior lighting plans? YES / NO
- What kind of noise or level of noise will the business have? _____
- Detailed property Site Plan? YES / NO Date of Plan: _____
- Green Space Calculations (Existing vs. Proposed) YES / NO
- Are landscape plans provided? YES / NO
- Is a Land Division required? YES / NO

Water/Sewer Utilities

If an existing structure please circle the following:

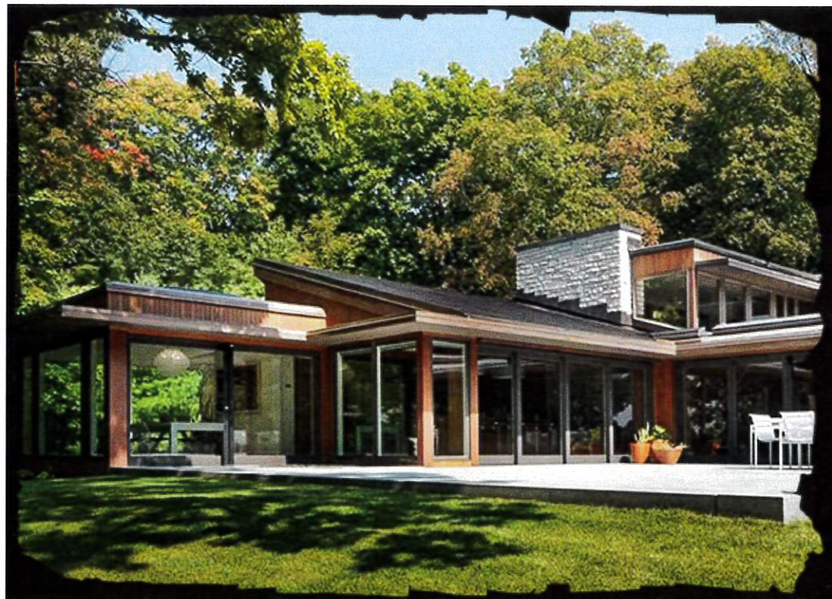
- Will existing sewer & water connections be used? YES / NO
- Will your project require the installation of a grease interceptor? YES / NO

If the development is Commercial or Industrial, please provide the following:

- Water service size requirement_____
- Estimated daily water usage in gallons per day_____
- Estimated maximum water flow in gallons per minute_____
- Number of bathrooms_____
- Brief description of process (if Industrial)_____

If the development is a multi-family dwelling, please provide the following:

- Number of units_____
- Number of bedrooms in each unit_____
- Water service size requirement_____







EST. 2026

Swan Creek

SUPPER CLUB

MOOD BOARD





















SWAN CREEK SUPPER CLUB BUSINESS STRATEGY



OUR STRATEGY

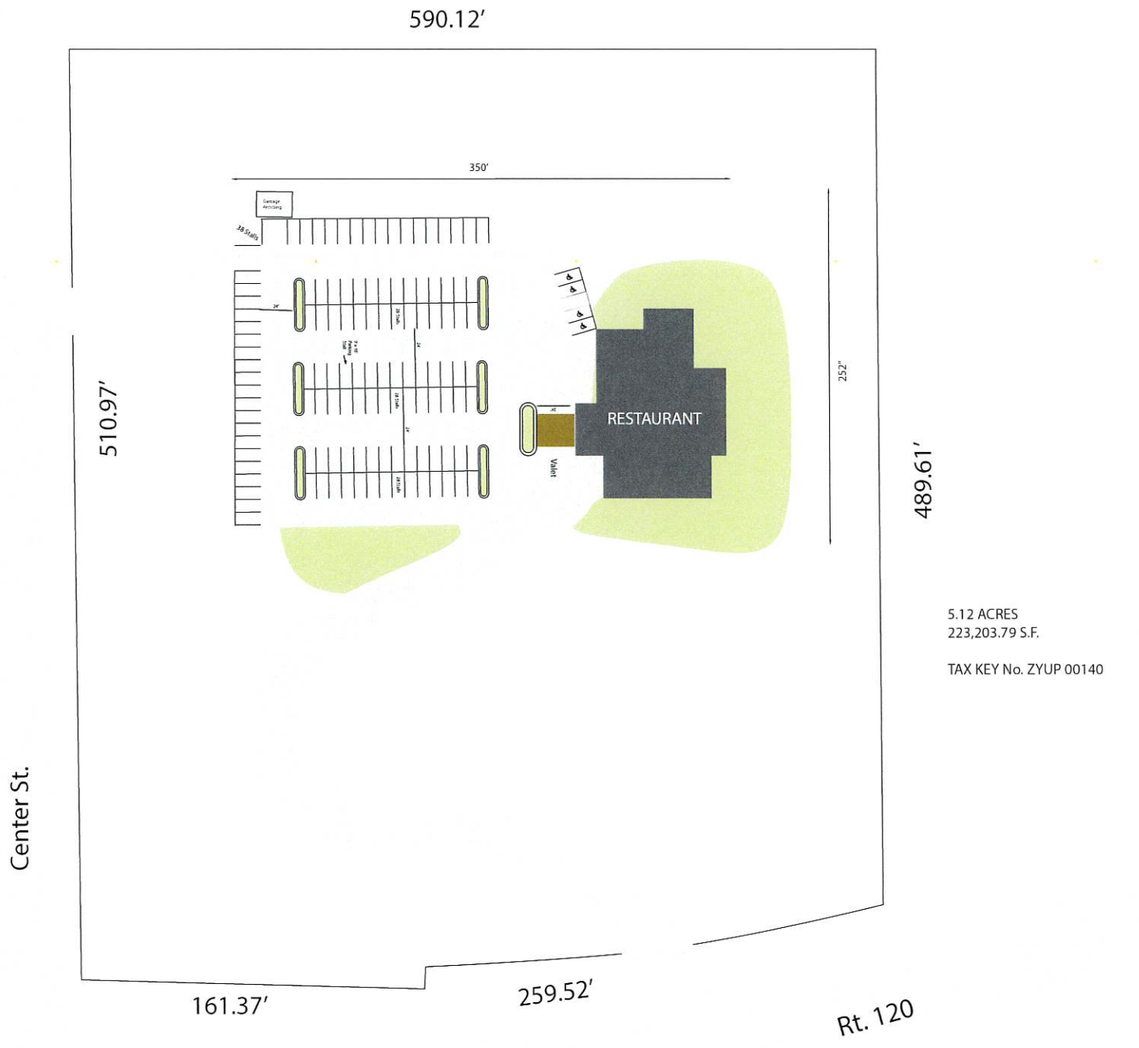
Oakfire Hospitality Group has identified the perfect location to build a family oriented Wisconsin Supper Club that celebrates traditional supper club dishes nestled in the woods in the heart of Lake Geneva. The atmosphere will feel like a homage to Wisconsin heritage and nostalgia. Our goal for the menu and cuisine is to bring scratch made dishes at affordable prices.

This supper club is not just a restaurant. It is a community anchor that extends visitor stays, creates stable local jobs, enhances the city's cultural identity, and delivers year-round economic value to Lake Geneva.

With Lake Geneva already generating nearly $122 million in annual food and beverage spending, adding a high-quality, uniquely Wisconsin dining experience expands the city's ability to capture more of that demand instead of losing it to nearby towns.

Supper Clubs historically serve as community gathering places where locals celebrate milestones, families come together, and visitors feel like part of the town.

SUPPER CLUB SITE PLAN



Scale 1" = 50'

5.12 ACRES
223,203.79 S.F.

TAX KEY No. ZYUP 00140

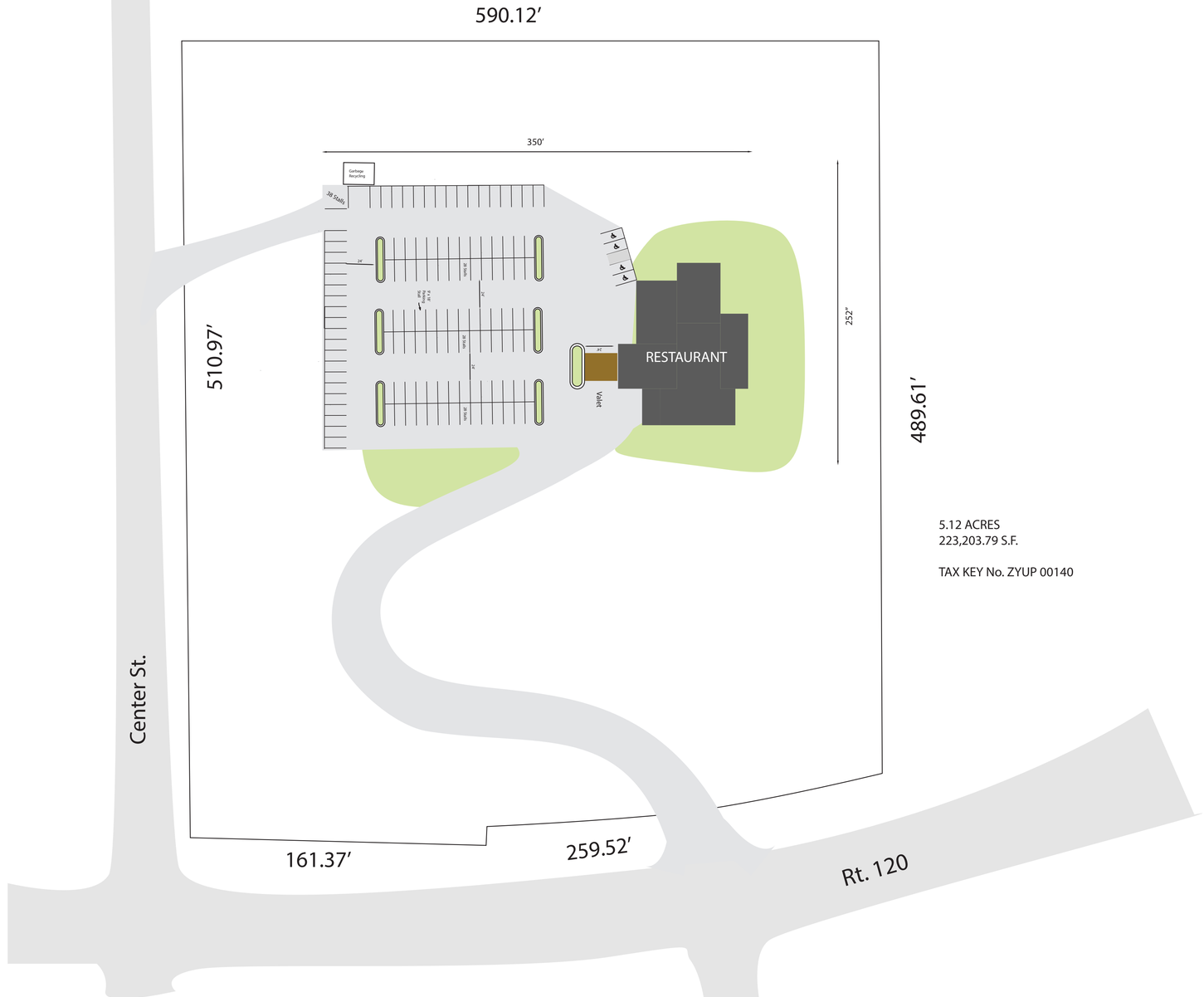
SUPPER CLUB LAYOUT

1/8″ Scale = 1 foot

106 Banquet Rooms / Additional Restaurant Seating
196 Main Restaurant & Bar
302 Total Seat Count



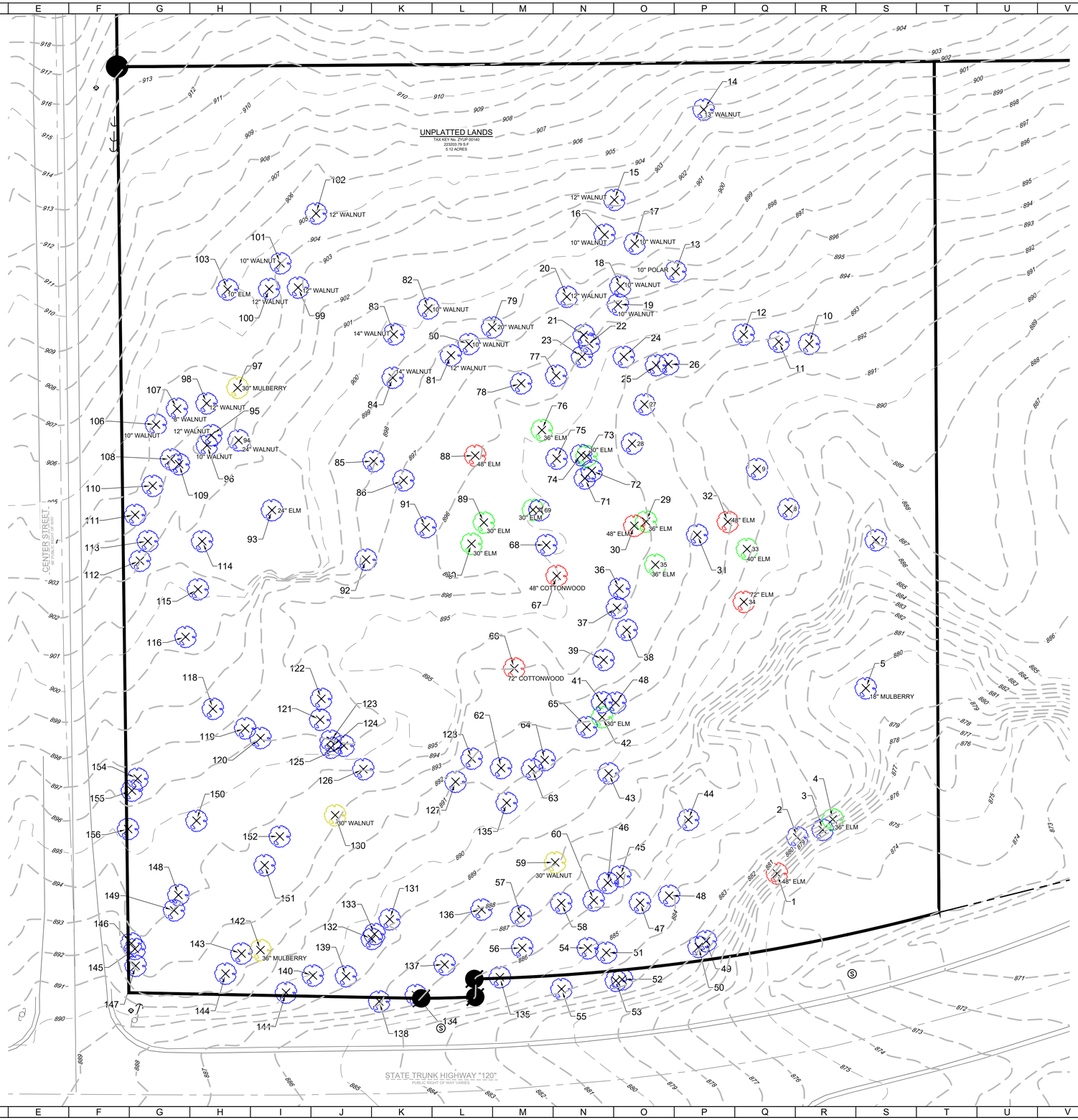
SUPPER CLUB SITE PLAN



Scale 1" = 50"

5.12 ACRES
223,203.79 S.F.

TAX KEY No. ZYUP 00140



N

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

LEGEND

905	EXISTING MAJOR CONTOURS (Increments of 5)
901	EXISTING MINOR CONTOURS (Increments of 1)
	EXISTING TREES

CLIENT

PETER JUERGENS

SWAN CREEK SUPPER CLUB

CITY OF LAKE GENEVA, WALWORTH COUNTY, WI

EXISTING CONDITIONS

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

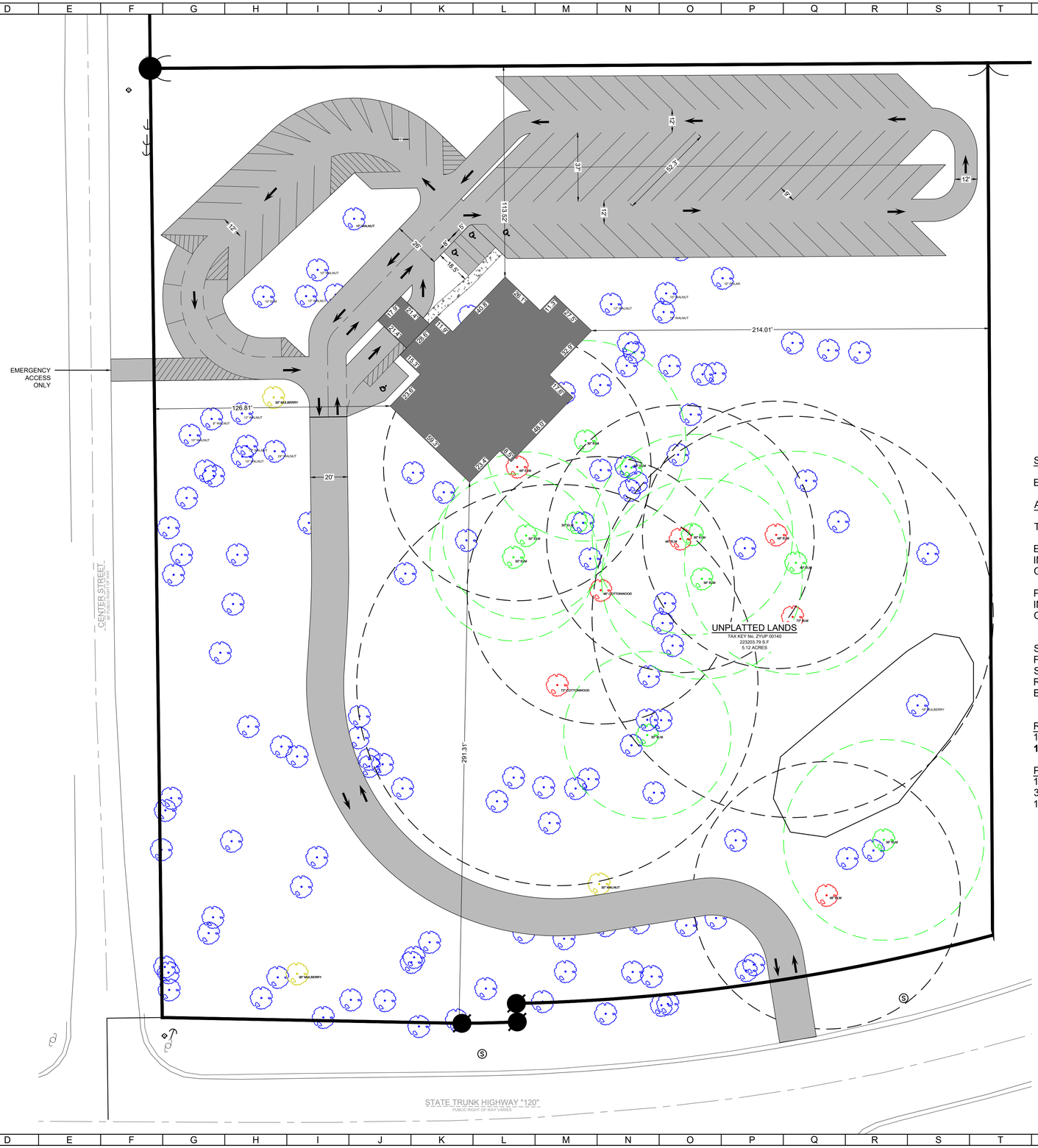
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PROJECT NUMBER	25528
DATE	02/06/2026
PROJECT MGR	RYAN CARDINAL, PE
DRAWN BY	MBB
DESIGNED BY	BDP

SHEET NUMBER

1 OF 3

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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

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 OCCUPANTS : 300 OCCUPANTS = 100 STALLS
100 TOTAL STALLS REQUIRED

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

CLIENT

PETER JUERGENS

SWAN CREEK SUPPER CLUB

CITY OF LAKE GENEVA, WALWORTH COUNTY, WI

SITE 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

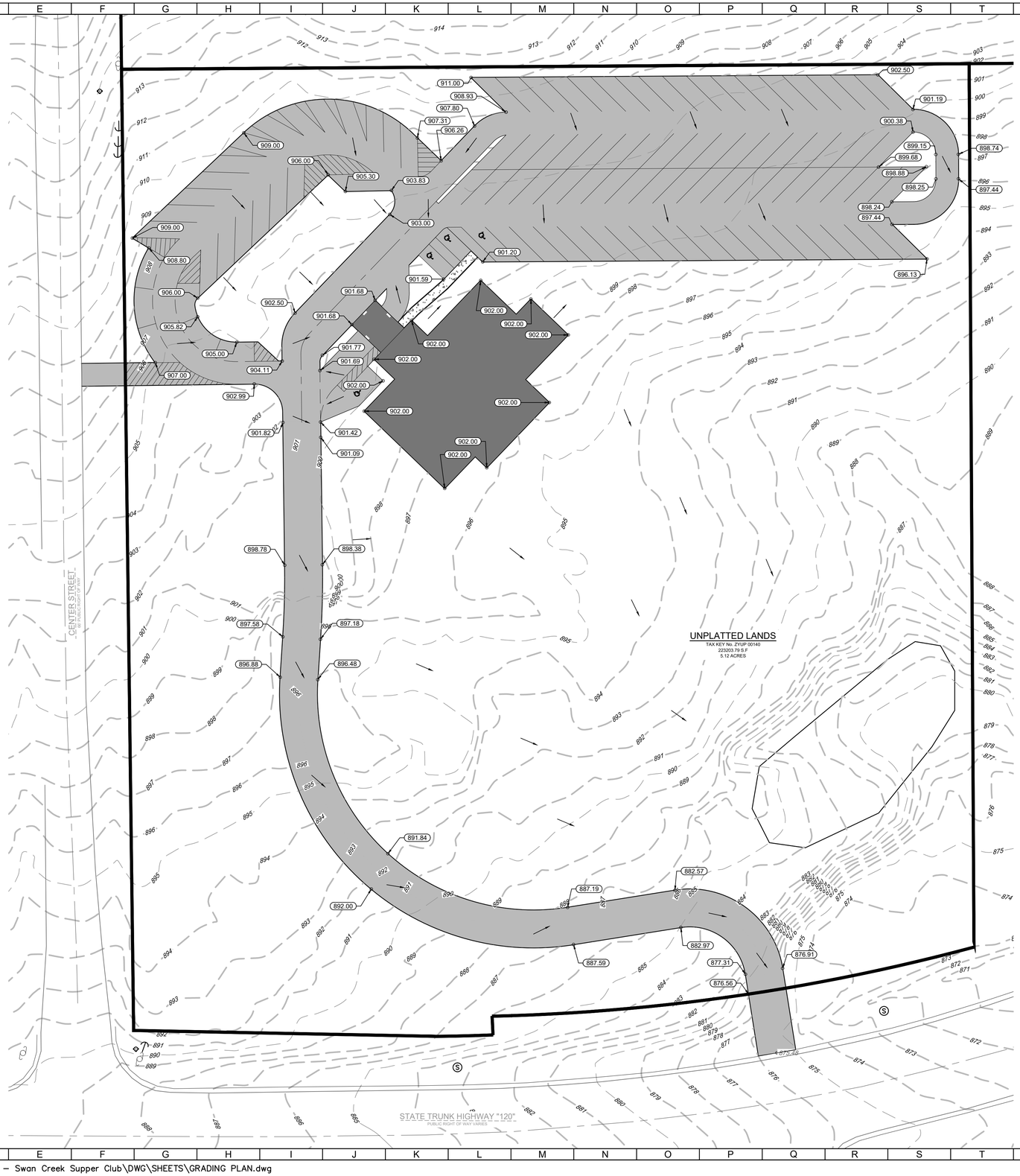
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PROJECT NUMBER	25528
DATE	02/06/2026
PROJECT MGR	RYAN CARDINAL, PE
DRAWN BY	MMB
DESIGNED BY	BDP

SHEET NUMBER

2 OF 3

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

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

LEGEND

	PROPOSED RESIDENCE
	PROPOSED CONCRETE
	PROPOSED ASPHALT
897.16	PROPOSED SPOT ELEVATION
	HYDRANT
	EXISTING GUY WIRE
	EXISTING UTILITY POLE
S	SANITARY MANHOLE
	DRAINAGE ARROW

CLIENT

PETER JUERGENS

SWAN CREEK SUPPER CLUB

CITY OF LAKE GENEVA, WALWORTH COUNTY, WI

GRADING 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

SCALE	1" = 30'
PROJECT NUMBER	25528
DATE	02/06/2026
PROJECT MGR	RYAN CARDINAL, PE
DRAWN BY	MMB
DESIGNED BY	BDP

SHEET NUMBER

3 OF 3

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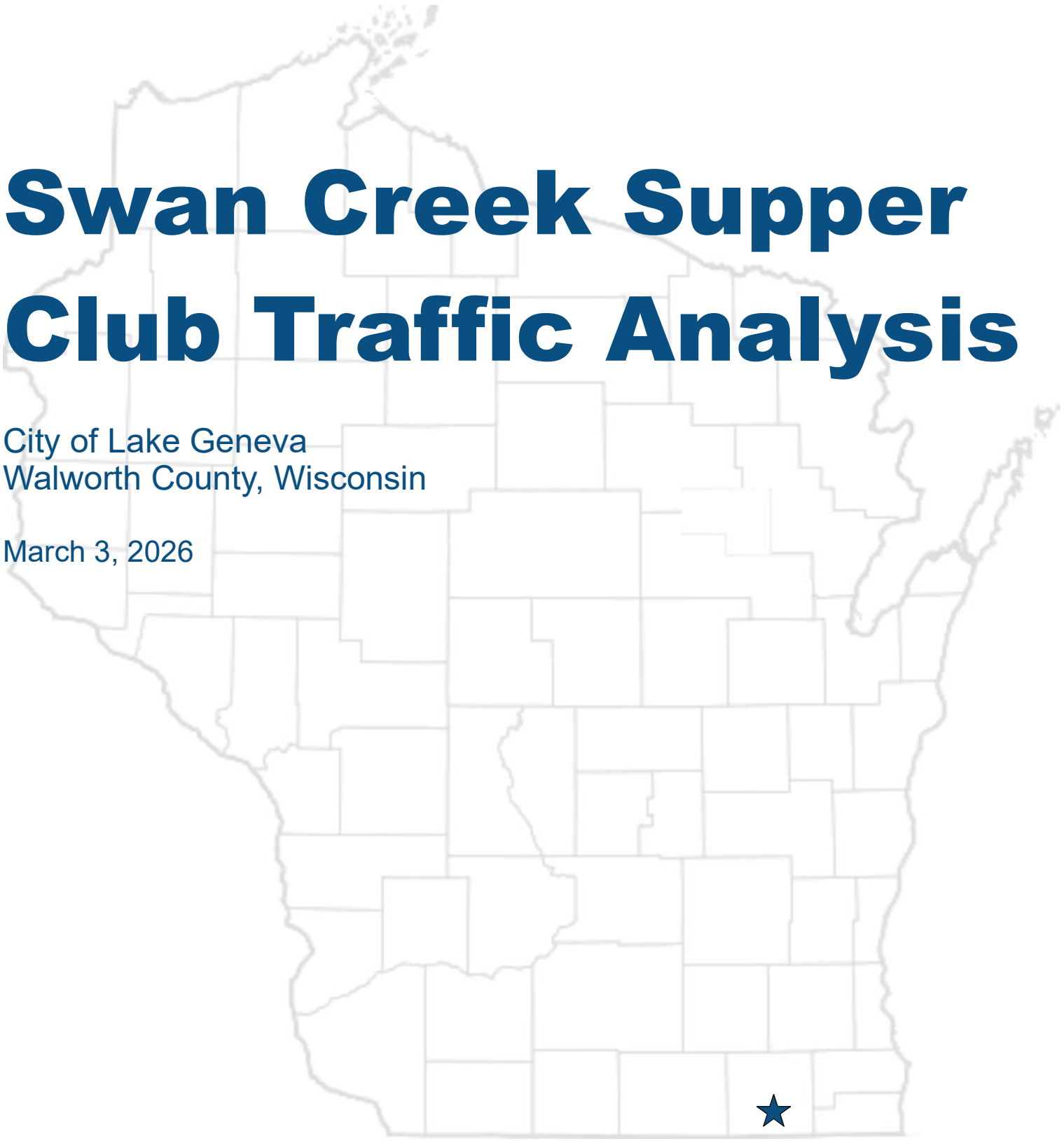
TRAFFIC ANALYSIS & DESIGN, INC.

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

March 3, 2026



TRAFFIC IMPACT ANALYSIS FOR:

SWAN CREEK SUPPER CLUB DEVELOPMENT

CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN

DATE SUBMITTED: March 3, 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
Table of Contents

LIST OF EXHIBITS ii
LIST OF APPENDICES iii
PART A – INTRODUCTION 1
PART B – STUDY AREA 1
PART C – TRAFFIC VOLUMES 1
C1. Year 2017 Existing Traffic Volumes 1
C2. Proposed Development Access 2
C3. Trip Generation & Distribution 2
PART D – INTERSECTION CAPACITY ANALYSIS 3
D1. Level of Service Definitions 3
D2. Traffic Operations – Year 2026 Background Volumes 4
D3. Traffic Operations – Year 2026 Build Volumes 4
PART E – INTERSECTION SIGHT DISTANCE ANALYSIS 6
PART F – SAFETY ANALYSIS 7
PART G – LEFT/RIGHT-TURN LANE WARRANTS 9
PART H – RECOMMENDED MODIFICATIONS 9
PART I – CONCLUSION 10

LIST OF EXHIBITS

Exhibit 1.....Site Location Map

Exhibit 2.....Conceptual Site Plan

Exhibit 3.....Existing Transportation Detail

Exhibit 4.....Year 2026 Existing Traffic Volumes

Exhibit 5.....Year 2026 Background Traffic Volumes (Summer Adjusted Volumes)

Exhibit 6.....Development Trip Generation & Distribution Tables

Exhibit 7.....Development Trip Distribution Percentages

Exhibit 8.....Development New Trips, Access Option 1

Exhibit 9.....Development Pass-by Trips, Access Option 1

Exhibit 10.....Development Driveway Trips, Access Option 1

Exhibit 11.....Development New Trips, Access Option 2

Exhibit 12.....Development Pass-by Trips, Access Option 2

Exhibit 13.....Development Driveway Trips, Access Option 3

Exhibit 14.....Year 2026 Build Traffic Volumes, Access Option 1

Exhibit 15.....Year 2026 Build Traffic Volumes, Access Option 2

Exhibit 16.....Intersection Sight Distance Aerial Map, Interchange North at Sage St.

Exhibit 17.....Intersection Sight Distance Analyis, Interchange Nort at Sage St. (Access Option 1)

Exhibit 18.....Intersection Sight Distance Aerial Map, Interchange North at Center St.

Exhibit 19.....Intersection Sight Distance Analyis, Interchange Nort at Center St. (Access Option 2)

Exhibit 20.....Crash History (2021-2025), Interchange North at Center St.

Exhibit 21.....Crash History (2021-2025), Interchange North at Sage St.

Exhibit 22.....Crash History (2021-2025), Interchange North at Sheridan Springs Road

Exhibit 23.....Left-Turn and Right-Turn Lane Warrants; Based on Year 2026 Build Traffic Volumes – Access Option 1, Interchange North & Sage St/Site Driveway with Existing Geometry

Exhibit 24.....Left-Turn and Right-Turn Lane Warrants; Based on Year 2026 Build Traffic Volumes – Access Option 1, Interchange North & Sage St/Site Driveway with Modified Geometry

Exhibit 25.....Right-Turn Lane Warrants; Based on Year 2026 Build Traffic Volumes – Access Option 2, Interchange North & Center Street

Exhibit 26.....Recommended Modifications, Access Option 1

Exhibit 27.....Recommended Modifications, Access Option 2

LIST OF APPENDICES

Appendix A.....Traffic

Existing Turning Traffic 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

Appendix B ..... Year 2026 Background Traffic Peak Hour Analysis Outputs

Appendix C ..... Year 2026 Build Traffic Peak Hour Analysis Outputs

Appendix D ..... Sight Distance Calculation Worksheets

Appendix E ..... Crash Statistics

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 2017 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 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*			
	AM	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'			
	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*			-			
	AM	LOS	-	*		A		-	B			-			A
		Delay	-	*		8.6		-	10.4			-			0.6
		Queue	-	*		25'		-	25'			-			
	PM	LOS	-	*		A		-	A			-			A
		Delay	-	*		8.1		-	9.9			-			0.5
		Queue	-	*		25'		-	25'			-			
Node 300: Interchange North & Sage St. *Traffic Signal Control*		*Lanes->*	*2*			*1*	*2*		*1*		*1*	*1*			
	AM	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'			
	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*			
	AM	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'			
	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*			
	AM	LOS	A			A			B			C			A
		Delay	9.1			8.6			11.2			20.6			1.8
		Queue	25'			25'			25'			25'			
	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 & Sage St. *Traffic Signal Control*		*Lanes->*	*2*			*1*	*2*		*1*	*1*		*1*			
	AM	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'			
	PM	LOS	A			A	A		B	B		B			A
		Delay	6.2			7.2	5.9		12.1	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*		
	AM	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'		
	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*			
	AM	LOS	A	*		A	*		B			D			A
		Delay	9.1	*		8.6	*		13			27.2			1.8
		Queue	25'	*		25'	*		25'			25'			
	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 & Sage St. *Traffic Signal Control*		*Lanes->*	*2*			*1*	*2*		*1*	*1*		*1*			
	AM	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'			
	PM	LOS	A			A	A		B	B		B			A
		Delay	6.2			7.2	5.9		12.1	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*			
	AM	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'			
	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*			-			
	AM	LOS	-	*		A		-	B			-			A
		Delay	-	*		8.6		-	10.5			-			0.6
		Queue	-	*		25'		-	25'			-			
	PM	LOS	-	*		A		-	B			-			A
		Delay	-	*		8.2		-	10			-			0.4
		Queue	-	*		25'		-	25'			-			
Node 300: Interchange North & Sage St. *Traffic Signal Control*		*Lanes->*	*2*			*1*	*2*		*1*		*1*	*1*			
	AM	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'			
	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*			
	AM	LOS	A			A			A			A			A
		Delay	6.7			8.5			5.6			6.1			7.5
		Queue	45'			85'			25'			25'			
	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:

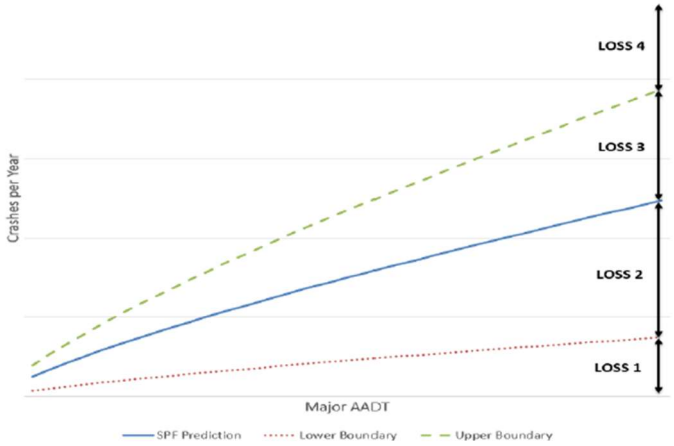
- Interchange North & Center Street = 17 crashes (one type A, two type B, & two type C injury crashes) Exhibit 20
- Interchange North & Sage Street = 2 crashes (one type B injury crash) Exhibit 21

- 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)

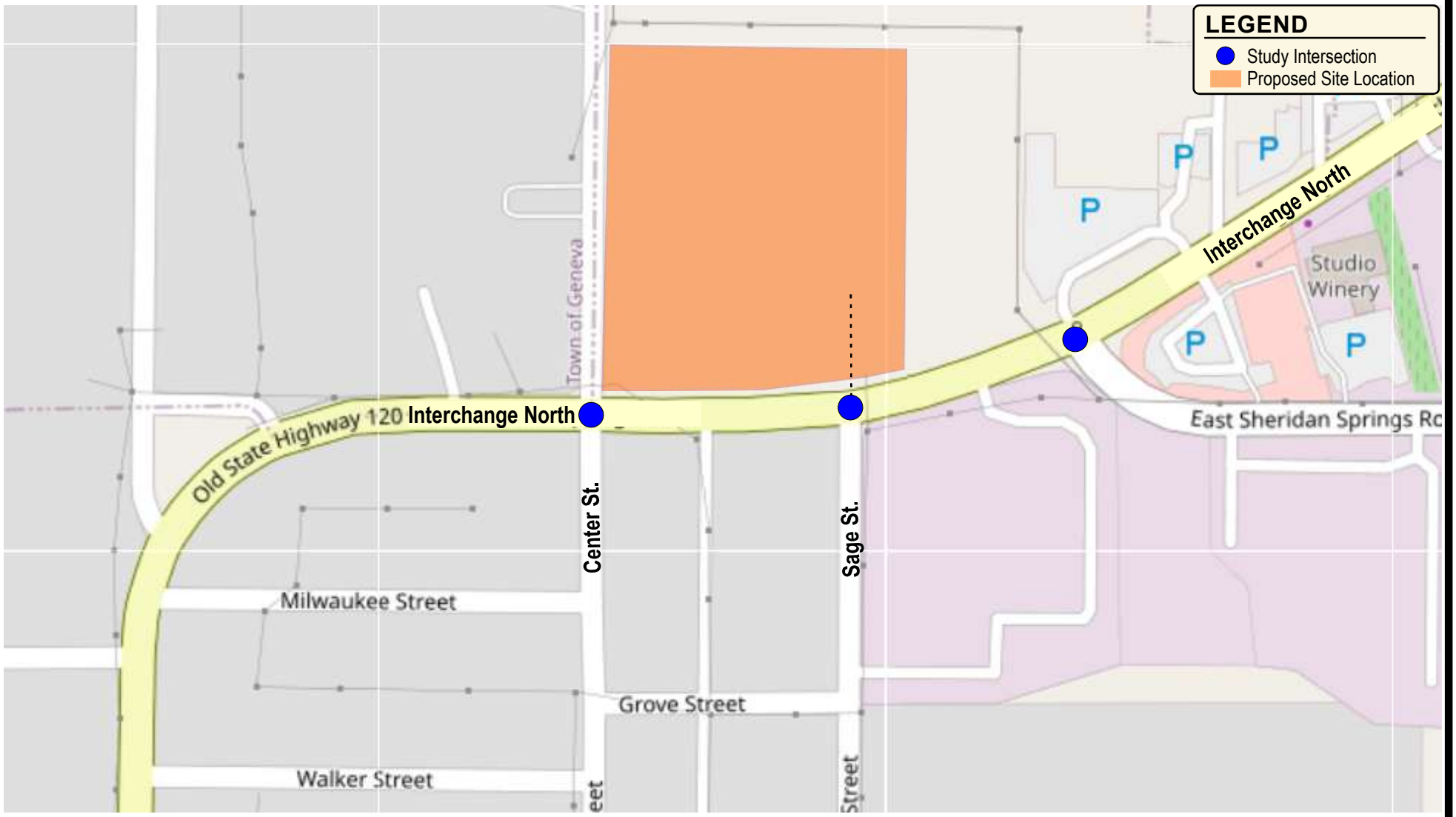
between 80 to 100 feet with one approach lane for each direction (see Exhibit 27). With compact roundabouts, the center central island is slightly raised, but is also traversable for semi-trucks. Also, add street lighting at the roundabout.

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.

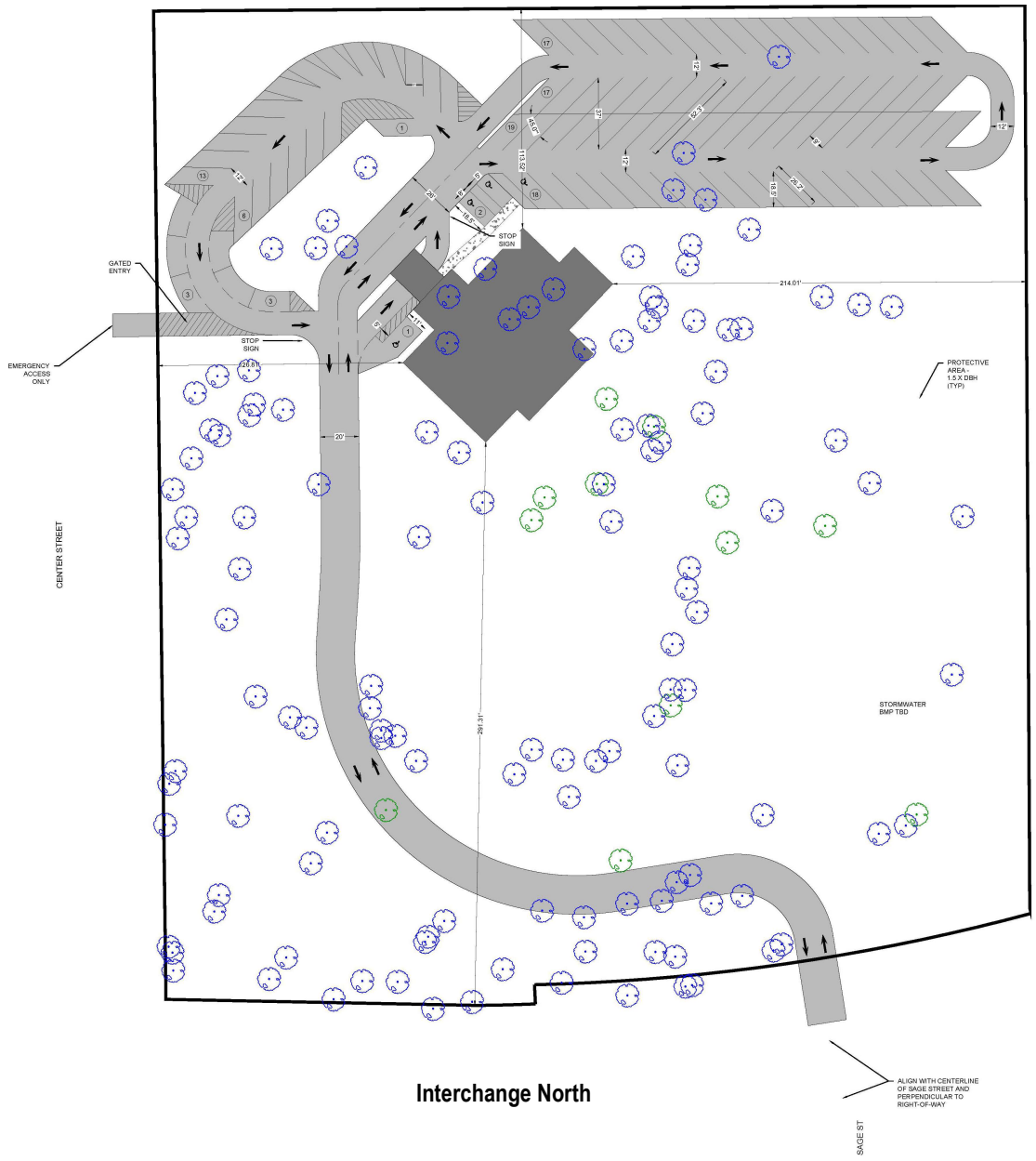


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EXHIBIT 1
STUDY AREA MAP

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

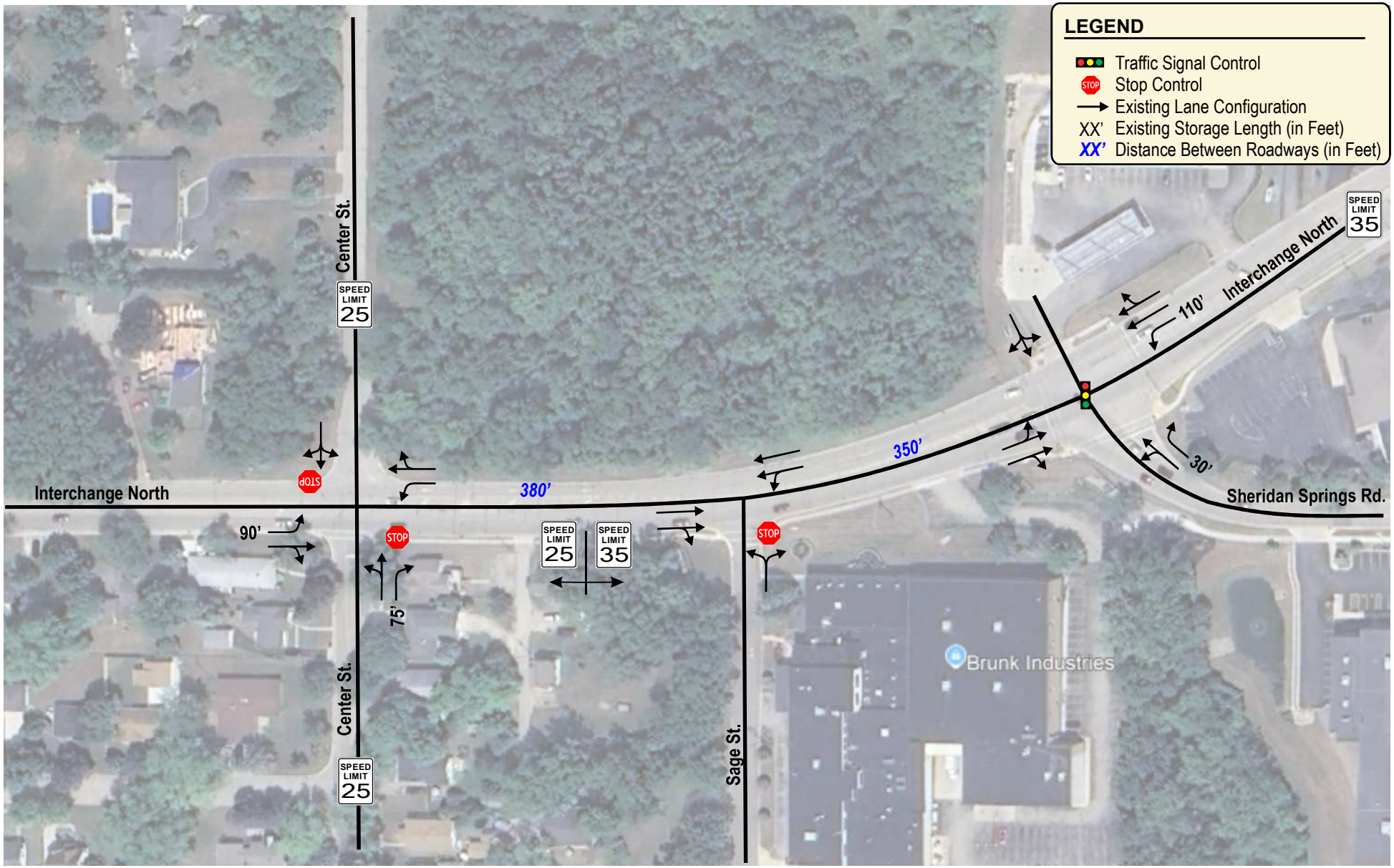
PROVIDED PARKING STALLS
100 TOTAL STALLS IN PAVED AREA
3 CAR ADA ACCESSIBLE STALLS
1 VAN ADA ACCESSIBLE STALL

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EXHIBIT 2
CONCEPTUAL SITE PLAN

LAKE GENEVA, WI

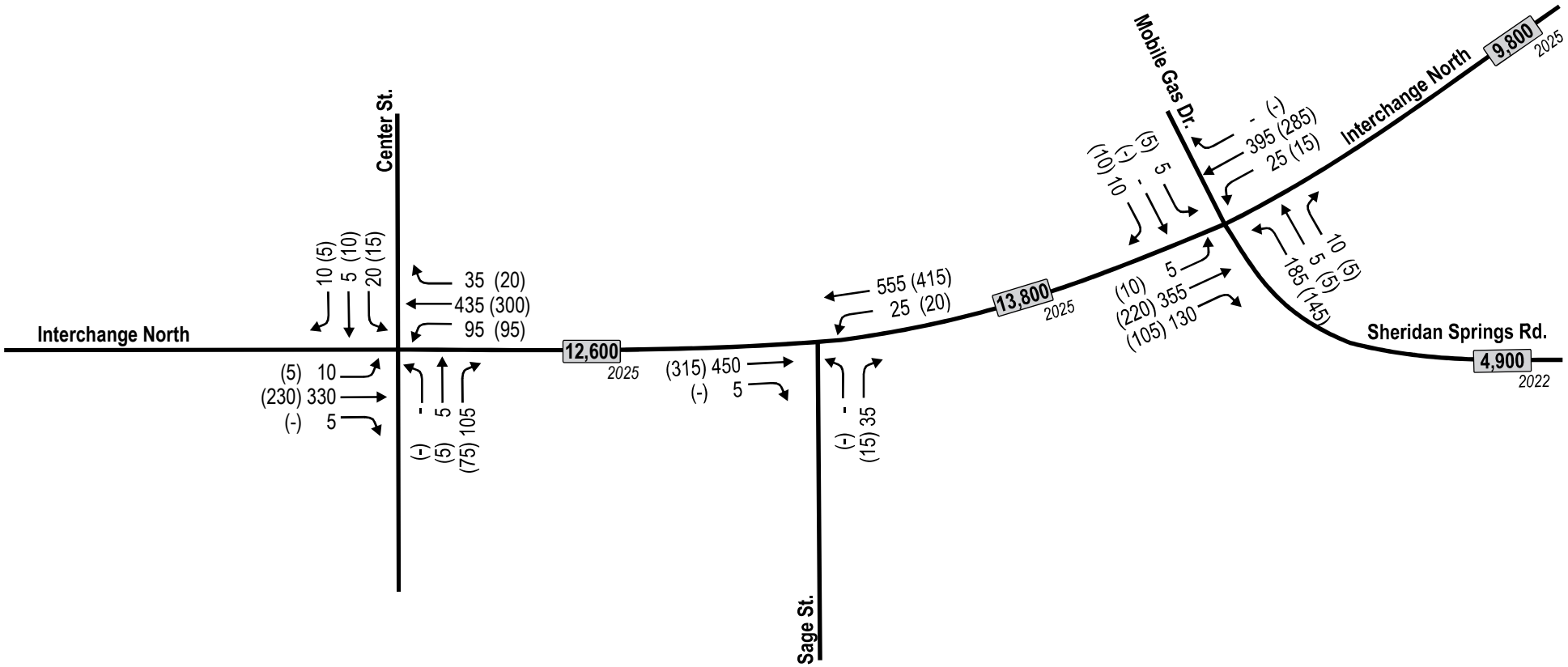


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EXHIBIT 3
EXISTING TRANSPORTATION DETAIL

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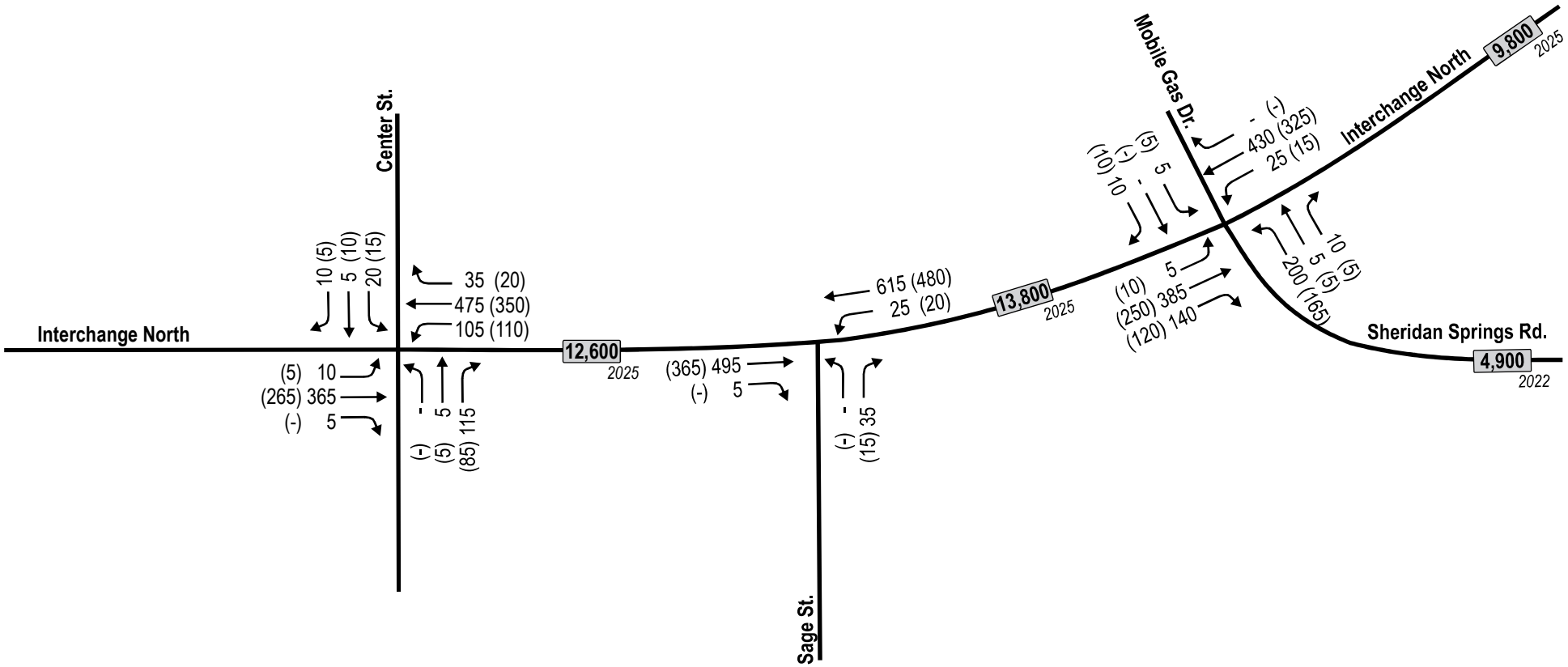


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EXHIBIT 4
YEAR 2026 EXISTING TRAFFIC VOLUMES

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)

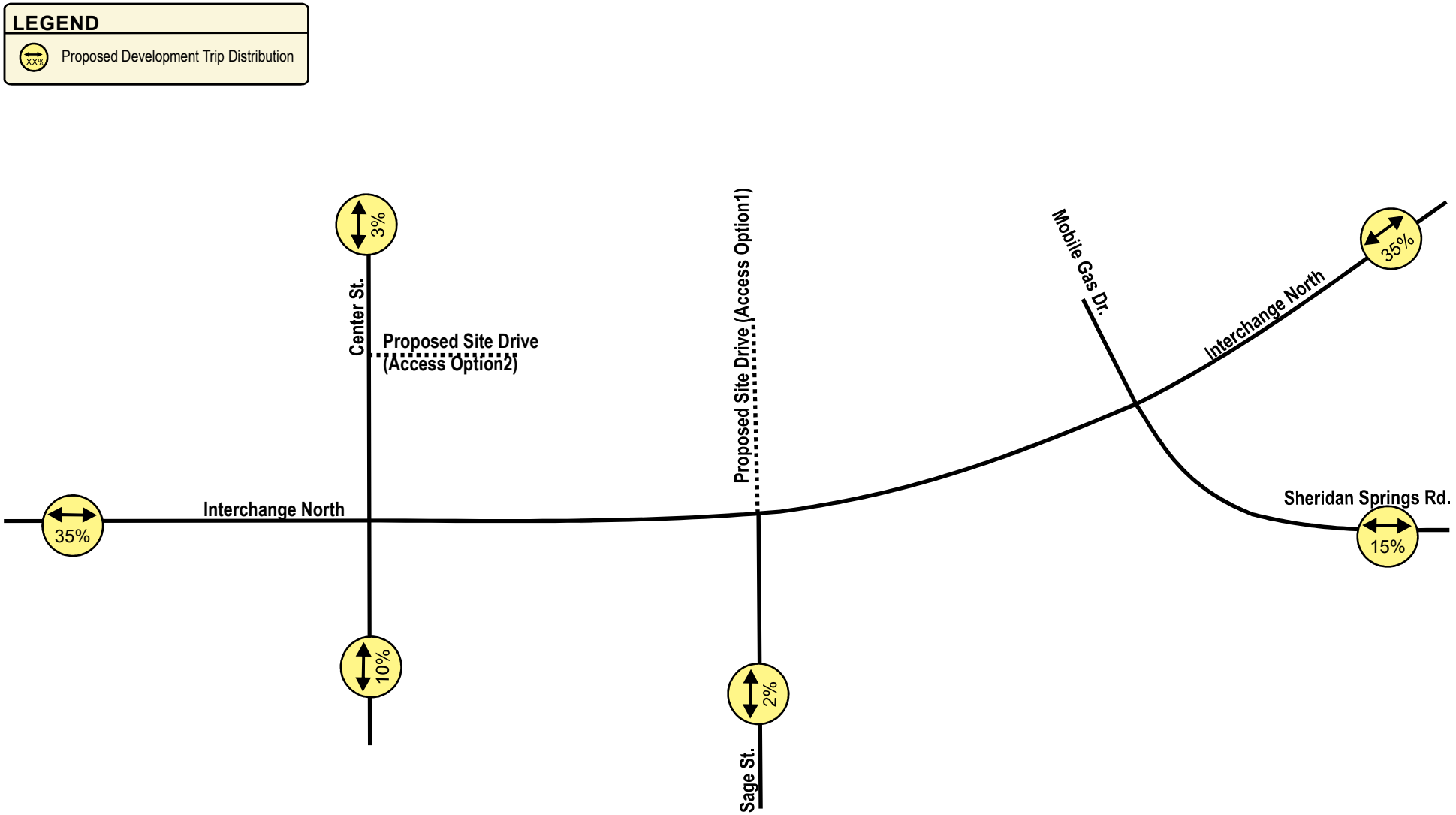
West on Interchange North	45%	-60	0	0	-5	-5	
East on Interchange North	55%	-70	-5	-5	-5	-5	
	100%	***-130***	***-5***	***-5***	***-10***	***-10***	

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EXHIBIT 6
DEVELOPMENT TRIP GENERATION & DISTRIBUTION TABLES

LAKE GENEVA, WI

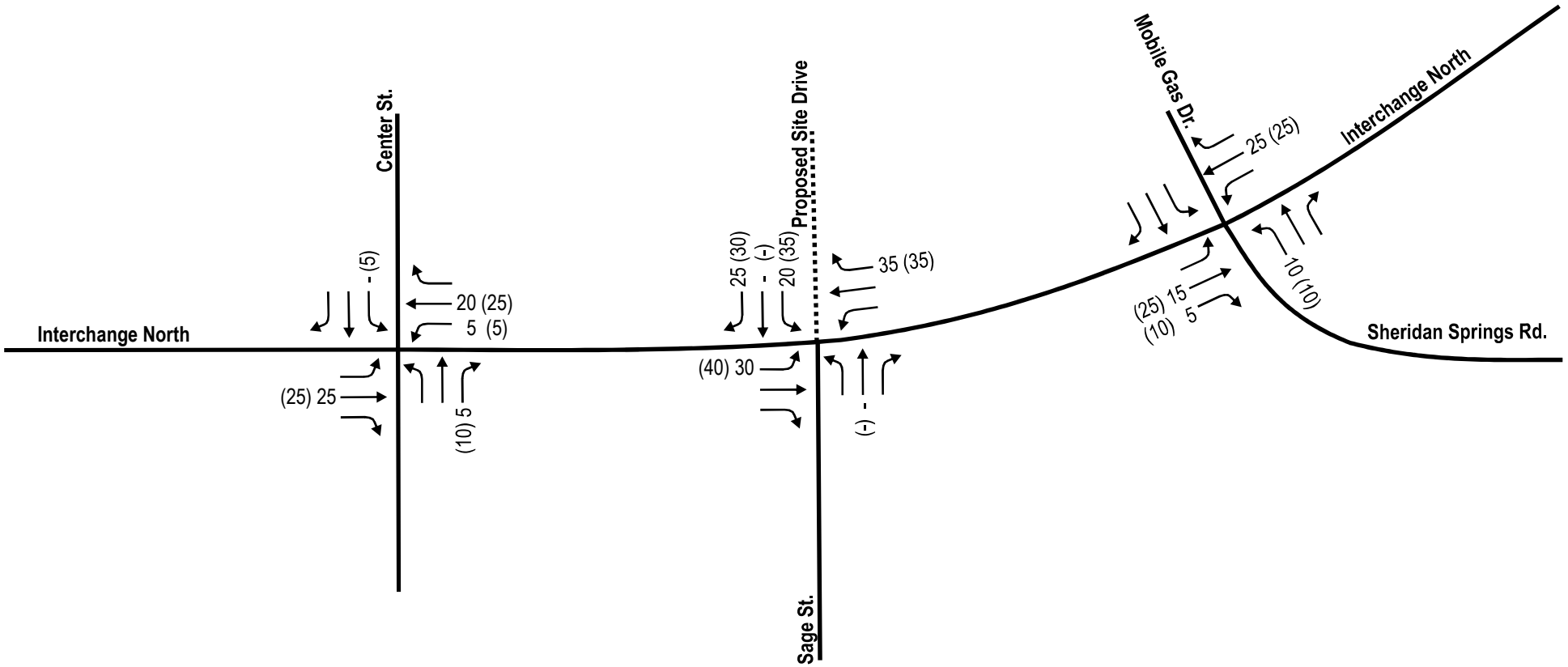


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EXHIBIT 7
DEVELOPMENT TRIP DISTRIBUTION PERCENTAGES

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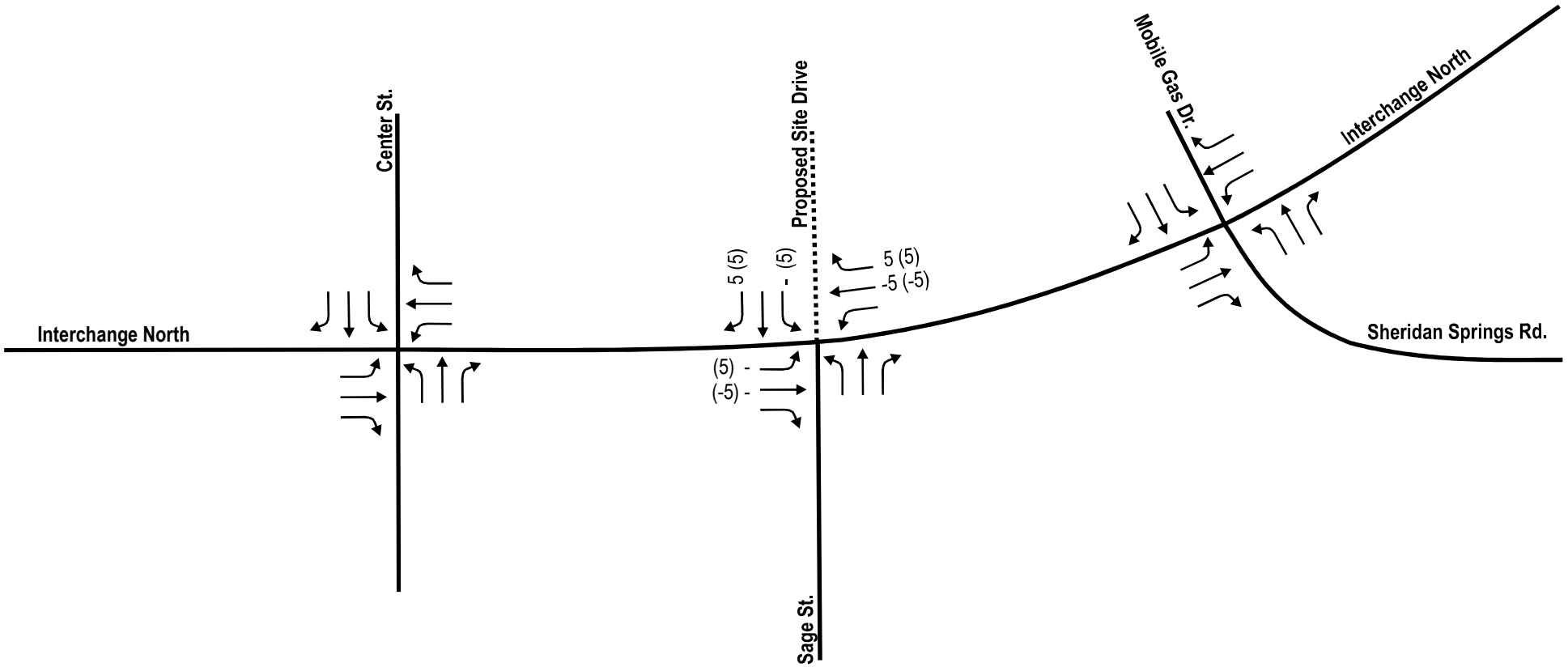
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EXHIBIT 8
DEVELOPMENT NEW TRIPS
ACCESS OPTION 1

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*.

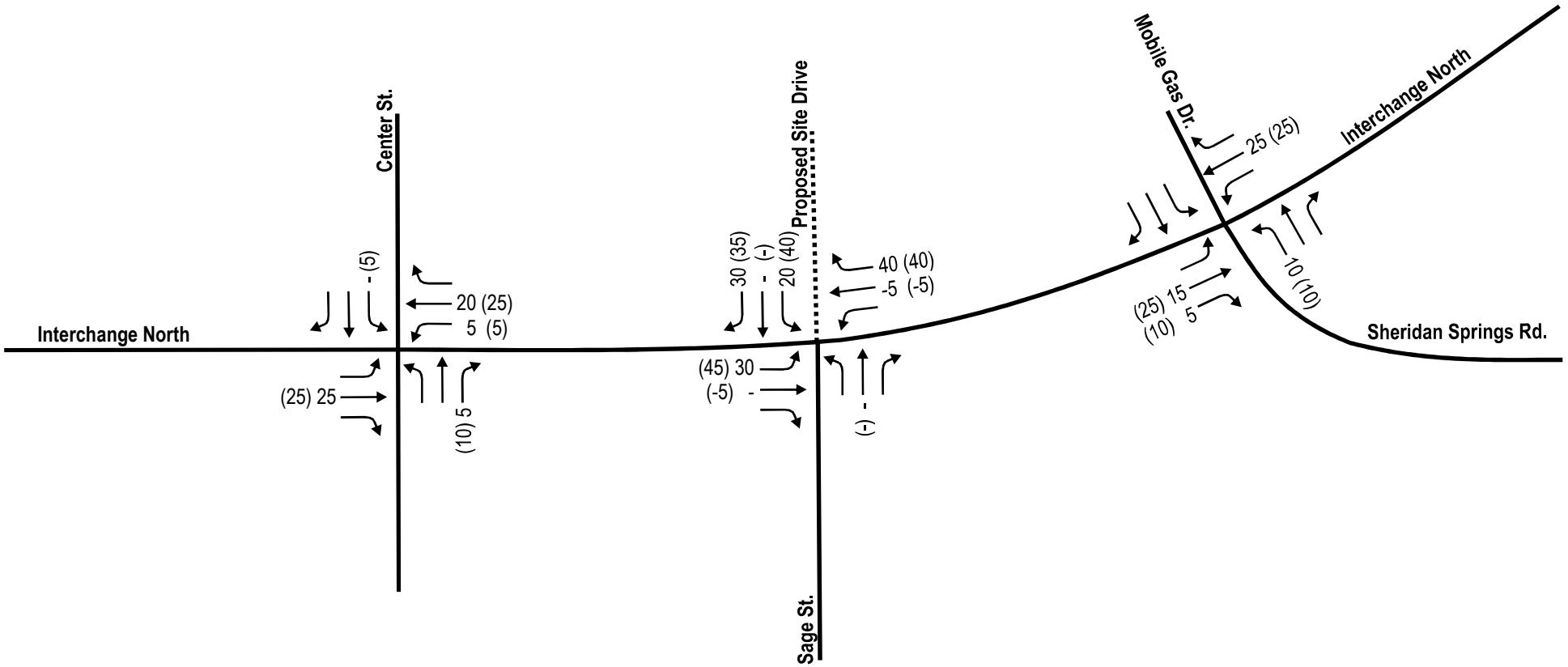


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EXHIBIT 9
DEVELOPMENT PASS-BY TRIPS
ACCESS OPTION 1

LAKE GENEVA, WI

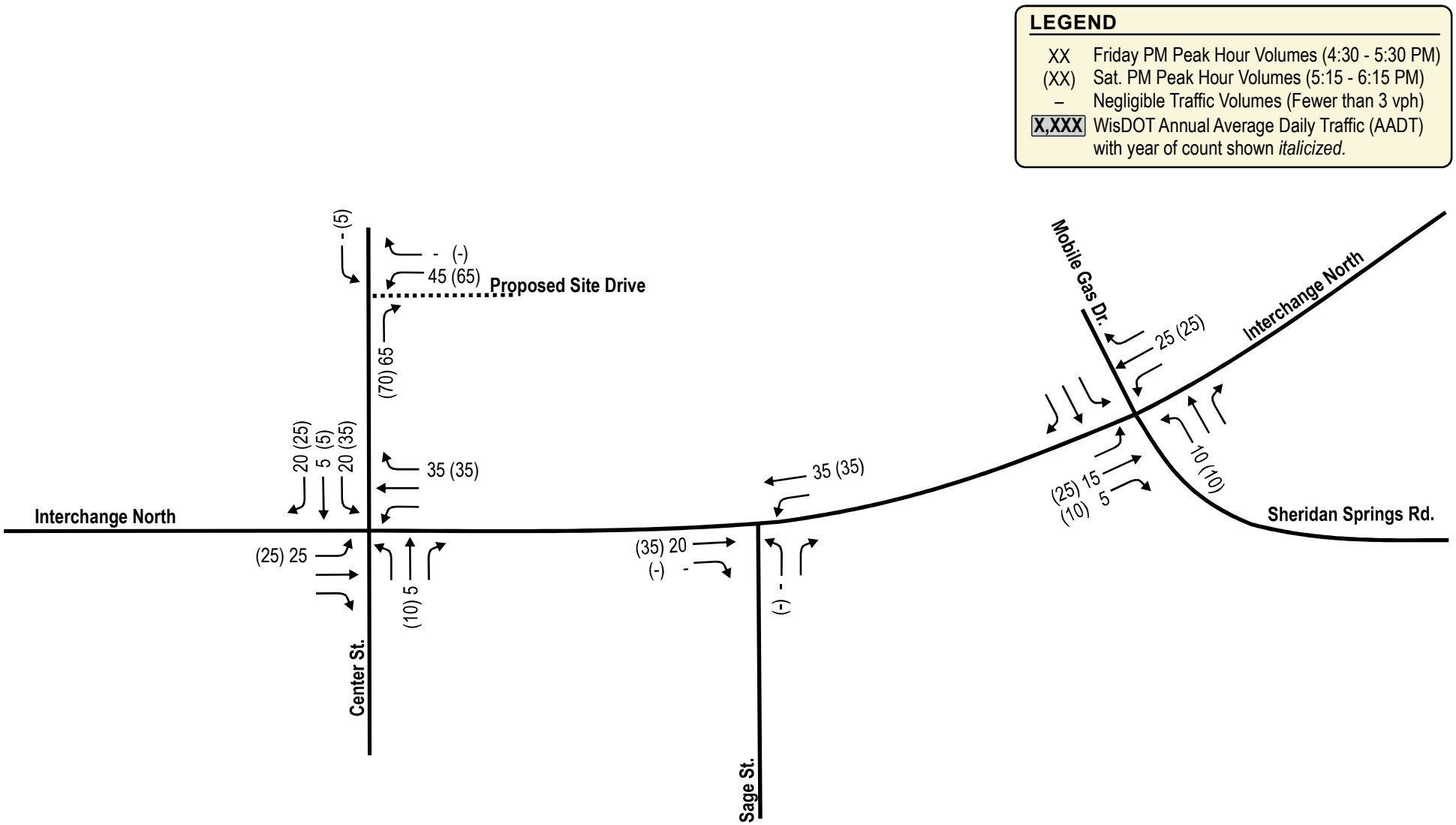


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EXHIBIT 10
DEVELOPMENT DRIVEWAY TRIPS
ACCESS OPTION 1

LAKE GENEVA, WI

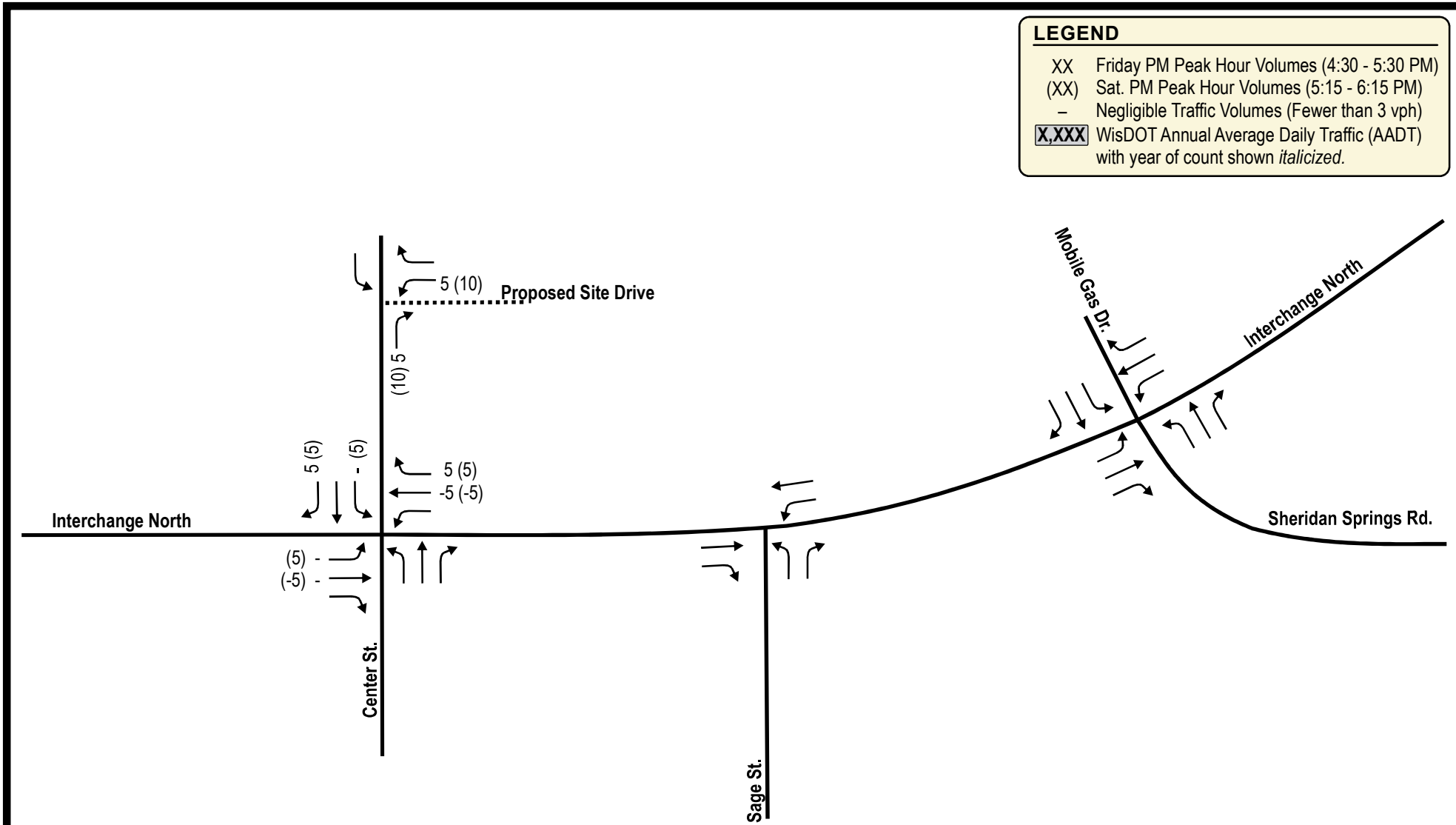


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EXHIBIT 11
DEVELOPMENT NEW TRIPS
ACCESS OPTION 2

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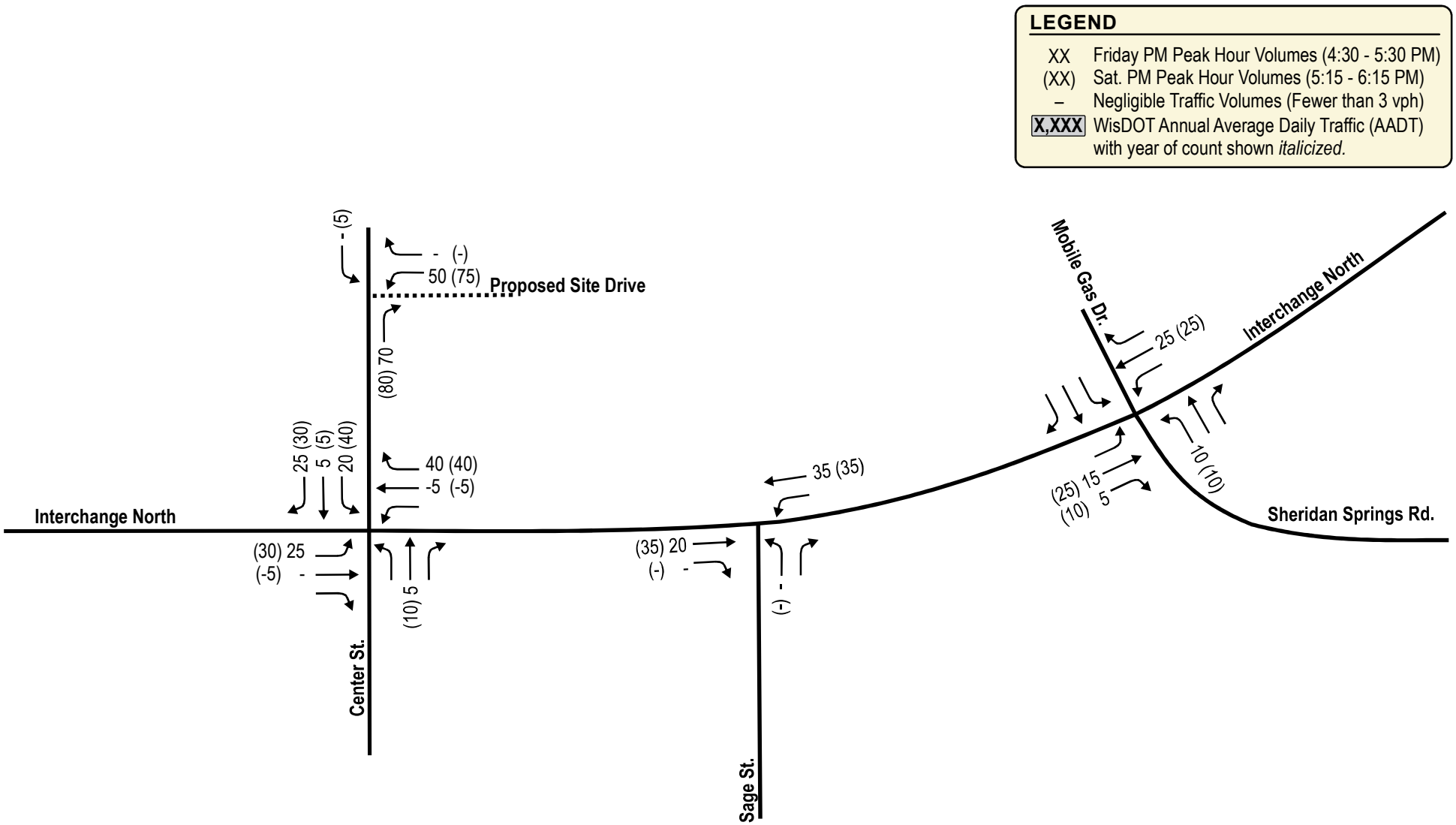


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EXHIBIT 12
DEVELOPMENT PASS-BY TRIPS
ACCESS OPTION 2

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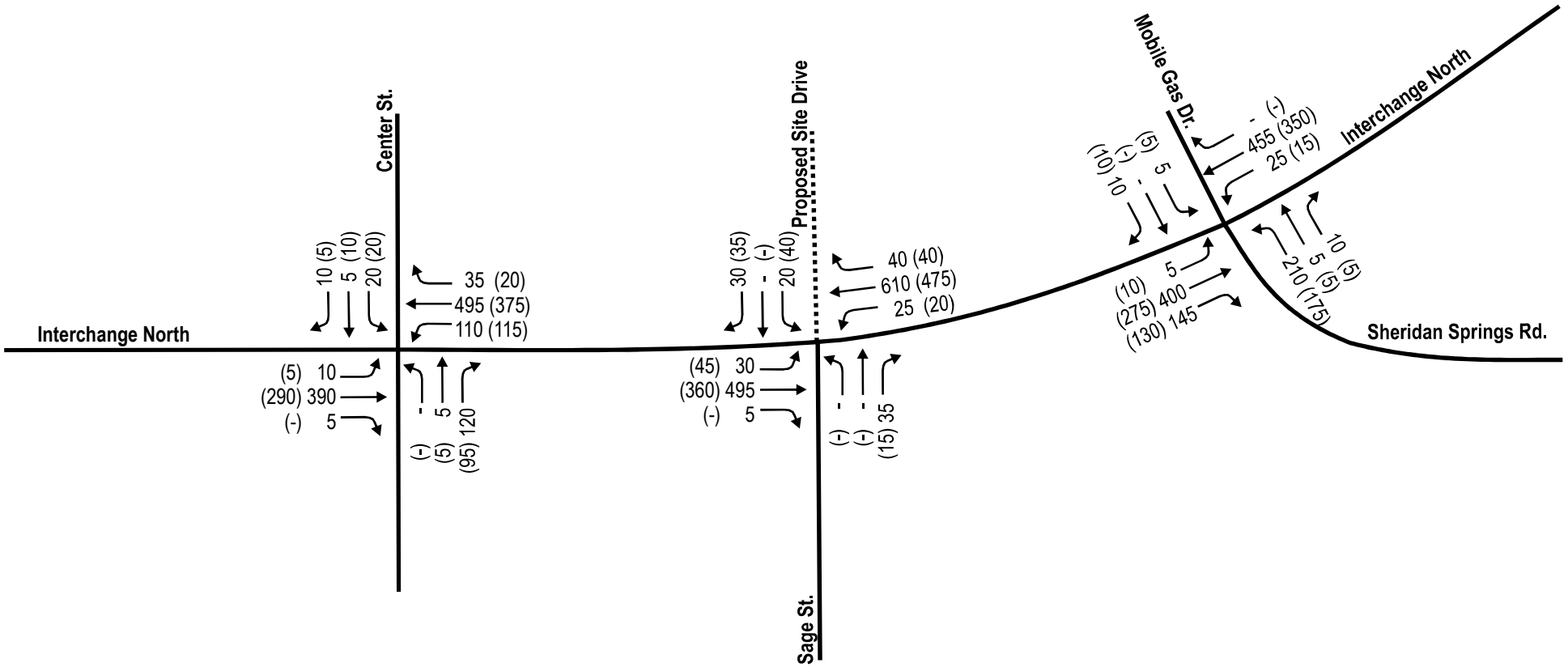


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EXHIBIT 13
DEVELOPMENT DRIVEWAY TRIPS
ACCESS OPTION 2

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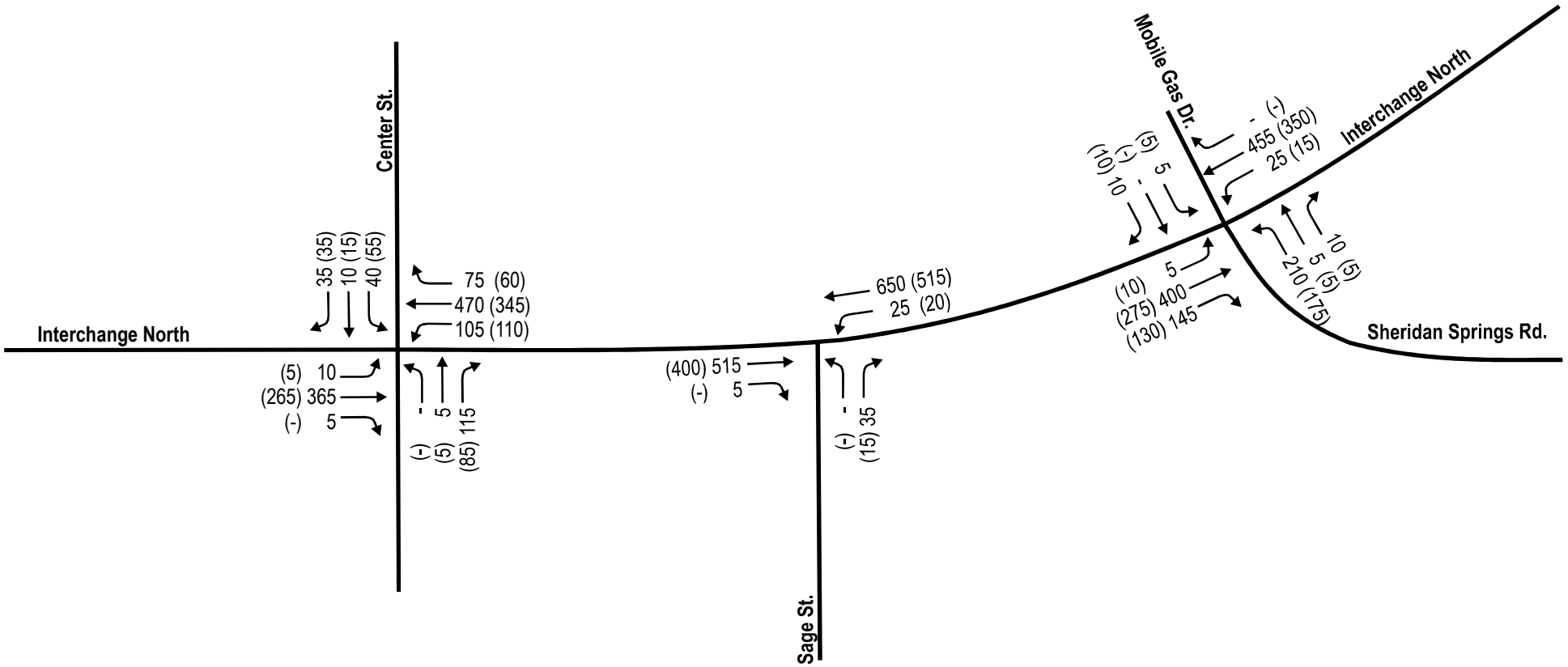


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EXHIBIT 14
YEAR 2026 BUILD TRAFFIC VOLUMES
ACCESS OPTION 1

LAKE GENEVA, WI

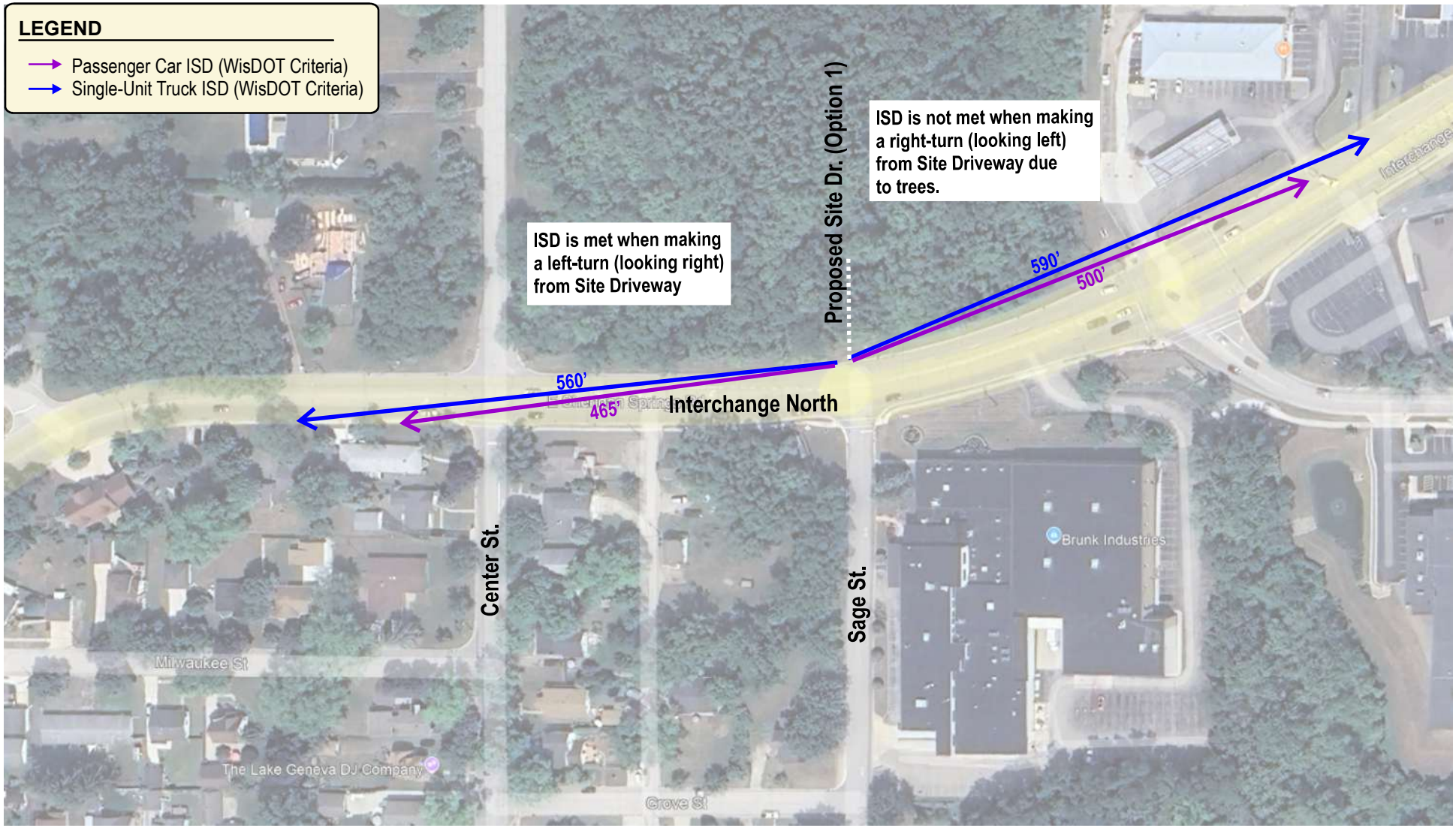


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EXHIBIT 15
YEAR 2026 BUILD TRAFFIC VOLUMES
ACCESS OPTION 2

LAKE GENEVA, WI



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NOT TO SCALE

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

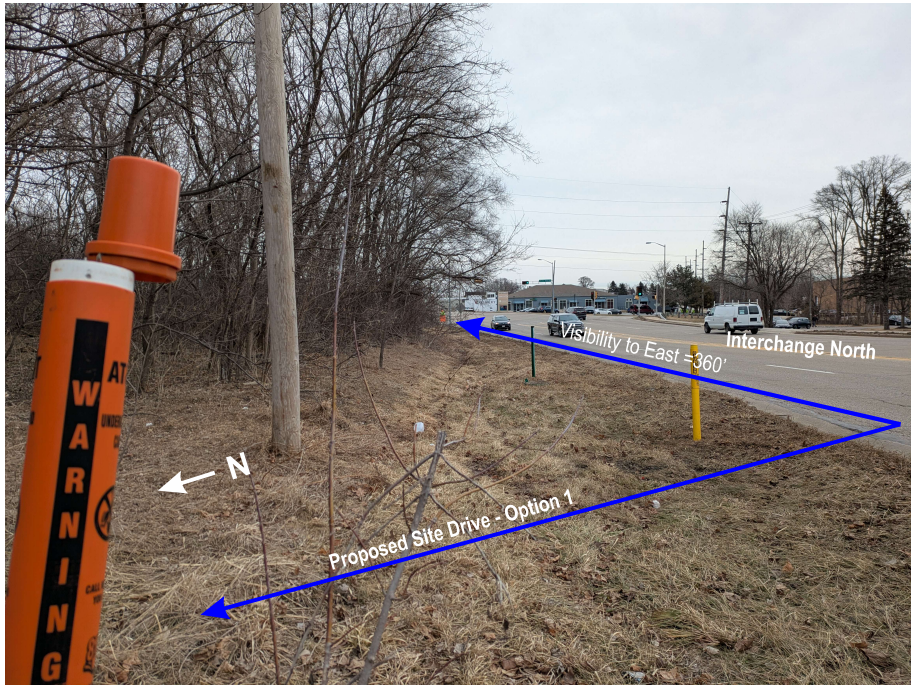
LAKE GENEVA, WI



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

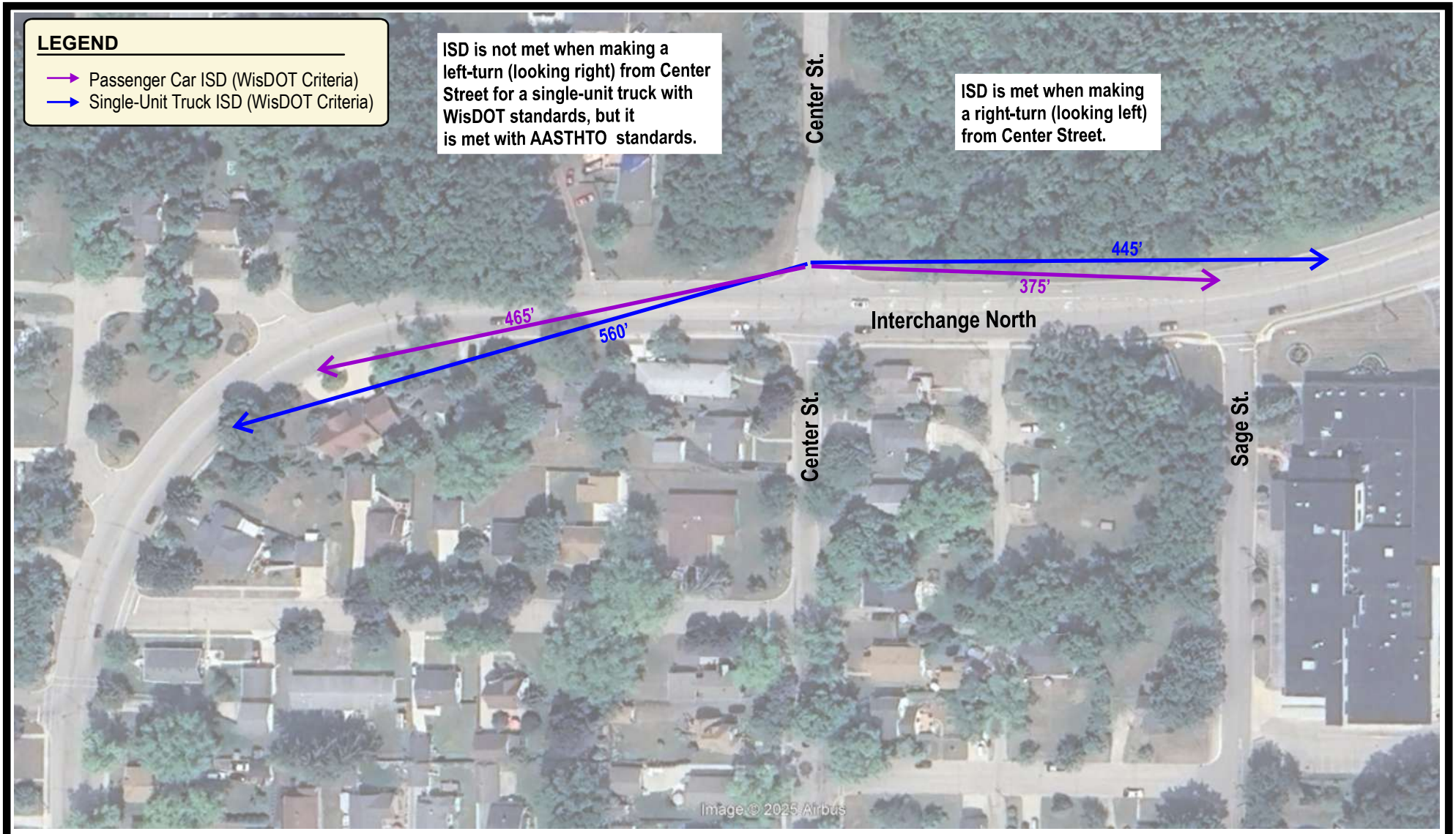
WisDOT Standards:
Minimum ISD at 40 mph Design Speed:
Passenger Car: 500 feet
Single-Unit Truck: 590 feet
AASHTO Standards:
Passenger Car: 385 feet
Single-Unit Truck: 500 feet

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.

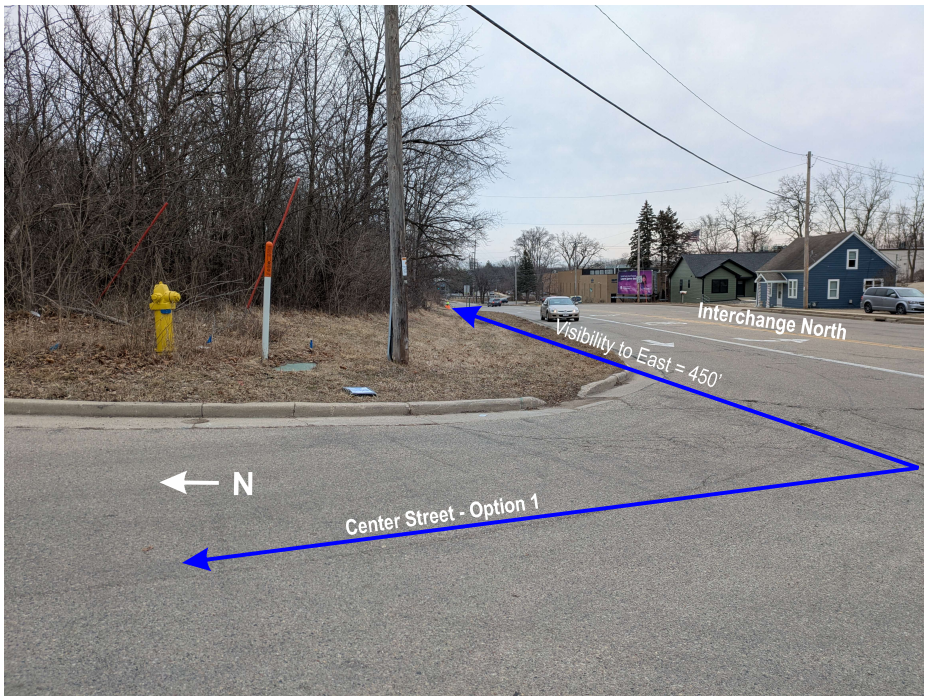
LAKE GENEVA, WI



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

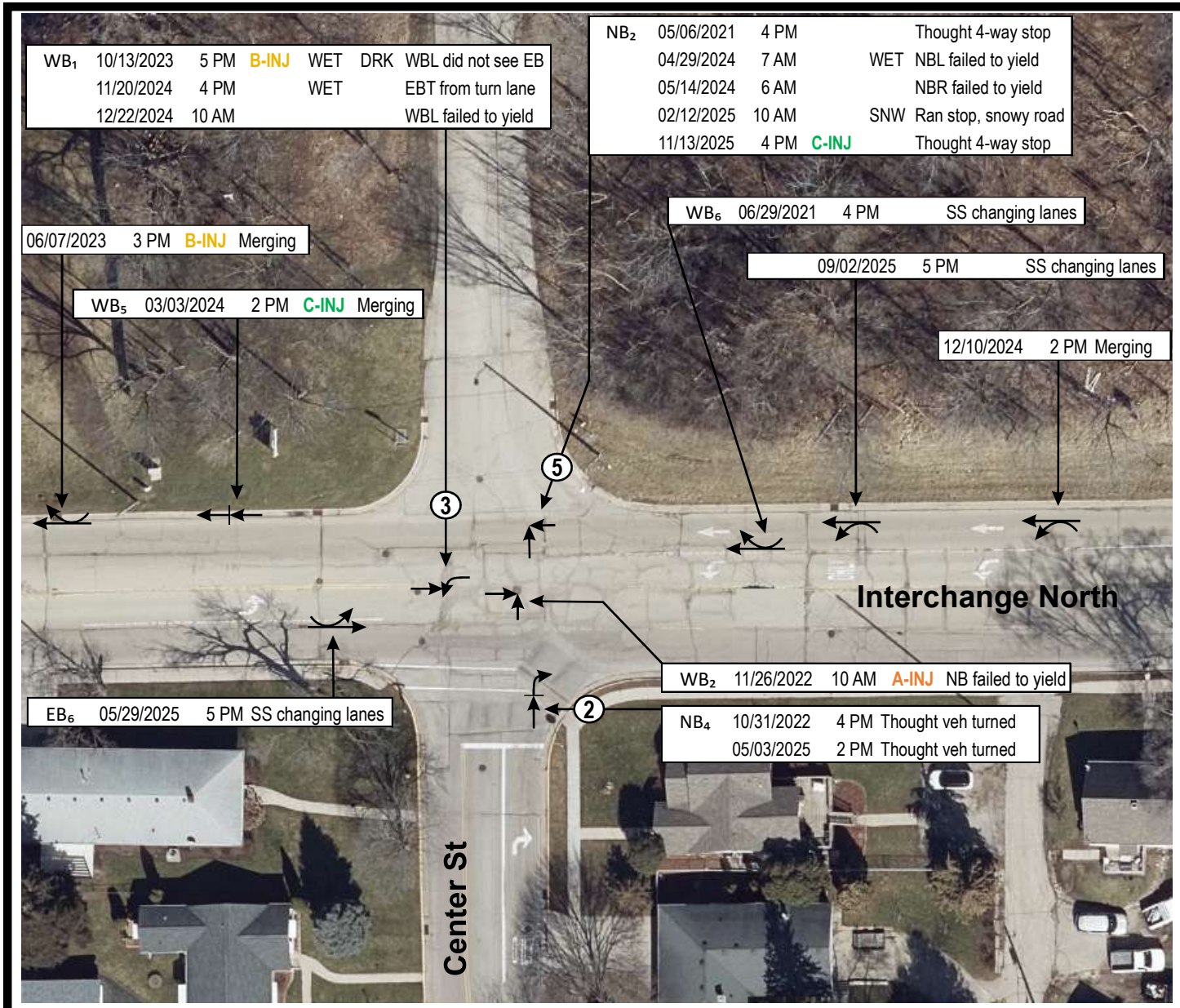
WisDOT Standards:
Minimum ISD at 35 mph Design Speed:
Passenger Car: 375 feet
Single-Unit Truck: 445 feet
AASHTO Standards:
Passenger Car: 290 feet
Single-Unit Truck: 375 feet

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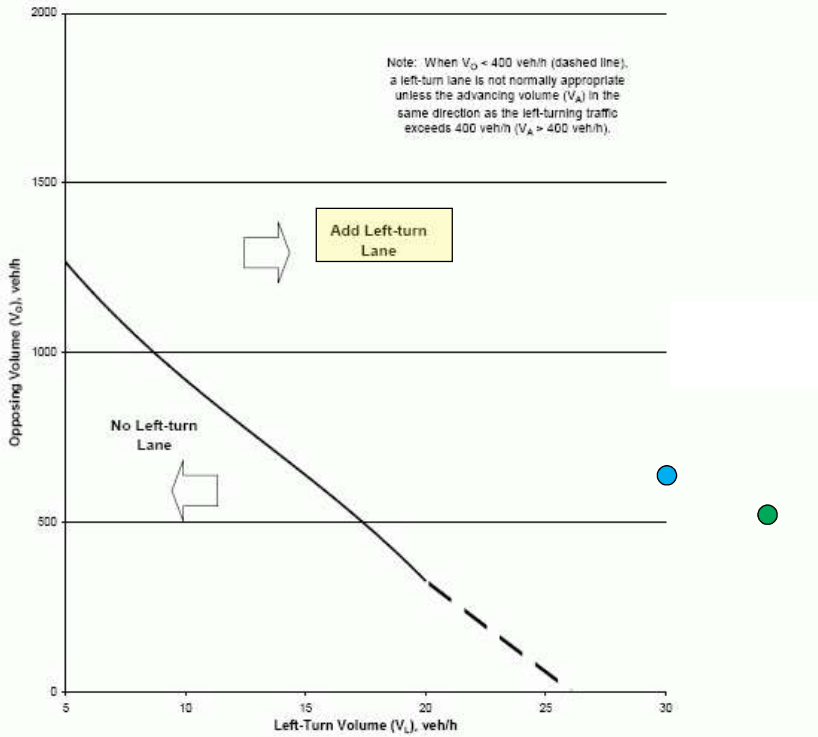
EXHIBIT 22
CRASH HISTORY (2021-2025)
INTERCHANGE NORTH AT SHERIDAN SPRINGS ROAD

LAKE GENEVA, WI

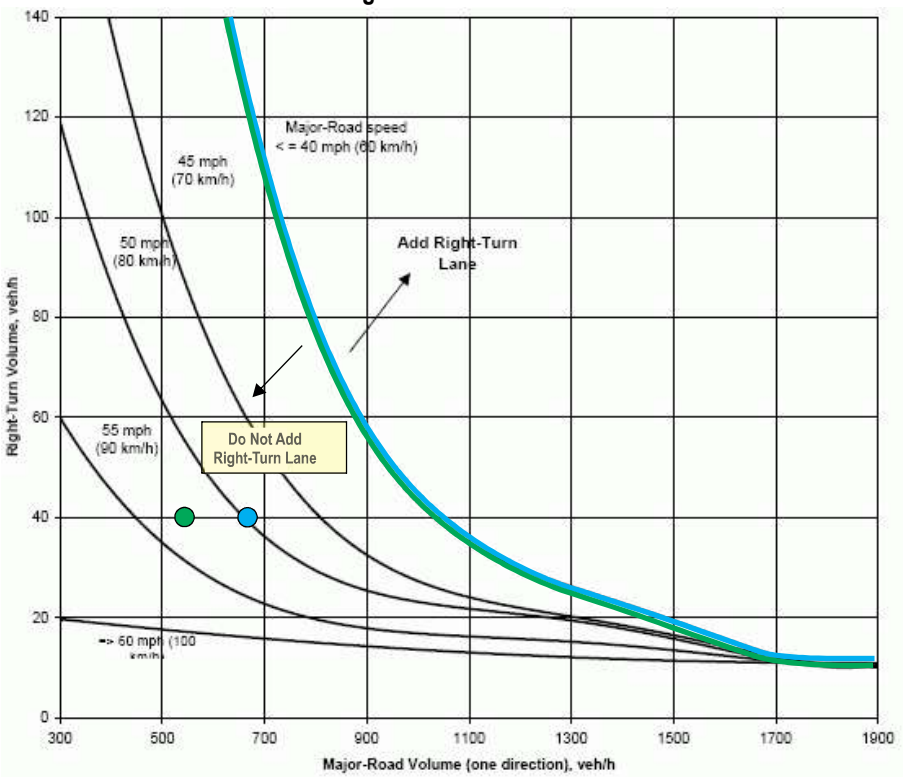
LEGEND

- 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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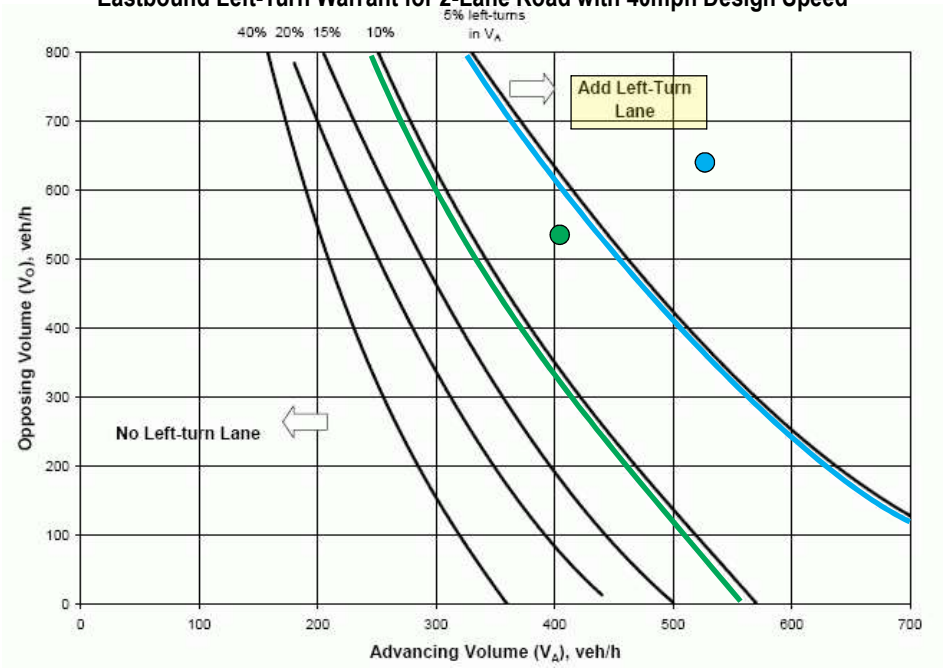
N
NOT TO SCALE

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

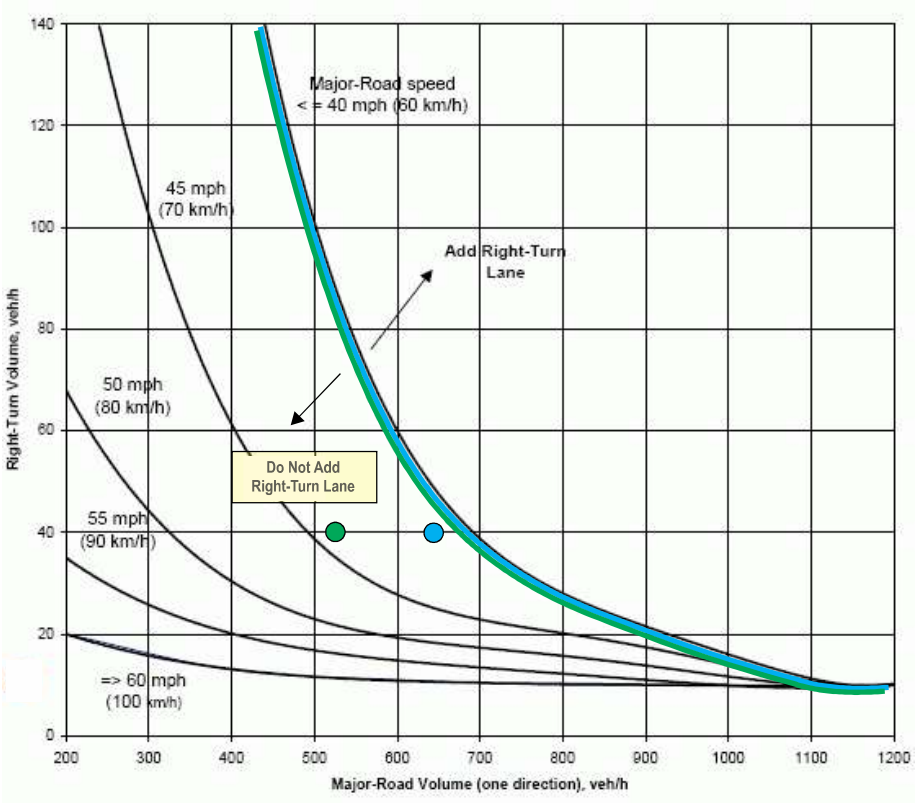
LEGEND

- 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

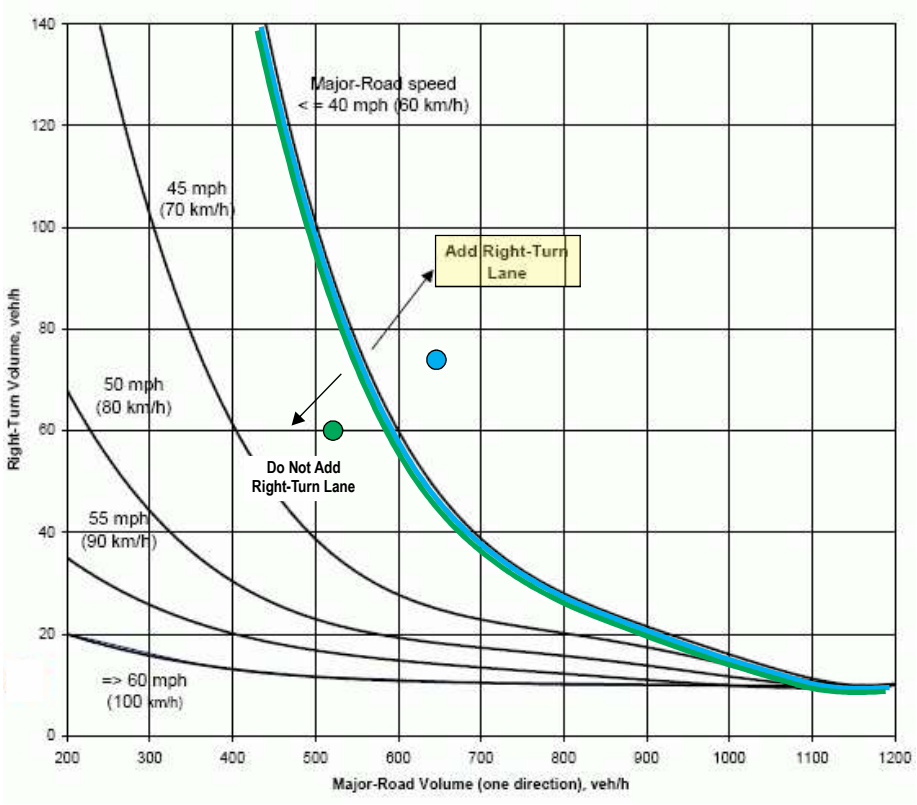
NOT TO SCALE

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

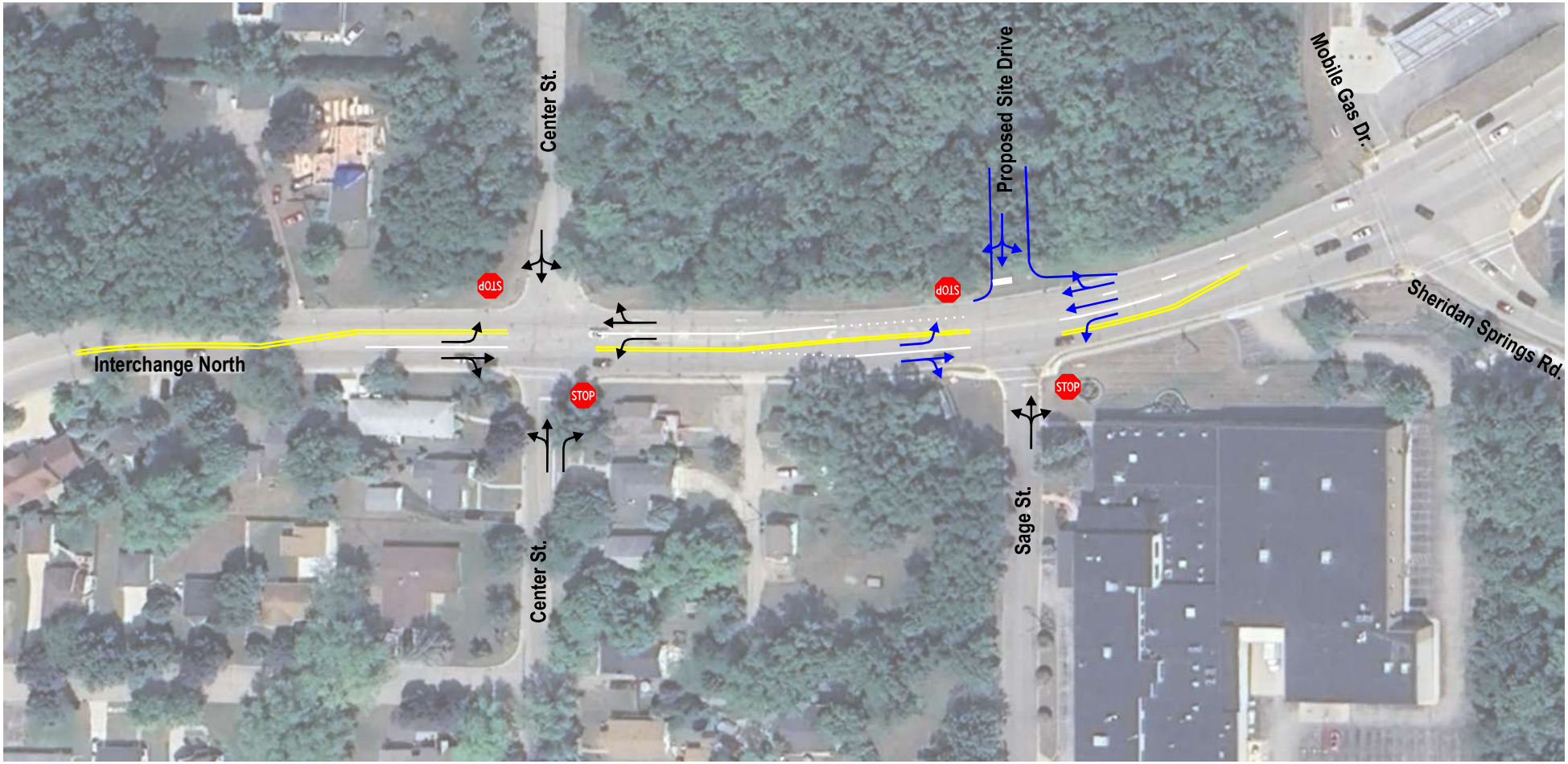


TRAFFIC ANALYSIS & DESIGN, INC.
3612: 02-23-26

N

NOT TO SCALE

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

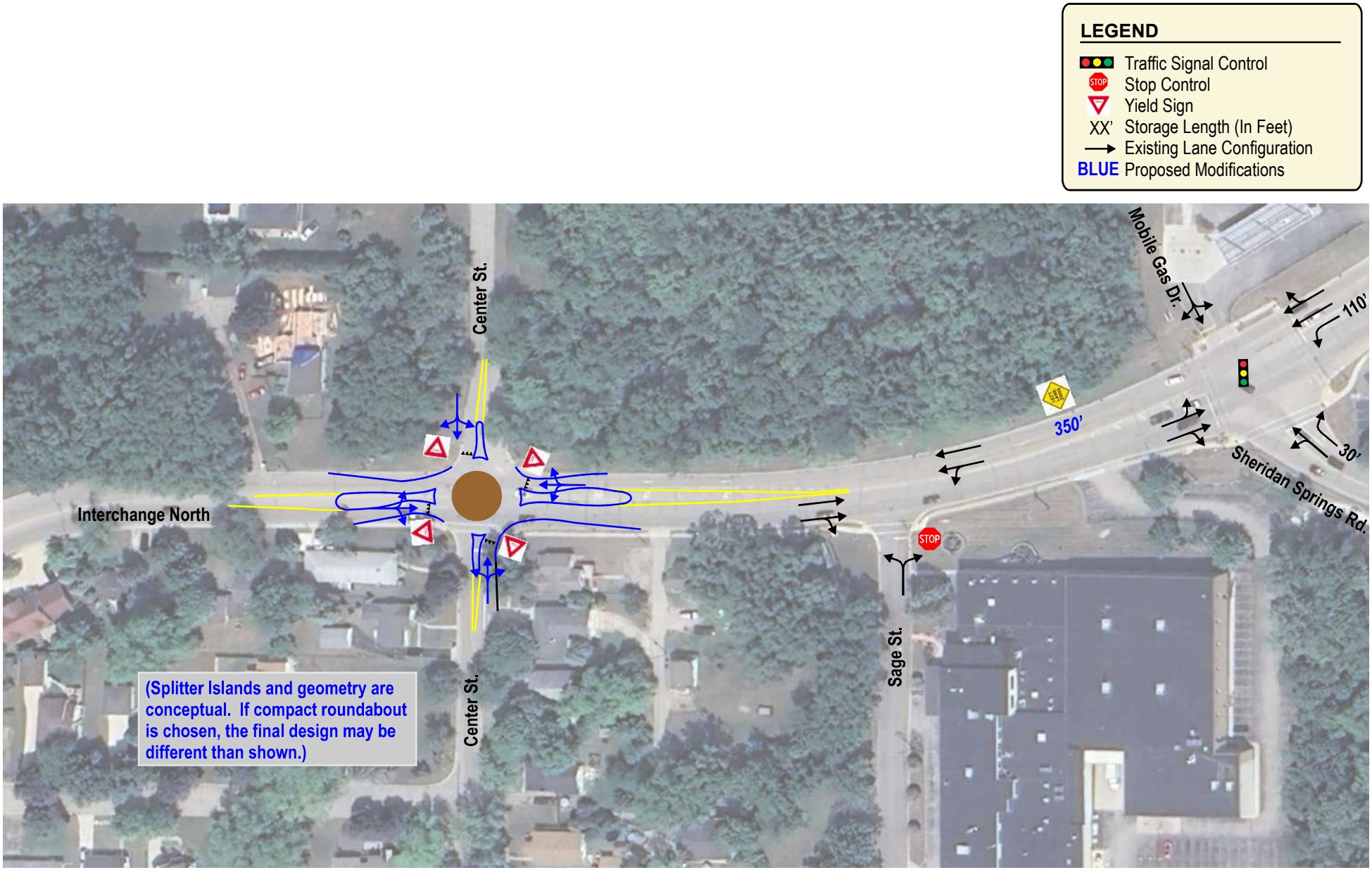


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EXHIBIT 26
RECOMMENDED MODIFICATIONS
ACCESS OPTION 1

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***

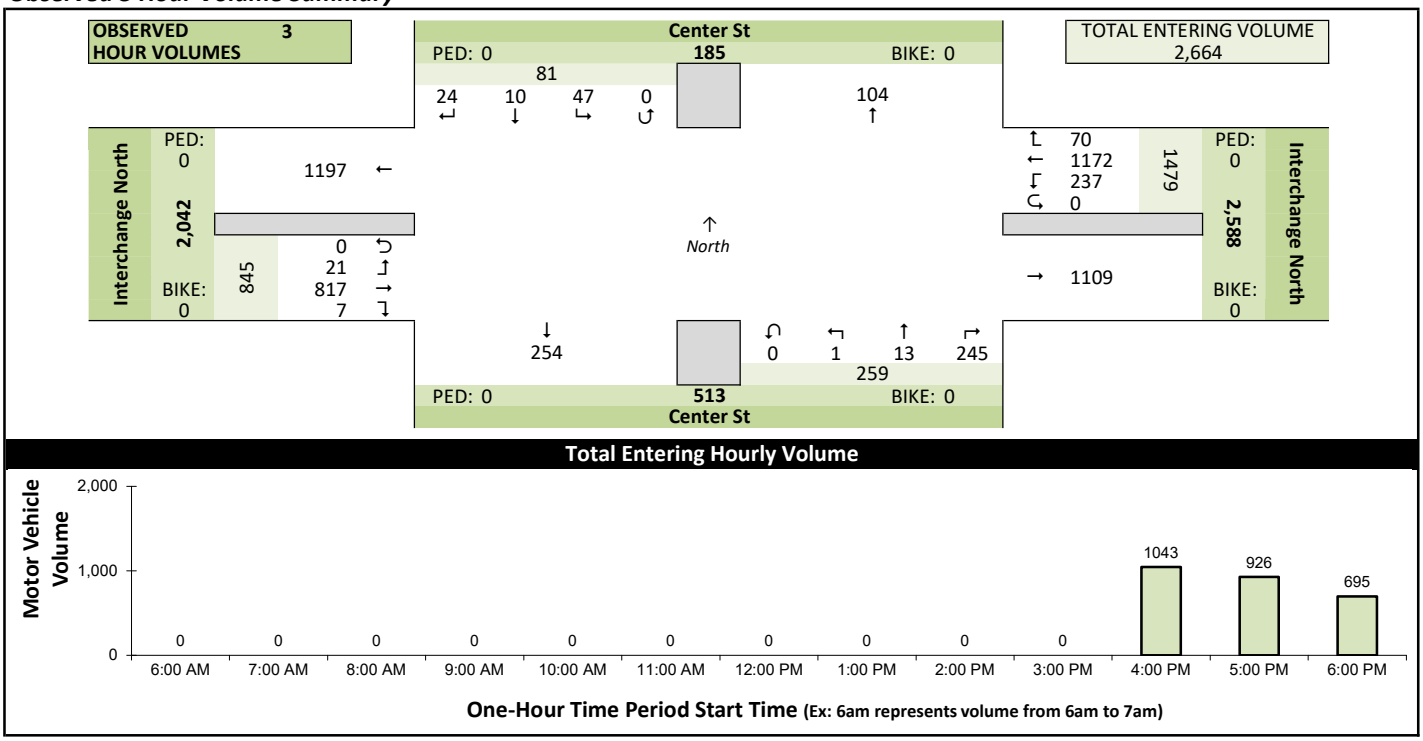
Site Information

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	

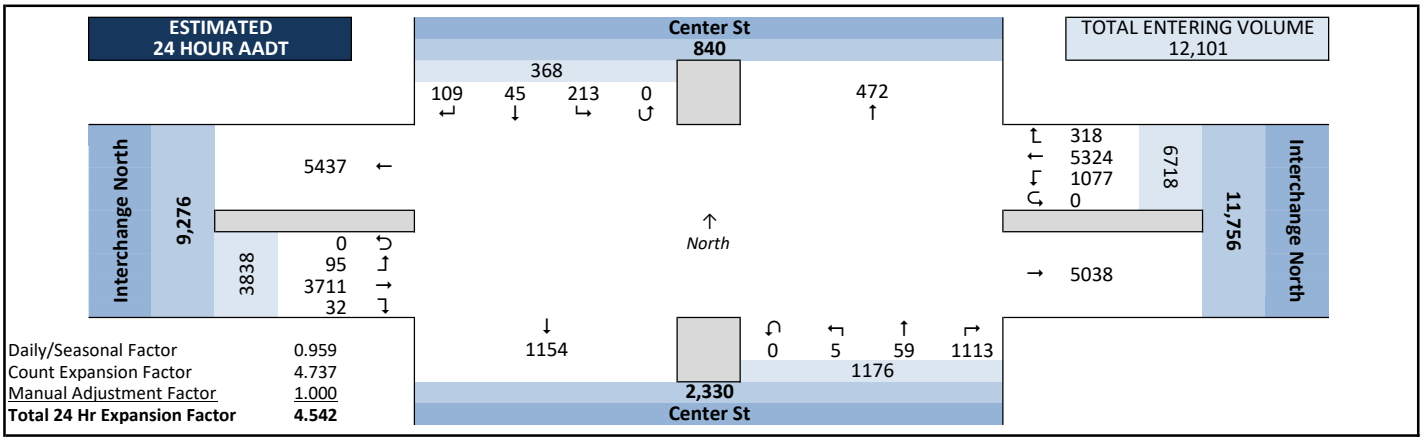
Count Information

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

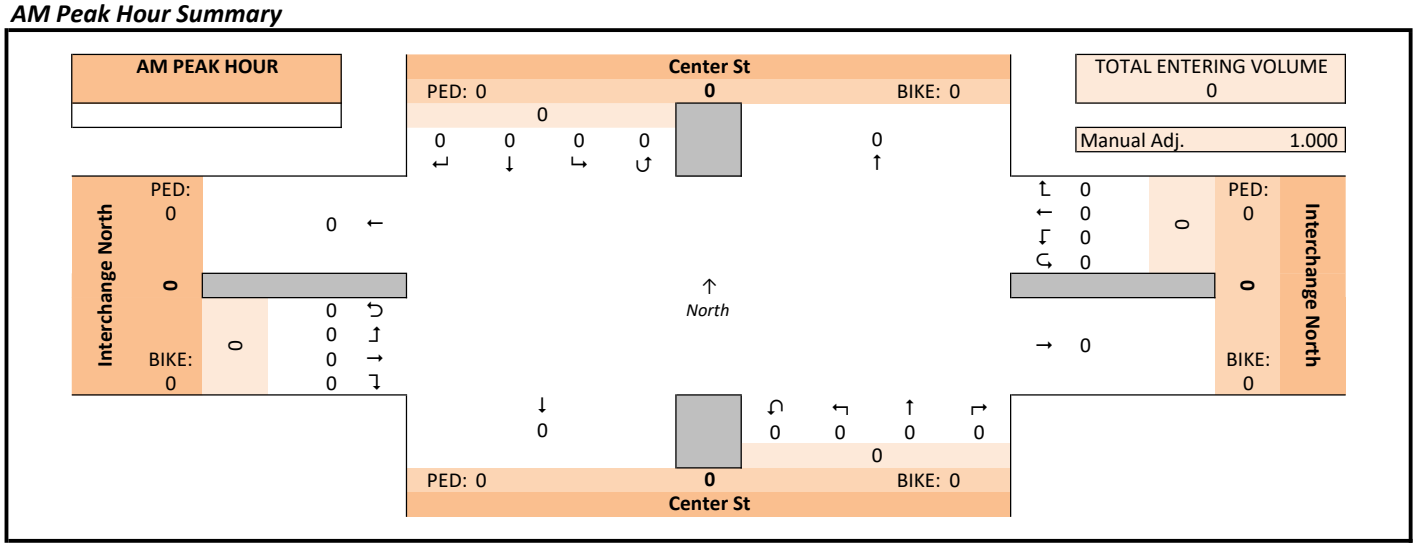
E Sheridan Springs Rd & Center St

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

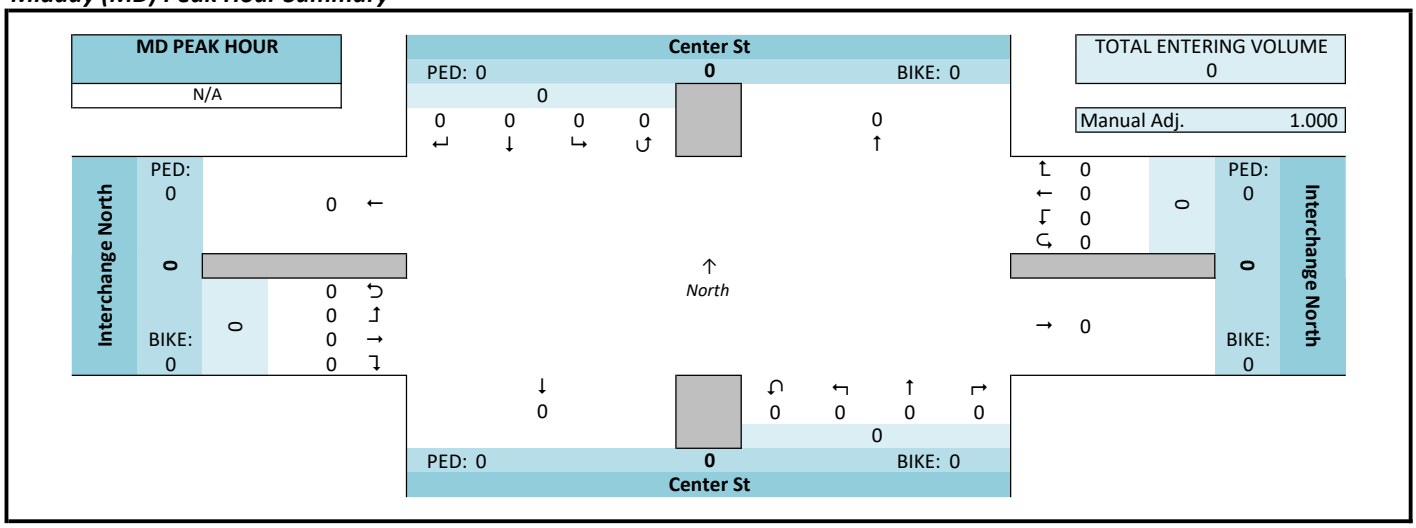
All Motor Vehicles



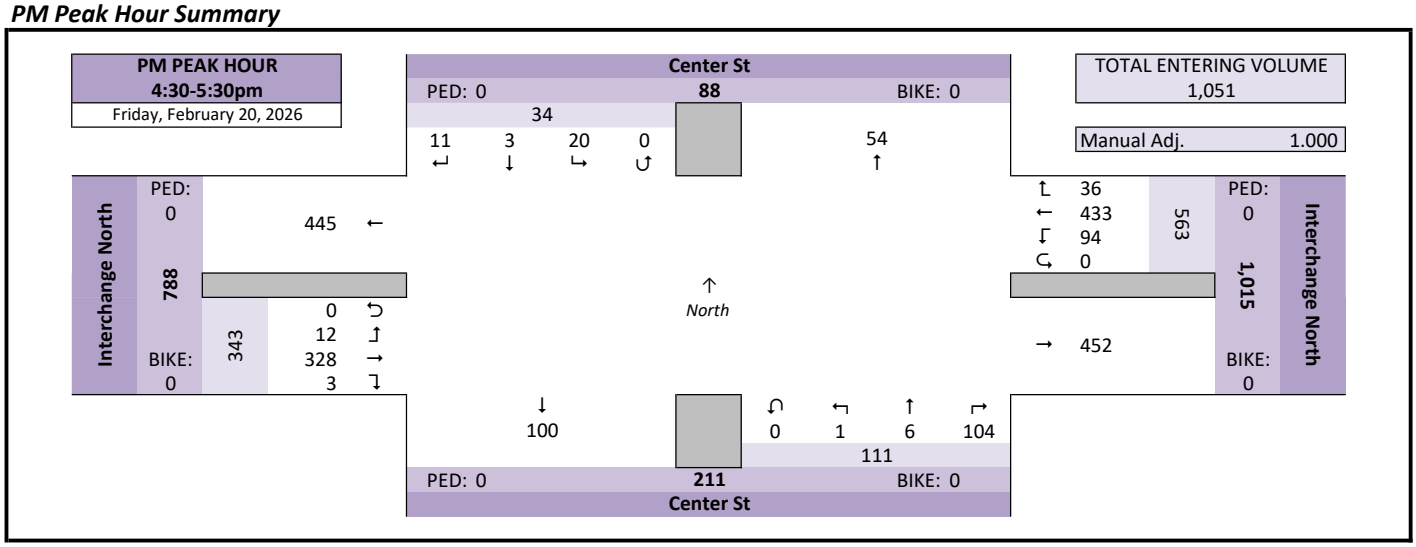
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

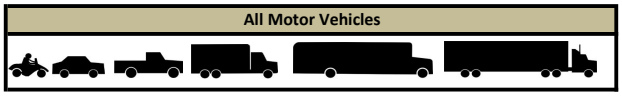


Intersection Traffic Volume Report

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

Hourly Volume Summary - Motor Vehicle Data

E Sheridan Springs Rd & Center St

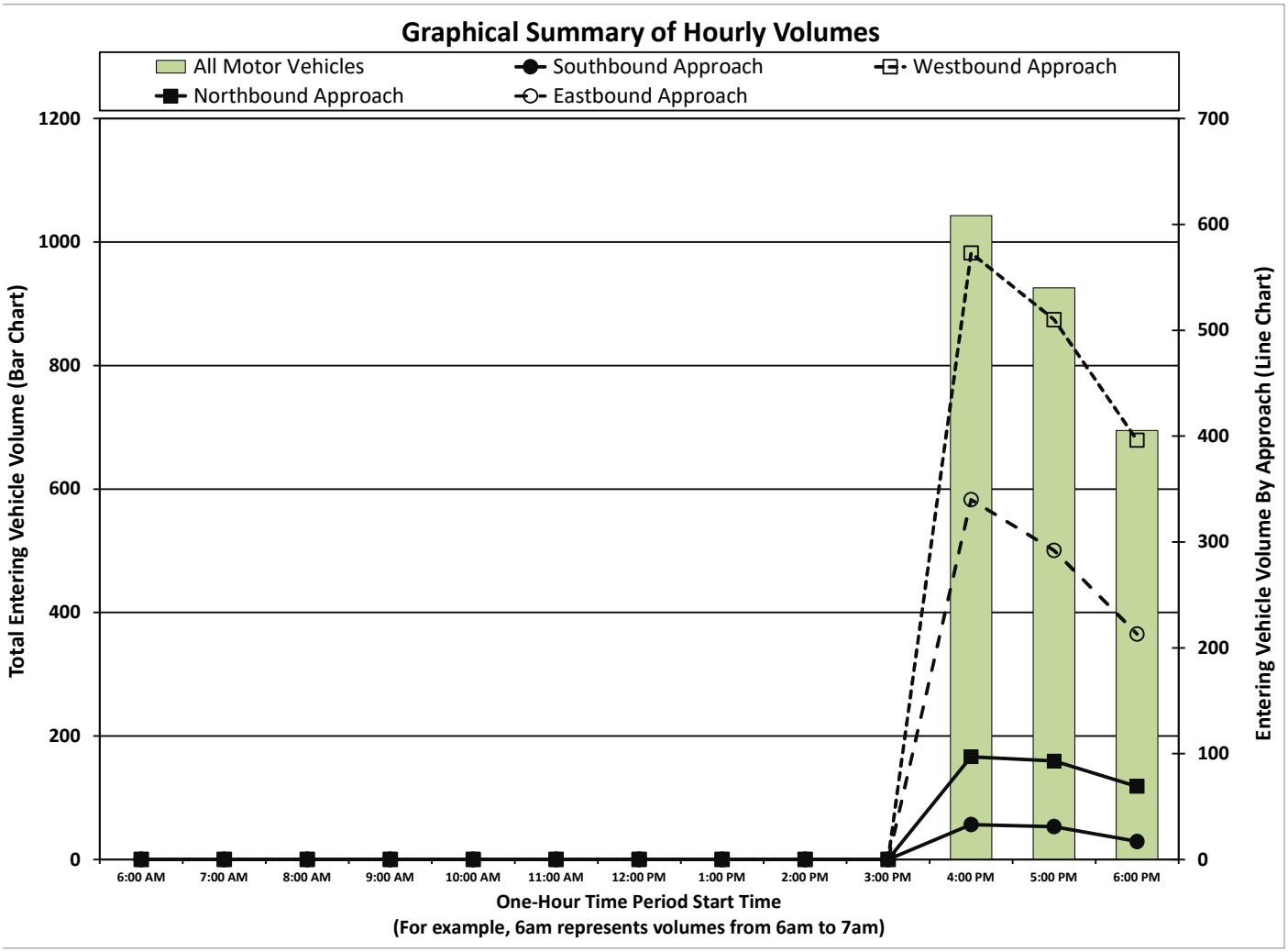
Count Basics		*Page 4 of 13*
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

All Motor Vehicles



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 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	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

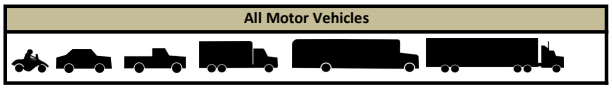


Intersection Traffic Volume Report

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



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

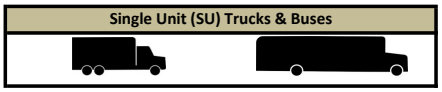
Hourly Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM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

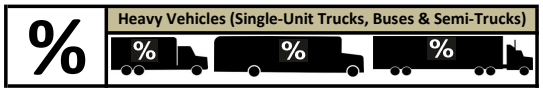
Peak Hour Heavy Vehicle Volume Summary

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				
		Center St			Interchange North			Center 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	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***

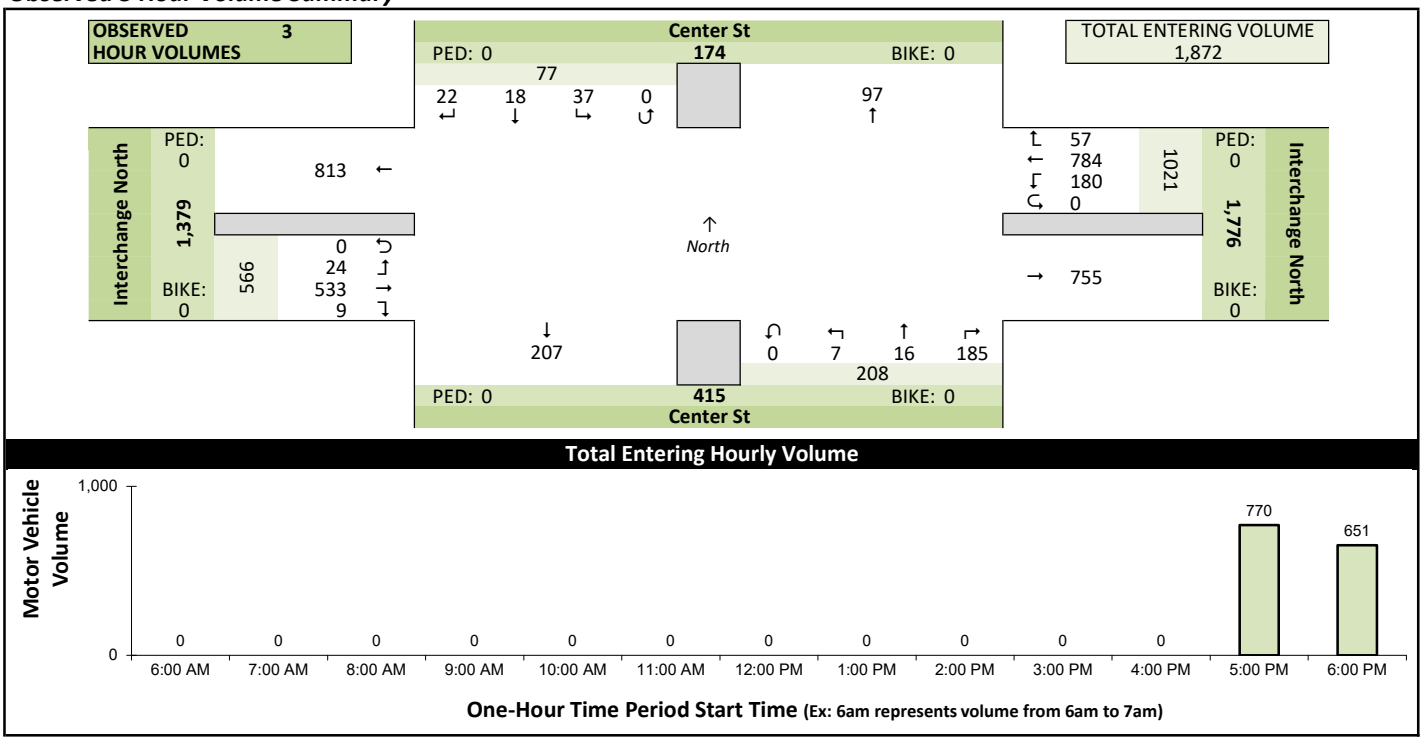
Site Information

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	

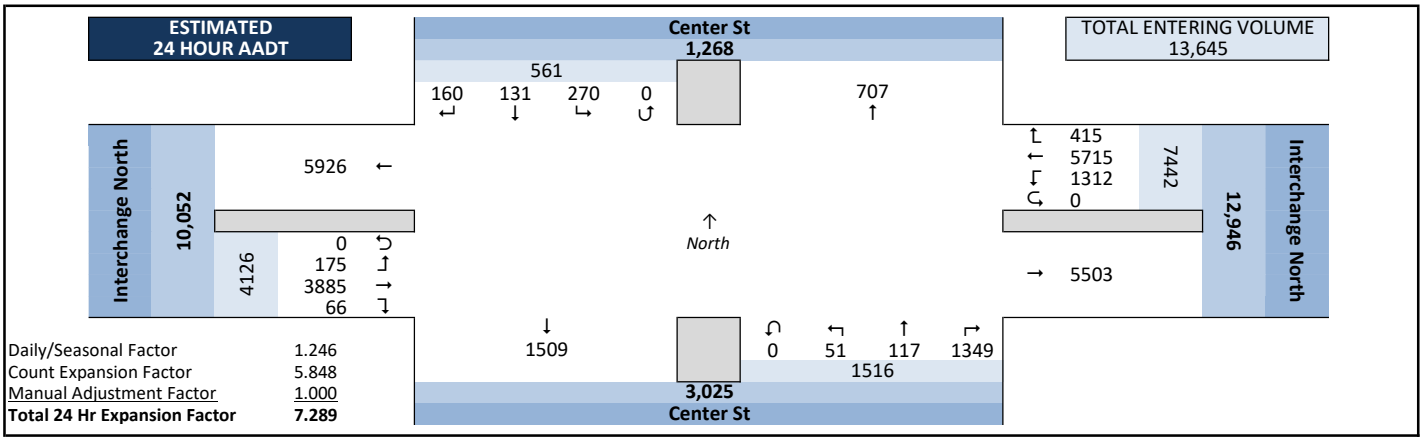
Count Information

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

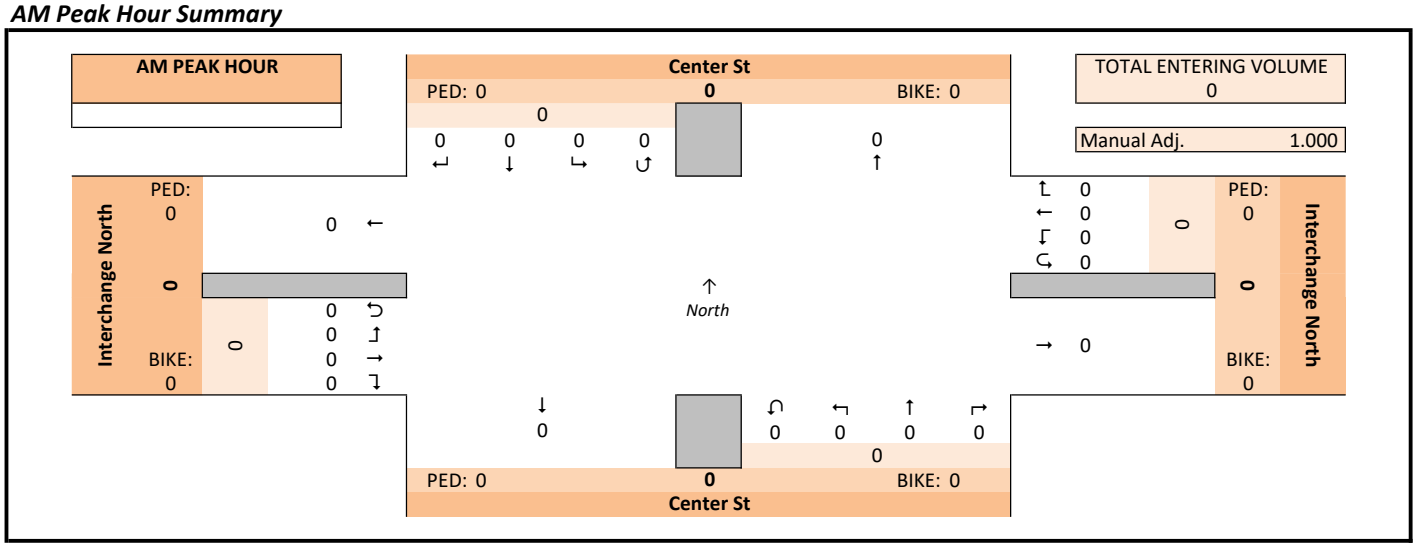
Count Basics			*Page 2 of 13*
Start Date:	Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Center St

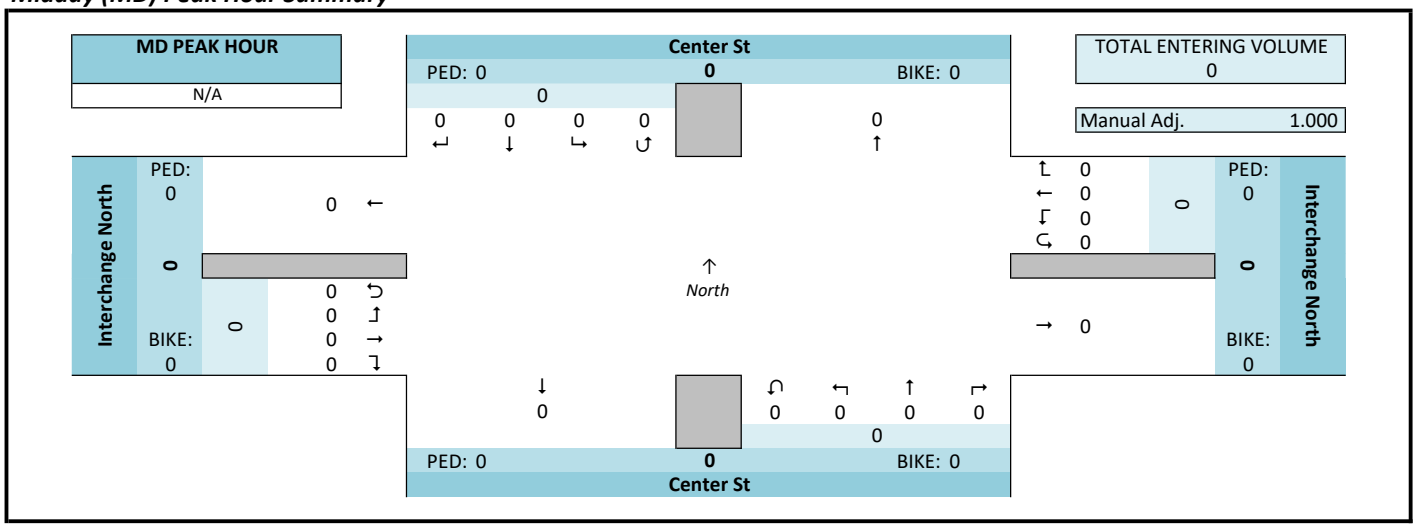
All Motor Vehicles



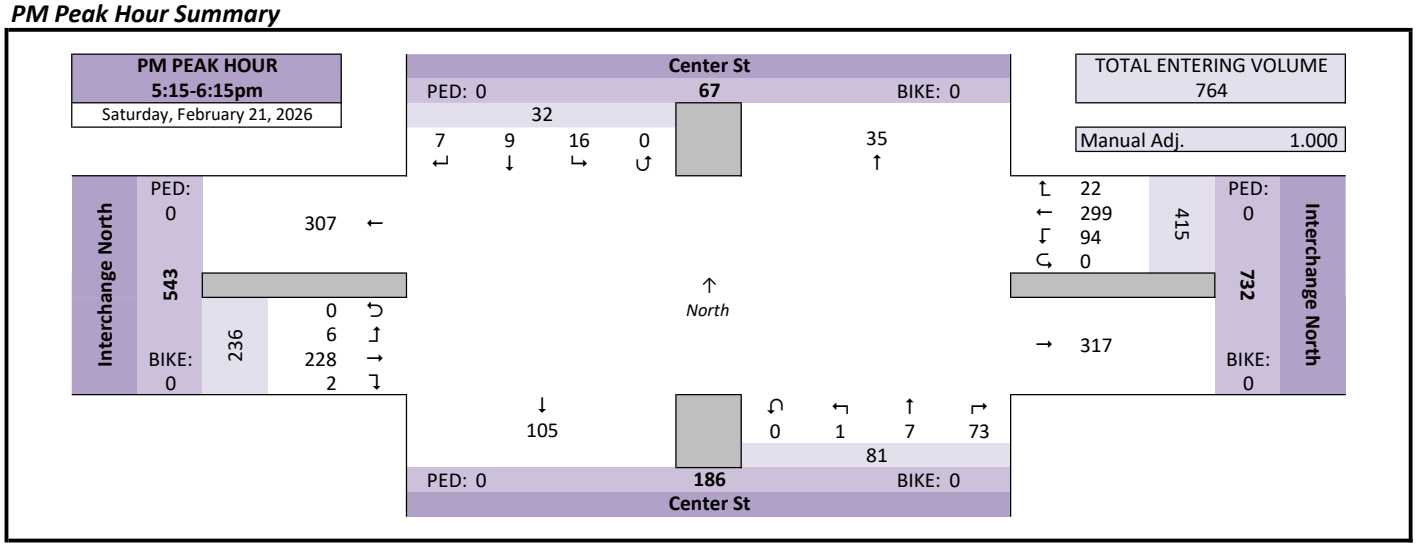
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

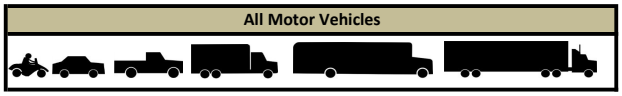


Intersection Traffic Volume Report

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

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

Hourly Volume Summary - Motor Vehicle Data

E Sheridan Springs Rd & Center St

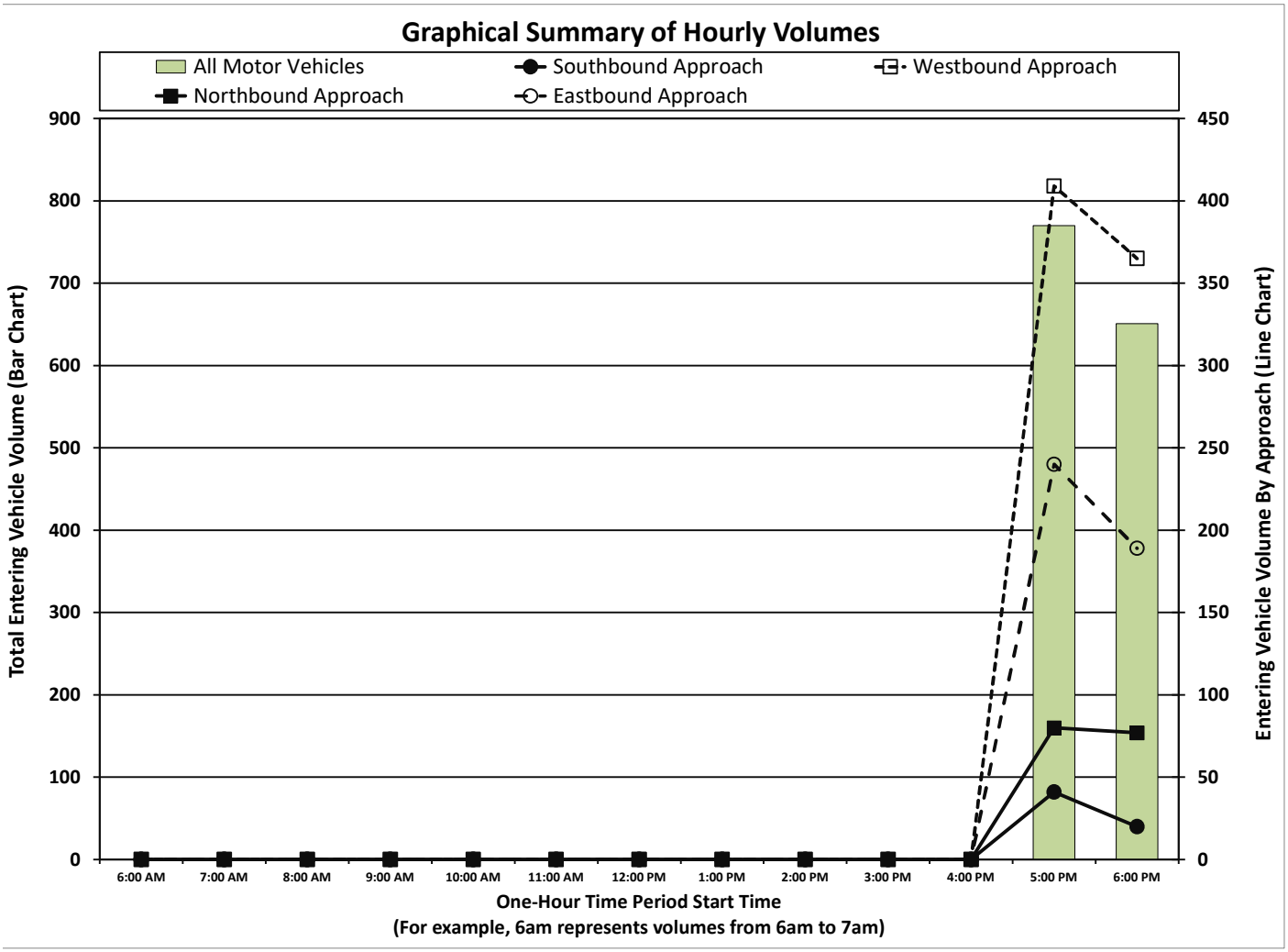
Count Basics		*Page 4 of 13*
Start Date: Saturday, February 21, 2026	Weekend	Schools Not in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

All Motor Vehicles



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 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	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

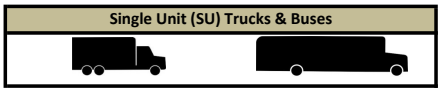
Hourly Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM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

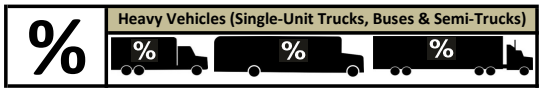
Hourly Time Period		From North (↓) Center St					From East (←) Interchange North					From South (↑) Center St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	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	From North (↓)					From East (←)					From South (↑)					From West (→)					Total	Hourly
	Time Period	Center St					Interchange North					Center St					Interchange North					Heavy	Heavy
	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	Vehicle Percent	Vehicle 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	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy
	Time Period	Center St					Interchange North					Center St					Interchange North					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 & 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***

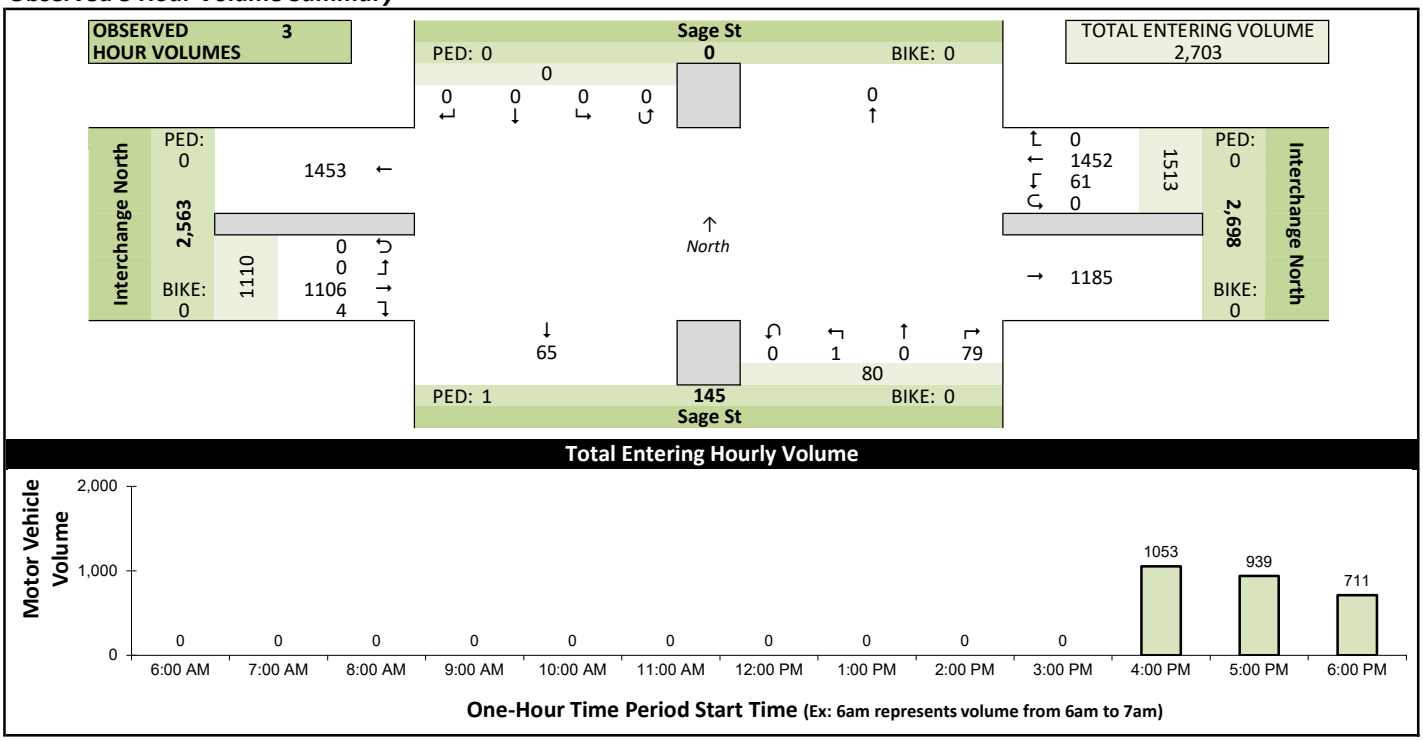
Site Information

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	None	

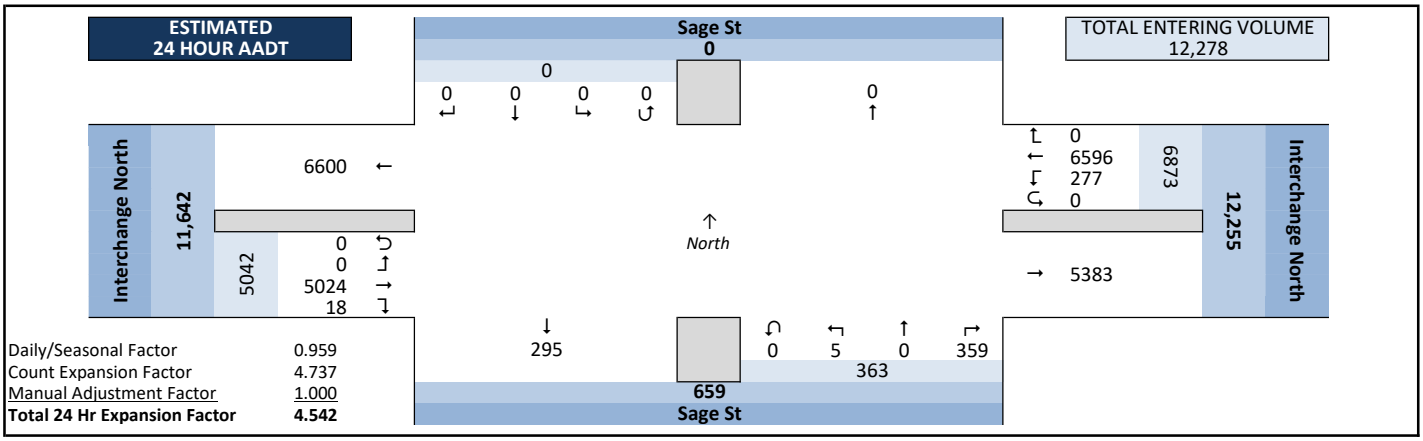
Count Information

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

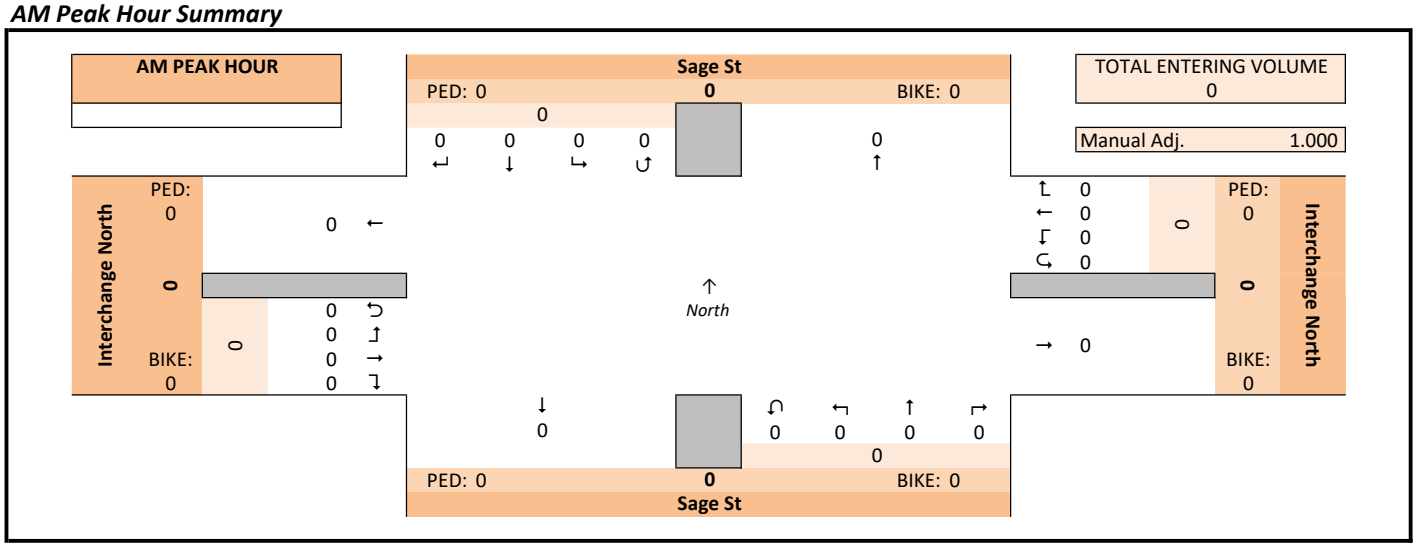
Count Basics			*Page 2 of 13*
Start Date:	Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

E Sheridan Springs Rd & Sage St

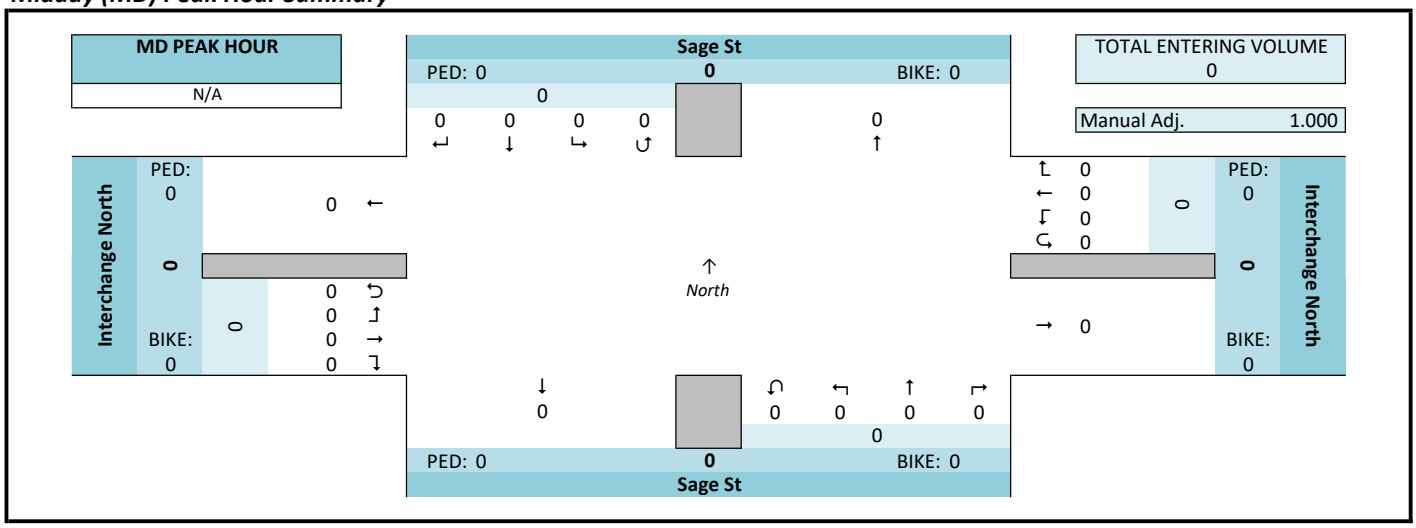
All Motor Vehicles



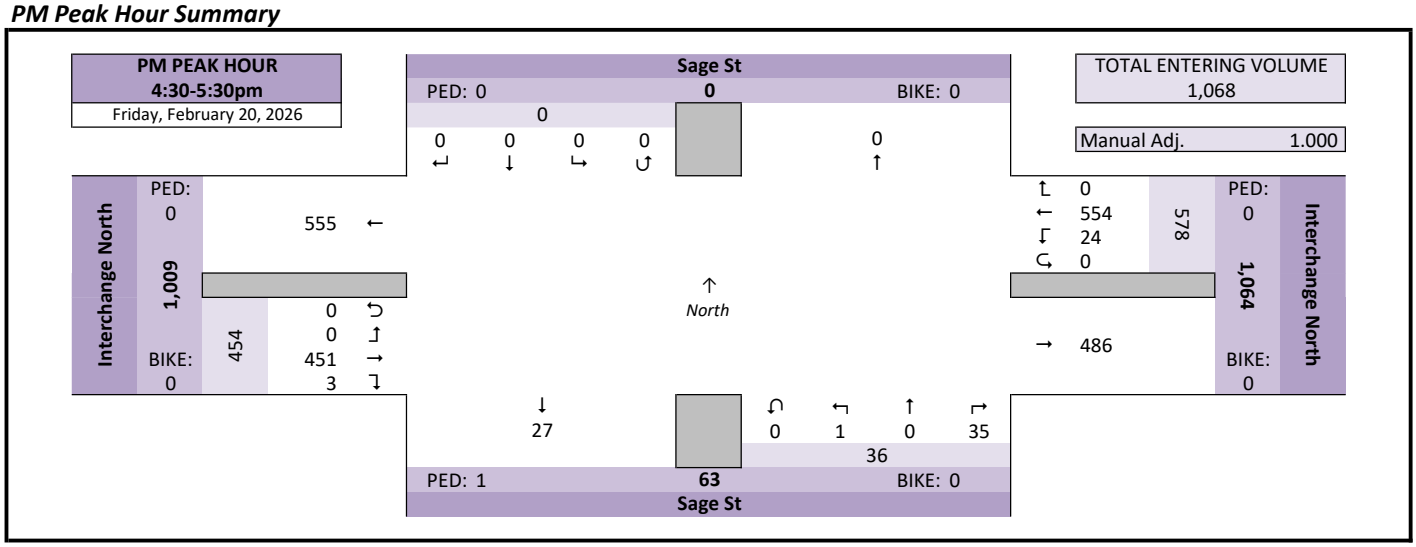
AM Peak Hour Summary



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

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

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

Hourly Volume Summary - Motor Vehicle Data

E Sheridan Springs Rd & Sage St

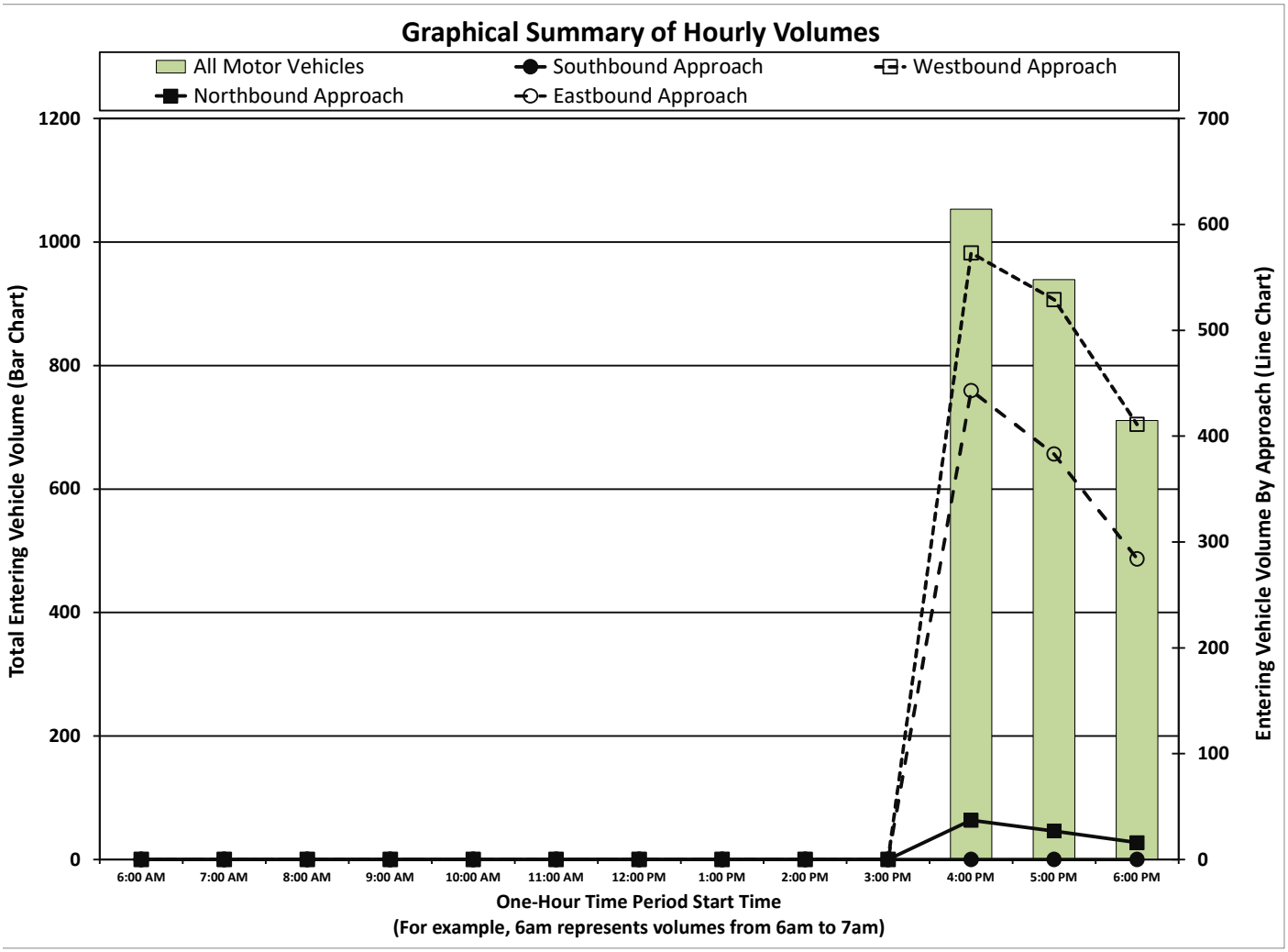
Count Basics		*Page 4 of 13*
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

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

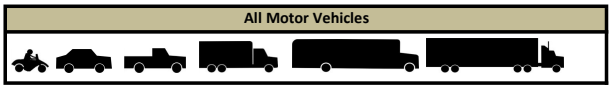


Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

E Sheridan Springs Rd & Sage 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



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

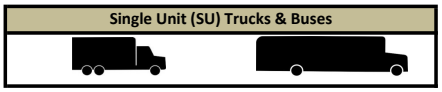
Hourly Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0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

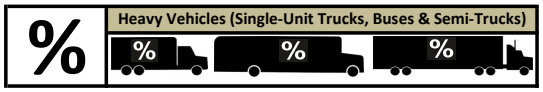
Hourly Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	
AM	8:00 AM	0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

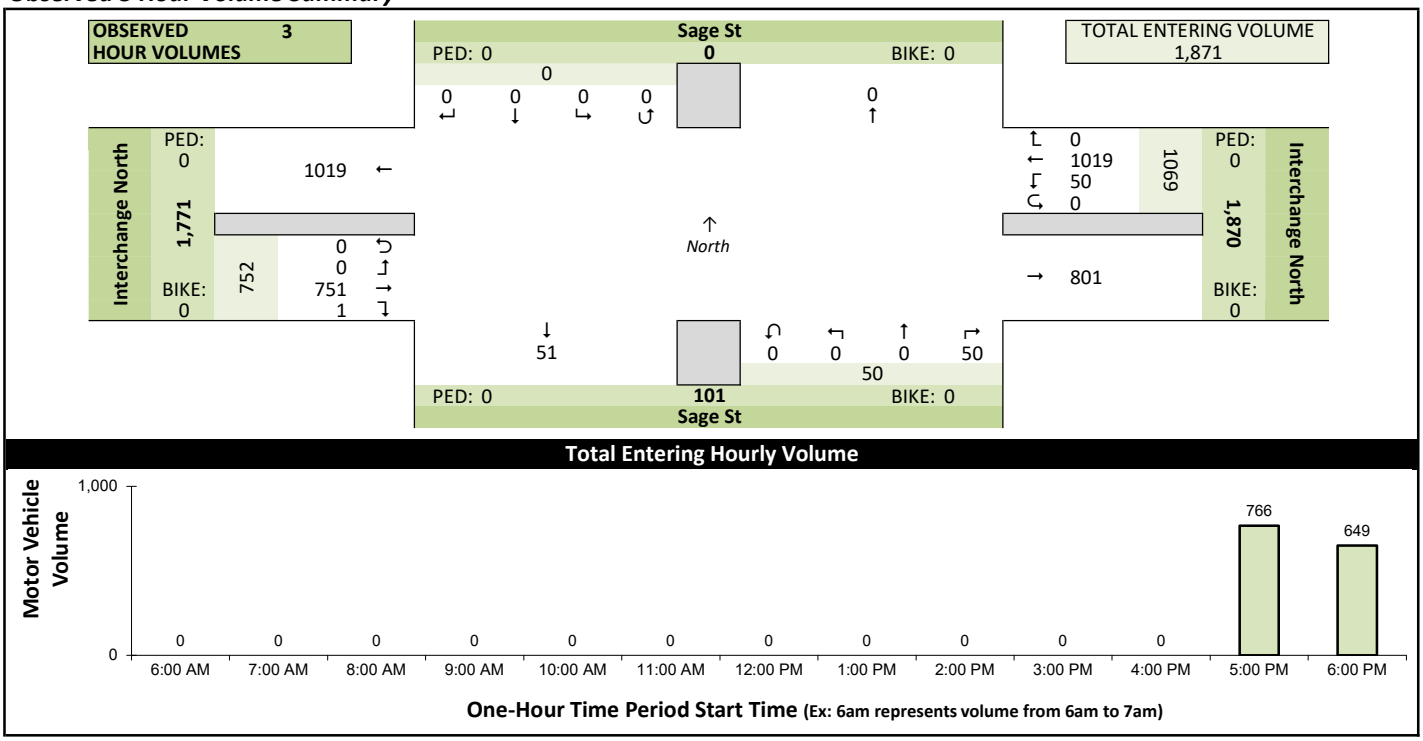
Site Information

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	

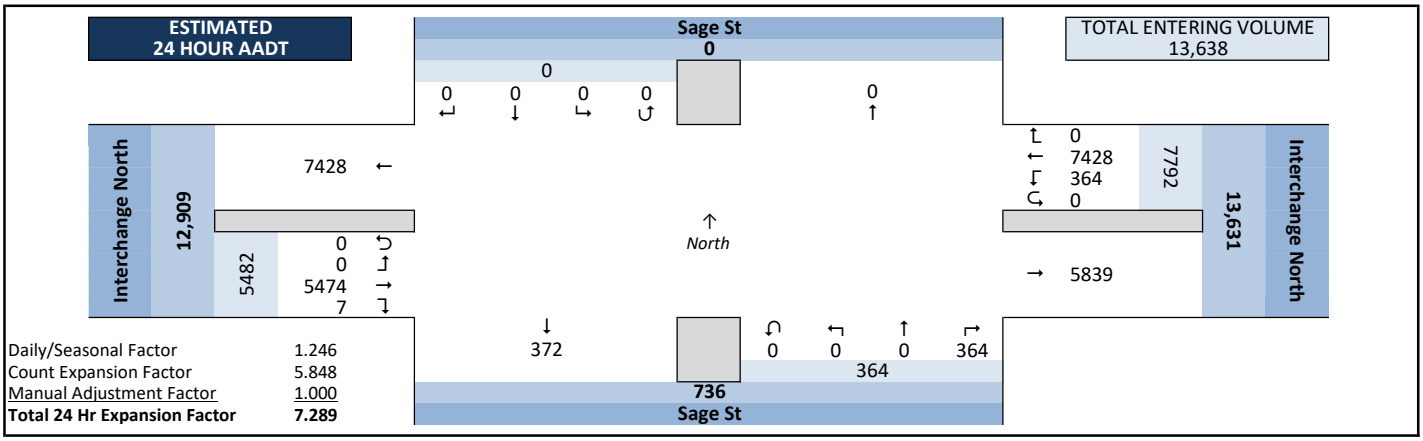
Count Information

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

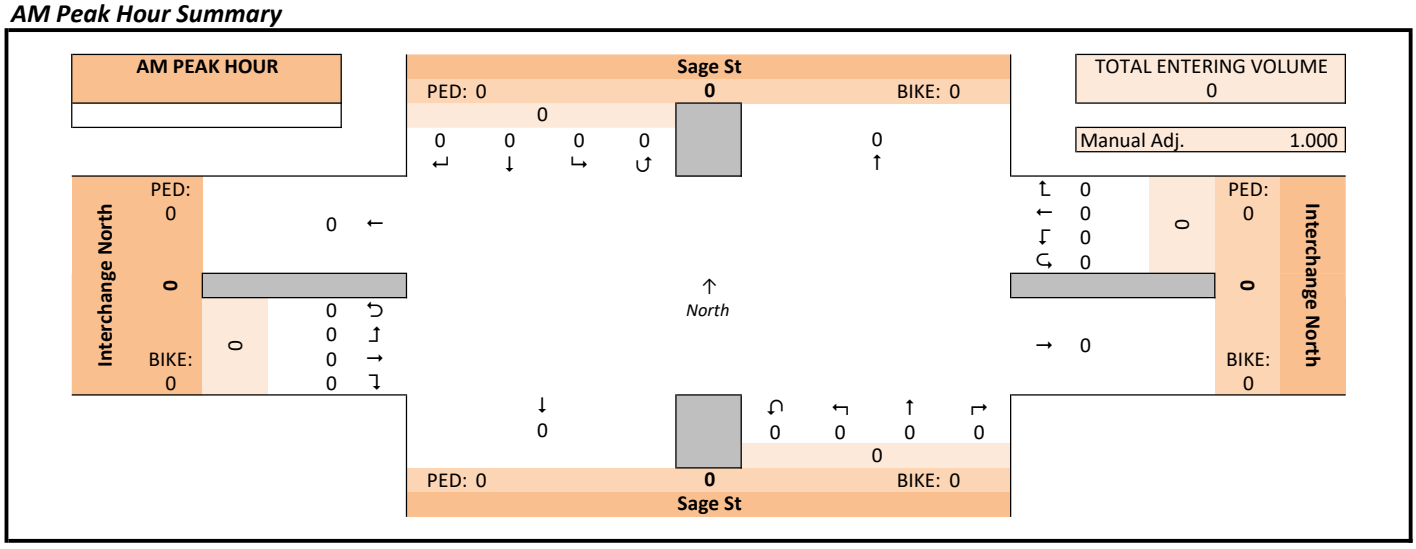
E Sheridan Springs Rd & Sage St

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

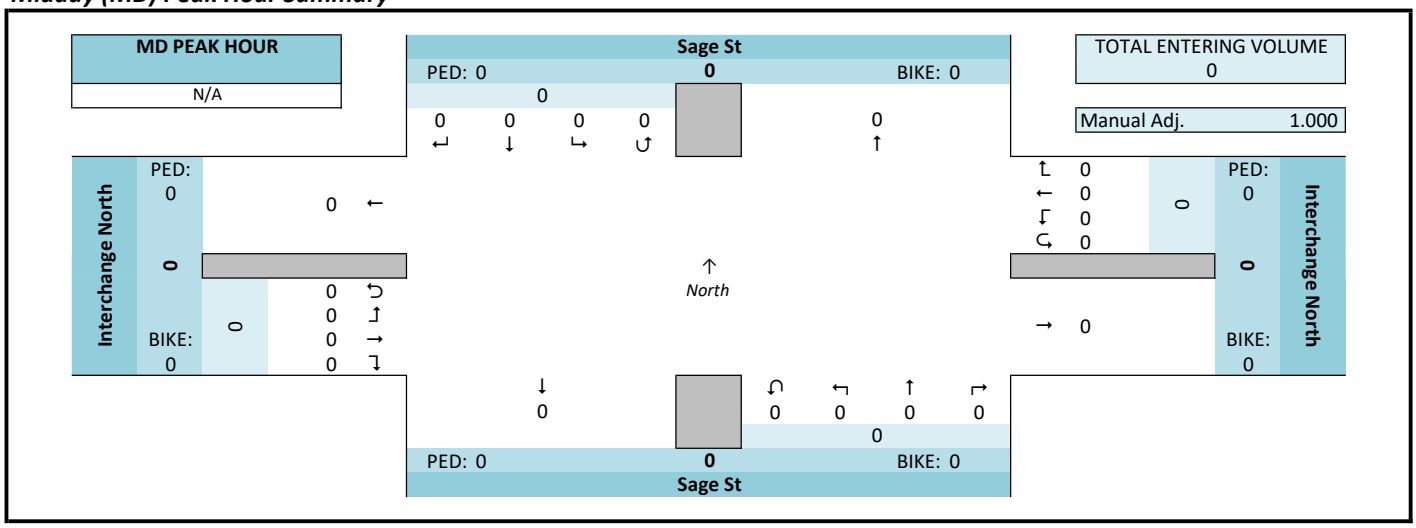
All Motor Vehicles



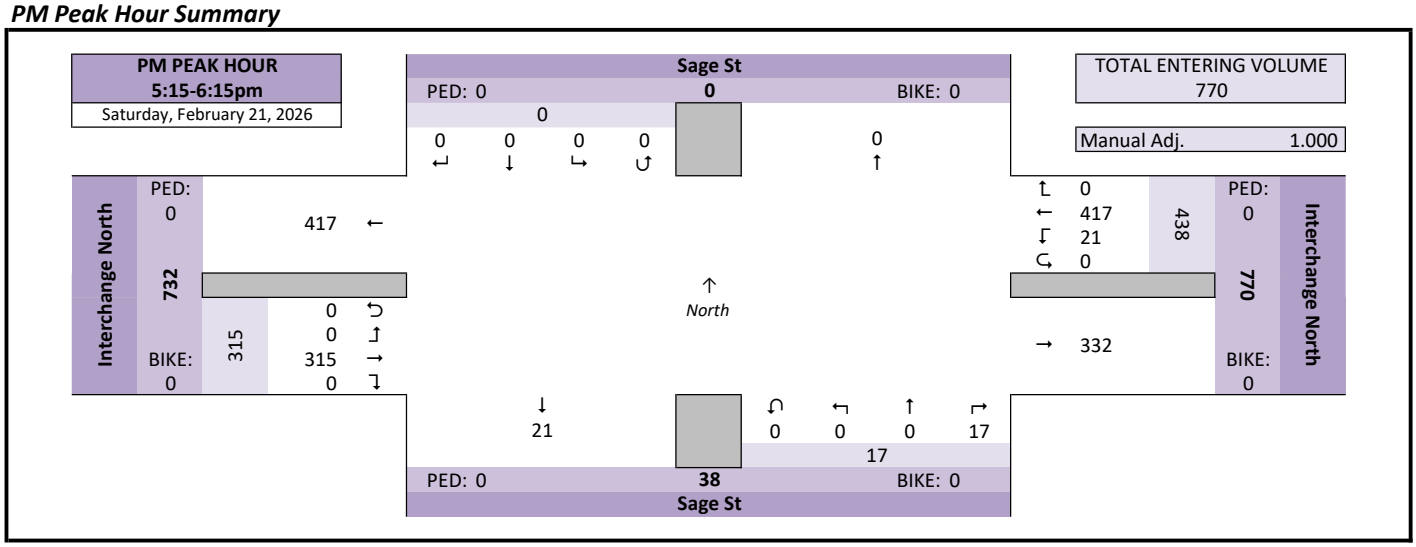
AM Peak Hour Summary



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

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

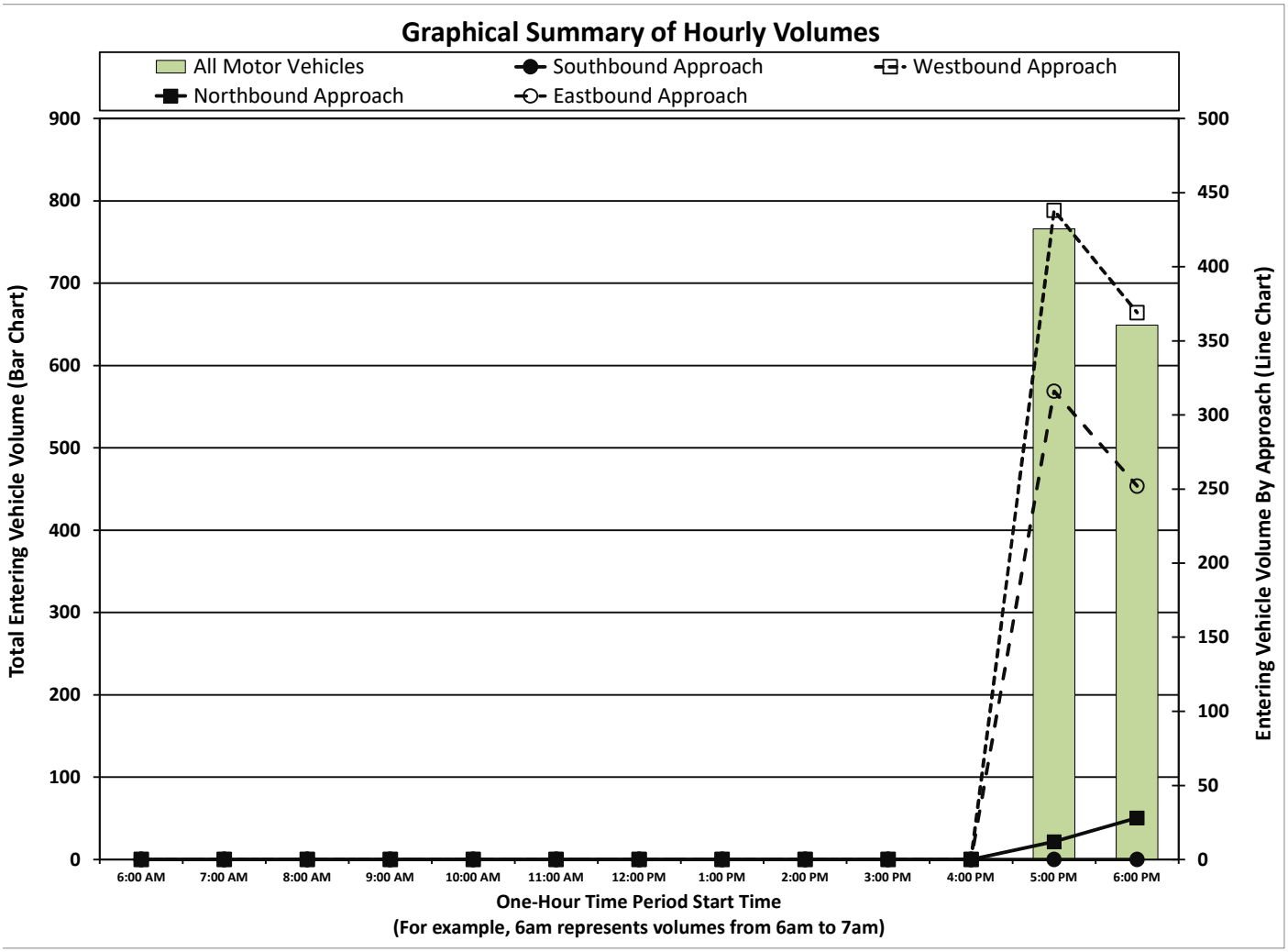
E Sheridan Springs Rd & Sage St

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 (↓)					From East (←)					From South (↑)					From West (→)						
Time Period		Sage St					Interchange North					Sage St					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		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	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	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	
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	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 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	
otal 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

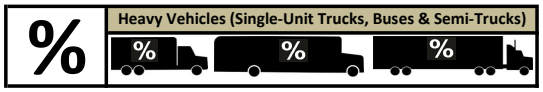
Hourly Time Period		From North (↓) Sage St					From East (←) Interchange North					From South (↑) Sage St					From West (→) Interchange North					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	
AM	8:00 AM	0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

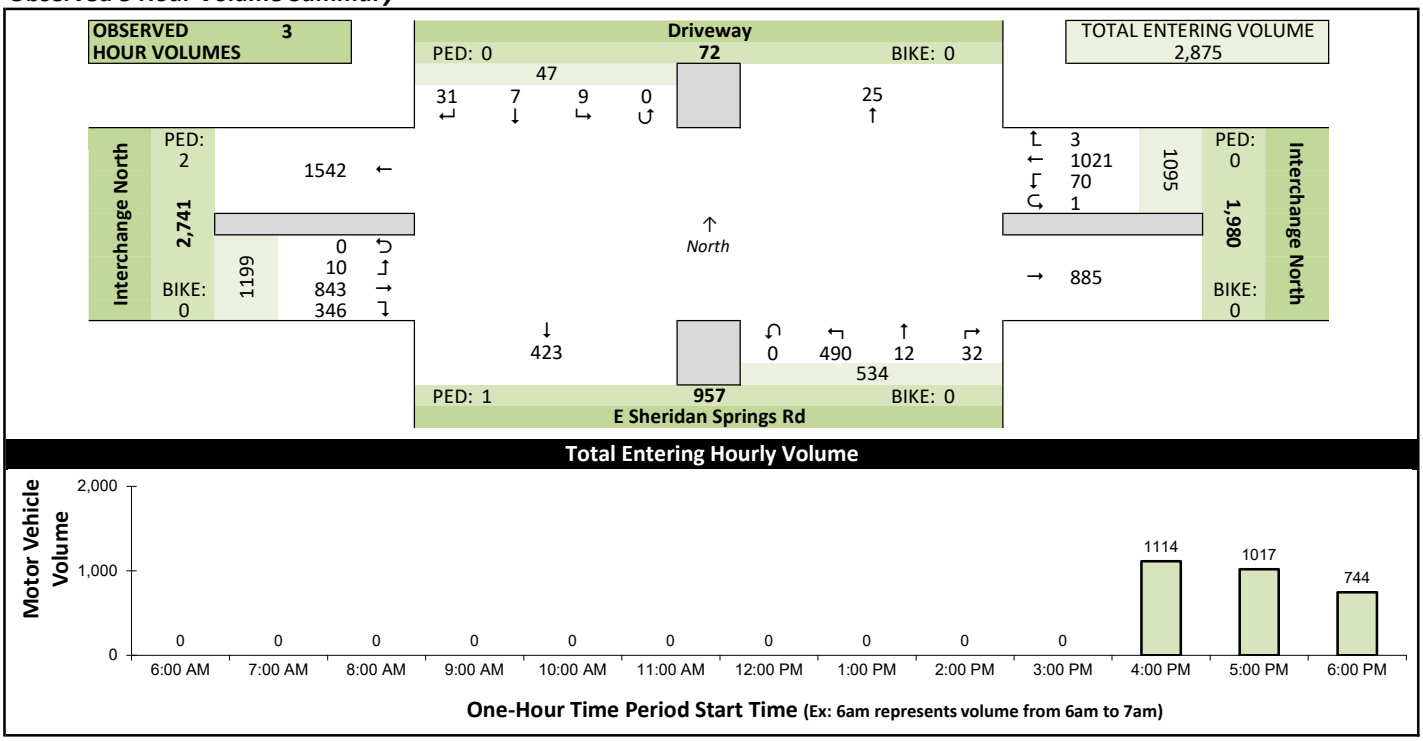
Site Information

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	

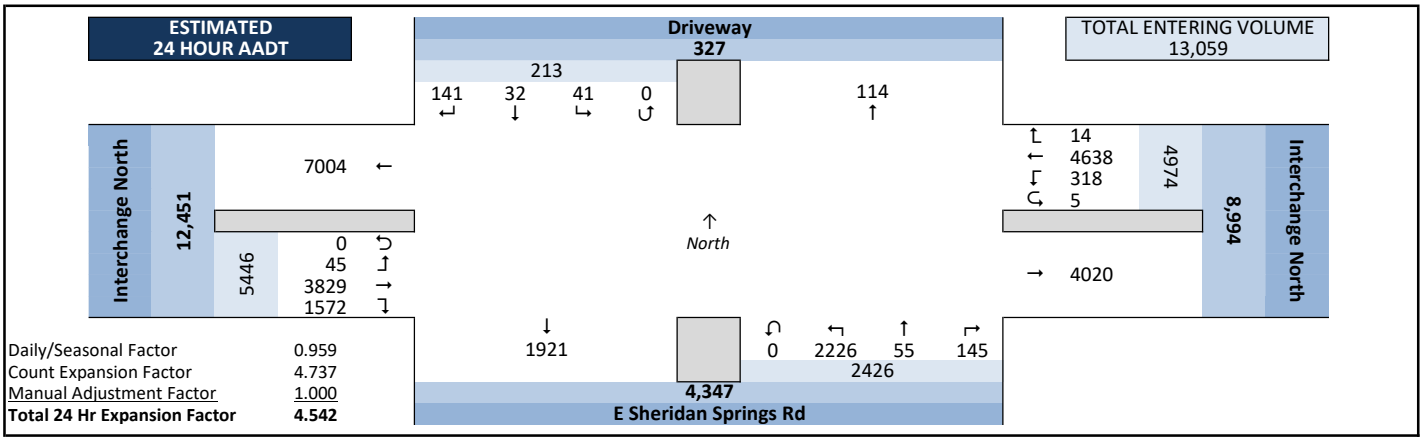
Count Information

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

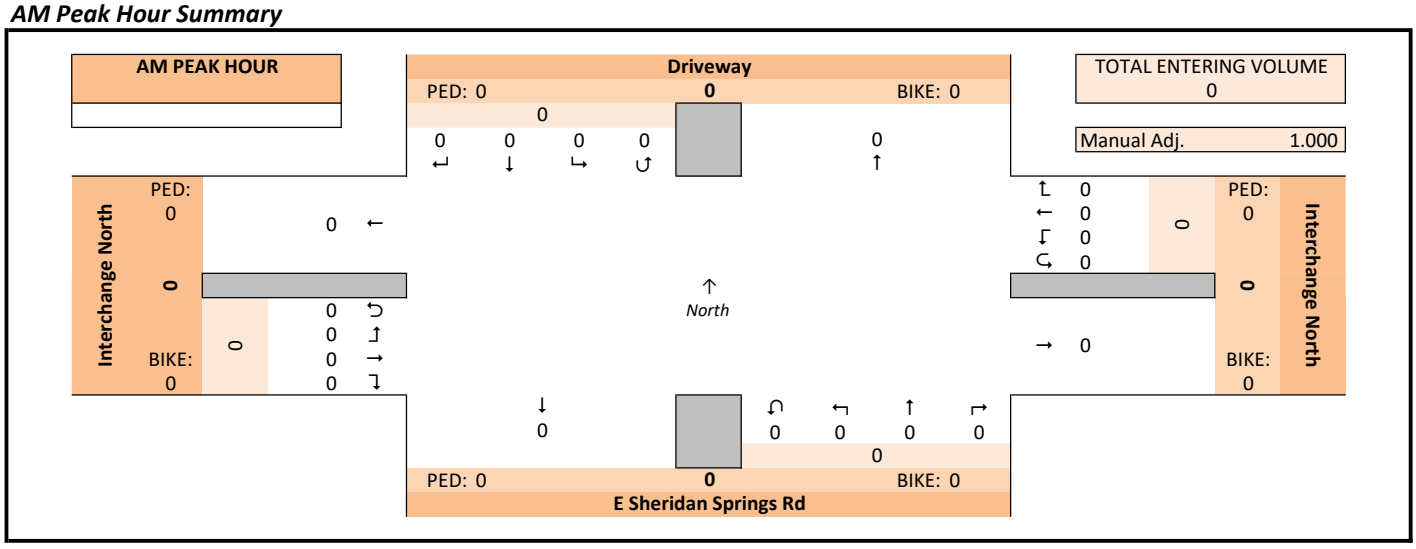
Interchange North & E Sheridan Springs Rd

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

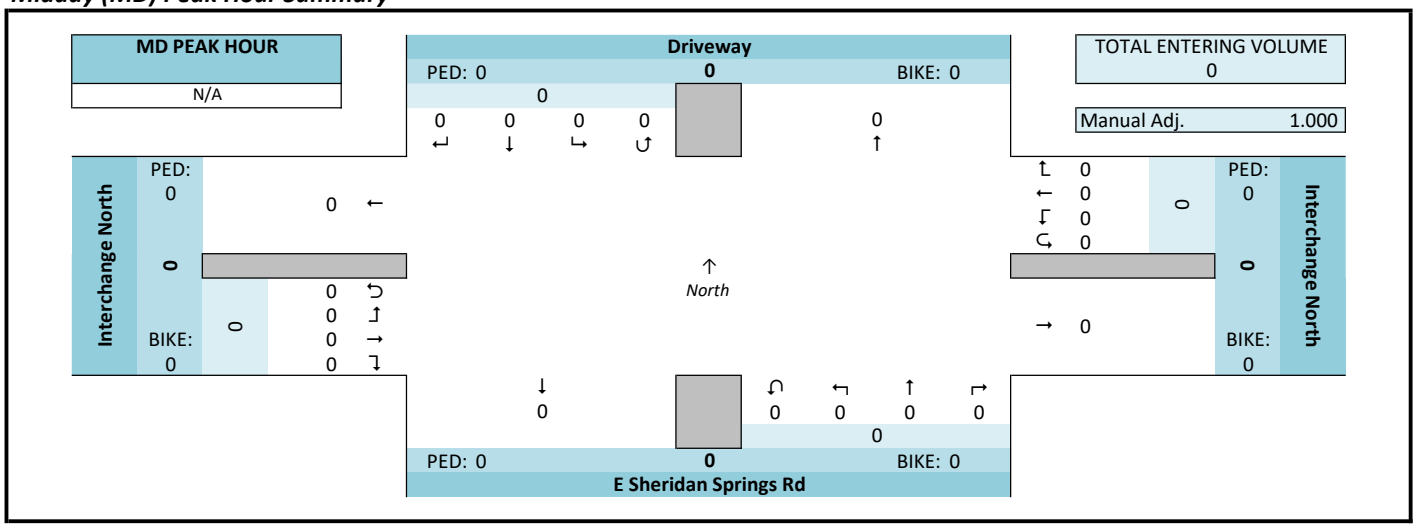
All Motor Vehicles



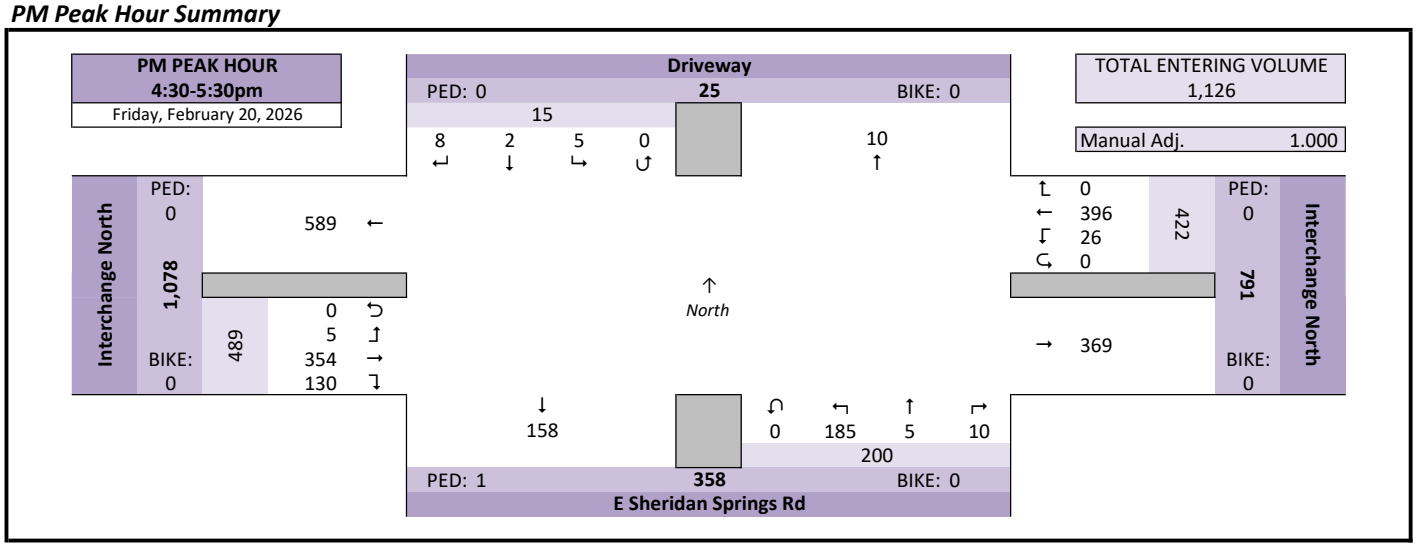
AM Peak Hour Summary



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

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

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

Hourly Volume Summary - Motor Vehicle Data

Interchange North & E Sheridan Springs Rd

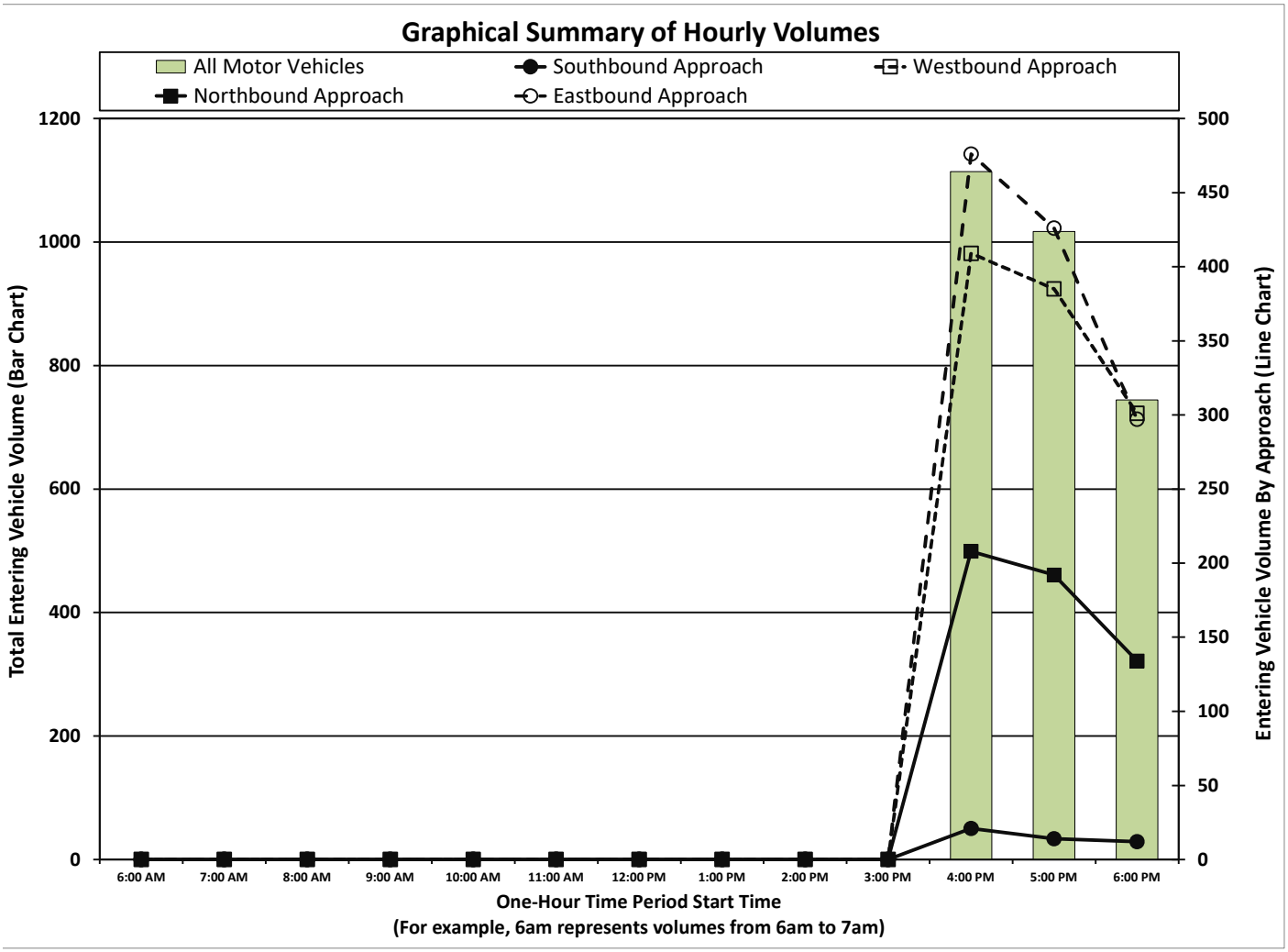
Count Basics		*Page 4 of 13*
Start Date: Friday, February 20, 2026	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

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
	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	17	2	2	0	21	2	382	25	0	409	12	5	191	0	208	141	331	4	0	476	1114	885	229
	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
	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		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	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

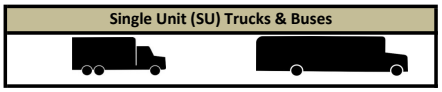
Hourly Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
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	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



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	
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%	0.2%	0.0%	0.2%	0.9%	1.2%	0.0%	0.0%	1.1%	0.6%	

Peak Hour Heavy Vehicle Volume Summary

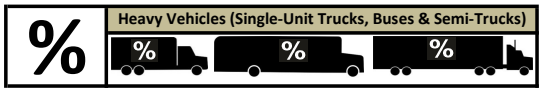
Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		Driveway					Interchange North					E Sheridan Springs Rd					Interchange North					Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	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			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Driveway			Interchange North			E Sheridan Springs Rd			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	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***

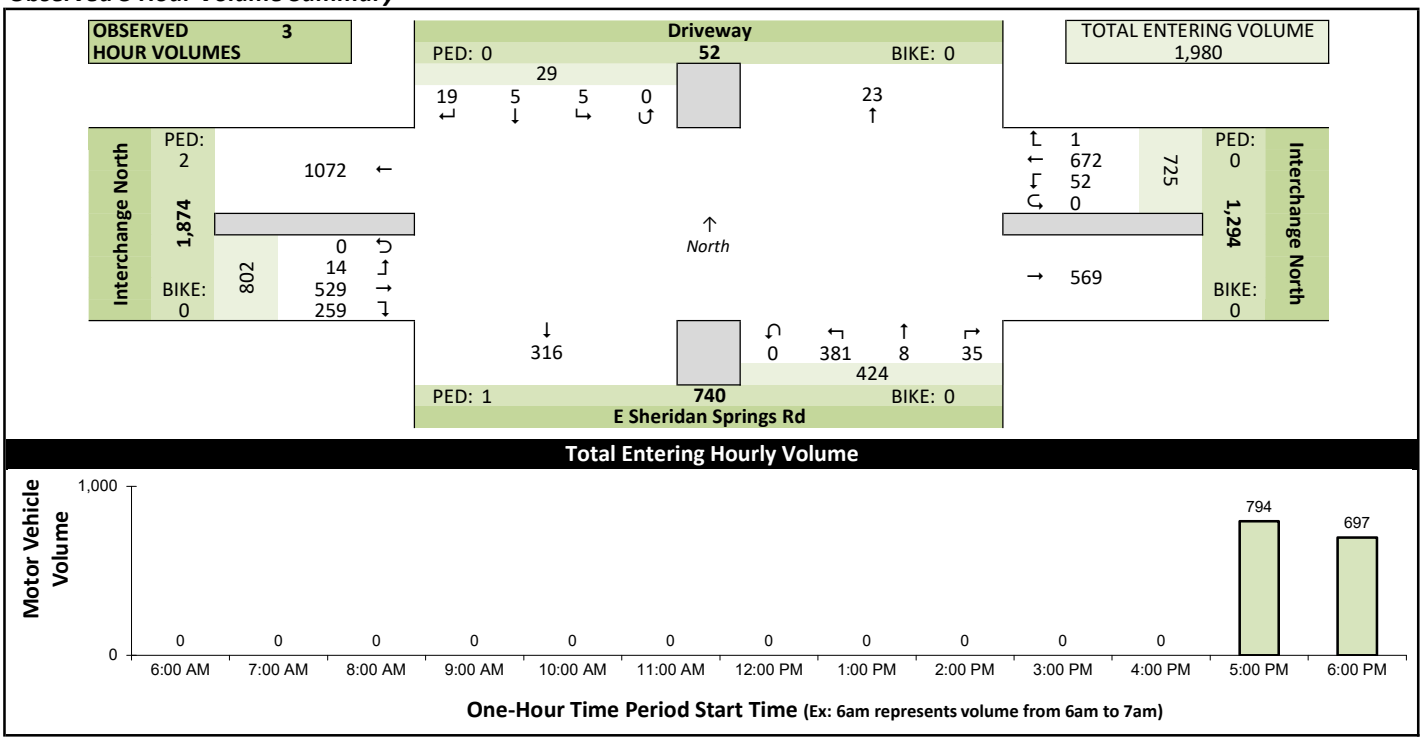
Site Information

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	

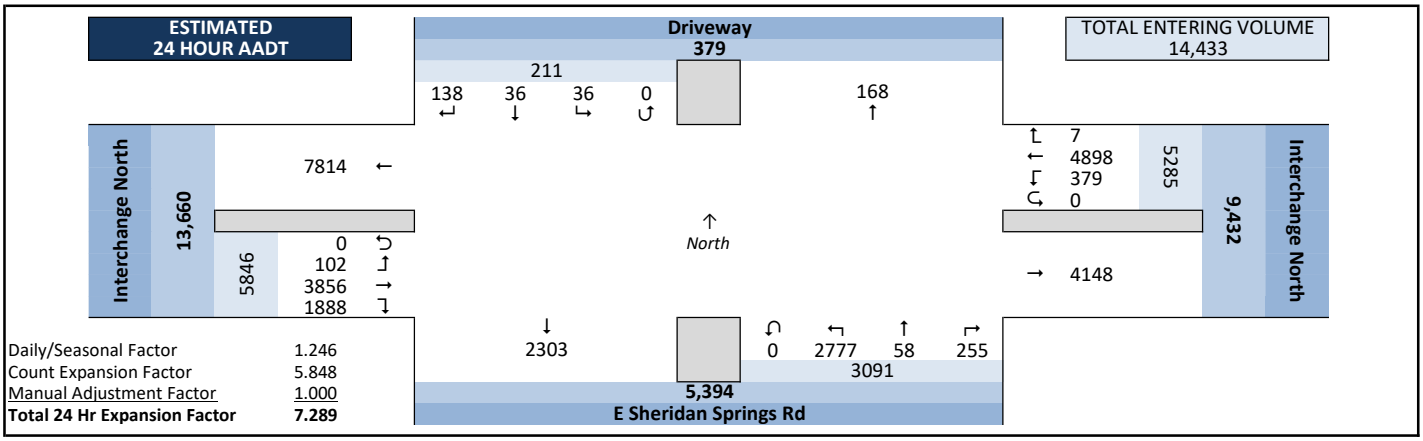
Count Information

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

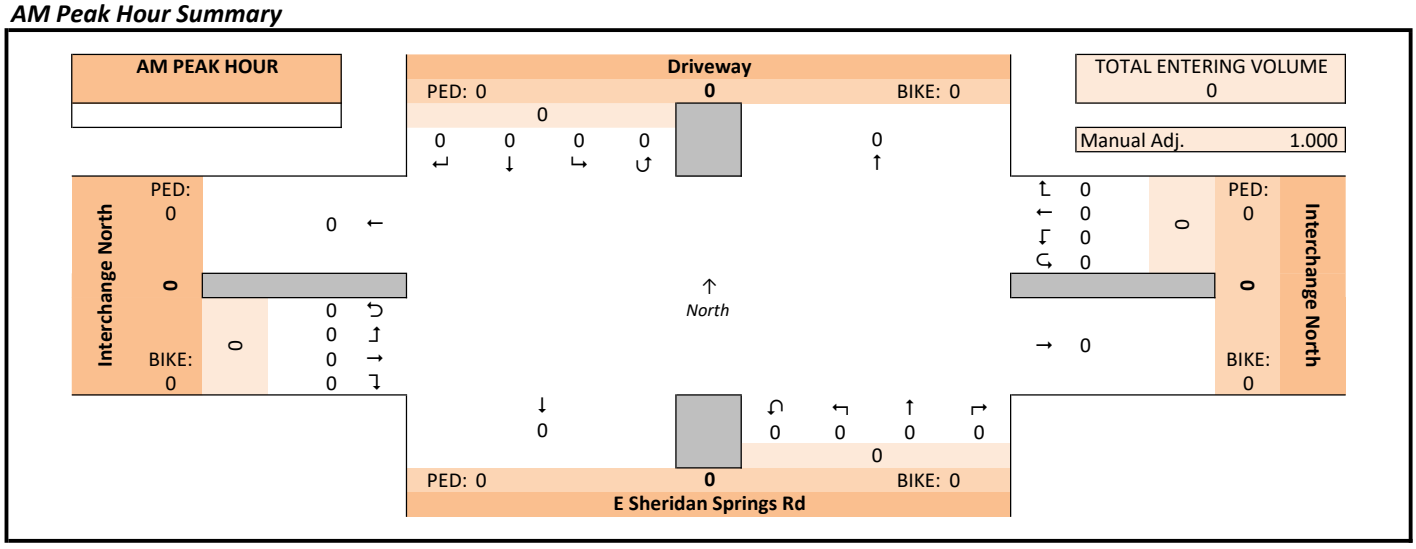
Interchange North & E Sheridan Springs Rd

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

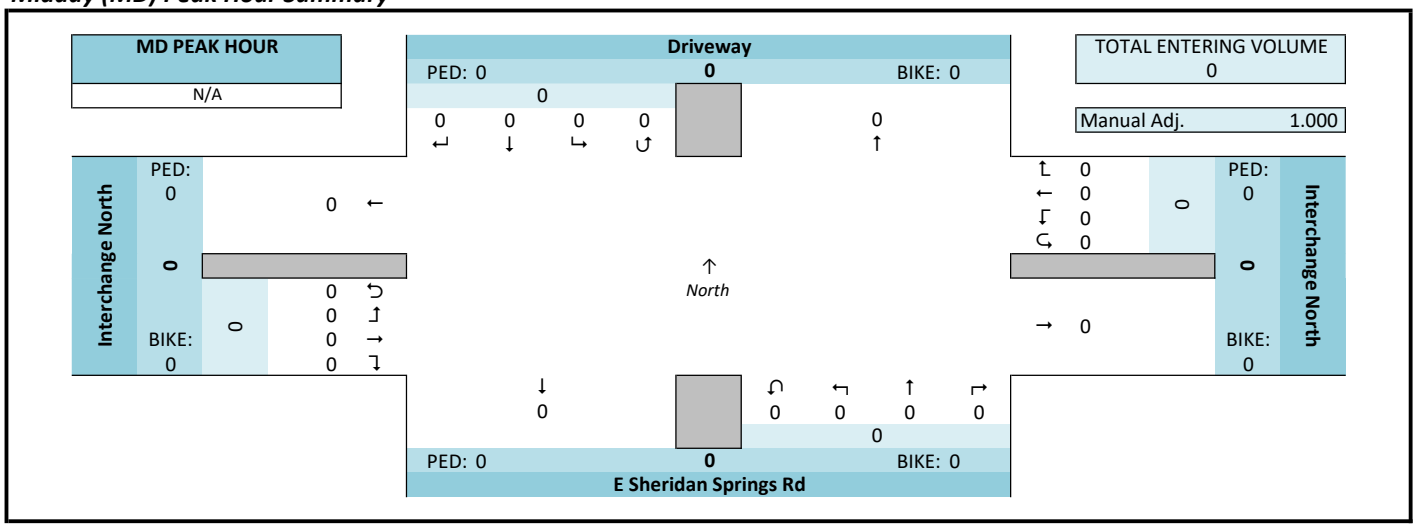
All Motor Vehicles



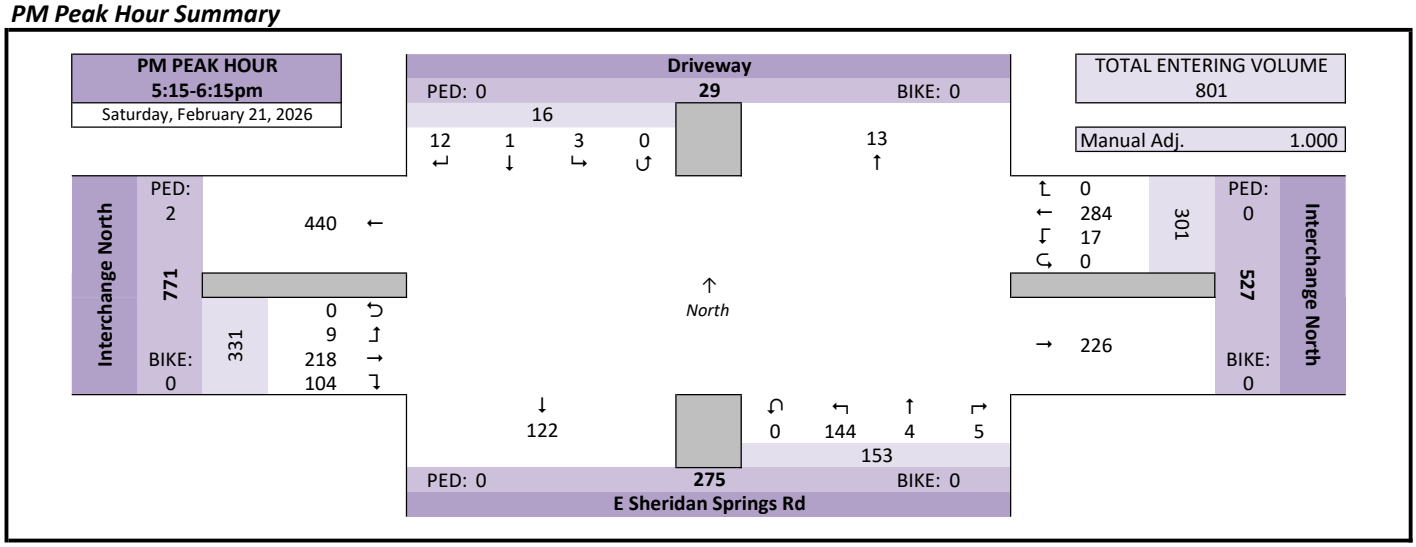
AM Peak Hour Summary



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

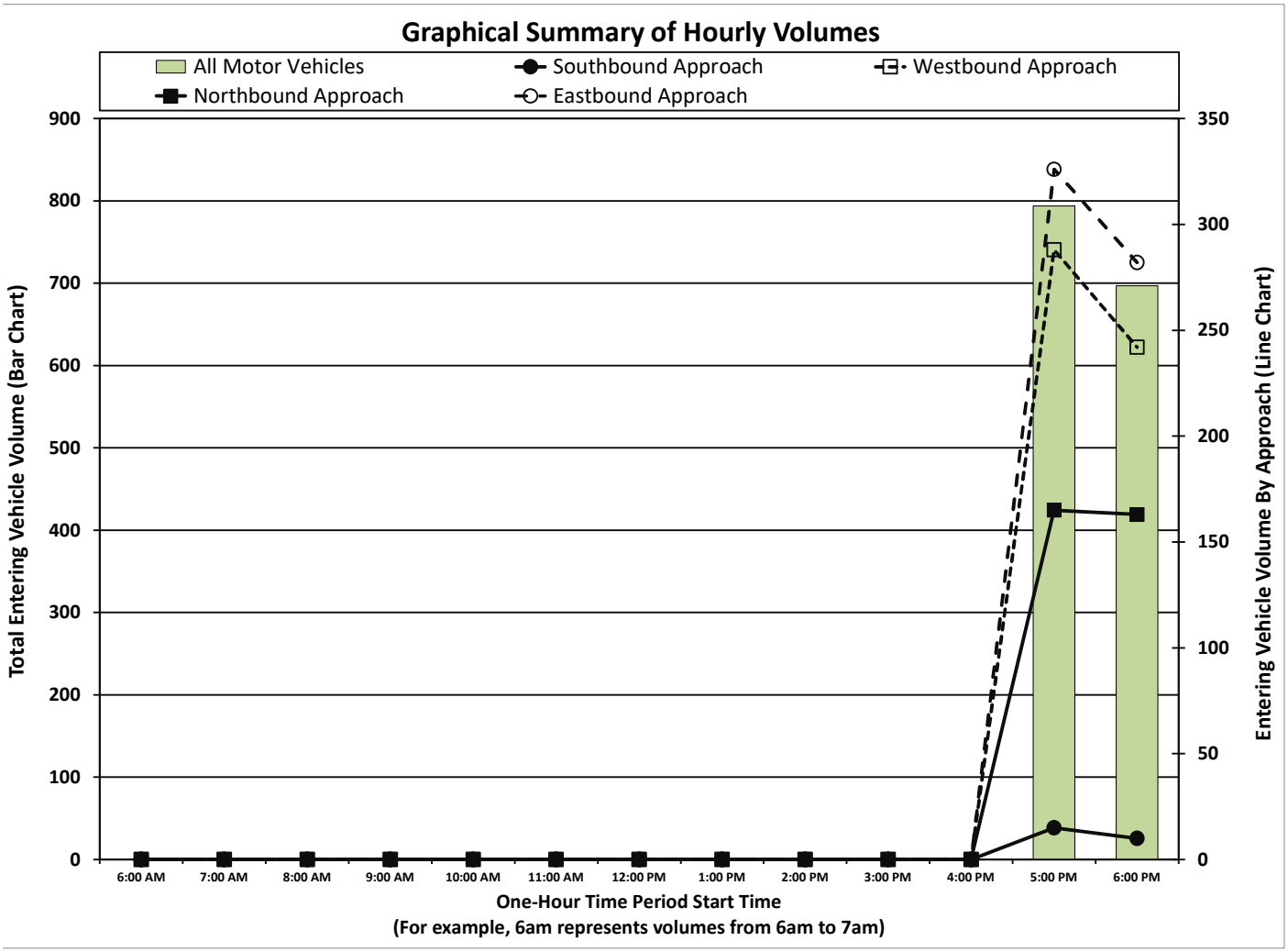
All Motor Vehicles



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
	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

Graphical Summary of Hourly Volumes



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 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	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 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	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

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

15-Minute Heavy Vehicle Data

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

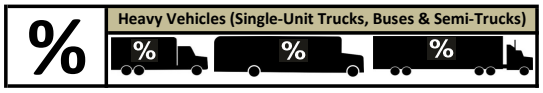
Hourly Time Period		From North (↓) Driveway					From East (←) Interchange North					From South (↑) E Sheridan Springs Rd					From West (→) Interchange North					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
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			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Driveway			Interchange North			E Sheridan Springs Rd			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	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

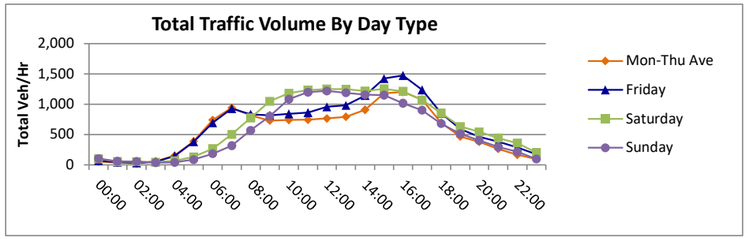
Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None	x					

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***

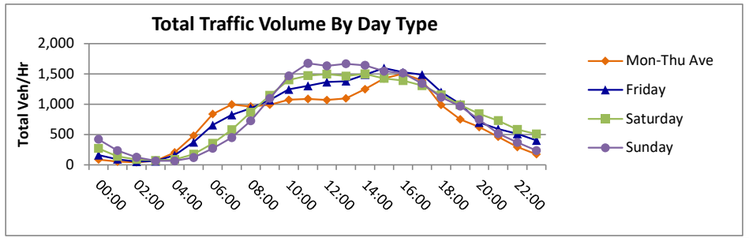
Wisconsin Department of Transportation

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	-

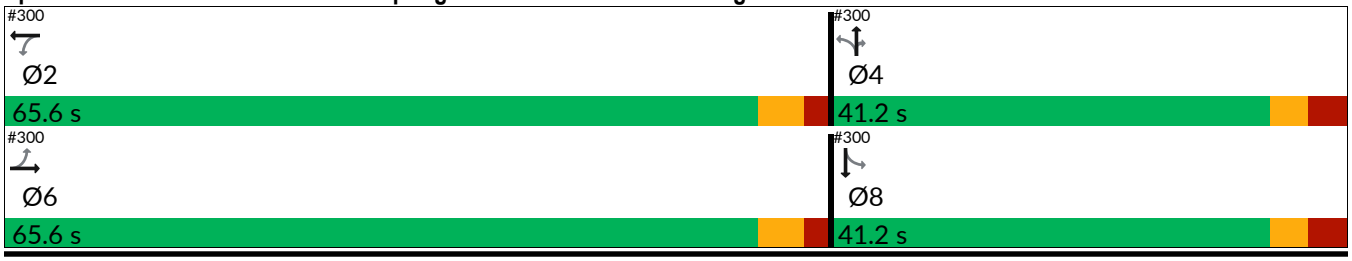
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.57	10.43
HCM LOS			B

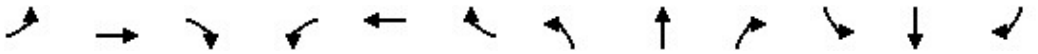
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	-	-	141	-
HCM Lane V/C Ratio	0.055	-	-	0.026	-
HCM Ctrl Dly (s/v)	10.4	-	-	8.6	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

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	-

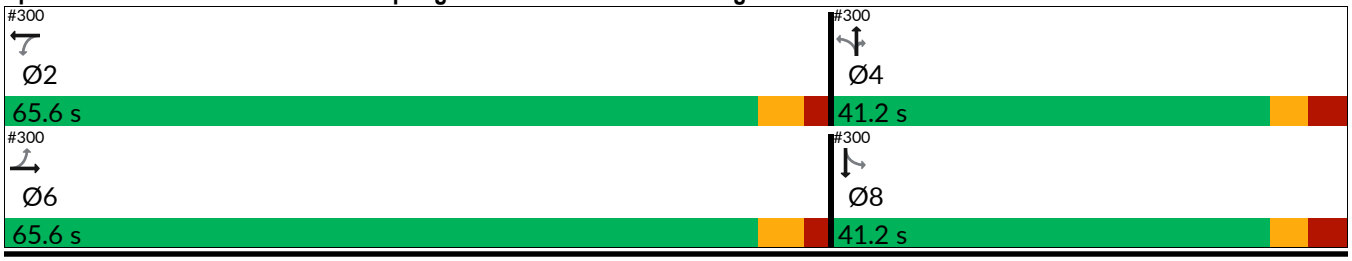
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.48	9.86
HCM LOS			A

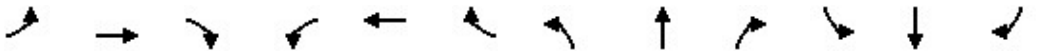
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	758	-	-	144	-
HCM Lane V/C Ratio	0.023	-	-	0.018	-
HCM Ctrl Dly (s/v)	9.9	-	-	8.1	0.2
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

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	-

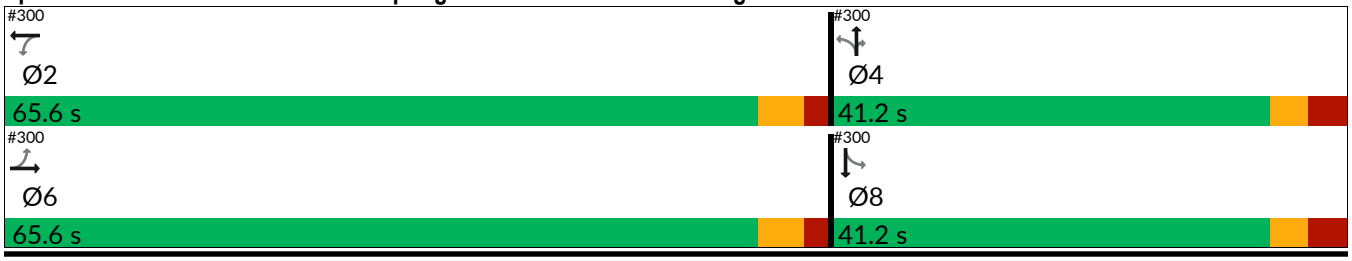
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.83	0.54	11.25	20.61
HCM LOS			B	C

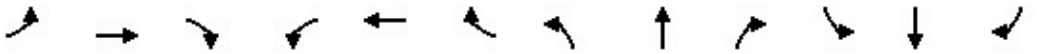
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	616	201	-	-	123	-	-	285
HCM Lane V/C Ratio	0.064	0.035	-	-	0.026	-	-	0.191
HCM Ctrl Dly (s/v)	11.2	9.1	0.3	-	8.6	0.3	-	20.6
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.7

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	-

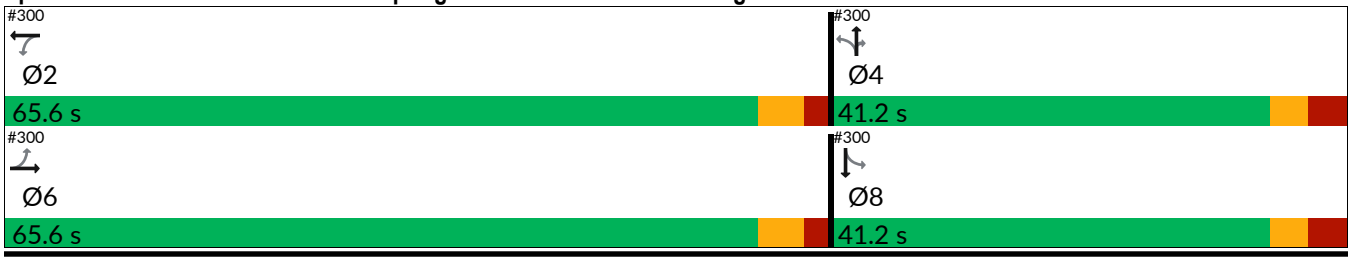
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.29	0.45	10.96	19.65
HCM LOS			B	C

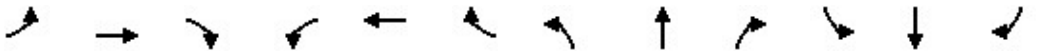
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	623	397	-	-	121	-	-	327
HCM Lane V/C Ratio	0.029	0.047	-	-	0.018	-	-	0.25
HCM Ctrl Dly (s/v)	11	8.7	0.4	-	8.1	0.2	-	19.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	1

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	-

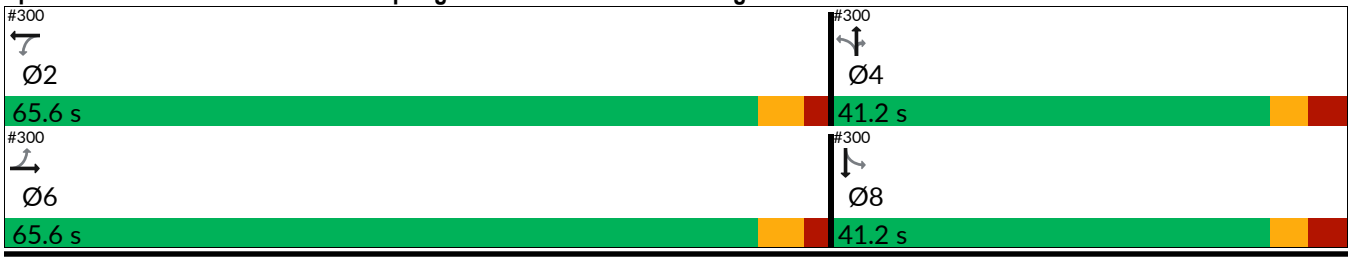
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.52	0.32	12.99	27.23
HCM LOS			B	D

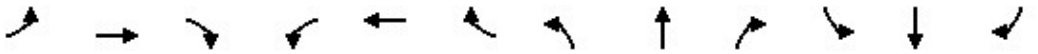
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	490	907	-	-	1040	-	-	216
HCM Lane V/C Ratio	0.08	0.035	-	-	0.026	-	-	0.252
HCM Ctrl Dly (s/v)	13	9.1	-	-	8.6	-	-	27.2
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	1

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	-

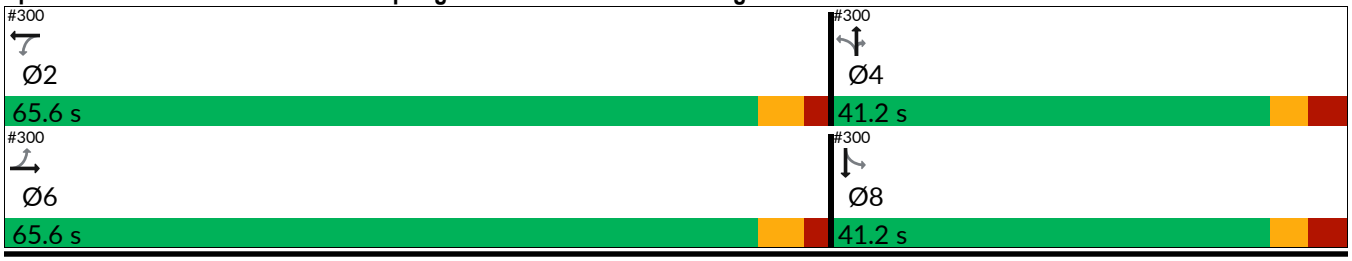
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.96	0.3	11.87	24.39
HCM LOS			B	C

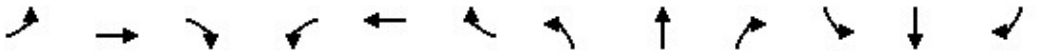
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	542	1021	-	-	1175	-	-	266
HCM Lane V/C Ratio	0.034	0.047	-	-	0.018	-	-	0.307
HCM Ctrl Dly (s/v)	11.9	8.7	-	-	8.1	-	-	24.4
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	1.3

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	-

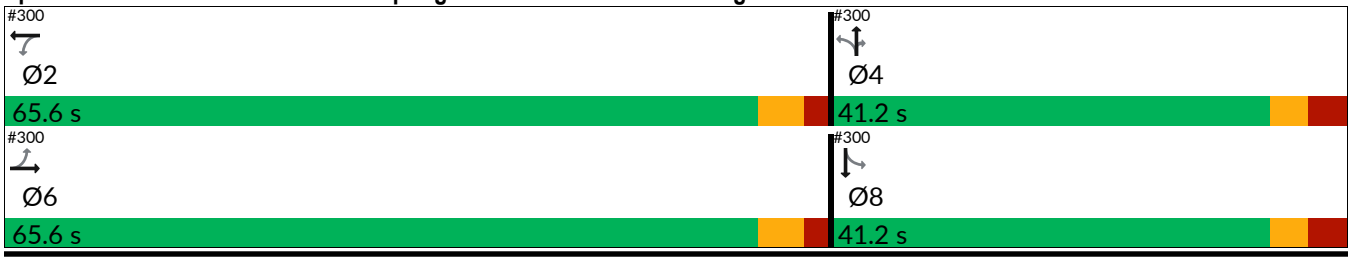
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.57	10.54
HCM LOS			B

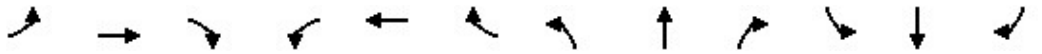
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	688	-	-	133	-
HCM Lane V/C Ratio	0.056	-	-	0.026	-
HCM Ctrl Dly (s/v)	10.5	-	-	8.6	0.3
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

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	-

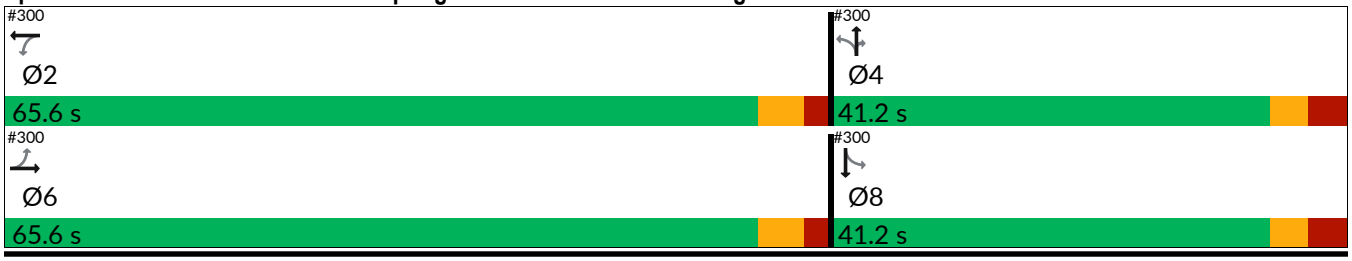
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.47	10.03
HCM LOS			B

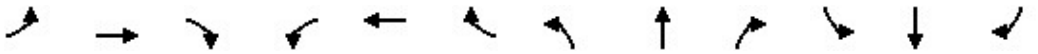
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	135	-
HCM Lane V/C Ratio	0.023	-	-	0.019	-
HCM Ctrl Dly (s/v)	10	-	-	8.2	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

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	

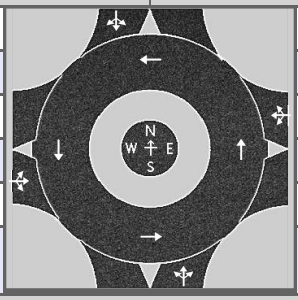
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.6		13.1		20.6		13.1				
Change Period (Y+Rc), s		5.6		6.2		5.6		6.2				
Max Green Setting (Gmax), s		60.0		35.0		60.0		35.0				
Max Q Clear Time (g_c+I1), s		5.6		5.5		5.2		5.5				
Green Ext Time (p_c), s		1.7		0.7		1.8		0.0				

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	

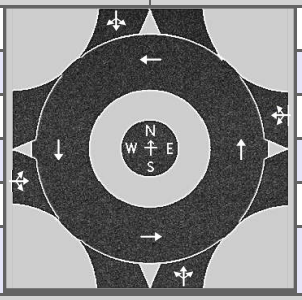
Delay and Level of Service

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'**

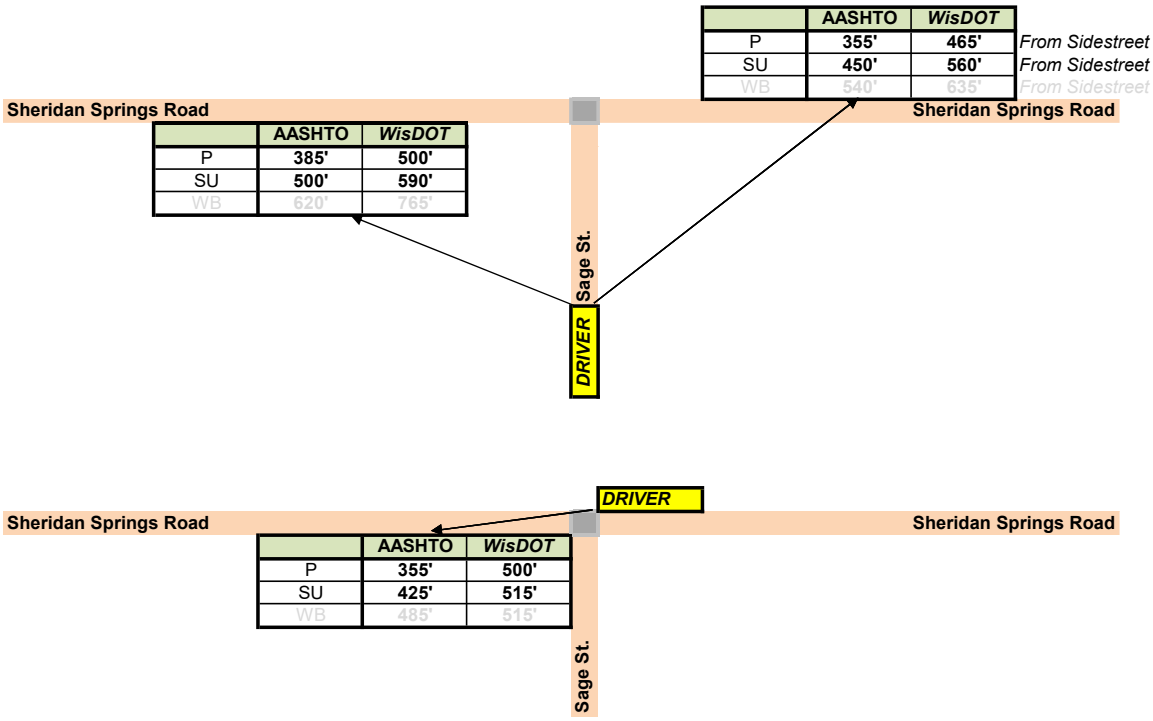
ISD CALCULATIONS (TWSC)

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'

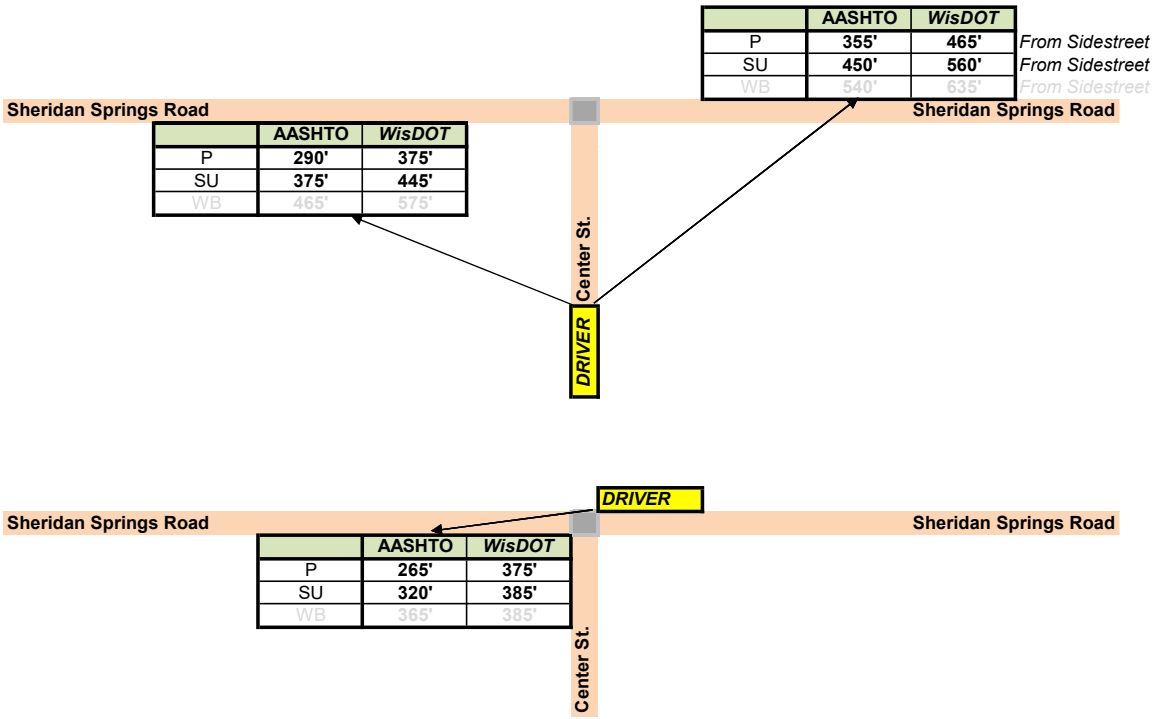
ISD CALCULATIONS (TWSC)

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

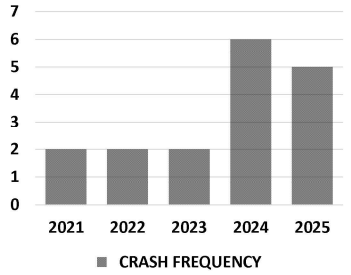
Interchange North

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

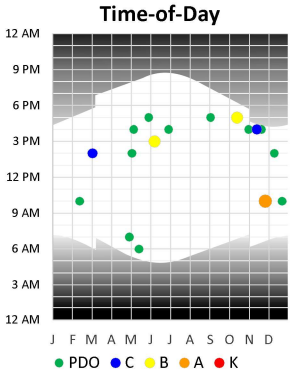
VEHICLE DAMAGE		
Minor	38%	13
Moderate	29%	10
Severe	29%	10
None/Other/Unkn	3%	1
Total Damaged Vehicles		34

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_4	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_4	1CL0DBC3GD	6/29/2021	SIDE-SWIPE-SAME	4 PM							SS changing lanes
8	WB_4	1CL0MFXHKJ	6/7/2023	SIDE-SWIPE-SAME	3 PM	B						Merging
9	WB_4	CNL0G4NQ90	12/10/2024	SIDE-SWIPE-SAME	2 PM							Merging
10	WB_4	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
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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

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

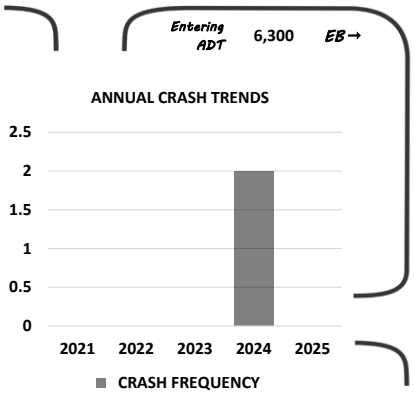
ECONOMIC LOSS*: $280,925

*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

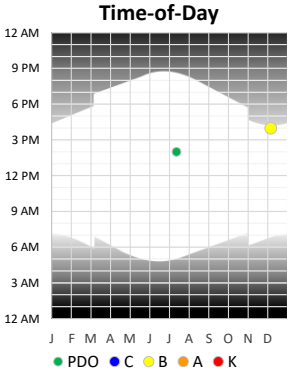
NOTES:

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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Intersection Collision Diagram

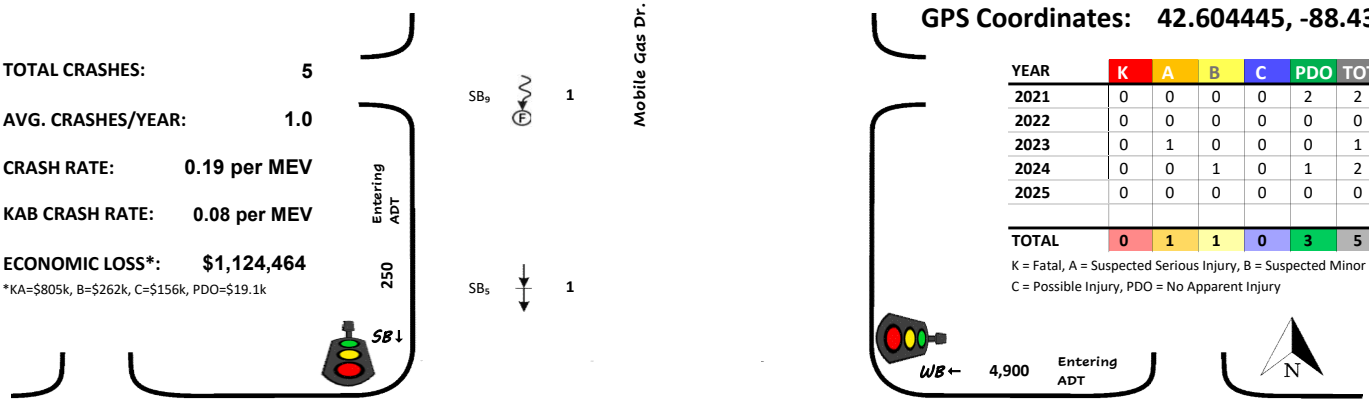
TADI TRAFFIC ANALYSIS & DESIGN, INC.

Location: E. Sheridan Springs Rd Interchange North
Municipality: City of Lake Geneva
County: Walworth
Traffic Control: Traffic Signal

Duration

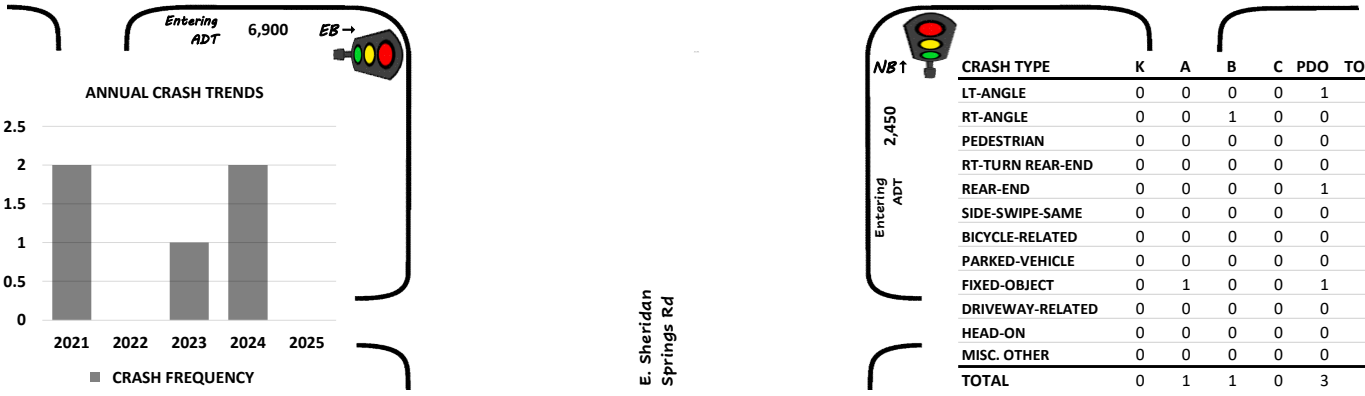
From: 1/1/2021 **5 Years**
To: 12/31/2025 **0 Months**
AADT: 14,500 MAP
Area Type: Urban
GPS Coordinates: 42.604445, -88.430386

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



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

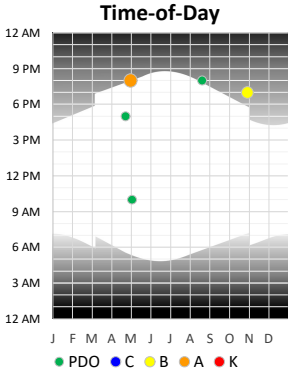
VEHICLE DAMAGE			
Minor	25%	2	
Moderate	13%	1	
Severe	63%	5	
None/Other/Unkn	0%	0	
Total Damaged Vehicles		8	

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_9	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_5	CNL1C3B02D	8/20/2021	REAR-END	8 PM			DARK				Backing
5	SB_9	CNL0B1716B	5/3/2024	FIXED-OBJECT	10 AM							#REF!
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1224 South Pine Street
Burlington, WI 53105
T: 262.767.2747 • F: 262.767.2750

Memo to City of Lake Geneva

To: **Renee Hanlon, AICP – Building & Zoning Director**

Date: **March 20, 2026**

From: **Naomi Rauch, P.E.**
Neal Styka, P.E. – Kapur & Associates, Inc.

CC: **Dave DeAngelis – City Administrator**
Brenda Follensbee – Building and Zoning Administrative Assistant
Tom Earle – Director of Public Works
Josh Gajewski – Utility Director

Subject: **Traffic Impact Analysis (TIA) Review – Swan Creek Supper Club**

BACKGROUND AND REQUEST:

A Traffic Impact Analysis (TIA) was complete by TADI for the Swan Creek Supper Club Development in the Northeast corner of the intersection of Interchange North & Center St. 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 following plan and calculations were submitted for review:

- **Traffic Impact Analysis Swan Creek Supper Club – Lake Geneva, WI** prepared for **Cardinal Engineering** by **Traffic Analysis & Design inc. (TADI),** pages **1-162** sheets of **162**, dated **March 3, 2026.**

The TIA analyzed: Summer season Friday and Saturday evening peak hours for the following conditions:

1. Year 2026 Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Year 2026 Build Conditions, Access Option 1 – Analyzes the capacity of the post-development roadway system using the existing traffic volumes increased by generated trips from the new development for both existing and improved geometrics and traffic control. Access option 1 proposes the site entrance/exit at the intersection of Interchange North & Sage St.

3. Year 2026 Build Conditions, Access Option 2 – Analyzes the capacity of the post-development roadway system using the existing traffic volumes increased by generated trips from the new development for both existing geometrics and traffic control and roundabout traffic control. Access option 2 utilizes a site entrance/exit on Center St, North of Interchange North.

Review Comments:

- Part C1, Page 2: Year 2017 Existing Traffic Volumes, should be Year 2026 Existing Traffic Volumes
- Part D, Pages 9-11: Tables 3 through 6 list an AM and PM level of service at each intersection where there was no AM peak period study. AM should be "Friday PM Peak" and PM should be "Saturday PM Peak".
- Appendices B & C, pages 115-148: Synchro output reports list node 300 as the intersection of Sheridan Springs Rd/Mobile Dr & Interchange North where Tables 3 through 6 lists node 300 as the signalized intersection of Interchange North and Sage St.
- Part D, Page 10: Tables 4 & 5, node 300 NBT/NBLT movement for Saturday PM list a 12.1 s/veh delay where the appendices list a 12.2 s/veh delay.
- Exhibit 1, Page 16: Access options 1 and 2 are not displayed on the location map. Both proposed alternatives should be shown.
- Exhibit 5, Page 20: Some of the adjusted traffic volumes from exhibit 5 were 5 or 10 vehicles higher than what was calculated at a 9% or 13.5% increase, respectively. See attached file "Swan Creek Supper Club TIA – Exhibit 5 Review 260320" for further details.

Conclusions:

The on-site commercial development has a build year of 2026 and is expected to include 302 seats. It is expected to have one access driveway at the intersection of Sage St and Interchange North or onto Center St near the North-west corner of the parcel with an emergency access driveway on the other roadway.

The TIA defines the Peak Hours as

- Friday PM Peak hour: 4:30 – 5:30 pm
- Saturday PM Peak Hour: 5:15 – 6:15 pm

Based on the trip generations from the ITE *Trip Generation Manual, 11th Edition* it will generate:

- Weekday Daily: 1,320 new trips
- Friday PM Peak Hour: 120 new trips (70 in/50 out)
- Saturday PM Peak Hour: 160 new trips (85 in/75 out)

The trip distribution is shown as:

- 35% to/from the west on Interchange North
- 35% to/from the east on Interchange North
- 15% to/from the east on Sheridan Springs Rd.
- 10% to/from the south on Center St.
- 3% to/from the north on Center St.
- 2% to/from the south on Sage St.

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 including updated permanent traffic control devices, clearing overgrowth for sight distance and a possible roundabout with access option 2. In addition, a left and right-turn lane analysis was conducted along Interchange North at Sage St for access option 1, and Center St for access option 2. For access option 1 it was determined an eastbound left-turn lane along Interchange North would be warranted. For access option 2, a westbound right-turn lane would be warranted at Center St at Interchange North.

In Access Option 1 with the project's driveway lined up with Sage Street, according to the TIA, "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)."

In Access Option 2 with the projects driveway on Center Street according to the TIA, "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).

Please call (414) 751-7238 or email me at nstyka@kapurinc.com if you have any questions or comments regarding this review.

Sincerely,
Kapur

Neal Styka

Neal Styka, P.E., PTOE, RSP1

RESOLUTION OF THE PLAN COMMISSION			
Resolution recommending to the Common Council a Conditional Use Permit (CUP) filed by David Scotney, 2890 Bridle Court, Lake Geneva, WI, to establish an Indoor Entertainment Facility (Restaurant) at the Northeast corner of Interchange North and Center Street, Tax Key No. ZYUP 00140.			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	**PC-2026-003**	**Date:**	May 18, 2026

WHEREAS, the City of Lake Geneva Plan Commission has considered a Conditional Use Permit application filed by David Scotney, 2890 Bridle Court, Lake Geneva, WI, to establish an Indoor Entertainment Facility (Restaurant) at the Northeast corner of Interchange North and Center Street, Tax Key No. ZYUP 00140, and;

WHEREAS, the Plan Commission held a Public Hearing thereon pursuant to proper notice given on May 18, 2026, and;

WHEREAS, the Plan Commission made the following findings of fact:

1. In general, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.

2. Specific to this site, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.

3. The proposed conditional use in its proposed location, and as depicted on the required site plan does not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.

4. The proposed conditional use maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.

5. The proposed conditional use is located in an area that will be adequately served by, and will not impose an undue burden on any improvements, facilities, utilities or services provided by public agencies serving the subject property.

6. The potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts, and

WHEREAS, the Plan Commission has recommended approval with the following conditions:

1. Substantial conformance to the submitted Site Plan.
2. The applicant shall secure all required state and municipal permits prior to start of construction.
3. The applicant shall reimburse the City for any project costs incurred from the improvements proposed by the submitted Traffic Impact Study.
4. The applicant shall secure approval from other government agencies and jurisdictions to construct the emergency access off Center Street as depicted on the Site Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby recommends to the Common Council of the Conditional Use Permit filed by David Scotney, 2890 Bridle Court, Lake Geneva, WI, to establish an Indoor Entertainment Facility (Restaurant) at the Northeast corner of Interchange North and Center Street, Tax Key No. ZYUP 00140, per the findings of fact stated above and conditions of approval stated above.

.

Recommended to the Common Council of the City of Lake Geneva this 18th day of May 2026.

PC Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

_____

Todd Krause, Plan Commission Chair Date

Attest:

_____

Amanda Rotondi, Building and Zoning Clerk Date

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: May 18, 2026

Applicant:
Empire Properties V, LLC
P.O. Box 794
Mukwonago, WI

Request:
Approve condominium plat to incorporate properties at 804 & 816 Geneva Parkway
Tax Key Nos ZUN 00007A & ZUN 00007B

Summary Description:
The condominium development Unique Lake Geneva Office Park was established prior to development of the subject parcels of property. As parcels were developed in this development, they were incorporated into the Condominium by plat addendum. The buildings at 804 & 816 Geneva Parkway were completed; however, they were never platted as park of the condominium. This plat approval request remedies that oversight.

Action by the Plan Commission:
City of Lake Geneva City Code Section 66-37 *Condominium Project Procedures* requires approval by Plan Commission of any addendum or amendment to a Condominium Plat. This applicant is asking for approval of the attached *Unique Lake Geneva Office Park, Acondominium Addendum No.3.*

Staff Review Comments:
Staff believe that this condominium plat addendum is in keeping with the intent of City of Lake Geneva Code Section 66 *Subdivisions*. The action does not require additional infrastructure, nor does it create any substandard lots or parcels.

Staff Recommendation on the proposed Conditional Use Permit:

1. Staff recommend that the Plan Commission approve the *Unique Lake Geneva Office Park, A Condominium Addendum No.3.*

2026019

City of Lake Geneva

APPLICATION FOR LAND DIVISION REVIEW

☐ CERTIFIED SURVEY MAP or ☑ CONDOMINIUM ~~SUBDIVISION~~ PLAT or ☐ PLAT OF VACATION

RECEIVED
APR 01 2026
By: .....

NAME AND ADDRESS OF CURRENT OWNER:

EMPIRE PROPERTIES V, LLC

PO BOX 794

MUKWONAGO, WI 53149

TELEPHONE NUMBER OF CURRENT OWNER: [redacted]

OWNER SIGNATURE: Jennifer Becker

EMAIL ADDRESS: [redacted]

PROJECT ADDRESS 804 & 816 GENEVA PARKWAY TAX KEY NUMBER: ZUN 00007A & ZUN 00007B

NAME AND ADDRESS OF APPLICANT:

JENNI BECKER FOR EMPIRE PROPERTIES V, LLC

PO BOX 794

MUKWONAGO, WI 53149

TELEPHONE NUMBER OF APPLICANT: [redacted]

EMAIL ADDRESS: [redacted]

NAME AND ADDRESS OF SURVEYOR:

BATTERMAN

2857 S. BARTELLS DR.

BELOIT, WI 53511

TELEPHONE NUMBER OF SURVEYOR: [redacted]

SHORT STATEMENT DESCRIBING PURPOSE OF APPLICATION:

SEE ATTACHED

$200.00 fee, payable upon filing application

SUBMITTAL CHECKLIST

_____ LOCATION MAP SHOWING LOCATION OF PARCELS TO BE DIVIDED OR PARTIALLY DIVIDED WITH TOWN OR TOWNS, AND PARCELS WITHIN 1,000-FT OF BOUNDARY OF SUBJECT PROPERTY.

_____ SKETCH MAP TO APPROXIMATE SCALE SHOWING ENTIRE PARCELS TO BE DIVIDED OR PARTIALLY DIVIDED, AND SHOWING THE APPROXIMATE CONFIGURATION OF PROPOSED LOTS AND ROADS WITHIN THOSE PARCELS.

_____ CITY OF LAKE GENEVA SIGNATURE BLOCK ON FACE OF CSM OR PLAT, PER STATE STATUTES.

_____ PROVIDE 1 FULL SET - 11" X 17" OF CSM OR PLAT PRIOR TO PLACEMENT PLAN ON COMMISSION AGENDA.

_____ PROVIDE 1 DIGITAL COPY OF THE FULL APPLICATION PACKET TO THE LAKE GENEVA BUILDING AND ZONING DEPARTMENT AT

I AM AWARE THAT THE CITY OF LAKE GENEVA IS ACTIVELY ENGAGED IN THE REVIEW, APPROVAL OR DENIAL OF LAND DIVISIONS WITHIN ITS EXTRATERRITORIAL LAND DIVISION REVIEW AREA.

I UNDERSTAND THAT THE CITY OF LAKE GENEVA LAND DIVISION ORDINANCE REQUIRES THE CITY TO DENY LAND DIVISIONS WHICH CREATE NEW, BUILDABLE PARCELS OR LOTS WITHIN THE EXTRATERRITORIAL AREA WITH OVERALL DENSITY THAT EXCEEDS MORE THAN ONE DWELLING UNIT PER THIRTY-FIVE ACRES UNLESS THE CITY DETERMINES THAT THE LAND DIVISION CONSTITUTES INFILL DEVELOPMENT.

3/25/26
DATE

SIGNATURE OF APPLICANT

NARRATIVE FOR CONDOMINIUM PLAT

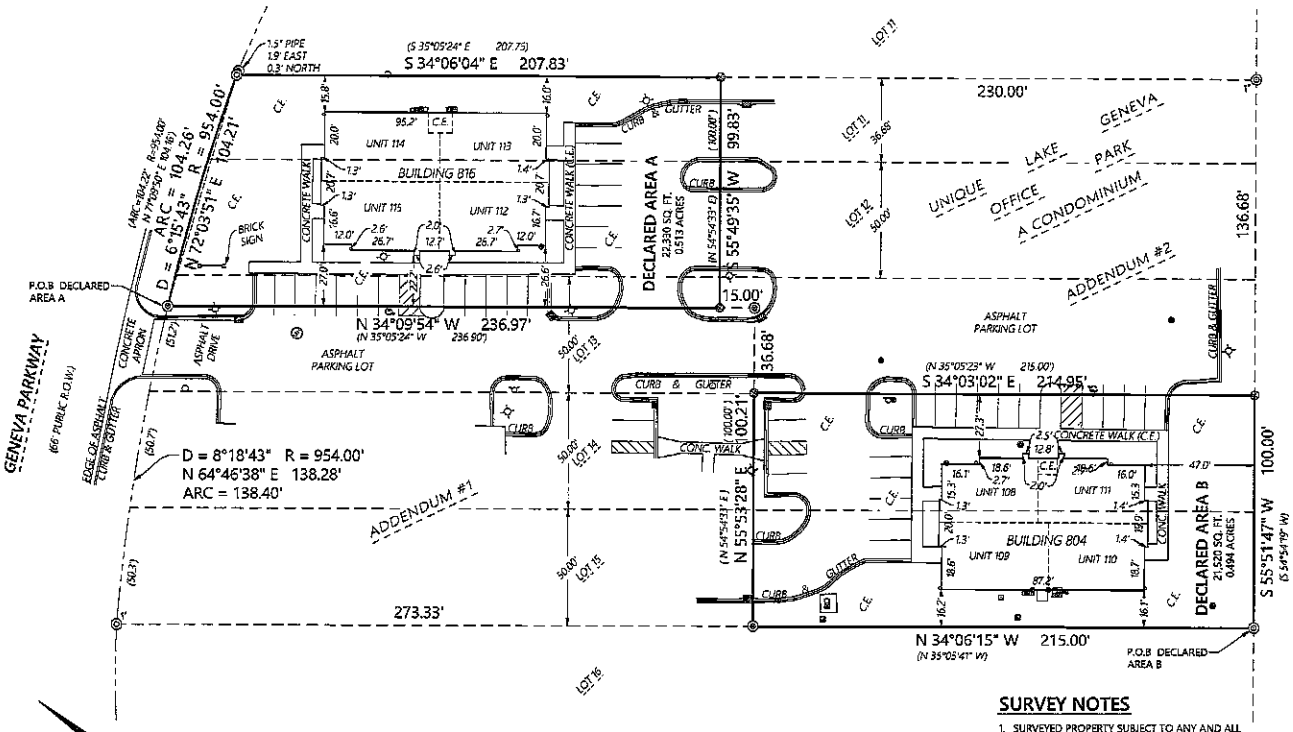
OWNER/APPLICANT: EMPIRE PROPERTIES V, LLC
TAX PARCELS: ZUN 00007A & ZUN 00007B
PHYSICAL ADRESS: 804 & 816 GENEVA PARKWAY

Empire Properties V, LLC owns tax parcels ZUN 00007A and ZUN 00007B which were intended to be incorporated into the Unique Lake Geneva Office Park condominium approved in 2008. However, upon review, it appears these parcels were never formally added to the condominium. Units 1–4 were incorporated through Addendum 1, and Units 5–7 through Addendum 2, but the final two buildings and their units—although fully constructed—were never officially included via a subsequent addendum. The attached proposed Addendum 3 is intended to correct this oversight.

This is strictly a platting matter (with no rezoning required) and relates solely to establishing the proper form of ownership of the completed development.

UNIQUE LAKE GENEVA OFFICE PARK, A CONDOMINIUM ADDENDUM NO. 3

A PART OF THE SOUTHWESTERLY 36.68 FEET OF LOT 11 AND LOT 12,13,14, AND 15 OF LAKE GENEVA BUSINESS PARK, A SUBDIVISION BEING PART OF THE SE 1/4 OF THE NW 1/4, THE SW 1/4 OF THE NE 1/4, THE NW 1/4 OF THE SE 1/4, THE NE 1/4 OF THE SE 1/4, AND THE SW 1/4 OF THE SE 1/4 OF SECTION 31, T. 2 N., R. 18 E., OF THE 4TH P.M., CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN.



Scale: 1" = 40'

0 20 40 80

DISTANCE UNITS BASED ON THE UNITED STATES SURVEY FOOT

BEARINGS BASED ON THE WISCONSIN COORDINATE REFERENCE SYSTEM, WALWORTH ZONE. THE SOUTH LINE OF LOT 15 BEARING N 34°06'15" W

State of Wisconsin } ss
County of Walworth }

I, Kristin J. Belongia, a Professional Land Surveyor, do hereby certify that this Condominium Plat is a correct representation of the condominium described (taken from plans furnished to me and actual field measurements) and the identification and location of each unit and the common elements can be determined from the plat.

Given under my hand and seal at Elkhorn, Wisconsin this 29th Day of September.
Last day of field work July 25, 2025

SURVEY NOTES

1. SURVEYED PROPERTY SUBJECT TO ANY AND ALL EASEMENTS AND AGREEMENTS RECORDED AND UNRECORDED.
2. BUILDINGS SHOWN HEREON REPRESENT AS BUILT LOCATIONS. THE PHYSICAL BOUNDARIES OF ANY UNIT CONSTRUCTED OR CONSTRUCTED IN SUBSTANTIAL CONFORMITY WITH THE CONDOMINIUM PLAT SHALL BE CONCLUSIVELY PRESUMED TO BE ITS BOUNDARIES.
3. SEE SHEETS 2 & 3 FOR DIAGRAMMATIC FLOOR PLANS OF BUILDINGS B16 AND 804.
4. SQUARE FOOTAGES AND DIMENSIONS OF THE UNITS ARE APPROXIMATE AND ARE THE THE LIMITS OF THE UNITS SHOWN HEREON.

LEGEND

- Existing Boundary Line
- Existing Right-of-Way
- Existing Adjacent Property
- (XXX.XX) Record Information
- ● 3/4" Iron Rebar Set
- ◉ 3/4" Iron Rebar Found
- ◎ 1" Iron Pipe Found (Unless Otherwise Denoted)
- C.E. Common Element

LEGAL DESCRIPTION - DECLARED AREA A

A PART OF LOTS 11, 12, AND 13 OF LAKE GENEVA BUSINESS PARK, A SUBDIVISION BEING LOCATED IN PART OF SOUTHEAST 1/4 OF THE NORTHWEST 1/4, THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4, THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4, AND THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWN 2 NORTH, RANGE 18 EAST, CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND 1" IRON PIPE MARKING THE NORTHWEST CORNER OF SAID LOT 15 OF AFORESAID LAKE GENEVA BUSINESS PARK AT THE SOUTHERLY RIGHT OF WAY LINE OF GENEVA PARKWAY; THENCE ALONG SAID RIGHT OF WAY LINE, 138.48 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 954.00 FEET AND A CHORD WHICH BEARS NORTH 64°46'38"EAST, 138.57 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE, 104.26 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 954.00 FEET AND A CHORD WHICH BEARS NORTH 72°03'51"EAST, 104.21 FEET TO A FOUND 1" IRON PIPE; THENCE SOUTH 34°06'04"EAST, 207.83 FEET; THENCE SOUTH 55°49'35"WEST, 99.83 FEET; THENCE NORTH 34°09'54"WEST, 236.97 FEET TO THE POINT OF BEGINNING.

SAID LANDS CONTAINING 22,330 SQUARE FEET OF LAND (0.513 ACRES) MORE OR LESS.

LEGAL DESCRIPTION - DECLARED AREA B

A PART OF LOTS 14 AND 15 OF LAKE GENEVA BUSINESS PARK, A SUBDIVISION BEING LOCATED IN PART OF SOUTHEAST 1/4 OF THE NORTHWEST 1/4, THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4, THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4, AND THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWN 2 NORTH, RANGE 18 EAST, CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A FOUND 1" IRON PIPE MARKING THE SOUTHWEST CORNER OF LOT 15 OF AFORESAID LAKE GENEVA BUSINESS PARK; THENCE NORTH 34°06'15"WEST, 215.00 FEET ALONG THE WEST LINE OF LOT 15 OF AFORESAID LAKE GENEVA BUSINESS PARK; THENCE NORTH 55°53'28" EAST, 100.21 FEET TO THE EAST LINE OF LOT 14 OF AFORESAID LAKE GENEVA BUSINESS PARK; THENCE SOUTH 34°03'02" EAST, 214.95 FEET ALONG SAID EAST LINE TO THE SOUTHEAST CORNER OF SAID LOT 14; THENCE SOUTH 55°51'47" WEST, 100.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS CONTAINING 21,520 SQUARE FEET OF LAND (0.494 ACRES) MORE OR LESS.

Batterman
engineers surveyors planners
811 CENTER | JANESVILLE
2583 S. Kilbourn Ave. | Suite 4 | Janesville, WI 53546
608.365.4156 | www.battermancorp.com

FOR THE EXCLUSIVE USE OF:
Empire Properties V, LLC
P.O. Box 7934
Mukwonago, WI 53149

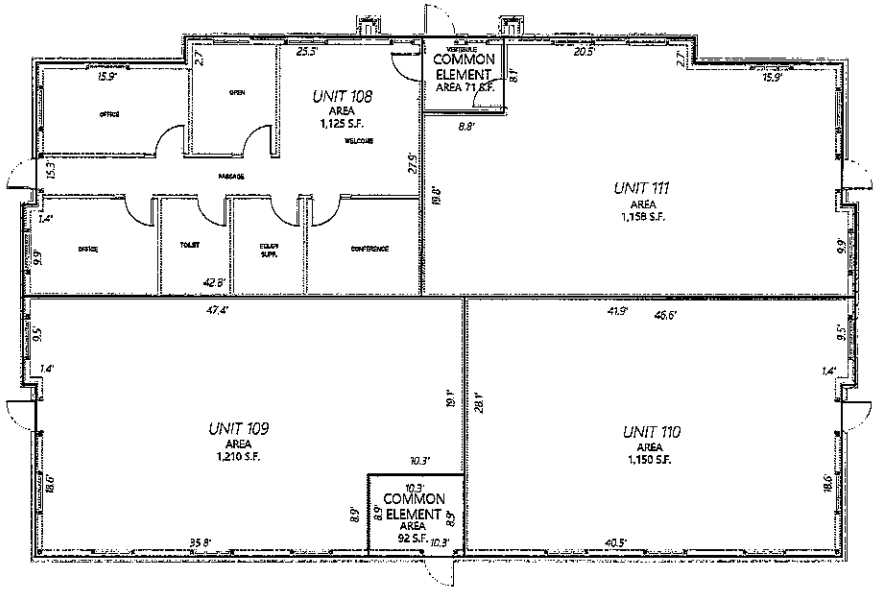
ORDER NO: 35627
FIELD CREW: KM DRAWN BY: JKE
DATE: 10/2/2025

SHEET NO.
1 OF 3

File Name: I:\PROJ - SURVEY\35627 - Unique Properties V, LLC\DESIGN\PLOT\PLAT\35627 PLAT.dwg

UNIQUE LAKE GENEVA OFFICE PARK, CONDOMINIUM ADDENDUM NO. 3

A PART OF THE SOUTHWESTERLY 36.68 FEET OF LOT 11 AND LOT 12,13,14, AND 15 OF LAKE GENEVA BUSINESS PARK, A SUBDIVISION BEING PART OF THE SE 1/4 OF THE NW 1/4, THE SW 1/4 OF THE NE 1/4, THE NW 1/4 OF THE SE 1/4, THE NE 1/4 OF THE SE 1/4, AND THE SW 1/4 OF THE SE 1/4 OF SECTION 31, T. 2 N., R. 18 E., OF THE 4TH P.M., CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN.



DIAGRAMMATIC FLOOR PLANS
BUILDING 804

Scale: 1" = 10'

0 5 10 20

NOTES:

1. ROOM DIMENSIONS AND FLOOR DIAGRAMS SHOWN HEREON ARE APPROXIMATE FROM THE BUILDING PLANS PROVIDED AS OF THE DATE OF THIS PLAT.
2. THE PHYSICAL BOUNDARIES OF ANY UNIT CONSTRUCTED OR CONSTRUCTED IN SUBSTANTIAL CONFORMITY WITH THE CONDOMINIUM PLAT SHALL BE CONCLUSIVELY PRESUMED TO BE ITS BOUNDARIES.
3. SQUARE FOOTAGES AND DIMENSIONS OF THE UNITS ARE APPROXIMATE AND ARE THE LIMITS OF THE UNITS AS SHOWN HEREON BEING TO THE EXTERIOR OF THE BUILDING AND THE CENTERLINE OF PARTY WALLS.

Batterman
engineers surveyors planners
BELOIT | LAFAYETTE | LAKE GENEVA
2835 S. Riverside Dr. Beloit, WI 53511
608.365.4464 | www.thebatterman.com

FOR THE EXCLUSIVE USE OF:
Empire Properties V, LLC
P.O. Box 794
Mukwonago, WI 53149

ORDER NO: 35627
FIELD CREW: JPL DRAWN BY: JMT
DATE: 11/20/2020

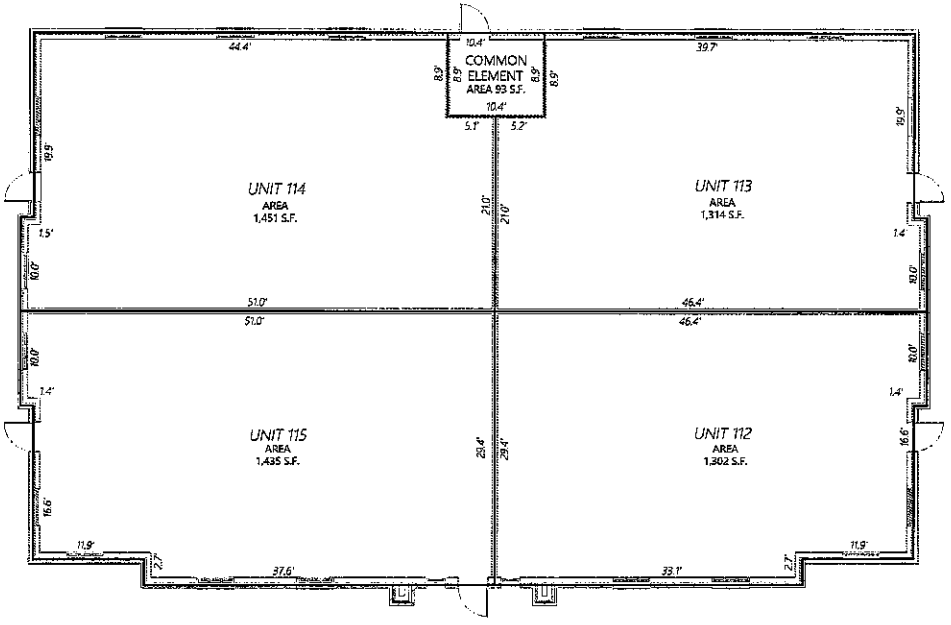
SHEET NO.
2 OF 3

N:\Jobs\19000-19999\19627-Empire Properties V LLC\Surveying\DWG\Plat

UNIQUE LAKE GENEVA OFFICE PARK, CONDOMINIUM ADDENDUM NO. 3

A PART OF THE SOUTHWESTERLY 36.68 FEET OF LOT 11 AND LOT 12,13,14, AND 15 OF LAKE GENEVA BUSINESS PARK, A SUBDIVISION BEING PART OF THE SE 1/4 OF THE NW 1/4, THE SW 1/4 OF THE NE 1/4, THE NW 1/4 OF THE SE 1/4, THE NE 1/4 OF THE SE 1/4, AND THE SW 1/4 OF THE SE 1/4 OF SECTION 31, T. 2 N., R. 18 E., OF THE 4TH P.M., CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN.

DIAGRAMMATIC FLOOR PLANS
BUILDING 816



Scale: 1" = 10'

0 5 10 20

NOTES:

1. ROOM DIMENSIONS AND FLOOR DIAGRAMS SHOWN HEREON ARE APPROXIMATE FROM THE BUILDING PLANS PROVIDED AS OF THE DATE OF THIS PLAT.
2. THE PHYSICAL BOUNDARIES OF ANY UNIT CONSTRUCTED OR CONSTRUCTED IN SUBSTANTIAL CONFORMITY WITH THE CONDOMINIUM PLAT SHALL BE CONCLUSIVELY PRESUMED TO BE ITS BOUNDARIES.
3. SQUARE FOOTAGES AND DIMENSIONS OF THE UNITS ARE APPROXIMATE AND ARE THE LIMITS OF THE UNITS AS SHOWN HEREON BEING TO THE EXTERIOR OF THE BUILDING AND THE CENTERLINE OF PARTY WALLS.

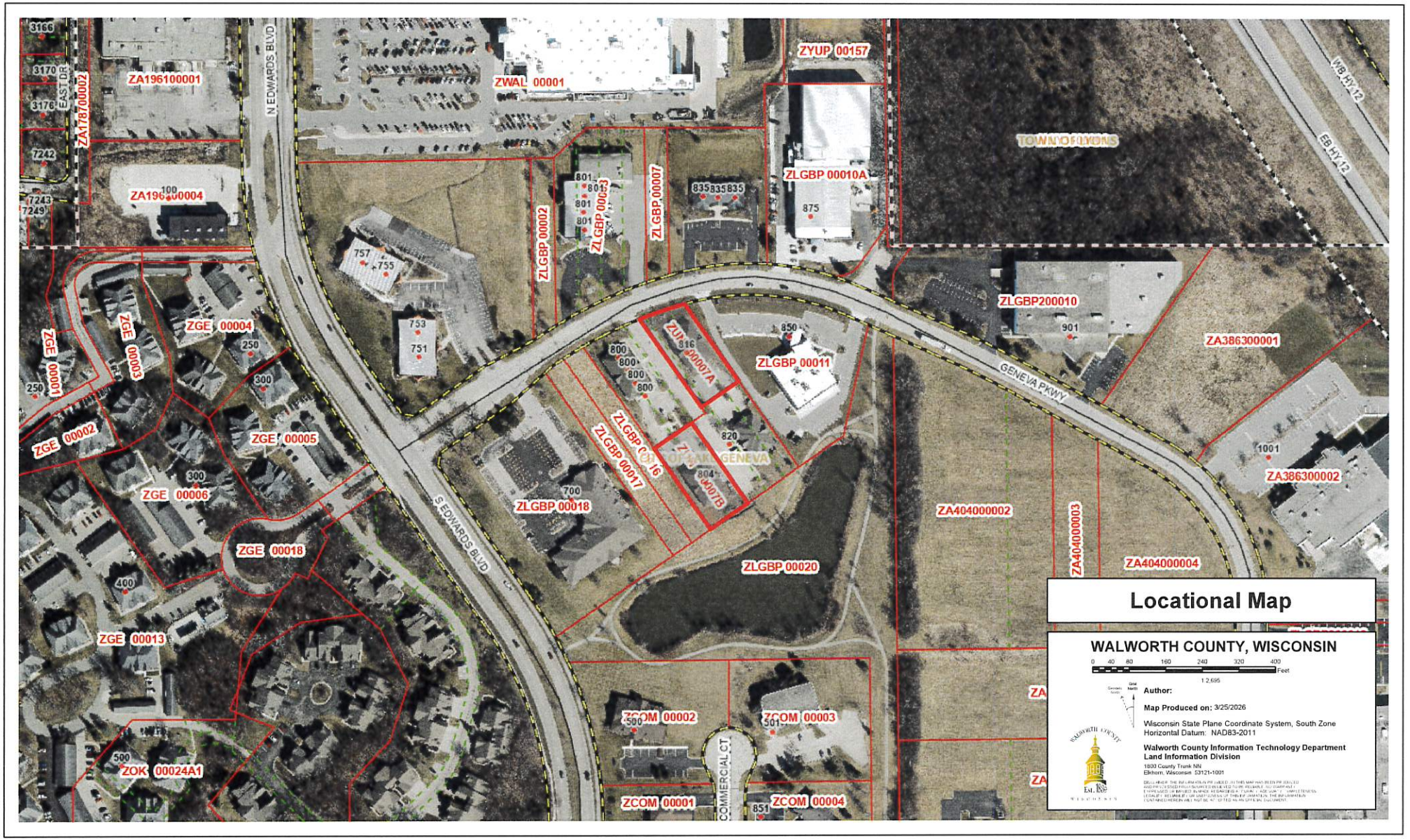
Batterman
engineers surveyors planners
BELOIT | ELKHORN | JANESVILLE
2815 S. Riverside Dr. Beloit, WI 53511
608.365.4464 | www.battermanco.com

FOR THE EXCLUSIVE USE OF:
Empire Properties V, LLC
P.O. Box 7794
Mukwonago, WI 53149

ORDER NO: 35627
FIELD CREW: JPL DRAWN BY: JAH
DATE: 6/16/2021

SHEET NO.
3 OF 3

All items ~ I:\35627 - 3565\35627 - Empire Properties V, LLC\SURVEY\Plat Drawings\PLAT


Locational Map
WALWORTH COUNTY, WISCONSIN
0 40 80 160 240 320 400 Feet
1:2,695
Author:
Map Produced on: 3/25/2026
Wisconsin State Plane Coordinate System, South Zone
Horizontal Datum: NAD83-2011
Walworth County Information Technology Department
Land Information Division
1800 County Trunk NN
Elkhorn, Wisconsin 53121-1001
N EDWARDS BLVD
S EDWARDS BLVD
GENEVA PKWY
COMMERCIAL CT
EAST DR
TOWN OF DELAVAN
ZA196100001
ZA178700002
ZA196100004
ZWAL 00001
ZYUP 00157
ZLGBP 00010A
ZLGBP 00002
ZLGBP 00003
ZLGBP 00007
ZLGBP200010
ZA386300001
ZA386300002
ZLGBP 00011
ZUP 00001A
ZLGBP 00016
ZLGBP 00017
ZLGBP 00018
ZLGBP 00020
ZA404000002
ZA404000003
ZA404000004
ZGE 00001
ZGE 00002
ZGE 00003
ZGE 00004
ZGE 00005
ZGE 00006
ZGE 00013
ZGE 00018
ZOK 00024A1
ZCOM 00001
ZCOM 00002
ZCOM 00003
ZCOM 00004



Walworth County, WI
Land Information Division

Property Details

Municipality: CITY OF LAKE GENEVA
Parcel Number: ZUN 00007B
School District: 2885-LAKE GENEVA J1 SCHOOL DIS
Zoning District:

Owner Information

Owner Name: EMPIRE PROPERTIES V LLC
Owner Name 2:
Mailing Address: PO BOX 794

MUKWONAGO WI, 53149

2025 Valuation Information

Land:	$50,000.00
Improvements:	$546,000.00
Total:	$596,000.00
Acres:	0.4900
Fair Market Value:	$686,300.00
Assessment Ratio:	0.8684297260
Mill Rate:	0.0141439370

Tax Information

First Dollar Credit:	$63.83	School Credit:	$922.29
Special Assessment:	$0.00	Lottery Credit:	$0.00
Delinquent Utility Charge:	$0.00	Special Charges:	$0.00
Managed Forest Land Taxes:	$0.00	Private Forest Crop Taxes:	$0.00
Total Billed:	$8,365.94	Woodland Tax Law Taxes:	$0.00
Net Tax	$8,365.94		

Tax Jurisdictions

GATEWAY TECHNICAL $363.60
LAKE GENEVA-GENOA CITY UHS $1298.14
LAKE GENEVA J1 SCHOOL DIST $2647.06
CITY OF LAKE GENEVA $2617.13
WALWORTH COUNTY $1503.84

Elected Officials / Voting Districts

Supervisory District:	Sheila T. Reiff (D11)
State Representative:	Robin Vos (R) (Wisconsin's 33rd Assembly District)
State Senator:	Stephen Nass (R) (Wisconsin's 11th Senate District)
US Representative:	Bryan Steil (R) (Wisconsin's 1st District)
US Senator:	Ron Johnson (R), Tammy Baldwin (D)

Special Assessments / Charges

Soil Classification

Soil Type	Soil Name	Acres
MpB	MCHENRY SILT LOAM, 2 TO 6 PERCENT SLOPES	0.4936

Property Address

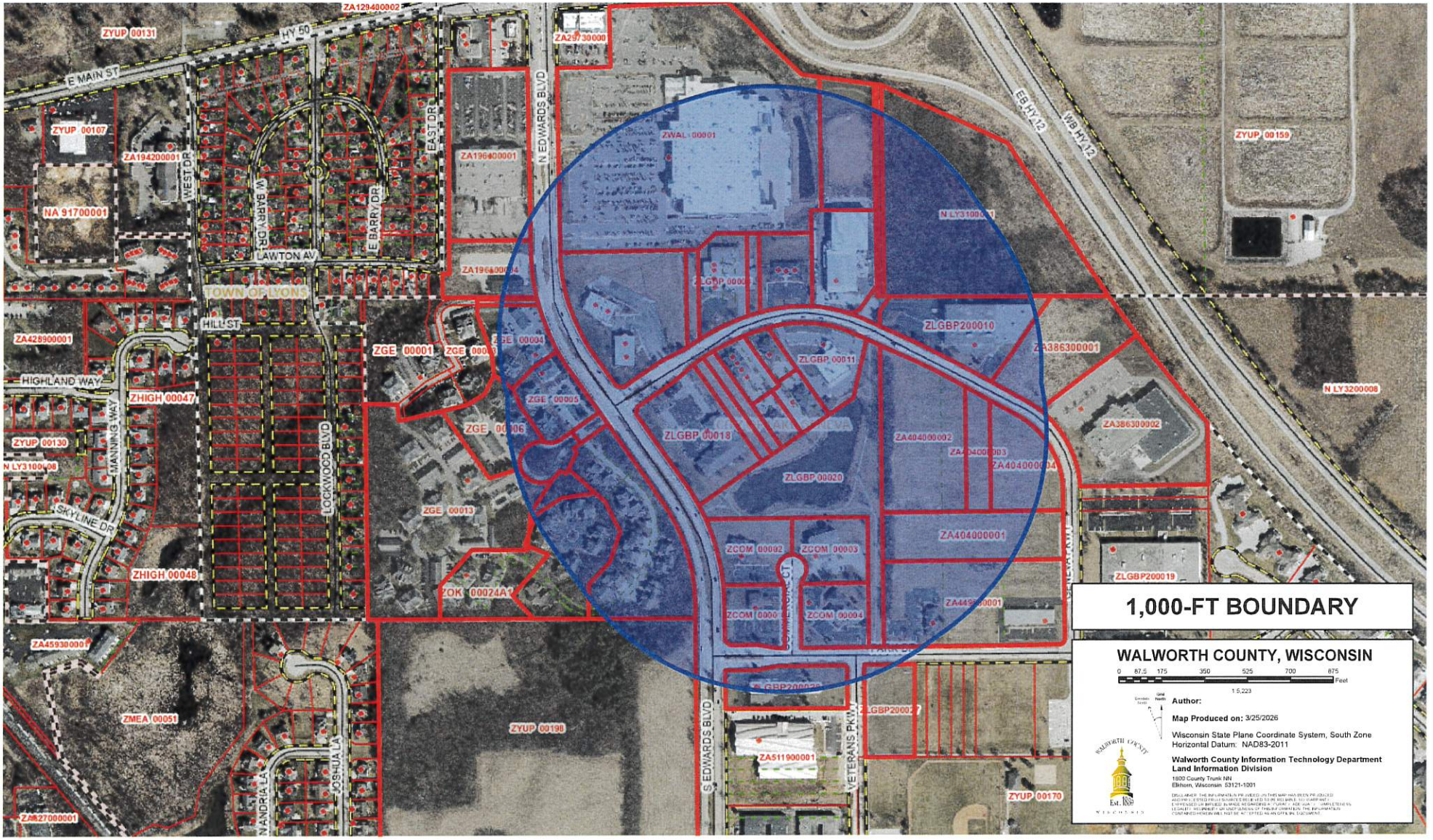
804 GENEVA PKWY LAKE GENEVA

Legal Description

EXPANSION AREA 2 UNIQUE LAKE GENEVA OFFICE PARK, A CONDOMINIUM ADDENDUM NO. 1 AS RECORDED IN CONDO CAB A SLIDE 663. .49 A M/L LOCATED IN SE 1/4 NW 1/4, SW 1/4 NE 1/4, NW 1/4 SE 1/4, NE 1/4 SE 1/4 & SW 1/4 SE 1/4 SEC 31 T2N R18E. CITY OF LAKE GENEVA OMITS ZLGBP-11A, 12, 13, 14 & 15 ADDENDUM #2 RECORDED UNDER DOC. #783949 CONDO CAB A SLIDE 670

Disclaimer

The information provided in this property information page is not official information. All official tax information is recorded in the Walworth County Treasurer's Office. To verify tax payment/payoff status, contact the Walworth County Treasurer's Office at 262-741-4251.

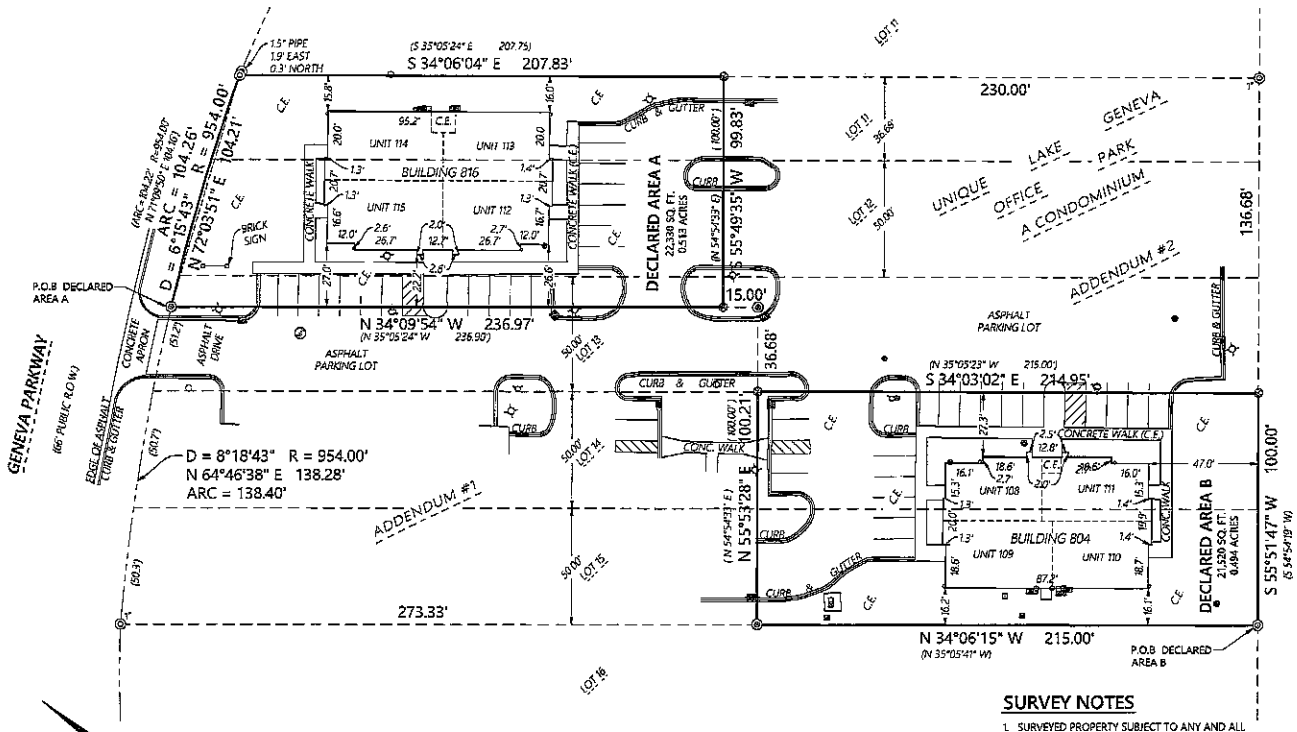

1,000-FT BOUNDARY
WALWORTH COUNTY, WISCONSIN
0 87.5 175 350 525 700 875
Feet
1:5,223
Author:
Map Produced on: 3/25/2026
Wisconsin State Plane Coordinate System, South Zone
Horizontal Datum: NAD83-2011
Walworth County Information Technology Department
Land Information Division
1800 County Trunk NN
Elkhorn, Wisconsin 53121-1001
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LOCKWOOD BLVD
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ZYUP 00131
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ZA194200001
NA 91700001
ZA1294000002
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ZA386300001
ZA386300002
ZA404000002
ZA404000003
ZA404000004
ZA404000001
ZA449300001
ZLGBP200019
ZYUP 00159
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ZGE 00004
ZGE 00005
ZGE 00006
ZGE 00013
ZA428900001
ZHIGH 00047
ZHIGH 00048
ZYUP 00130
ZCOM 00002
ZCOM 00003
ZCOM 00004
ZOK 00024A1
ZA459300001
ZMEA 00051
ZYUP 00198
ZA511900001
ZYUP 00170
ZA827000001
NANDRIA LA
JOSHUA LA

EXISTING PARKING & ACCESS



UNIQUE LAKE GENEVA OFFICE PARK, A CONDOMINIUM ADDENDUM NO. 3

A PART OF THE SOUTHWESTERLY 36.68 FEET OF LOT 11 AND LOT 12,13,14, AND 15 OF LAKE GENEVA BUSINESS PARK, A SUBDIVISION BEING PART OF THE SE 1/4 OF THE NW 1/4, THE SW 1/4 OF THE NE 1/4, THE NW 1/4 OF THE SE 1/4, THE NE 1/4 OF THE SE 1/4, AND THE SW 1/4 OF THE SE 1/4 OF SECTION 31, T. 2 N., R. 18 E., OF THE 4TH P.M., CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN.



Scale: 1" = 40'

0 20 40 80

DISTANCE UNITS BASED ON THE UNITED STATES SURVEY FOOT

BEARINGS BASED ON THE WISCONSIN COORDINATE REFERENCE SYSTEM, WALWORTH ZONE THE SOUTH LINE OF LOT 15 BEARING N 34°06'15" W

LEGEND

- Existing Boundary Line
- Existing Right-of-Way
- Existing Adjacent Property
- (XXX.XX) Record Information
- 3/4" Iron Rebar Set
- 3/4" Iron Rebar Found
- 1" Iron Pipe Found (Unless Otherwise Denoted)
- C.E. Common Element

LEGAL DESCRIPTION - DECLARED AREA A

A PART OF LOTS 11, 12, AND 13 OF LAKE GENEVA BUSINESS PARK, A SUBDIVISION BEING LOCATED IN PART OF SOUTHEAST 1/4 OF THE NORTHWEST 1/4, THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4, THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4, AND THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWN 2 NORTH, RANGE 18 EAST, CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND 1" IRON PIPE MARKING THE NORTHWEST CORNER OF SAID LOT 15 OF AFORESAID LAKE GENEVA BUSINESS PARK AT THE SOUTHERLY RIGHT OF WAY LINE OF GENEVA PARKWAY; THENCE ALONG SAID RIGHT OF WAY LINE, 138.49 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 954.00 FEET AND A CHORD WHICH BEARS NORTH 64°46'38"EAST, 138.37 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE, 104.26 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 954.00 FEET AND A CHORD WHICH BEARS NORTH 72°03'51"EAST, 104.21 FEET TO A FOUND 1" IRON PIPE; THENCE SOUTH 34°06'04"EAST, 207.83 FEET; THENCE SOUTH 55°49'35"WEST, 99.83 FEET; THENCE NORTH 34°09'54"WEST, 236.97 FEET TO THE POINT OF BEGINNING.

SAID LANDS CONTAINING 22,330 SQUARE FEET OF LAND (0.513 ACRES) MORE OR LESS.

LEGAL DESCRIPTION - DECLARED AREA B

A PART OF LOTS 14 AND 15 OF LAKE GENEVA BUSINESS PARK, A SUBDIVISION BEING LOCATED IN PART OF SOUTHEAST 1/4 OF THE NORTHWEST 1/4, THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4, THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4, AND THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWN 2 NORTH, RANGE 18 EAST, CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A FOUND 1" IRON PIPE MARKING THE SOUTHWEST CORNER OF LOT 15 OF AFORESAID LAKE GENEVA BUSINESS PARK; THENCE NORTH 34°06'15"WEST, 215.00 FEET ALONG THE WEST LINE OF LOT 15 OF AFORESAID LAKE GENEVA BUSINESS PARK; THENCE NORTH 55°53'28" EAST, 100.21 FEET TO THE EAST LINE OF LOT 14 OF AFORESAID LAKE GENEVA BUSINESS PARK; THENCE SOUTH 34°03'02" EAST, 214.95 FEET ALONG SAID EAST LINE TO THE SOUTHEAST CORNER OF SAID LOT 14; THENCE SOUTH 55°51'47" WEST, 100.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS CONTAINING 21,520 SQUARE FEET OF LAND (0.494 ACRES) MORE OR LESS.

SURVEY NOTES

1. SURVEYED PROPERTY SUBJECT TO ANY AND ALL EASEMENTS AND AGREEMENTS RECORDED AND UNRECORDED.
2. BUILDINGS SHOWN HEREON REPRESENT AS BUILT LOCATIONS. THE PHYSICAL BOUNDARIES OF ANY UNIT CONSTRUCTED OR CONSTRUCTED IN SUBSTANTIAL CONFORMITY WITH THE CONDOMINIUM PLAT SHALL BE CONCLUSIVELY PRESUMED TO BE ITS BOUNDARIES.
3. SEE SHEETS 2 & 3 FOR DIAGRAMMATIC FLOOR PLANS OF BUILDINGS 816 AND 804.
4. SQUARE FOOTAGES AND DIMENSIONS OF THE UNITS ARE APPROXIMATE AND ARE THE THE LIMITS OF THE UNITS SHOWN HEREON.

State of Wisconsin } ss
County of Walworth }

I, Kristin J. Belongia, a Professional Land Surveyor, do hereby certify that this Condominium Plat is a correct representation of the condominium described (taken from plans furnished to me and actual field measurements) and the identification and location of each unit and the common elements can be determined from the plat.

Given under my hand and seal at Elkhorn, Wisconsin this 29th Day of September.
Last day of field work July 25, 2025

Batterman
engineers surveyors planners
BECKER | BATTERMAN | JANESVILLE
2867 S. Barrels Dr., Beloit, WI 53511
608.365.4484 | www.batterman.com

FOR THE EXCLUSIVE USE OF:
Empire Properties V, LLC
P.O. Box 794
Mukwonago, WI 53149

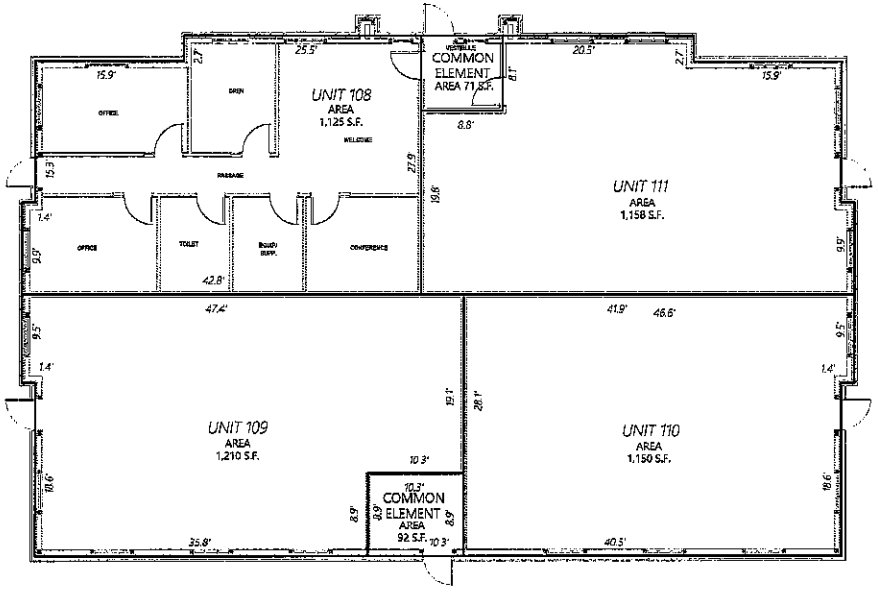
ORDER NO: 35627
FIELD CREW: JPL DRAWN BY: JRT
DATE: 9/5/2025

SHEET NO.
1 OF 3

File Name: I:\JOBS\35627\Empire Properties V LLC\SURVEY\Plat\Addendum #3.dwg

UNIQUE LAKE GENEVA OFFICE PARK, CONDOMINIUM ADDENDUM NO. 3

A PART OF THE SOUTHWESTERLY 36.68 FEET OF LOT 11 AND LOT 12,13,14, AND 15 OF LAKE GENEVA BUSINESS PARK, A SUBDIVISION BEING PART OF THE SE 1/4 OF THE NW 1/4, THE SW 1/4 OF THE NE 1/4, THE NW 1/4 OF THE SE 1/4, THE NE 1/4 OF THE SE 1/4, AND THE SW 1/4 OF THE SE 1/4 OF SECTION 31, T. 2 N., R. 18 E., OF THE 4TH P.M., CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN.



DIAGRAMMATIC FLOOR PLANS
BUILDING 804

Scale: 1" = 10'
0 5 10 20

NOTES:

1. ROOM DIMENSIONS AND FLOOR DIAGRAMS SHOWN HEREON ARE APPROXIMATE FROM THE BUILDING PLANS PROVIDED AS OF THE DATE OF THIS PLAT.
2. THE PHYSICAL BOUNDARIES OF ANY UNIT CONSTRUCTED OR CONSTRUCTED IN SUBSTANTIAL CONFORMITY WITH THE CONDOMINIUM PLAT SHALL BE CONCLUSIVELY PRESUMED TO BE ITS BOUNDARIES.
3. SQUARE FOOTAGES AND DIMENSIONS OF THE UNITS ARE APPROXIMATE AND ARE THE LIMITS OF THE UNITS AS SHOWN HEREON BEING TO THE EXTERIOR OF THE BUILDING AND THE CENTERLINE OF PARTY WALLS.

Batterman
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(608.365.4464 | www.rhbatterman.com

FOR THE EXCLUSIVE USE OF:
Empire Properties V, LLC
P.O. Box 794
Mukwonago, WI 53149

ORDER NO: 35627
FIELD CREW: JBL DRAWN BY: JHH
DATE: 8/5/2025

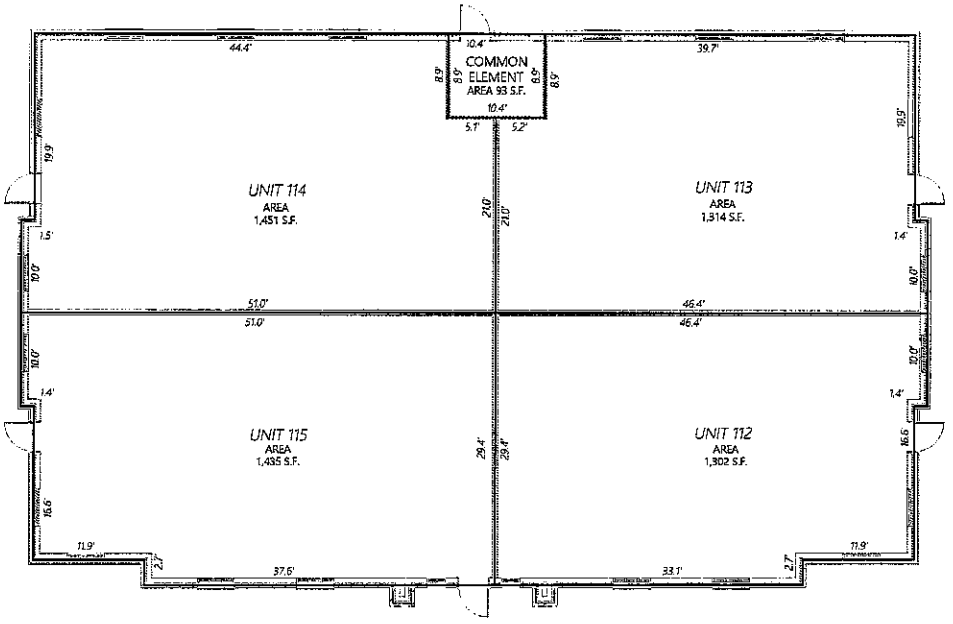
SHEET NO.
2 OF 3

File Name: 35500 - Addn 3\627 - Empire Properties V LLC\Dwg\Plat\Addendum 3.dwg

UNIQUE LAKE GENEVA OFFICE PARK, CONDOMINIUM ADDENDUM NO. 3

A PART OF THE SOUTHWESTERLY 36.68 FEET OF LOT 11 AND LOT 12,13,14, AND 15 OF LAKE GENEVA BUSINESS PARK, A SUBDIVISION BEING PART OF THE SE 1/4 OF THE NW 1/4, THE SW 1/4 OF THE NE 1/4, THE NW 1/4 OF THE SE 1/4, THE NE 1/4 OF THE SE 1/4, AND THE SW 1/4 OF THE SE 1/4 OF SECTION 31, T. 2 N., R. 18 E., OF THE 4TH P.M., CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN.

DIAGRAMMATIC FLOOR PLANS
BUILDING 816



Scale: 1" = 10'

0 5 10 20

NOTES:

1. ROOM DIMENSIONS AND FLOOR DIAGRAMS SHOWN HEREON ARE APPROXIMATE FROM THE BUILDING PLANS PROVIDED AS OF THE DATE OF THIS PLAT.
2. THE PHYSICAL BOUNDARIES OF ANY UNIT CONSTRUCTED OR CONSTRUCTED IN SUBSTANTIAL CONFORMITY WITH THE CONDOMINIUM PLAT SHALL BE CONCLUSIVELY PRESUMED TO BE ITS BOUNDARIES.
3. SQUARE FOOTAGES AND DIMENSIONS OF THE UNITS ARE APPROXIMATE AND ARE THE LIMITS OF THE UNITS AS SHOWN HEREON BEING TO THE EXTERIOR OF THE BUILDING AND THE CENTERLINE OF PARTY WALLS.

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FOR THE EXCLUSIVE USE OF:
Empire Properties V, LLC
P.O. Box 794
Milwaukee, WI 53149

ORDER NO: 35627
FIELD CREW: JDL DRAWN BY: JMT
DATE: 10/2/2015

SHEET NO.
3 OF 3

File Name: V:\35627\...\Empire Properties V LLC\Unique Lake Geneva Addendum No 3.dwg

RESOLUTION OF THE PLAN COMMISSION			
Resolution approving *Unique Lake Geneva Office Park, A Condominium Addendum No. 3* filed by Empire Properties V, LLC, POB 794, Mukwonago, WI, Tax Key Nos. ZUN 00007A & ZUN 00007B.			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	**PC-2026-019**	**Date:**	May 18, 2026

WHEREAS, the City of Lake Geneva Plan Commission has considered an application for acceptance of *Unique Lake Geneva Office Park, A Condominium Addendum No. 3* filed by Empire Properties V, LLC, POB 794, Mukwonago, WI, Tax Key Nos. ZUN 00007A & ZUN 00007B; and,

WHEREAS, the Plan Commission made the following finding of fact:

1. The proposed Addendum is consistent with the policies set forth by City of Lake Geneva City Code Section 66 Subdivisions.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby approves *Unique Lake Geneva Office Park, A Condominium Addendum No. 3*.

PC Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

_____

Todd Krause, Plan Commission Chair Date

Attest:

_____

Amanda Rotondi, Building & Zoning Clerk Date