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

# Common Council Agenda
## Monday, July 13, 2026 - 6:00 PM
## Lake Geneva City Hall; Council Chambers

Members:
Mayor Todd Krause, Council President Cindy Yager, Council Vice President Cathy Stoodley, Alderpersons: JaNelle Powers, Sherri Ames, Linda Frame, Mary Jo Fesenmaier, Brian Smith and Joel Hoiland

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Awards, Presentations, Proclamations, and Announcements
5. Reconsider business from previous meeting
6. 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 5 minutes
7. Acknowledgement of Correspondence
8. City Administrator's Report
9. Comptroller's Report
10. Consent Agenda-Any item listed on the consent agenda may be removed at the request of any member of the Council. The request requires no second, is not discussed, and is not voted upon.
    a. Approve the Regular Council Minutes of June 22, 2026
    b. Acceptance of the Pre-Paid Checks of $236,336.52 and Regular Checks of $540,498.43
    c. Massage Establishment renewal application filed by Element Massage Studio
    d. Approval of the Temporary Class "B" Beer / "Class B" Wine license application filed by St. Francis de Sales Parish for Fall Festival Celebrating Family on September 27, 2026
    e. Private Event Permit application requiring exclusive use of Flat Iron Park for Buffalo Grove Cheerleading Camp July 19 - 21, 2026
11. Items removed from the Consent Agenda
12. Ordinances and Resolutions
    a. Ordinance 26-08: An ordinance amending Subsections (a), Members of Sec. 70-55 Tourism Commission of Article III, Room Tax of Chapter 70, Taxation of the Municipal Code of the City of Lake Geneva, Wisconsin amending the number of members on the Tourism Commission and qualifications to serve as a member of the Tourism Commission *(second reading)*

**b.** Resolution 26-R32: A resolution authorizing the issuance of 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

**c.** Resolution 26-R38: A resolution approving the reallocation of Capital Improvement Fund borrowed funds to purchase a columbarium for Oak Hill Cemetery, not to exceed $36,339.00

**d.** Resolution 26-R39: A resolution approving the reallocation of Capital Improvement Fund borrowed funds to purchase an ADA Fire Safety Trailer for $223,900.00

**e.** Resolution 26-R40: A resolution approving the reallocation of Capital Improvement Fund borrowed funds to establish a two-police K9 unit, not to exceed $62,922.00

**f.** Resolution 26-R41: A resolution approving the reallocation of Capital Improvement Fund borrowed funds to purchase security cameras for Well Sites and Water Towers, not to exceed $19,800.00

**g.** Resolution 26-R43: A resolution authorizing the issuance of a Conditional Use Permit (CUP) filed by Chris and Lisa Cardwell, 816 Pinetree Lane, Lake Geneva, WI for a request to construct an addition to the single-family home within the Estate Residential-1 (ER-1) zoning district located at 816 Pinetree Lane, Tax Key No. ZSY 00020

**13.** Discussion/Action regarding the 2026 Traffic Signal Preventive Maintenance Contract with Traffic and Parking Control Company, LLC (TAPCO) *(PWC recommended approval on June 22, 2026)*

**14.** Discussion/Action regarding move-up of equipment replacement of (1) heavy plow and (1) bucket truck from 2027 to 2026 in Equipment Replacement Fund *(PWC recommended approval on June 22, 2026)*

**15.** Discussion/Action regarding the Maximum Extent Feasible for the Bike Path on Townline Rd and Edwards Blvd *(PWC forwarded with no recommendation June 22, 2026)*

**16.** Discussion/Action regarding approval of the Sherrer Construction bid for project 2026-01A Columbarium in the amount of $62,327.00 *(Cemetery Board recommended approval June 17, 2026)*

**17.** Discussion/Action regarding the purchase of 1103 S. Edwards Boulevard, in the City of Lake Geneva, for a future Police and/or Fire Facility *(Agenda item from the May 11, 2026 Council Meeting)*

**18.** Discussion/Action to consider separate facilities for police and fire stations, and incorporating the YMCA plans for relocating *(Agenda item request form submitted by Alders Hoiland and Smith)*

**19.** Mayoral Appointment - Weed Commissioner, Beth Kroening, Short Term Rental Administrator/Code Enforcement Officer

**20.** Adjournment

Requests from persons with disabilities, who need assistance to participate in this meeting or hearing, should be made to the City Clerk's office in advance so the appropriate accommodations can be made.

**Memo:**

**To:** **Common Council**

**From:** **David De Angelis, City Administrator**

**Date:** **July 8th, 2026**

**Re:** **Council Agenda and Updates**

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**AGENDA COMMENTS**

**12.c.-f.** These items are the resolutions authorizing funding for projects from the borrowed CIP funds, which we previously discussed. These items are on the agenda for possible action following discussion under item 9 of the Comptroller's report. If the other items are presented to move forward we will put them on the next Council agenda in resolution form.

**14.** Moving this item forward will save the City up to $50,000. With the bulk of the funds being paid in 2027 we can financially support this item. I recommend approval.

**16.** If this item is approved under item 12c I recommend approval.

**UPDATES:**

1. The Strategic Plan meeting was not held as scheduled for June 12th due to improper notice. The meeting is currently scheduled for July 20th at 2:pm in the police training room.

2. The County Highway H project is continuing with curb and sidewalk work. The current traffic pattern should continue for the next couple of weeks.

3. Highway 50 reconstruction land acquisition is continuing and there will be a number of properties for approval at the July 20th special council meeting, which is at 5:00 pm.

4. As of this time the City's AV system is down in the Council Chambers due to storm damage. The Smart Spaces technicians are coming in to hopefully get this repaired prior to Monday night's meeting.

5. The Council agenda may be amended on Friday for the purpose of placing a resolution for dissolution of the emergency declaration. We are not prepared to that at this time, but we will be having an evaluation meeting on Friday morning to discuss the possibility of lifting the declaration.

6. Last but certainly not least is just a brief update on the July 3rd storm. We are continuing to work on storm damage and clean up, with the assistance of outside contractors. and may be receiving help soon from nearby communities. For the most part we are back up, but now the hard work of clean up, documentation for disaster relief and rebuilding that which is broken begins. We will continue to put out our daily press releases, and we will also continue to send you the situation updates. I cannot stress enough how proud I am of our staff. All involved truly stepped forward and continue to do so in this time of need. Not only staff, but residents helping residents and our business community helping us as well. From working hard to make sure we were still able to celebrate our Country's 250th anniversary to the people who helped move debris so people could get out of their homes this has been a testament to the character of our community and its employees, and I am grateful to be able to serve them.

**Memo:**

**To:** Common Council

**From:** Laura Pisarcik, Comptroller

**Date:** July 13, 2026

**Re:** Comptroller Report

Please find attached the Capital Projects spreadsheet, which outlines the recommended capital projects discussed at the last council meeting.

The spreadsheet summarizes the status of 2026 capital items and the request for additional funds. If all requested items are approved for 2026, the remaining excess balance would be approximately $30,000, which is within the $100,000 limit to be carried forward into 2027 for future projects.

Additionally, included in the packet is information regarding the following proposed projects for addition to the 2026 CIP:

1: Columbarium - $26,339 (26-R38)
2: K9 Program - $62,922 (26-R40)
3: ADA Fire Safety Trailer - $223,900 (26-R39)
4: Security Cameras - $19,800 (26-R41)

Most of the available funding comes from the Radio Project, which was initially allocated $1,000,000 in 2024. The project's total cost was $417,982, with the remaining funds covered by Walworth County's American Rescue Plan Act (ARPA). When initially budgeted, the exact ARPA credit the city would receive was unknown; therefore, the entire project was budgeted to ensure completion.

The staff has included resolutions on this agenda that allow the council to act if they choose to.

Additionally, Alderpersons Fesenmaier and Hoiland have submitted lists of potential items for consideration. Please see below for details.

CITY OF LAKE GENEVA

July 13, 2026

CAPITAL LIST REQUEST FROM ALDERPERSON'S

| ITEM | CAPITAL ELIGIBLE Y OR N | EXPLANATION |
|---|---|---|
| Big Foot Beach-Steps | N | City does not own this property |
| | | |
| Engineering for fixing water issue between South Lake Shore Drive and Wells | Y | This item would have to be done through the state of wisconsin and was discussed during HWY 50. At this time the State has declined taken on this project. |
| | | |
| Curb Ramps and Crosswalks: Lake Shore Drive and Baker Street (at the corners near Seminary Park) | Y | These crosswalks were removed about 8 years ago because the location was unsafe. If this were to be completed, the whole area would need to be reconfigured with an approximate cost of $500,000 |
| | | |
| Flashing Beacons | Y | Please see attached Kapur Memo |
| | | |
| Sawcut and Fill With Asphalt: | | |
| South Campbell btwn Lake Shore and Wrigley | N | This is an operating cost, not Capital Eligible |
| Wrigley Baker Street to Campbell St. | N | This is an operating cost, not Capital Eligible |
| Intersection at Broad and Dodge | N | This is an operating cost, not Capital Eligible (onlist for completion 2026) |
| Wells Street (by Burger King) | N | This is an operating cost, not Capital Eligible |
| Wells Street-bump across the whole rd near Chiropractor | N | This is an operating cost, not Capital Eligible (onlist for completion 2026) |
| Mobile just before Rush | N | This is an operating cost, not Capital Eligible |
| Main St-East of Country Club Drive | N | This is an operating cost, not Capital Eligible |
| Main St.-East near West Dr. | N | This is an operating cost, not Capital Eligible |
| Center St. Btwn Wrigley and Maint St. | N | This is an operating cost, not Capital Eligible |
| Curtis St. Before Townline | N | This is an operating cost, not Capital Eligible |
| Broad St. Near Bruno's | N | This is an operating cost, not Capital Eligible (onlist for completion 2026) |
| Main St. Near Peller | N | This is an operating cost, not Capital Eligible |
| | | |
| Alleys: | | |
| Between Walworh and Water Streets | Y | Future Bond funding-project can't be completed in 2026 |
| Crawford Both East and West | Y | Future Bond funding-project can't be completed in 2026 |

**City of Lake Geneva**
**2026 Capital Projects Fund**

| | Original/Amended Approved Budget | Requested suplus/deficit Budget | SPENT TO DATE 5/31/26 | Balance | Notes |
|---|---|---|---|---|---|
| **CEMETERY** | | | | | |
| Sexton Shed-Oak Hill Cemetery (c/f-$80k-2025) | $ 120,000 | | $169.44 | $ 119,831 | |
| Oak Hill Roads (reallocated dpw asphalt from 2024) | $ 100,000 | | $19,139.00 | $ 80,861 | |
| Drainage | $ 27,500 | | $0.00 | $ 27,500 | |
| Columbarium | $ 105,000 | $ 36,339 | $162.38 | $ 141,177 | Approved at Cemetery Board 6/17 Resolution 26-R38 |
| TOTAL CEMTERY PROJECTS | $ 352,500 | $ 36,339 | $ 19,471 | $ 369,368 | |
| **City Hall & Administration** | | | | | |
| HR Platform Software-(Employee Evaluations/Wage Study) | $ 58,000 | | $37,429.28 | $ 20,571 | |
| TOTAL CITY HALL & ADMINISTRATION PROJECTS | $ 58,000 | $ - | $ 37,429 | $ 20,571 | |
| **Department of Public Works** | | | | | |
| Road paving/improvement | $ 1,090,000 | | $94,933.40 | $ 995,067 | Approved Resolution 26-R33 |
| Hwy 120 Project | $ 800,000 | | $9,123.29 | $ 790,877 | |
| Crack Sealing | $ 35,000 | | $105.90 | $ 34,894 | |
| Storm Sewer Repairs/Replacement | $ 25,000 | | $21,576.60 | $ 3,423 | |
| Hwy 50 Road Improvement Project | $ 246,800 | | $40,934.61 | $ 205,865 | |
| Salt Storage Shed-Enlarging | $ 319,000 | $ 8,000 | $2,194.30 | $ 316,806 | Reallocated from Door Replacement |
| Overhead Door Replacement-1055 Carey | $ 45,000 | $ (8,000) | $0.00 | $ 45,000 | Reallocated to Salt Shed |
| Culverts-City Share with Utility | $ 28,900 | | $28,900.00 | $ - | |
| Native Planting (C/F to 2026) | $ 20,000 | $ (20,000) | $0.00 | $ - | Recommend for future CIP |
| TOTAL DPW PROJECTS | $ 2,609,700 | $ (20,000) | $ 197,768 | $ 2,391,932 | |
| **Lakefront** | | | | | |
| Riviera Dumpster Enclosure | $ 190,000 | | $0.00 | $ 190,000 | |

**City of Lake Geneva**
**2026 Capital Projects Fund**

| | Original/Amended Approved Budget | Requested suplus/deficit Budget | SPENT TO DATE 5/31/26 | Balance | Notes |
|---|---|---|---|---|---|
| **Sea Weed Harvester Lagoon, L-Pier, Beach** | **$ 125,000** | **$ (125,000)** | | $ - | |
| **TOTAL LAKEFRONT PROJECTS** | **$ 315,000** | **$ (125,000)** | **$ -** | **$ 190,000** | |
| **Library** | | | | | |
| **Roof Replacement** | **$ 180,000** | **$ (180,000)** | $0.00 | $ - | Move to Future CIP |
| **Furniture Replacement** | **$ 40,000** | | $24,396.67 | $ 15,603 | |
| **Window Replacement** | **$ 25,000** | **$ (25,000)** | | $ - | Reallocated to Smith Room Update |
| **Radon Mitigation System/HVAC System** | **$ 200,000** | **$ (200,000)** | | $ - | Reallocated to Smith Room Update |
| **Elevator/Lift for ADA Accessibility** | **$ 200,000** | **$ (200,000)** | | $ - | Reallocated to Smith Room Update |
| **Program Room Renovation** | **$ -** | **$ 425,000** | $354,521.57 | $ 70,478 | |
| **TOTAL LIBRARY PROJECTS** | **$ 645,000** | **$ (180,000)** | **$ 378,918** | **$ 86,082** | |
| **Museum** | | | | | |
| **Tuckpoint Chimney** | **$ 15,000** | **$ (15,000)** | $0.00 | $ - | Move to future CIP |
| **Furnace** | **$ 65,000** | **$ 15,000** | $312.41 | $ 79,688 | Need add'l funding, reallocated from Tuckpoint project |
| **Flat Roof Replacement** | **$ 100,000** | **$ (40,000)** | $7,799.00 | $ 52,201 | Recommendation: reduce $60k<br>Replacement roof future CIP |
| **TOTAL MUSEUM PROJECTS** | **$ 180,000** | **$ (40,000)** | **$ 8,111** | **$ 131,889** | |
| **Police/Fire** | | | | | |
| **Radio Project-Radios** | **$ 599,309** | **$ (575,000)** | $19,004.75 | $ 5,304 | Release funding project complete |
| **G2 Alerting System-Fire Department** | **$ 179,000** | | $76,317.15 | $ 102,683 | |
| **Boston Whaler Boat-Police(C/F 2026 Balance)** | **$ 192,448** | | $185,317.16 | $ 7,131 | |
| **K9 Program** | **$ -** | **$ 62,922** | **$0.00** | **$ 62,922** | **New CIP recommendation (26-R40)** |
| **ADA Fire Safety Trailer** | **$ -** | **$ 223,900** | **$0.00** | **$ 223,900** | **New CIP Recommendation (26-R39)** |
| **Security Cameras at Well Sites and Water Towers** | **$ -** | **$ 19,800** | **$0.00** | **$ 19,800** | **New CIP Recommendation (R26-R41)** |

**City of Lake Geneva**
**2026 Capital Projects Fund**

| | Original/Amended Approved Budget | Requested suplus/deficit Budget | SPENT TO DATE 5/31/26 | Balance | Notes |
|---|---|---|---|---|---|
| **TOTAL FIRE AND POLICE PROJECTS** | **$ 970,757** | **$ (268,378)** | **$ 280,639** | **$ 421,740** | |
| **Parks and Rec** | | | | | |
| **Playgrounds** | **$ 242,500** | | $247,704.70 | $ (5,205) | |
| **Mobi Mats** | **$ 38,000** | | $0.00 | $ - | Approved Resolution 26-R35 |
| **ADA Plan** | **$ 25,000** | | $0.00 | $ 25,000 | |
| **CORP Plan-Lakefront/Parks** | **$ 50,000** | | $470.00 | $ 49,530 | |
| **Pickleball Courts** | **$ 7,500** | | $7,500.00 | $ - | Approved at Council on March 9, 2026 |
| **Ecological Restoration Plan** | **$ 25,000** | | $10,824.50 | $ 14,176 | |
| **Park Plan-Zone 1 (Hillmoor)** | **$ 50,000** | | $0.00 | $ 50,000 | |
| **Utility Vehicle** | **$ -** | **$ 40,000** | **$0.00** | **$ 40,000** | **New CIP Recommendation** |
| **TOTAL PARKS PROJECTS** | **$ 438,000** | **$ 40,000** | **$ 266,499** | **$ 173,501** | |
| **TOTAL 2026 PROJECTS** | **$ 5,568,957** | **$ (557,039)** | **$ 1,188,836** | **$ 3,785,082** | |
| **PROJECTED DECEMBER 2026 BOND BALANCE** | | | | **$ 29,475** | |

# REVIEW MEMO

**To:** Laura Pisarcik – City of Lake Geneva Comptroller
Dave De Angelis – City of Lake Geneva Administrator

**Date:** July 6, 2026

**From:** Bridget Barry, P.E. 262-806-9194

**CC:** Tom Earle – City of Lake Geneva Director of Public Works
Neil Waswo – City of Lake Geneva Superintendent of Streets
Todd Krause – City of Lake Geneva Mayor
Chirs Bennett – City of Lake Geneva Assistant Administrator
Naomi Rauch, P.E. – Kapur and Associates

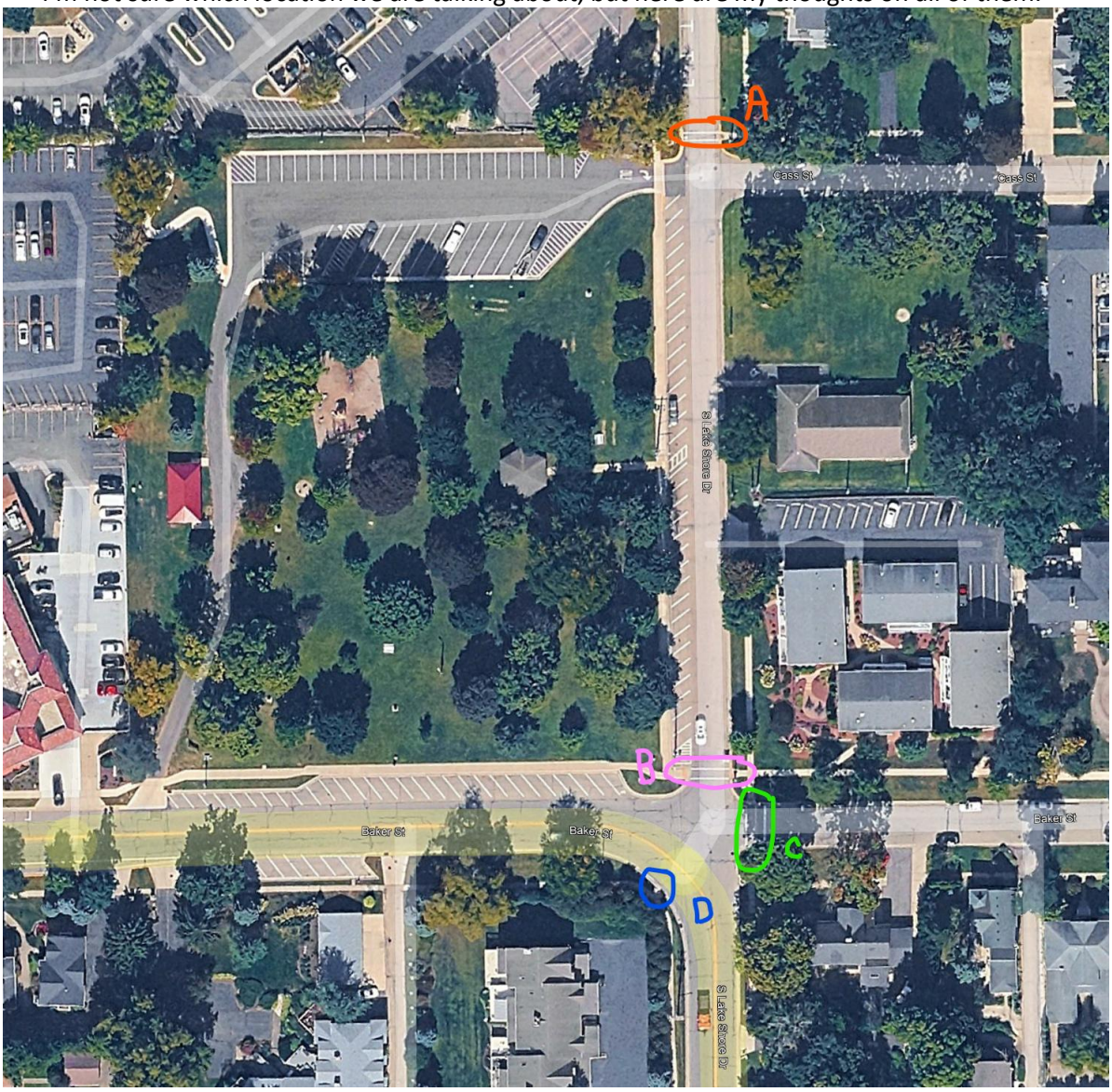
**Subject:** Review of "List for 2026 CIP "Extra" Funding from Radios Current as of 6/29/2026" for Rapid Flashing Beacons from 7/1/2026 Email from Ald. Fesenmaier

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This memo reviews the request for Rapid Flashing Beacons (RFBs). The table below summarizes our recommendations, and the following text outlines the reasoning behind the recommendations.

| # | Location Description | Concrete Work Needed? | RFB Recommended | Rough Cost Estimate |
|---|---|---|---|---|
| 1 | Lake Shore Drive and Baker Street (at the corners near Seminary Park) | | | |
| a | Lake Shore Dr and Cass St | Yes | Yes | $20,000.00 |
| b | Lake Shore Dr and Baker (Across Lake Shore) | No | No | |
| c | Lake Shore Dr and Baker (Across Baker) | Yes | No | |
| d | Lake Shore Dr and Baker (SW Corner) | Yes | No | |
| 2 | Wells and Campbell Street | No | Yes | $15,000.00 |
| 3 | Wells and Baker Street | No | No | |
| 4 | Curtis Street (by Geneva Crossing) | Yes | Yes | $25,000.00 |
| 5 | North Edwards Boulevard (near Target) | Yes | Yes | $20,000.00 |

1. Lake Shore Drive and Baker Street (at the corners near Seminary Park)
   I'm not sure which location we are talking about, but here are my thoughts on all of them.




   A. RED. At Cass Street. Not stop controlled so it could be a good candidate for RFB. Looks like it will need concrete work on the East side.
   B. PINK. At Baker Street. Stop controlled, so it is NOT a good candidate for RFB. Concrete looks right on both sides.
   C. GREEN. At Baker Street. Stop controlled, so it is NOT a good candidate for RFB. Concrete looks okay on North side, but work needed on the south ramp.
   D. BLUE. At Baker Street. Not stop controlled, but the ramp is of asphalt, not ADA compatible, and not pointed at another ramp to catch crossing pedestrians.

2. Wells and Campbell Street (across Wells)
    A. It doesn't seem to need concrete work. Across Wells is not stop controlled, so it could be an excellent RFB candidate. It's especially helpful when going around this curve to stop in time to allow safe pedestrian crossings.
3. Wells and Baker Street
    A. I have a concern about putting one here as at Wells at Wells and Campbell. Putting two RFB crossings within 400' of each other has been proven by the Federal Highway Administration to reduce effectiveness and cause traffic congestion. A better yield for pedestrian sign (perhaps one in the middle) could be explored. It is recommended to prioritize the Campbell crossing due to its location on the curve. This location is straight and has a better view for both drivers and those waiting to cross.
4. Curtis Street (by Geneva Crossing)
    A. There is 1 existing ramp on the west side, but no ramp on the east. It appears to be using the driveway as a sidewalk ramp. Two new ramps would need to be constructed first, and then I think this could be an acceptable location for RFBs.
5. North Edwards Blvd (Near Target)
    A. Certainly, the NE side ramp will need to be reconstructed. The SW ramp may be ADA compatible. Would likely be a good RFB location.

The above is in accordance with the Federal Highway Administration as well as the Americans with Disabilities act.

This review was conducted using online resources and may not reflect current existing conditions.

Please reach out with any questions.

# City Of Lake Geneva Common Council Minutes
# Monday, June 22, 2026 - 6:00 PM
# Lake Geneva City Hall; Council Chambers

**Call to Order**
by Mayor Krause at 6:00 pm.

**Pledge of Allegiance**
by Alder Stoodley.

**Roll Call**
Present: Todd Krause, Sherri Ames, JaNelle Powers (via zoom), Mary Jo Fesenmaier, Linda Frame, Joel Hoiland, Cathy Stoodley and Cynthia Yager. Absent: Brian Smith. Others present: City Administrator Dave De Angelis, City Clerk Lacey L. Reynolds, City Attorney Dan Draper, Finance Director Laura Pisarcik, Assistant City Administrator Chris Bennett and other interested persons.

**Awards, Presentations, Proclamations, and Announcements**
None.

**Reconsider business from previous meeting**
None.

**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 5 minutes**
David Scotney item 12d, David Frost items 12d & 15, Attorney Steven Koch item 14, Millie McCormick item 12d, Luke Pfeifer items 9a & 12a, Joe Esposito item 7, Ross Magnuson item 14, Madeline von Rabenau item 12d, Andrea Christian items 7 & 8, Tom Hartz item 14.

**Acknowledgement of Correspondence**
Clerk Reynolds announced correspondence was received.

**City Administrator's Report**
Administrator De Angelis reviewed the updates in his report.

**Comptroller's Report**

**Discussion regarding Capital Improvements**
Finance Director Pisarcik reviewed possible capital improvements turned in by staff and can be completed by the end of the year. Discussion took place.

**Written Financial Report - April 2026**

**Consent Agenda-Any item listed on the consent agenda may be removed at the request of any member of the Council. The request requires no second, is not discussed, and is not voted upon.**
Alder Yager requested item h be removed from the consent agenda. Motion by Stoodley to approve a-g, second by Frame. Voice vote, approved, motion carried.

**Approve the Special Council Minutes from June 8, 2026**

**Approve the Regular Council Minutes from June 8, 2026**

**Acceptance of the Pre-Paid Checks of $275,109.92 and Regular Checks of $251,828.81**

**Public Event Permit Application for the July 4th Kids Parade, July 4, 2026 at 10:00 am**

**Taxi Company License renewal application filed by Senior Cab Plus**

**Taxi Company License original application filed by Cruzin Transportation**

**Massage Establishment renewal applications filed by Elevate Wellness Center, Healing Muscle Therapies, Lake Geneva Massage Therapy and Lakeview Spa**

**Complimentary Riviera Ballroom Event Request Form for A Lake Geneva Holiday Concert on December 20, 2026, at 1:00 & 3:00 pm, Allan Dennis, Midwest Young Artists**

**Items removed from the Consent Agenda**
Item h - Complimentary Riviera Ballroom Event Request Form for A Lake Geneva Holiday Concert on December 20, 2026, at 1:00 & 3:00 pm, Allan Dennis, Midwest Young Artists. Motion by Yager to deny, second by Ames. Motion by Yager to amend for $1000 and estimated payroll cost of $600 to be paid by the applicant, second by Ames. Motion by Hoiland to suspend the rules for Allan Dennis to speak, second by Frame. Roll call vote: Hoiland, yes; Frame, yes; Stoodley, yes; Ames, no; Fesenmaier, no; Yager, no; Powers, no. Motion failed 3-4. Discussion took place. Alder Yager withdrew the amendment. Main motion vote - Roll call vote: Yager, yes; Ames, yes; Frame, no; Fesenmaier, yes; Stoodley, yes; Hoiland, no; Powers, yes. Motion carried 5-2.

**Ordinances and Resolutions**

**Ordinance 26-08: An ordinance amending Subsections (a), Members of Sec. 70-55 Tourism Commission of Article III, Room Tax of Chapter 70, Taxation of the Municipal Code of the City of Lake Geneva, Wisconsin amending the number of members on the Tourism Commission and qualifications to serve as a member of the Tourism Commission *(first and possible second reading)***
The first reading of Ordinance 26-08 took place. Discussion took place. Motion by Fesenmaier to move to the second reading. There was no second to the motion.

**Resolution 26-R36: A resolution authorizing and directing the proper city official(s) to issue the Alcohol License renewals for the period of July 1, 2026, to June 30, 2027**
Motion by Ames to approve, second by Stoodley. Voice vote, approved, motion carried.

**Resolution 26-R37: A resolution accepting the Road Classification Map from WisDOT and FHWA stating that no changes are necessary at this time**
City Engineer Bridget Barry explained the road listings and possible funding for roads in the future. Discussion took place. Motion by Stoodley to approve Resolution 26-R37, second by Ames. Voice vote, approved, motion carried.

**Resolution 26-R32: A resolution authorizing the issuance of 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**
Motion by Fesenmaier to continue, second by Yager. Alder Hoiland proposed an amendment and discussion took place. Motion to continue vote - Voice vote, approved, motion carried

**Discussion/Action regarding approval of the revised HWY 50 plat and relocation order**
City Engineer Barry explained the changes to the map previously approved. Motion by Frame to approve, second by Stoodley. Voice vote, approved, motion carried.

**Discussion/Action regarding Amendment to offer to purchase parcels ZA467900001, ZA467900002, ZA468000001 & ZA468000002**
Motion by Yager to approve the amendment, second by Frame. Motion by Hoiland to amend from December 31, 2026 to October 31, 2026. Zoning Administrator Hanlon spoke regarding scheduling. There was no second to the amendment motion. Discussion continued. Main motion vote - Voice vote, 6-approved, 1-opposed (Fesenmaier), motion carried.

**Discussion regarding motions and procedures: Agenda item 22. Discussion/Action regarding the purchase of 1103 S. Edwards Boulevard in the City of Lake Geneva for a future Police and/or Fire Facility, at the May 11, 2026 Common Council meeting**
Attorney Draper reviewed the steps already taken regarding the property at 1103 S Edwards Blvd. Discussion took place. Alder Hoilands motion from May 11, 2026 will be on the next council agenda.

**Motion to go into Closed Session pursuant to - Wisconsin Statutes 19.85 (1)(g) Conferring with legal counsel for the governmental body who is rendering oral or written advice concerning strategy to be adopted by the body with respect to litigation in which it is or is likely to become involved regarding City of Lake Geneva v. Village of Bloomfield and Town of Bloomfield**

Motion by Ames to adjourn to closed session to include the City Administrator, Assistant City Administrator, City Attorney, City Comptroller, City Clerk and outside counsel Luke Logic, second by Yager. Roll call vote: Ames, yes; Yager, yes; Powers, yes; Frame, yes; Fesenmaier, yes; Hoiland, yes; Stoodley, yes. Motion carried. Adjourned to closed session at 8:18 pm.

**Motion to return to open session pursuant to Wisconsin Statutes 19.85 (2) and take action on any items discussed in closed session**
Returned to open session at 8:47 pm. Motion by Ames to authorize outside counsel to file a new lawsuit based on the new ordinance approved by the Village of Bloomfield, second by Frame. Voice vote, approved, motion carried.

**Adjournment**
Motion by Ames to adjourn, second by Stoodley. Voice vote, approved, motion carried. Adjourned at 8:48 pm.

Lacey L. Reynolds
City Clerk

Report Criteria:
Detail report.
Invoices with totals above $0.00 included.
Paid and unpaid invoices included.
Invoice.Batch = "06192026","PD06262026","06262026","07022026"

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| **AT&T** | | | | |
| 262248210206 | 06/13/2026 | RIVIERA ELEVATOR | 40-55-20-52210 RIVIERA ELEVATOR PHONE EXPENSE | 297.15 |
| 262248456706 | 06/13/2026 | POLICE-911 MODEM | 11-21-00-52620 PD COMMUNICATION SYS MAINT FEE | 609.94 |
| 262248471506 | 06/13/2026 | CITY HALL-PORTS | 11-16-10-52210 CITY HALL TELEPHONE | 604.44 |
| 262248567106 | 06/13/2026 | RIVIERA ELEVATOR | 40-55-20-52210 RIVIERA ELEVATOR PHONE EXPENSE | 302.22 |
| 262248714606 | 06/13/2026 | FIRE DEPARTMENT | 11-22-00-52210 FIRE TELEPHONE EXPENSE | 326.69 |
| 26249528006 | 06/16/2026 | LIBRARY - 6 LINES | 99-00-00-52210 LIBRARY TELEPHONE EXP | 422.40 |
| 26249528006 | 06/16/2026 | COURT FAX | 11-12-00-52210 MUNICIPAL CT TELEPHONE | 70.40 |
| 26249528006 | 06/16/2026 | CITY HALL-ALARM LINES | 11-16-10-52210 CITY HALL TELEPHONE | 70.46 |
| 26249528006 | 06/16/2026 | CEMETERY - 1 LINE | 48-00-00-52210 CEM TELEPHONE EXP | 70.40 |
| 26249528006 | 06/16/2026 | LOWER RIVIERA - 1 LINE | 40-55-20-52210 RIVIERA ELEVATOR PHONE EXPENSE | 70.40 |
| 26249528006 | 06/16/2026 | UPPER RIVIERA - 2 LINES | 40-55-10-52210 TELEPHONE EXPENSE | 140.80 |
| 26249528006 | 06/16/2026 | POLICE - 3 LINES | 11-21-00-52210 PD TELEPHONE EXPENSE | 211.20 |
| 262R72091106 | 06/16/2026 | 911-JUNE | 11-21-00-52620 PD COMMUNICATION SYS MAINT FEE | 2,600.00 |
| S660270270-2 | 06/01/2026 | ETHERNET-JUNE | 11-21-00-52210 PD TELEPHONE EXPENSE | 338.90 |
| Total AT&T: | | | | 6,135.40 |
| **AT&T LONG DISTANCE** | | | | |
| 816988240-05 | 06/04/2026 | 262-248-4809 | 11-21-00-52210 PD TELEPHONE EXPENSE | .76 |
| 816988240-05 | 06/04/2026 | 262-248-4715 | 11-16-10-52210 CITY HALL TELEPHONE | 1.17 |
| Total AT&T LONG DISTANCE: | | | | 1.93 |
| **AT&T WISCONSIN** | | | | |
| 6696308113 | 06/07/2026 | CITY HALL-IP ROUTER- .45 | 11-16-10-52210 CITY HALL TELEPHONE | 228.96 |
| 6696308113 | 06/07/2026 | POLICE MAIN-IP ROUTER- .45 | 11-21-00-52210 PD TELEPHONE EXPENSE | 228.96 |
| 6696308113 | 06/07/2026 | COURT MAIN-IP ROUTER- .05 | 11-12-00-52210 MUNICIPAL CT TELEPHONE | 25.44 |
| 6696308113 | 06/07/2026 | METER-IP ROUTER- .05 | 42-34-50-52210 TELEPHONE EXPENSE | 25.44 |
| Total AT&T WISCONSIN: | | | | 508.80 |
| **AXON ENTERPRISE INC.** | | | | |
| CN 125493 | 06/30/2021 | CREDIT MEMO | 11-21-00-57375 PORTABLE AUDIO/BODY CAMS | 341.23- |
| INUS418927 | 02/01/2026 | BWC/TASERS 2026- PD | 11-21-00-57375 PORTABLE AUDIO/BODY CAMS | 54,475.01 |
| INUS418927 | 02/01/2026 | BWC-PARKING | 42-34-50-58600 EQUIPMENT-BODY CAMERAS | 13,733.20 |
| Total AXON ENTERPRISE INC.: | | | | 67,866.98 |
| **BUTTON, DIANE C** | | | | |
| 25-1516 | 04/02/2026 | EMS REFUND-08/04/25 TRIP 25- | 11-22-00-46240 FIRE/EMS BILLING REVENUE | 100.00 |
| Total BUTTON, DIANE C: | | | | 100.00 |
| **CANTWELL, LEESA** | | | | |
| 06/19/26 | 06/19/2026 | REFUND PARKING-USER ERRO | 42-34-50-46330 PARKING STALL COLLECTIONS | 8.48 |
| Total CANTWELL, LEESA: | | | | 8.48 |
| **CHARTER COMMUNICATIONS** | | | | |
| 152473401061 | 06/14/2026 | INTERNET SVC JUN 2026- FINA | 11-32-10-52210 ST DEPT TELEPHONE EXPENSE | 100.00 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| 152474201061 | 06/14/2026 | INTERNET SVC JUN 2026 | 47-70-00-57155 TOURISM MUNICIPAL DEVELOPMENT | 119.99 |
| 152474301061 | 06/14/2026 | INTERNET SVC JUN 2026 | 11-21-00-52210 PD TELEPHONE EXPENSE | 359.99 |
| 152474401061 | 06/14/2026 | INTERNET SVC JUN 2026 | 11-16-10-52210 CITY HALL TELEPHONE | 219.99 |
| 268329401060 | 06/07/2026 | CHANNEL 25-ONE TIME CHARG | 50-00-00-58000 MISC/COMP EQUIP PURCHASES | 11,051.13 |
| Total CHARTER COMMUNICATIONS: | | | | 11,851.10 |
| **CITY OF LAKE GENEVA PETTY CASH** | | | | |
| CASH DRAWE | 06/23/2026 | ADD'L CASH-FRONT DRAWERS | 11-00-00-10100 CASH DRAWER CHANGE BANK | 80.00 |
| CASH DRAWE | 06/23/2026 | REVERSE PARKING DRAWER S | 11-00-00-46100 GENERAL GOV'T MISC REVENUE | 20.00 |
| Total CITY OF LAKE GENEVA PETTY CASH: | | | | 100.00 |
| **CORDOVA, MARIA** | | | | |
| 06152026 | 06/15/2026 | MILEAGE REIMB | 99-00-00-52110 GENERAL ADMIN EXPENSES | 51.48 |
| Total CORDOVA, MARIA: | | | | 51.48 |
| **DALY, SAVANNAH** | | | | |
| 06/12/26 | 06/16/2026 | RIVIERA DEPOSIT REFUND 06/1 | 40-55-10-23530 SECURITY DEPOSITS-UPPER RIV | 1,000.00 |
| 06/12/26 | 06/16/2026 | RIVIERA SETUP 2 HOUR FEE | 40-55-10-46740 UPPER RIVIERA REVENUE | 100.00- |
| Total DALY, SAVANNAH: | | | | 900.00 |
| **DAVIS, PHILLIP J** | | | | |
| 23-E846100 | 06/17/2026 | EMS REFUND-05/03/23 TRIP 23- | 11-22-00-46240 FIRE/EMS BILLING REVENUE | 208.80 |
| Total DAVIS, PHILLIP J: | | | | 208.80 |
| **GAVIN, CHRISTOPHER** | | | | |
| 06182026 | 06/18/2026 | URBAN FORAGING | 99-00-00-54150 LIBRARY PROGRAMS | 100.00 |
| Total GAVIN, CHRISTOPHER: | | | | 100.00 |
| **GAXX WORX LLC** | | | | |
| 06152026 | 06/15/2026 | REIMB. GRANT-GARY CON | 47-70-00-57150 PROMOTIONAL GRANT | 12,000.00 |
| Total GAXX WORX LLC: | | | | 12,000.00 |
| **GEHRIS-PADRO, BETH** | | | | |
| 06182026 | 06/18/2026 | IPMI REIMBURSEMENT | 42-34-50-53320 CONFERENCES/TRAINING | 866.30 |
| Total GEHRIS-PADRO, BETH: | | | | 866.30 |
| **GENEVA LAKE WOMENS ASSOCATION** | | | | |
| 06172026 | 06/17/2026 | GRANT REIMB. WOMANS ASSO | 47-70-00-57150 PROMOTIONAL GRANT | 30,449.15 |
| Total GENEVA LAKE WOMENS ASSOCATION: | | | | 30,449.15 |
| **GENEVA LAKES WHISKEY CLUB CORP** | | | | |
| 06152026 | 06/15/2026 | GRANT REIMBURSEMENT | 47-70-00-57150 PROMOTIONAL GRANT | 25,000.00 |
| Total GENEVA LAKES WHISKEY CLUB CORP: | | | | 25,000.00 |
| **GOEPPINGER, ELIZABETH** | | | | |
| 05282026 | 05/28/2026 | BUILD A BIRDFEEDER | 99-00-00-54150 LIBRARY PROGRAMS | 250.00 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| Total GOEPPINGER, ELIZABETH: | | | | 250.00 |
| **GREGORY, ASPASIA D** | | | | |
| 06242026 | 06/24/2026 | PASIES PRESCHOOL & PLAY-JU | 99-00-00-54150 LIBRARY PROGRAMS | 300.00 |
| Total GREGORY, ASPASIA D: | | | | 300.00 |
| **GROLLE, CHERYL L** | | | | |
| 25-2572 | 03/17/2026 | EMS REFUND-12/16/25 TRIP 25- | 11-22-00-46240 FIRE/EMS BILLING REVENUE | 1,524.00 |
| Total GROLLE, CHERYL L: | | | | 1,524.00 |
| **HACKETT, HELEN LUCAS** | | | | |
| HACKETT, HE | 06/25/2026 | HACKETT, HELEN/JOHN ZLM 00 | 43-32-10-17010 STREET IMP PROGRAM | 4,000.00 |
| HACKETT, HE | 06/25/2026 | HACKETT, HELEN/JOHN ZLM 0 | 43-32-10-17010 STREET IMP PROGRAM | 5,600.00 |
| Total HACKETT, HELEN LUCAS: | | | | 9,600.00 |
| **ILLINOIS TOLLWAY** | | | | |
| VN5308915974 | 06/04/2026 | TOLLWAY FEES-FDIC PETERS | 11-22-00-53990 FIRE MISCELLANEOUS EXP | 18.00 |
| Total ILLINOIS TOLLWAY: | | | | 18.00 |
| **INITIAL DESIGNS** | | | | |
| 2213 | 05/22/2026 | APPAREL-TEE, KNIT CAP, SHOR | 11-22-00-51380 FIRE DEPT UNIFORMS | 248.05 |
| Total INITIAL DESIGNS: | | | | 248.05 |
| **JONES, HEATHER** | | | | |
| JULY 2026 | 07/01/2026 | RIVIERA EVENTS COORDINATO | 47-00-00-57212 RIVIERA MARKETING COORDINATOR | 5,833.34 |
| Total JONES, HEATHER: | | | | 5,833.34 |
| **KUTA, DONALD T** | | | | |
| 25-1587 | 03/05/2026 | EMS REFUND-08/11/25 TRIP 25- | 11-22-00-46240 FIRE/EMS BILLING REVENUE | 200.00 |
| Total KUTA, DONALD T: | | | | 200.00 |
| **NEI-TURNER MEDIA** | | | | |
| 243416-1 | 12/12/2025 | CHICAGO WEDDINGS-2ND INST | 47-70-00-57155 TOURISM MUNICIPAL DEVELOPMENT | 11,267.50 |
| Total NEI-TURNER MEDIA: | | | | 11,267.50 |
| **NEW EARTH STRATEGIES LLC** | | | | |
| 06/30/26 | 06/30/2026 | BI-WEEKLY-HILMOOR COORDI | 11-62-01-59900 OTHER PROFESSIONAL SERVICES | 1,500.00 |
| Total NEW EARTH STRATEGIES LLC: | | | | 1,500.00 |
| **PESCE, OLIVA** | | | | |
| 06/06/26 | 06/16/2026 | RIVIERA DEPOSIT REFUND 06/0 | 40-55-10-23530 SECURITY DEPOSITS-UPPER RIV | 1,000.00 |
| 06/06/26 | 06/16/2026 | RIVIERA-PIANO TUNING 06/06/2 | 40-55-10-46740 UPPER RIVIERA REVENUE | 180.00- |
| Total PESCE, OLIVA: | | | | 820.00 |
| **PETERBUS, DARIN** | | | | |
| 06/08/26 | 06/16/2026 | RIVIERA DEPOSIT REFUND-06/ | 40-55-10-23530 SECURITY DEPOSITS-UPPER RIV | 1,000.00 |

| Invoice Number | Invoice Date | Description | GL Account and Title | | Net Invoice Amount |
|---|---|---|---|---|---|
| Total PETERBUS, DARIN: | | | | | 1,000.00 |
| **PETE'S TIRE SERVICE** | | | | | |
| 16628 | 06/11/2026 | ALANS TIRES ON TRUCK | 11-32-10-53510 | VEHICLE/EQUIPMENT MAINTENANCE | 1,894.00 |
| Total PETE'S TIRE SERVICE: | | | | | 1,894.00 |
| **PRS** | | | | | |
| 25-0495 | 06/15/2026 | EMS REFUND-3/19/25 TRIP 25-0 | 11-22-00-46240 | FIRE/EMS BILLING REVENUE | 1,184.00 |
| Total PRS: | | | | | 1,184.00 |
| **RHYME BUSINESS PRODUCTS** | | | | | |
| 42307092 | 06/21/2026 | RHYME COPIER-JUNE 26 | 11-24-00-53100 | OFFICE SUPPLIES | 118.91 |
| Total RHYME BUSINESS PRODUCTS: | | | | | 118.91 |
| **RICHARDSON, ROBERT A** | | | | | |
| 26-0057 | 06/25/2026 | EMS REFUND 01/08/26 TRIP 26- | 11-22-00-46240 | FIRE/EMS BILLING REVENUE | 1,000.00 |
| Total RICHARDSON, ROBERT A: | | | | | 1,000.00 |
| **RMS** | | | | | |
| 24-0750 | 06/18/2026 | EMS REFUND 05/06/24 TRIP 24- | 11-22-00-46240 | FIRE/EMS BILLING REVENUE | 792.56 |
| Total RMS: | | | | | 792.56 |
| **SOUTHERN LAKES ALARM INC** | | | | | |
| 3803 | 03/26/2026 | FIRE ALARM PERMIT / PLAN | 43-99-00-17010 | LIBRARY CAPITAL PROJECTS | 1,700.00 |
| Total SOUTHERN LAKES ALARM INC: | | | | | 1,700.00 |
| **SOVERSON, DANIEL** | | | | | |
| 06/07/26 | 06/16/2026 | RIVIERA DEPOSIT REFUND 06/0 | 40-55-10-23530 | SECURITY DEPOSITS-UPPER RIV | 1,000.00 |
| Total SOVERSON, DANIEL: | | | | | 1,000.00 |
| **STELTENPOHL, JOHNATHON E** | | | | | |
| 1964065 | 05/22/2026 | APPLICATION FEE F/AEMT-STE | 11-22-00-55100 | EMS TRAINING PAY | 159.00 |
| Total STELTENPOHL, JOHNATHON E: | | | | | 159.00 |
| **US BANK** | | | | | |
| 3341-April-May | 05/13/2026 | HOLIDAY INN-KELLER TRAININ | 11-21-00-53310 | PD MEALS & LODGING | 101.00 |
| 3341-April-May | 05/13/2026 | USPS MAIL BLOOD | 11-21-00-53120 | PD POSTAGE | 20.35 |
| 3341-April-May | 05/13/2026 | WEATHERTECH-FLOORLINER # | 50-21-00-58000 | POLICE EQUIPMENT PURCHASES | 124.97 |
| 3341-April-May | 05/13/2026 | USPS MAIL BLOOD | 11-21-00-53120 | PD POSTAGE | 20.35 |
| 3341-April-May | 05/13/2026 | PIGGLY WIGGLY-AWARDS | 11-21-00-51395 | STAFF APPERICATION | 74.80 |
| 3341-April-May | 05/13/2026 | WALMART TOWELS | 11-21-00-53420 | PD SPECIAL EQUIPMENT | 36.72 |
| 3341-April-May | 05/13/2026 | WALMART-BATTERIES, ETC | 11-21-00-53990 | PD MISCELLANEOUS EXP | 57.82 |
| 3341-April-May | 05/13/2026 | WALMART-SUNSCREEN | 11-21-00-53700 | PD MEDICAL SUPPLIES | 35.29 |
| 3341-April-May | 05/13/2026 | HOME DEPOT-MARINE UNIT 21 | 43-21-00-17010 | PD CAPITAL PROJECTS | 132.43 |
| 3341-April-May | 05/13/2026 | HOME DEPOT-MARINE UNIT 21 | 43-21-00-17010 | PD CAPITAL PROJECTS | 58.96 |
| 3341-April-May | 05/13/2026 | USPS MAIL BLOOD | 11-21-00-53120 | PD POSTAGE | 20.35 |
| 3341-April-May | 05/13/2026 | USPS MAIL BLOOD | 11-21-00-53120 | PD POSTAGE | 21.20 |
| 3341-April-May | 05/13/2026 | SP SERVICE FIRST - MARINE U | 43-21-00-17010 | PD CAPITAL PROJECTS | 84.96 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| 3341-April-May | 05/13/2026 | HOME DEPOT-MARINE UNIT | 43-21-00-17010 PD CAPITAL PROJECTS | 57.96 |
| 3341-April-May | 05/13/2026 | A+ GRAPHICS-RICHARD PHOT | 11-21-00-53990 PD MISCELLANEOUS EXP | 83.43 |
| 3341-April-May | 05/13/2026 | AMAZON-RETURN PAPER | 11-21-00-53100 PD OFFICE SUPPLIES | 27.99- |
| 3341-April-May | 05/13/2026 | KALAHARI RESORT-TAX CREDI | 11-21-00-53310 PD MEALS & LODGING | 83.79- |
| 3341-April-May | 05/13/2026 | FLEET FARM-RETURN | 43-21-00-17010 PD CAPITAL PROJECTS | 30.01- |
| 3341-April-May | 05/13/2026 | AMBER GRILL-TRAINING | 11-21-00-53310 PD MEALS & LODGING | 34.01 |
| 3341-April-May | 05/13/2026 | HOLIDAY INN-CHIEF TRAINING | 11-21-00-53310 PD MEALS & LODGING | 101.00 |
| 3341-April-May | 05/13/2026 | AVID HOTEL REBHORN TRAINI | 11-21-00-53310 PD MEALS & LODGING | 196.00 |
| 3341-April-May | 05/13/2026 | HOME DEPOT-BUILDING EQUIP | 11-21-00-53420 PD SPECIAL EQUIPMENT | 196.72 |
| 3341-April-May | 05/13/2026 | HOME DEPOT-MARINE UNIT | 43-21-00-17010 PD CAPITAL PROJECTS | 219.84 |
| 3341-April-May | 05/13/2026 | USPS MAIL BLOOD | 11-21-00-53120 PD POSTAGE | 20.35 |
| 3341-April-May | 05/13/2026 | AMAZON-CAR FLAG | 11-21-00-53420 PD SPECIAL EQUIPMENT | 28.66 |
| 3341-April-May | 05/13/2026 | APCO-FROGGATT TRAINING | 11-21-00-54100 PD TRAINING EXPENSES | 135.00 |
| 3341-April-May | 05/13/2026 | APCO-WOJTAS TRAINING | 11-21-00-54100 PD TRAINING EXPENSES | 35.00 |
| 3341-April-May | 05/13/2026 | TACTACAM-HILLMOOR | 11-21-00-53800 PD SPECIAL INVESTIGATIONS | 10.00 |
| 3341-April-May | 05/13/2026 | APCO-ZMUDZINSKI TRAINING | 11-21-00-54100 PD TRAINING EXPENSES | 35.00 |
| 3341-April-May | 05/13/2026 | ADVANCE AUTO-MARINE UNIT | 43-21-00-17010 PD CAPITAL PROJECTS | 17.15 |
| 3341-April-May | 05/13/2026 | AMAZON-EMBROIDERED FIRST | 11-21-00-53700 PD MEDICAL SUPPLIES | 5.99 |
| 3341-April-May | 05/13/2026 | WIPSCOM CONFERENCE-WIND | 11-21-00-54100 PD TRAINING EXPENSES | 358.93 |
| 3341-April-May | 05/13/2026 | WIPSCOM CONFERENCE-FRO | 11-21-00-54100 PD TRAINING EXPENSES | 358.93 |
| 3341-April-May | 05/13/2026 | USPS MAIL BLOOD | 11-21-00-53120 PD POSTAGE | 20.35 |
| 3341-April-May | 05/13/2026 | USPS MAIL BLOOD | 11-21-00-53120 PD POSTAGE | 20.35 |
| 3341-April-May | 05/13/2026 | AMAZON-SHORTS-MARINE UNI | 43-21-00-17010 PD CAPITAL PROJECTS | 40.00 |
| 3341-April-May | 05/13/2026 | FLEET FARM-MARINE UNIT EQ | 43-21-00-17010 PD CAPITAL PROJECTS | 49.99 |
| 3341-April-May | 05/13/2026 | AMAZON-FLAGS FOR SQUADS | 11-21-00-53420 PD SPECIAL EQUIPMENT | 293.99 |
| 3341-April-May | 05/13/2026 | AMAZON-MARINE UNIT SHORT | 43-21-00-17010 PD CAPITAL PROJECTS | 80.00 |
| 3341-April-May | 05/13/2026 | AMAZON-MARINE UNIT EQUIP | 43-21-00-17010 PD CAPITAL PROJECTS | 43.69 |
| 3341-April-May | 05/13/2026 | KWIK TRIP-FUEL MARINE UNIT | 11-21-00-53410 PD FUEL EXPENSE | 3.58 |
| 3341-April-May | 05/13/2026 | HILTON GARDEN-TRAINING | 11-21-00-53310 PD MEALS & LODGING | 330.00 |
| 3341-April-May | 05/13/2026 | HILTON GARDEN-TRAINING | 11-21-00-53310 PD MEALS & LODGING | 330.00 |
| 3341-April-May | 05/13/2026 | FARM N FLEET-MARINE UNIT E | 43-21-00-17010 PD CAPITAL PROJECTS | 17.79 |
| 3341-April-May | 05/13/2026 | AMAZON MARINE UNIT EQUIP | 43-21-00-17010 PD CAPITAL PROJECTS | 40.85 |
| 3341-April-May | 05/13/2026 | AMAZON MARINE UNIT EQUIP | 43-21-00-17010 PD CAPITAL PROJECTS | 23.98 |
| 3341-April-May | 05/13/2026 | WEST MARINE PRO-MARINE U | 43-21-00-17010 PD CAPITAL PROJECTS | 41.39 |
| 3341-April-May | 05/13/2026 | WEST MARINE PRO-MARINE U | 43-21-00-17010 PD CAPITAL PROJECTS | 63.30 |
| 3341-April-May | 05/13/2026 | AMAZON-LOCKOUT EQUIP | 11-21-00-53420 PD SPECIAL EQUIPMENT | 46.79 |
| 3341-April-May | 05/13/2026 | WALMART-DEPT SUPPLIES | 11-21-00-53990 PD MISCELLANEOUS EXP | 21.64 |
| 3341-April-May | 05/13/2026 | WALMART-AWARDS CEREMON | 11-21-00-53990 PD MISCELLANEOUS EXP | 2.28 |
| 3341-April-May | 05/13/2026 | HOME DEPOT-AWARDS | 11-21-00-53100 PD OFFICE SUPPLIES | 14.69 |
| 3341-April-May | 05/13/2026 | HOOTSUITE | 11-21-00-53160 CRIME PREVENTION PROGRAM | 1,188.00 |
| 3341-April-May | 05/13/2026 | TALON GRIPS-WISNIEWSKI | 11-21-00-51380 PD UNIFORM ALLOWANCE | 31.64 |
| 3341-April-May | 05/13/2026 | DOLLAR TREE-AWARDS CERE | 11-21-00-53990 PD MISCELLANEOUS EXP | 12.66 |
| 3341-April-May | 05/13/2026 | USPS MAIL BLOOD | 11-21-00-53120 PD POSTAGE | 21.20 |
| 3341-April-May | 05/13/2026 | EBAY-THORNBURGH | 11-21-00-51380 PD UNIFORM ALLOWANCE | 33.75 |
| 3341-April-May | 05/13/2026 | WALMART-TASER CLEANING S | 11-21-00-54100 PD TRAINING EXPENSES | 20.41 |
| 3341-April-May | 05/13/2026 | TACTACAM-HILLMOOR | 11-21-00-53800 PD SPECIAL INVESTIGATIONS | 10.00 |
| 3341-April-May | 05/13/2026 | KALAHARI FROGGATT /WINDL | 11-21-00-53310 PD MEALS & LODGING | 227.99 |
| 3341-April-May | 05/13/2026 | KALAHARI FROGGATT/WINDLE | 11-21-00-53310 PD MEALS & LODGING | 539.77 |
| Total US BANK: | | | | 6,111.46 |
| **US CELLULAR** | | | | |
| 0815158953 | 06/12/2026 | HARBORMASTER CELL | 40-55-10-52210 TELEPHONE EXPENSE | 50.74 |
| 0815158953 | 06/12/2026 | ADMINISTRATOR CELL | 11-16-10-52210 CITY HALL TELEPHONE | 52.23 |
| 0815158953 | 06/12/2026 | BUILDING INSPECTOR CELL | 11-24-00-52620 TELEPHONE EXPENSE | 17.74 |
| 0815158953 | 06/12/2026 | BEACH CELL | 40-54-10-52210 BEACH TELEPHONE | 17.24 |
| 0815158953 | 06/12/2026 | RIVIERA CELL-HEATHER | 47-70-00-57155 TOURISM MUNICIPAL DEVELOPMENT | 32.73 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| 0815158953 | 06/12/2026 | PARKING CELL #1 | 42-34-50-52210 TELEPHONE EXPENSE | 39.05 |
| 0815158953 | 06/12/2026 | PARKING CELL #2 | 42-34-50-52210 TELEPHONE EXPENSE | 40.29 |
| 0815158953 | 06/12/2026 | CITY MAINTENANCE CELL | 11-16-10-52210 CITY HALL TELEPHONE | 17.74 |
| 0815158953 | 06/12/2026 | PARKING SUPERVISOR CELL | 42-34-50-52210 TELEPHONE EXPENSE | 17.24 |
| 0815158953 | 06/12/2026 | CITY CLERK CELL | 11-16-10-52210 CITY HALL TELEPHONE | 52.73 |
| 0815158953 | 06/12/2026 | PARKS SUPERINTENDENT | 11-32-10-52210 ST DEPT TELEPHONE EXPENSE | 45.73 |
| 0815158953 | 06/12/2026 | CEMETERY CELL | 48-00-00-52210 CEM TELEPHONE EXP | 17.74 |
| 0815158953 | 06/12/2026 | STREET DIRECTOR (TOM) CEL | 11-32-10-52210 ST DEPT TELEPHONE EXPENSE | 70.20 |
| 0815158953 | 06/12/2026 | STREET FOREMAN (NEIL) CELL | 11-32-10-52210 ST DEPT TELEPHONE EXPENSE | 52.73 |
| 0815158953 | 06/12/2026 | STREET FOREMAN (BRETT) CE | 11-32-10-52210 ST DEPT TELEPHONE EXPENSE | 17.74 |
| 0815158953 | 06/12/2026 | ARBORIST (JON) CELL | 11-32-10-52210 ST DEPT TELEPHONE EXPENSE | 22.24 |
| 0815158953 | 06/12/2026 | PARKING MANAGER CELL | 42-34-50-52210 TELEPHONE EXPENSE | 17.24 |
| Total US CELLULAR: | | | | 581.35 |
| **WALWORTH COUNTY REGISTER OF DEEDS** | | | | |
| ZYUP 00172 | 06/23/2026 | QUIT CLAIM DEED ZYUP 00172 | 11-10-00-53160 RECORDING FEES | 30.00 |
| Total WALWORTH COUNTY REGISTER OF DEEDS: | | | | 30.00 |
| **WE ENERGIES** | | | | |
| 5961450055 | 06/10/2026 | STORAGE BLDG-1067 CAREY S | 11-21-00-52220 POLICE IMPOUND BLDG ELECTRIC | 5.65 |
| 5961450055 | 06/10/2026 | STORAGE BLDG-1067 CAREY S | 11-22-00-52240 FIREHOUSE GAS HEAT | 5.65 |
| 5962408507 | 06/10/2026 | UNIT A LIBRARY | 99-00-00-52220 LIBRARY UTILITIES | 29.13 |
| 5962560175 | 06/10/2026 | UNIT B LIBRARY | 99-00-00-52220 LIBRARY UTILITIES | 96.56 |
| 5972287907 | 06/17/2026 | CITY HALL GAS/HEAT | 11-16-10-52240 CITY HALL GAS HEAT | 749.08 |
| 5972287907 | 06/17/2026 | FIREHOUSE GAS/HEAT | 11-22-00-52240 FIREHOUSE GAS HEAT | 139.95 |
| 5972287907 | 06/17/2026 | UPPER RIVIERA GAS/HEAT | 40-55-10-52240 UPPER RIVIERA GAS HEAT | 79.30 |
| 5972287907 | 06/17/2026 | HOST DRIVE WATER TOWER | 11-22-00-52240 FIREHOUSE GAS HEAT | 31.31 |
| 5972287907 | 06/17/2026 | MUSEUM GAS/HEAT | 11-51-10-52240 MUSEUM-GAS HEAT | 42.30 |
| 5972287907 | 06/17/2026 | 1055 CAREY ST BUILDING | 11-32-10-52240 ST DEPT BLDG GAS HEAT | 19.83 |
| 5972287907 | 06/17/2026 | 1065 CAREY ST BUILDING | 11-32-10-52240 ST DEPT BLDG GAS HEAT | 68.65 |
| 5972287907 | 06/17/2026 | 1070 CAREY ST BUILDING | 11-32-10-52240 ST DEPT BLDG GAS HEAT | 29.86 |
| 5972287907 | 06/17/2026 | VETS PARK GAS/HEAT | 11-52-01-52240 VETS PARK GAS HEAT | 30.37 |
| 5972287907 | 06/17/2026 | CEMETERY GAS/HEAT | 48-00-00-52240 CEM GAS HEAT EXP | 21.39 |
| Total WE ENERGIES: | | | | 1,349.03 |
| **YMCA** | | | | |
| 06162026 | 06/16/2026 | GRANT REIMB | 47-70-00-57150 PROMOTIONAL GRANT | 31,706.90 |
| Total YMCA: | | | | 31,706.90 |
| Grand Totals: | | | | 236,336.52 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|

Dated: _____

Mayor: _____

City Council: _____

_____

_____

_____

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City Recorder: _____

Report Criteria:
Detail report.
Invoices with totals above $0.00 included.
Paid and unpaid invoices included.
Invoice.Batch = "06192026","PD06262026","06262026","07022026"

Report Criteria:
Detail report.
Invoices with totals above $0.00 included.
Only unpaid invoices included.
Invoice.Batch = "07082026","07082026A","07082026B"
Invoice Detail.GL account (2 Characters) = {<>} "61"
Invoice Detail.GL account (2 Characters) = {<>} "62"

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| **A+ GRAPHICS & PRINTING** | | | | |
| 52708 | 06/10/2026 | BANNERS | 11-34-10-53940 STREET DECORATIONS | 2,055.00 |
| 52843 | 06/22/2026 | PICKLEBALL COURT SIGNS | 11-52-00-53400 PARKS OPERATING SUPPLIES | 250.00 |
| Total A+ GRAPHICS & PRINTING: | | | | 2,305.00 |
| **ARENDS HOGAN WALKER** | | | | |
| 12383198 | 06/04/2026 | HYDRAULIC HOSE | 11-32-10-53510 VEHICLE/EQUIPMENT MAINTENANCE | 14.23 |
| Total ARENDS HOGAN WALKER: | | | | 14.23 |
| **AURORA HEALTH CARE INC** | | | | |
| CINV049512 | 06/29/2026 | EAP- QUARTERLY 3RD QTR | 11-10-20-51320 HEALTH AND DENTAL ADMIN CHGS | 937.50 |
| Total AURORA HEALTH CARE INC: | | | | 937.50 |
| **AURORA MEDICAL GROUP** | | | | |
| 1098275 | 05/24/2026 | MECKLER,N-DRUG&ALCOHOL | 11-32-10-52050 DRUG AND MEDICAL TESTING | 74.00 |
| 1098275 | 05/24/2026 | PETERS,J-DRUG TEST&5 PANE | 11-32-10-52050 DRUG AND MEDICAL TESTING | 42.00 |
| 1098275 | 05/24/2026 | GRIFFEN,C-DRUG TEST&5 PAN | 11-32-10-52050 DRUG AND MEDICAL TESTING | 42.00 |
| 1098275 | 05/24/2026 | UMNUS,M-PHYSICAL&DRUG TE | 42-34-50-53990 PARKING MISC EXPENSES | 111.00 |
| Total AURORA MEDICAL GROUP: | | | | 269.00 |
| **BATZNER PEST CONTROL** | | | | |
| 97775986 | 06/19/2026 | PEST CONTROL-JUNE 2026 | 11-16-10-53600 CITY HALL MAINT SERVICE COSTS | 97.25 |
| Total BATZNER PEST CONTROL: | | | | 97.25 |
| **BEACH, JAMES** | | | | |
| 06/18/2026 | 06/18/2026 | REFUND FOR CEMETERY SER | 48-00-00-46560 BURIAL INTERMENTS | 180.00 |
| Total BEACH, JAMES: | | | | 180.00 |
| **BEARINGS INC SOUTH** | | | | |
| 617499 | 06/10/2026 | BEARING | 11-32-10-53510 VEHICLE/EQUIPMENT MAINTENANCE | 329.36 |
| Total BEARINGS INC SOUTH: | | | | 329.36 |
| **BIO-AQUATIC SERVICES LLC** | | | | |
| 5079 | 06/17/2026 | SEASONAL CONTROL WEEDS/ | 40-54-10-52640 LAKE SPRAYING | 2,465.00 |
| Total BIO-AQUATIC SERVICES LLC: | | | | 2,465.00 |
| **BREEZY HILL NURSERY** | | | | |
| INV/2026/0772 | 07/01/2026 | POND MAINT | 42-34-50-52200 PARKING LOT PLANTING/MAINT | 265.30 |
| Total BREEZY HILL NURSERY: | | | | 265.30 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| **CINTAS** | | | | |
| 5342837801 | 06/19/2026 | FIRST AID RESTOCK | 11-32-10-53900 FIRST AID AND SAFETY SUPPLIES | 104.48 |
| Total CINTAS: | | | | 104.48 |
| **CJ & ASSOCIATES INC** | | | | |
| 0236352-IN | 06/11/2026 | SMITH MEETING ROOM NEW S | 43-99-00-17010 LIBRARY CAPITAL PROJECTS | 9,090.11 |
| 0236353-IN | 06/11/2026 | NEW SEATING SMITH MEETING | 43-99-00-17010 LIBRARY CAPITAL PROJECTS | 4,280.08 |
| 0236353-IN | 06/11/2026 | NEW SEATING SMITH MEETING | 99-00-00-59000 LGIP EXPENDITURES | 4,315.76 |
| 0236383-IN | 06/16/2026 | NEW SIGNAGE FOR PIGGLY WI | 99-00-00-55170 LIBRARY OUTREACH | 725.92 |
| Total CJ & ASSOCIATES INC: | | | | 18,411.87 |
| **COLUMN SOFTWARE PBC** | | | | |
| C2330076-014 | 05/18/2026 | 05/27/2026-GENERAL LEGAL N | 11-14-30-53140 OFFICIAL PUBLICATIONS & NOTICE | 78.89 |
| C2330076-015 | 06/18/2026 | 26-27 LIQUOR LIC RENEWALS | 11-14-30-53140 OFFICIAL PUBLICATIONS & NOTICE | 55.22 |
| C2330076-015 | 06/25/2026 | PC-2026-034 | 11-14-30-53140 OFFICIAL PUBLICATIONS & NOTICE | 72.37 |
| C2330076-015 | 06/25/2026 | PC-2026-035 | 11-14-30-53140 OFFICIAL PUBLICATIONS & NOTICE | 65.31 |
| C2330076-016 | 06/26/2026 | PC-2026-030 | 11-14-30-53140 OFFICIAL PUBLICATIONS & NOTICE | 70.60 |
| C2330076-016 | 06/26/2026 | PC-2026-032 | 11-14-30-53140 OFFICIAL PUBLICATIONS & NOTICE | 70.60 |
| C2330076-016 | 06/26/2026 | PC-2026-036 | 11-14-30-53140 OFFICIAL PUBLICATIONS & NOTICE | 72.37 |
| C2330076-016 | 06/26/2026 | PC-2026-037 | 11-14-30-53140 OFFICIAL PUBLICATIONS & NOTICE | 65.31 |
| Total COLUMN SOFTWARE PBC: | | | | 550.67 |
| **CONSERV FS INC** | | | | |
| 60082561 | 06/23/2026 | HERBICIDE TORDON | 11-32-13-54300 TREE, BRUSH & COMPOST OPER SUP | 48.58 |
| Total CONSERV FS INC: | | | | 48.58 |
| **CORNERSTONE COMMUNICATIONS INC.** | | | | |
| 7715 | 06/10/2026 | PHONE SUPPORT MAY 2026 | 11-14-20-54500 COMPUTER IT SVC & EQUIPMENT | 165.00 |
| Total CORNERSTONE COMMUNICATIONS INC.: | | | | 165.00 |
| **DEKIND COMPUTER CONSULTANTS** | | | | |
| 45505 | 06/08/2026 | BETH'S LAPTOP | 50-00-00-58000 MISC/COMP EQUIP PURCHASES | 2,015.05 |
| 45529 | 06/12/2026 | MAIN SERVER REPLACE BATTE | 11-14-20-54500 COMPUTER IT SVC & EQUIPMENT | 278.01 |
| Total DEKIND COMPUTER CONSULTANTS: | | | | 2,293.06 |
| **DOWN TO EARTH CONTRACTORS INC** | | | | |
| 8850 | 06/15/2026 | SOUTH BUILDING REPAIRS | 11-32-10-52400 ST DEPT BUILDING REPAIRS | 3,814.50 |
| 8853 | 06/15/2026 | STORM SEWER REPAIRS/REPL | 43-32-10-17010 STREET IMP PROGRAM | 2,860.35 |
| 8855 | 06/15/2026 | STORM SEWER REPAIRS/REPL | 43-32-10-17010 STREET IMP PROGRAM | 2,165.00 |
| 8856 | 06/15/2026 | STORM SEWER REPAIRS/REPL | 43-32-10-17010 STREET IMP PROGRAM | 4,520.70 |
| 8857 | 06/15/2026 | STORM SEWER REPAIRS/REPL | 43-32-10-17010 STREET IMP PROGRAM | 4,000.00 |
| Total DOWN TO EARTH CONTRACTORS INC: | | | | 17,360.55 |
| **DUNN LUMBER** | | | | |
| 2433799 | 06/09/2026 | NUTS AND BOLTS FOR SIGNS | 42-34-50-53400 OPERATING SUPPLIES-ENFORCEMEN | 14.88 |
| 2439549 | 06/15/2026 | LUMBER FOR PLOW TRUCKS | 11-32-12-53400 OPERATING SUPPLIES-SNOW & ICE | 116.00 |
| 2439636 | 06/15/2026 | PAINT BRUSH, DRYWALL KNIFE | 11-52-00-53500 BLDG MAINT SUPPLIES-PARKS | 68.54 |
| 2439925 | 06/15/2026 | LUMBER | 11-32-12-53400 OPERATING SUPPLIES-SNOW & ICE | 21.90 |
| 2441023 | 06/16/2026 | STRETCH CORD-SIGNS | 11-32-10-53400 OPERATING SUPPLIES-STREET DEPT | 7.98 |
| 2441161 | 06/16/2026 | CLEVIS LINKS | 11-32-10-52500 ST DEPT EQUIPMENT REPAIRS | 21.99 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| 2441693 | 06/16/2026 | DOUBLE SNAP, BOLT SNAP, QUI | 11-52-00-53400 PARKS OPERATING SUPPLIES | 30.53 |
| 2441964 | 06/16/2026 | CONTROL SCEPTER, CAN GAS | 11-32-13-54300 TREE, BRUSH & COMPOST OPER SUP | 22.99 |
| 2442031 | 06/16/2026 | NUTS & BOLTS, COUPLING, ST | 11-32-10-53500 BLDG MAINT SUPPLIES-STR DEPT | 24.84 |
| 2442254 | 06/16/2026 | VINYL TUBE | 11-32-15-54500 STORM SEWER MAINTENANCE | 9.98 |
| 2443112 | 06/17/2026 | ANGLE STIFF BRISTLE | 11-52-00-53400 PARKS OPERATING SUPPLIES | 14.99 |
| 2443175 | 06/17/2026 | LAMPHOLDER COVER-#128 | 11-32-10-53510 VEHICLE/EQUIPMENT MAINTENANCE | 11.68 |
| 2446505 | 06/19/2026 | BLADE, NUTS AND BOLTS | 48-00-00-53400 CEM OPERATING SUPPLIES | 37.48 |
| 2449401 | 06/23/2026 | NUTS & BOLTS, FEMALE COUP | 11-52-00-53400 PARKS OPERATING SUPPLIES | 57.97 |
| 2451124 | 06/24/2026 | SILVER TIP, CAULK, SHAKLE AN | 11-52-00-53400 PARKS OPERATING SUPPLIES | 29.25 |
| 2451269 | 06/24/2026 | 4IN BRASS NICKEL KICK DOWN | 11-52-01-59520 GROUNDS MAINTENANCE SUPPLIES | 50.97 |
| 2452799 | 06/25/2026 | COMPRESSED COUPLING | 11-52-00-53400 PARKS OPERATING SUPPLIES | 8.99 |
| 2458049 | 06/30/2026 | STEEL INSERT ADAPTER | 11-32-10-53400 OPERATING SUPPLIES-STREET DEPT | 2.99 |
| Total DUNN LUMBER: | | | | 553.95 |
| **FAHRNERASPHALT SEALERS** | | | | |
| 8300023913 | 06/30/2026 | CRACK SEALING | 43-32-10-17010 STREET IMP PROGRAM | 25,575.00 |
| Total FAHRNERASPHALT SEALERS: | | | | 25,575.00 |
| **FERTILIZER DEALER SUPPLY** | | | | |
| 2082861 | 06/15/2026 | PUMP BYPASS, POLY-MANSOO | 11-32-10-53510 VEHICLE/EQUIPMENT MAINTENANCE | 198.25 |
| 2084937 | 06/22/2026 | FLOWMETER SENSOR | 11-32-12-53510 EQUIP MAINT SUPPL-SNOW & ICE | 245.27 |
| Total FERTILIZER DEALER SUPPLY: | | | | 443.52 |
| **GFC LEASING - WI** | | | | |
| I579689 | 06/20/2026 | COPIER LEASE-JULY2026 | 99-00-00-55320 LIBRARY EQUIP LEASES & MAINT | 247.81 |
| Total GFC LEASING - WI: | | | | 247.81 |
| **GFL ENVIRONMENTAL** | | | | |
| V20000017665 | 06/15/2026 | LANDFILL USE | 11-36-00-52960 SOLID WASTE-STREET DEPT | 2,059.83 |
| Total GFL ENVIRONMENTAL: | | | | 2,059.83 |
| **GILBANK CONSTRUCTION INC** | | | | |
| 3 | 06/30/2026 | PAY RQST-3 SALT SHED STORA | 43-32-10-17020 DPW CAPITAL PROJECTS | 46,160.50 |
| Total GILBANK CONSTRUCTION INC: | | | | 46,160.50 |
| **GORDON FLESCH CO INC** | | | | |
| IN15645344 | 06/05/2026 | COPIER LEASE- MAY 2026 | 99-00-00-55320 LIBRARY EQUIP LEASES & MAINT | 225.37 |
| Total GORDON FLESCH CO INC: | | | | 225.37 |
| **INGRAM BOOK COMPANY** | | | | |
| 97161630 | 06/09/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 53.74 |
| 97161630 | 06/09/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 97161631 | 06/09/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 85.65 |
| 97161631 | 06/09/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 11.94 |
| 97161632 | 06/09/2026 | ADULT BOOKS | 99-00-00-55170 LIBRARY OUTREACH | 16.69 |
| 97161632 | 06/09/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97161633 | 06/09/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 19.00 |
| 97161634 | 06/09/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 20.50 |
| 97161634 | 06/09/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97161635 | 06/09/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 43.12 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| 97161635 | 06/09/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 7.96 |
| 97161636 | 06/09/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 99.42 |
| 97161636 | 06/09/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 11.94 |
| 97161637 | 06/09/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 13.99 |
| 97161637 | 06/09/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97180181 | 06/09/2026 | CREDIT-YOUTH BOOK | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 7.98- |
| 97190604 | 06/10/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 34.34 |
| 97190604 | 06/10/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97190605 | 06/10/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 23.84 |
| 97190605 | 06/10/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 97190606 | 06/10/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 19.29 |
| 97190606 | 06/10/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97190607 | 06/10/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 60.15 |
| 97190607 | 06/10/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 7.96 |
| 97190608 | 06/10/2026 | ADULT BOOKS | 99-00-00-55170 LIBRARY OUTREACH | 28.12 |
| 97190608 | 06/10/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 97190609 | 06/10/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97190609 | 06/10/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 17.71 |
| 97190610 | 06/10/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 77.62 |
| 97190610 | 06/10/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 5.97 |
| 97190611 | 06/10/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 84.35 |
| 97190611 | 06/10/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 15.92 |
| 97190612 | 06/10/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 135.65 |
| 97190613 | 06/10/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 34.97 |
| 97190613 | 06/10/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97190614 | 06/10/2026 | ADULT BOOKS | 99-00-00-55170 LIBRARY OUTREACH | 18.68 |
| 97190614 | 06/10/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97190615 | 06/10/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 34.92 |
| 97190615 | 06/10/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 97217143 | 06/11/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 11.19 |
| 97217143 | 06/11/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97217144 | 06/11/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 17.82 |
| 97217144 | 06/11/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97217145 | 06/11/2026 | ADULT BOOKS | 99-00-00-55170 LIBRARY OUTREACH | 34.54 |
| 97217145 | 06/11/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 97217146 | 06/11/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 16.69 |
| 97217146 | 06/11/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97217147 | 06/11/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 27.46 |
| 97217147 | 06/11/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97217148 | 06/11/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 20.55 |
| 97217148 | 06/11/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97217149 | 06/11/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 61.88 |
| 97217149 | 06/11/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 11.94 |
| 97217150 | 06/11/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 97217150 | 06/11/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 32.85 |
| 97217151 | 06/11/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 16.31 |
| 97217151 | 06/11/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97217152 | 06/11/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 97217152 | 06/11/2026 | ADULT BOOKS | 99-00-00-55170 LIBRARY OUTREACH | 33.78 |
| 97217153 | 06/11/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 66.44 |
| 97217153 | 06/11/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 7.96 |
| 97217154 | 06/11/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 16.82 |
| 97217154 | 06/11/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97247382 | 06/12/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 34.03 |
| 97247382 | 06/12/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97247383 | 06/12/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 38.63 |
| 97247383 | 06/12/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| 97247384 | 06/12/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 119.21 |
| 97247384 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 13.93 |
| 97247385 | 06/12/2026 | ADULT BOOKS | 99-00-00-55170 LIBRARY OUTREACH | 34.22 |
| 97247385 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 97247386 | 06/12/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 53.51 |
| 97247386 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 5.97 |
| 97247387 | 06/12/2026 | ADULT COLLECTION | 99-00-00-54100 LIBRARY ADULT MATERIALS | 24.85 |
| 97247387 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97247388 | 06/12/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 20.46 |
| 97247388 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97247389 | 06/12/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 20.41 |
| 97247389 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 97247390 | 06/12/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 561.59 |
| 97247390 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 63.68 |
| 97247391 | 06/12/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 20.05 |
| 97247391 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97261769 | 06/12/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 10.30 |
| 97261769 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97261770 | 06/12/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 24.10 |
| 97261770 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97261771 | 06/12/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 12.52 |
| 97261771 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97261772 | 06/12/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 26.89 |
| 97261772 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97261773 | 06/12/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 507.82 |
| 97261773 | 06/12/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 27.86 |
| 97312152 | 06/16/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 13.44 |
| 97312152 | 06/16/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97312153 | 06/16/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 28.07 |
| 97312153 | 06/16/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97312154 | 06/16/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 18.14 |
| 97312154 | 06/16/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 97312155 | 06/16/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 13.93 |
| 97312155 | 06/16/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 236.72 |
| 97312156 | 06/16/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97312156 | 06/16/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 16.79 |
| 97312157 | 06/16/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 34.39 |
| 97312157 | 06/16/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97312158 | 06/16/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 18.94 |
| 97312158 | 06/16/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97312159 | 06/16/2026 | ADULT COLLECTION | 99-00-00-54100 LIBRARY ADULT MATERIALS | 22.61 |
| 97312159 | 06/16/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97312160 | 06/16/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 19.49 |
| 97312160 | 06/16/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97366599 | 06/18/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 16.75 |
| 97366599 | 06/18/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97366600 | 06/18/2026 | ADULT COLLECTION | 99-00-00-54100 LIBRARY ADULT MATERIALS | 19.71 |
| 97366600 | 06/18/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97366601 | 06/18/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 36.88 |
| 97366601 | 06/18/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97366602 | 06/18/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 47.24 |
| 97366602 | 06/18/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 9.95 |
| 97366603 | 06/18/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 16.77 |
| 97366603 | 06/18/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97366604 | 06/18/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 61.34 |
| 97366604 | 06/18/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 5.97 |
| 97366605 | 06/18/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 15.57 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| 97366605 | 06/18/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97366606 | 06/18/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 84.06 |
| 97366606 | 06/18/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 9.95 |
| 97366607 | 06/18/2026 | ADULT BOOKS | 99-00-00-55170 LIBRARY OUTREACH | 16.99 |
| 97366607 | 06/18/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97366608 | 06/18/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 15.79 |
| 97366608 | 06/18/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97378703 | 06/18/2026 | CREDIT-ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 56.57- |
| 97384433 | 06/18/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 27.59 |
| 97384433 | 06/18/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97384434 | 06/18/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 91.15 |
| 97384434 | 06/18/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 7.96 |
| 97441325 | 06/23/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 37.17 |
| 97441325 | 06/23/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97441326 | 06/23/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 81.24 |
| 97441326 | 06/23/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 9.95 |
| 97441327 | 06/23/2026 | ADULT BOOKS | 99-00-00-55170 LIBRARY OUTREACH | 16.14 |
| 97441327 | 06/23/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97441328 | 06/23/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 16.70 |
| 97441328 | 06/23/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97441329 | 06/23/2026 | ADULT COLLECTION | 99-00-00-54100 LIBRARY ADULT MATERIALS | 22.48 |
| 97441329 | 06/23/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 97441330 | 06/23/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 42.31 |
| 97441330 | 06/23/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 7.96 |
| 97441331 | 06/23/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97441331 | 06/23/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 19.37 |
| 97441332 | 06/23/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 15.55 |
| 97441332 | 06/23/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97441333 | 06/23/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 33.72 |
| 97441333 | 06/23/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 97441334 | 06/23/2026 | ADULT BOOKS | 99-00-00-55170 LIBRARY OUTREACH | 18.78 |
| 97441334 | 06/23/2026 | MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97538043 | 06/28/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 16.54 |
| 97538043 | 06/28/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97538044 | 06/28/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 19.84 |
| 97538044 | 06/28/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97538045 | 06/28/2026 | YOUTH BOOKS | 99-00-00-54110 LIBRARY YOUTH MATERIALS | 8.83 |
| 97538045 | 06/28/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97538048 | 06/28/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 18.19 |
| 97538048 | 06/28/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| 97538049 | 06/28/2026 | ADULT BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 20.45 |
| 97538049 | 06/28/2026 | PROCESSING MATERIALS | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 1.99 |
| Total INGRAM BOOK COMPANY: | | | | 4,375.81 |
| **ITU ABSORBTECH INC** | | | | |
| 8747404 | 06/19/2026 | MAT SERVICE | 11-32-10-53600 ST DEPT BLDG MAINT SERV COSTS | 147.07 |
| 8747405 | 06/19/2026 | MAT SERVICE-JUNE2026 | 11-16-10-53600 CITY HALL MAINT SERVICE COSTS | 127.95 |
| Total ITU ABSORBTECH INC: | | | | 275.02 |
| **JERRY WILLKOMM INC** | | | | |
| 326323 | 06/12/2026 | 1540.00 GASOLINE | 11-32-10-53410 VEHICLE-FUEL & OIL | 6,466.46 |
| Total JERRY WILLKOMM INC: | | | | 6,466.46 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| **JOHNSON CONTROLS FIRE PROTECTION LP** | | | | |
| 54095180 | 05/27/2026 | 20 YEAR HEAD TESTING AND 3 | 11-16-10-53600 CITY HALL MAINT SERVICE COSTS | 2,927.68 |
| 54104618 | 05/29/2026 | REPLACED AMD ON DRY SYST | 11-16-10-53600 CITY HALL MAINT SERVICE COSTS | 1,754.97 |
| Total JOHNSON CONTROLS FIRE PROTECTION LP: | | | | 4,682.65 |
| **KAESTNER AUTO ELECTRIC CO** | | | | |
| 453279 | 06/11/2026 | BLUE F-SLIDE | 11-32-10-53400 OPERATING SUPPLIES-STREET DEPT | 20.13 |
| Total KAESTNER AUTO ELECTRIC CO: | | | | 20.13 |
| **KAPUR & ASSOCIATES INC** | | | | |
| 140398 | 05/18/2026 | PROFESSIONAL SERV 4/1-4/30 | 11-30-00-52160 CITY ENGINEERING FEES | 240.00 |
| 140479 | 05/19/2026 | HIGHWAY 50 ROAD IMPROVEM | 43-32-10-17010 STREET IMP PROGRAM | 2,163.00 |
| 140479 | 05/19/2026 | OAKHILL CEMETERY ROADS | 43-48-00-17010 CEMETERY CAPITAL PROJECTS | 3,479.00 |
| 140479 | 05/19/2026 | ROAD PAVING/IMPROVMENT | 43-32-10-17010 STREET IMP PROGRAM | 639.00 |
| 141300 | 06/23/2026 | OAK HILL CEMETERY ROADS | 43-48-00-17010 CEMETERY CAPITAL PROJECTS | 2,764.00 |
| 141301 | 06/23/2026 | HWY 120 | 43-32-10-17010 STREET IMP PROGRAM | 5,317.00 |
| 141302 | 06/23/2026 | HWY 120 | 43-32-10-17010 STREET IMP PROGRAM | 229.50 |
| 141303 | 06/23/2026 | SCHOOL RFB | 11-30-00-52160 CITY ENGINEERING FEES | 213.00 |
| 141421 | 06/26/2026 | CHILD SFTY ZN MAPPING | 11-30-00-52160 CITY ENGINEERING FEES | 1,009.00 |
| 141437 | 06/29/2026 | MEETINGS | 11-30-00-52160 CITY ENGINEERING FEES | 350.00 |
| 141439 | 06/29/2026 | GIS DPW | 11-30-00-52160 CITY ENGINEERING FEES | 180.00 |
| 141440 | 06/29/2026 | ROAD PAVING/IMPROVMENT | 43-32-10-17010 STREET IMP PROGRAM | 27,158.37 |
| 141444 | 06/29/2026 | ROAD PAVING/IMPROVEMENT- | 43-32-10-17010 STREET IMP PROGRAM | 142.00 |
| 141454 | 06/29/2026 | HIGHWAY 50 ROAD IMPROVEM | 43-32-10-17010 STREET IMP PROGRAM | 1,562.00 |
| Total KAPUR & ASSOCIATES INC: | | | | 45,445.87 |
| **KUNES FORD OF DELAVAN** | | | | |
| 60441 | 06/24/2026 | RIGHT REAR TAIL LIGHT-JOE'S | 11-32-10-53510 VEHICLE/EQUIPMENT MAINTENANCE | 124.23 |
| Total KUNES FORD OF DELAVAN: | | | | 124.23 |
| **LAKE GENEVA UTILITY** | | | | |
| 1910 LA SALL | 06/19/2026 | 1910 LASALLE ST | 45-00-00-24520 WATER IMPACT FEES | 1,690.00 |
| 1910 LA SALL | 06/19/2026 | 1910 LASALLE ST | 45-00-00-24530 SEWER IMPACT FEES | 1,865.00 |
| 814 BRAHMS | 05/01/2026 | 814 BRAHMS ST | 45-00-00-24520 WATER IMPACT FEES | 2,530.00 |
| 814 BRAHMS | 05/01/2026 | 814 BRAHMS ST | 45-00-00-24530 SEWER IMPACT FEES | 4,103.00 |
| 814 HANDEL D | 05/11/2026 | 814 HANDEL DR | 45-00-00-24530 SEWER IMPACT FEES | 4,103.00 |
| 814 HANDEL D | 05/11/2026 | 814 HANDEL DR | 45-00-00-24520 WATER IMPACT FEES | 2,530.00 |
| 815 BRAHMS | 05/01/2026 | 815 BRAHMS ST | 45-00-00-24520 WATER IMPACT FEES | 2,530.00 |
| 815 BRAHMS | 05/01/2026 | 815 BRAHMS ST | 45-00-00-24530 SEWER IMPACT FEES | 4,103.00 |
| 829 HANDEL D | 05/07/2026 | 829 HANDEL DR | 45-00-00-24520 WATER IMPACT FEES | 2,530.00 |
| 829 HANDEL D | 05/07/2026 | 829 HANDEL DR | 45-00-00-24530 SEWER IMPACT FEES | 4,103.00 |
| Total LAKE GENEVA UTILITY: | | | | 30,087.00 |
| **LANGE ENTERPRISES INC** | | | | |
| 95431 | 06/15/2026 | BOAT TRAILER PARKING SIGN | 42-34-50-53400 OPERATING SUPPLIES-ENFORCEMEN | 53.65 |
| 95550 | 06/25/2026 | SIGNS- BOAT TRAILER PARKIN | 42-34-50-53400 OPERATING SUPPLIES-ENFORCEMEN | 76.85 |
| Total LANGE ENTERPRISES INC: | | | | 130.50 |
| **LARRY'S TOWING & RECOVERY** | | | | |
| 11762 | 06/25/2026 | TOW-JOHN DEERE TRACTOR | 11-34-10-52900 CAR TOWING | 300.00 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| Total LARRY'S TOWING & RECOVERY: | | | | 300.00 |
| **LEE RECREATION LLC** | | | | |
| 17744-26 | 06/30/2026 | SOCCER NETS | 11-52-00-59510 EQUIP MAINT SUPPL-RECREATION | 785.00 |
| Total LEE RECREATION LLC: | | | | 785.00 |
| **MARED MECHANICAL** | | | | |
| SV-INV009492 | 06/24/2026 | HEAT VALVE REPAIR | 11-16-10-52400 CITY HALL BUILDING REPAIRS | 777.00 |
| Total MARED MECHANICAL: | | | | 777.00 |
| **MARLIN PRINTING** | | | | |
| 681325 | 06/04/2026 | WINDOW ENVELOPES | 42-34-50-53100 OFFICE SUPPLIES | 70.00 |
| 681325 | 06/04/2026 | WINDOW ENVELOPES | 11-14-30-53100 OFFICE SUPPLIES | 140.00 |
| 681325 | 06/04/2026 | WINDOW ENVELOPES | 11-24-00-53100 OFFICE SUPPLIES | 70.00 |
| 681325 | 06/04/2026 | WINDOW ENVELOPES | 11-15-10-53100 OFFICE SUPPLIES | 140.00 |
| Total MARLIN PRINTING: | | | | 420.00 |
| **MIDWEST TAPE LLC** | | | | |
| 508974319 | 06/09/2026 | ADULT AUDIO BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 29.97 |
| 508989375 | 06/10/2026 | ADULT AUDIO BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 98.98 |
| 508989375 | 06/10/2026 | PROCESSING MATERIALS-AUDI | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| 508994187 | 06/12/2026 | ADULT AUDIO BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 68.79 |
| 509020309 | 06/17/2026 | ADULT AUDIO BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 153.97 |
| 509020309 | 06/17/2026 | PROCESSING CHARGES | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 5.97 |
| 509027013 | 06/19/2026 | ADULT AUDIO BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 137.58 |
| 509043575 | 06/24/2026 | ADULT AUDIO BOOKS | 99-00-00-54100 LIBRARY ADULT MATERIALS | 137.98 |
| 509043575 | 06/24/2026 | PROCESSING CHARGES | 99-00-00-55120 LIBRARY PROCESSING SUPPLIES | 3.98 |
| Total MIDWEST TAPE LLC: | | | | 641.20 |
| **MOTION & CONTROL ENTERPRISES LLC** | | | | |
| g62477-001 | 06/22/2026 | STRAIGHT-THREAD ELBOW | 11-32-10-52500 ST DEPT EQUIPMENT REPAIRS | 43.72 |
| Total MOTION & CONTROL ENTERPRISES LLC: | | | | 43.72 |
| **MUNICIPAL LAW & LITIGATION GRO S.C.** | | | | |
| 17963 | 06/26/2026 | MISC ATTORNEY FEES-MAY | 11-13-10-52140 OUTSIDE ATTORNEYS FEES | 135.00 |
| Total MUNICIPAL LAW & LITIGATION GRO S.C.: | | | | 135.00 |
| **NAPA AUTO PARTS** | | | | |
| 401780 | 06/11/2026 | BELT- TORO MOWER | 11-32-10-52500 ST DEPT EQUIPMENT REPAIRS | 48.65 |
| 401781 | 06/11/2026 | ENGINE OIL FILTERS-STOCK | 11-32-10-53510 VEHICLE/EQUIPMENT MAINTENANCE | 444.10 |
| 402687 | 06/22/2026 | HYDRAULIC ADAPTER | 11-32-15-54500 STORM SEWER MAINTENANCE | 6.05 |
| 402767 | 06/23/2026 | LUG NUTS | 11-32-10-52500 ST DEPT EQUIPMENT REPAIRS | 19.65 |
| 403591 | 07/01/2026 | AIRFILTERS | 11-32-10-53510 VEHICLE/EQUIPMENT MAINTENANCE | 115.92 |
| Total NAPA AUTO PARTS: | | | | 634.37 |
| **NORTHWIND PERENNIAL FARM** | | | | |
| 11851 | 06/10/2026 | GARDEN CARE 6/3/2026 | 99-00-00-53600 LIBRARY BLDG MAINT SERVICES | 564.00 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| Total NORTHWIND PERENNIAL FARM: | | | | 564.00 |
| **OFFICE PRO INC** | | | | |
| 769724-0 | 06/17/2026 | TOWEL ROLL, FRESHNER,TISS | 11-16-10-53500 CITY HALL BLDG MAINT SUPPLIES | 143.62 |
| 769724-1 | 06/22/2026 | AIR FRESHENER | 11-16-10-53500 CITY HALL BLDG MAINT SUPPLIES | 54.28 |
| 769813-0 | 06/18/2026 | TOILET PAPER | 11-52-00-53500 BLDG MAINT SUPPLIES-PARKS | 959.70 |
| 770215-0 | 06/23/2026 | SOAP | 11-16-10-53500 CITY HALL BLDG MAINT SUPPLIES | 65.69 |
| 770320-0 | 06/24/2026 | GARBAGE BAGS | 40-55-20-53500 BLDG MAINT SUPPLIES-LOWER RIV | 302.34 |
| 770320-1 | 06/26/2026 | GARBAGE BAGS | 40-55-10-53500 BLDG MAINT SUPPLIES-UPPER RIV | 271.80 |
| Total OFFICE PRO INC: | | | | 1,797.43 |
| **OTTER SALES & SERVICE INC** | | | | |
| BUR-1064975 | 06/24/2026 | SKAG MOWER- BLADE | 11-32-10-53510 VEHICLE/EQUIPMENT MAINTENANCE | 74.52 |
| Total OTTER SALES & SERVICE INC: | | | | 74.52 |
| **PATS SERVICES INC** | | | | |
| INV/2026/2468 | 06/05/2026 | PORT A POTTY OAK HILL | 48-00-00-52260 CEM WATER/SEWER EXP | 310.00 |
| Total PATS SERVICES INC: | | | | 310.00 |
| **PETE'S TIRE SERVICE** | | | | |
| 18745 | 06/19/2026 | TIRES FOR RANGER | 42-34-50-53510 VEHICLE/EQUIPMENT MAINT | 622.96 |
| Total PETE'S TIRE SERVICE: | | | | 622.96 |
| **PFI FASHIONS INC** | | | | |
| 120298 | 02/10/2026 | MENS SHIRTS,WITH PATCHES | 42-34-50-51380 PARKING UNIFORMS | 205.60 |
| Total PFI FASHIONS INC: | | | | 205.60 |
| **PURE MECHANICAL LLC** | | | | |
| S13006 | 05/31/2026 | FURANCE REPAIRS-RIV | 40-55-20-53600 RIV MAINTENANCE SERVICE COSTS | 867.50 |
| Total PURE MECHANICAL LLC: | | | | 867.50 |
| **R.N.O.W. INC** | | | | |
| 2026-79842 | 06/04/2026 | IHC GARBAGE TRUCK 4900 (C/ | 50-32-00-58000 DPW EQUIPMENT PURCHASES | 199,810.50 |
| 2026-80024 | 06/18/2026 | PUMP MANSOON | 11-32-10-53510 VEHICLE/EQUIPMENT MAINTENANCE | 4,235.00 |
| 2026-80096 | 06/23/2026 | SWITCH BANK-SWEEPER | 11-32-10-53510 VEHICLE/EQUIPMENT MAINTENANCE | 827.39 |
| Total R.N.O.W. INC: | | | | 204,872.89 |
| **ROTE OIL LTD** | | | | |
| 32378 | 06/11/2026 | 399.8 ON RD | 11-32-10-53410 VEHICLE-FUEL & OIL | 1,753.52 |
| 33061 | 06/18/2026 | 296.6 OFF RD | 11-32-10-53410 VEHICLE-FUEL & OIL | 1,180.47 |
| 33062 | 06/18/2026 | 230.9 ON RD FUEL | 11-32-10-53410 VEHICLE-FUEL & OIL | 980.40 |
| 33770 | 06/25/2026 | 297.3 ON RD | 11-32-10-53410 VEHICLE-FUEL & OIL | 1,185.04 |
| 33772 | 06/25/2026 | 142.3 OFF RD | 11-32-10-53410 VEHICLE-FUEL & OIL | 523.66 |
| Total ROTE OIL LTD: | | | | 5,623.09 |
| **SHERWIN WILLIAMS** | | | | |
| 034611315206 | 06/15/2026 | PAINT- BOARDS OF TRUCKS | 11-32-10-53400 OPERATING SUPPLIES-STREET DEPT | 44.95 |
| 034791315206 | 06/15/2026 | PAINT-PARKS | 11-52-00-53500 BLDG MAINT SUPPLIES-PARKS | 20.55 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| 041471315206 | 06/16/2026 | PAINT FOR BATHROOM | 11-52-00-53500 BLDG MAINT SUPPLIES-PARKS | 60.80 |
| 979911311906 | 06/09/2026 | PAINT | 40-55-10-53500 BLDG MAINT SUPPLIES-UPPER RIV | 271.05 |
| 980071311906 | 06/09/2026 | BATHROOM PAINT | 11-52-00-53500 BLDG MAINT SUPPLIES-PARKS | 148.93 |
| Total SHERWIN WILLIAMS: | | | | 546.28 |
| **SHRED-IT** | | | | |
| 8014664322 | 06/29/2026 | SHRED SERV-JUNE 2026 | 11-16-10-53600 CITY HALL MAINT SERVICE COSTS | 138.32 |
| Total SHRED-IT: | | | | 138.32 |
| **SITEONE LANDSCAPE SUPPLY LLC** | | | | |
| 167712925-00 | 06/22/2026 | SUCKER STOPPER | 11-32-13-54300 TREE, BRUSH & COMPOST OPER SUP | 65.83 |
| Total SITEONE LANDSCAPE SUPPLY LLC: | | | | 65.83 |
| **T2 SYSTEMS INC** | | | | |
| 1007409 | 06/22/2026 | FREIGHT RATE | 42-34-50-53400 OPERATING SUPPLIES-ENFORCEMEN | 348.48 |
| Total T2 SYSTEMS INC: | | | | 348.48 |
| **THE KNOT WORLDWIDE INC.** | | | | |
| INV787591603 | 06/13/2026 | 3RD QTR VENUE ADV-2026 | 47-70-00-57155 TOURISM MUNICIPAL DEVELOPMENT | 982.91 |
| Total THE KNOT WORLDWIDE INC.: | | | | 982.91 |
| **TIMBER LINE SIGN CO INC** | | | | |
| 06162026 | 06/16/2026 | SIGN PURCHASES AND REPAIR | 11-70-00-57200 HISTORIC PRESERVATION | 1,445.00 |
| Total TIMBER LINE SIGN CO INC: | | | | 1,445.00 |
| **UNITED LABORATORIES** | | | | |
| INV462324 | 06/10/2026 | DEFENDER URNIAL | 11-52-00-53500 BLDG MAINT SUPPLIES-PARKS | 418.50 |
| INV462652 | 06/15/2026 | WEED/BRUSH KILLER | 11-52-00-53620 GROUNDS FERTILIZER/WEED CONTR | 517.10 |
| Total UNITED LABORATORIES: | | | | 935.60 |
| **UPLAND DESIGN LTD** | | | | |
| 25-1430-05 | 06/10/2026 | HILLMOOR ZONE 1 LANDSCAPI | 47-70-00-57155 TOURISM MUNICIPAL DEVELOPMENT | 4,000.00 |
| Total UPLAND DESIGN LTD: | | | | 4,000.00 |
| **V&F ROOF CONSULTING & SERVICE** | | | | |
| 2026-33567 | 06/12/2026 | CLEANED DEBRIS OFF ROOF, | 99-00-00-53600 LIBRARY BLDG MAINT SERVICES | 2,000.00 |
| Total V&F ROOF CONSULTING & SERVICE: | | | | 2,000.00 |
| **VANDEWALLE & ASSOCIATES INC** | | | | |
| 202605037 | 05/15/2026 | CORP PLAN DRAFT & PUBLIC E | 43-52-00-53000 PARKS AND REC CAPITAL PROJECTS | 6,037.50 |
| 202606073 | 06/16/2026 | CORP PLANNING & FOCUS GR | 43-52-00-53000 PARKS AND REC CAPITAL PROJECTS | 10,756.25 |
| Total VANDEWALLE & ASSOCIATES INC: | | | | 16,793.75 |
| **VELOCITY** | | | | |
| 2026024 | 06/19/2026 | PHONE UPGRADE | 50-00-00-58000 MISC/COMP EQUIP PURCHASES | 4,250.00 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| Total VELOCITY: | | | | 4,250.00 |
| **VERMEER WISCONSIN INC** | | | | |
| 20306346 | 06/17/2026 | WEAVER BUNGEE, SCREW | 11-32-13-54200 TREE & BRUSH-REPAIR | 151.48 |
| 20306603 | 06/24/2026 | OIL SEAL, COTTER PIN, SCRE | 11-32-13-54200 TREE & BRUSH-REPAIR | 1,973.72 |
| 20306604 | 06/24/2026 | SCREW, BAR SHEAR-CHIPPER | 11-32-13-54200 TREE & BRUSH-REPAIR | 396.78 |
| 20306837 | 06/30/2026 | BELT, TENSIONER | 11-32-13-54200 TREE & BRUSH-REPAIR | 540.16 |
| Total VERMEER WISCONSIN INC: | | | | 3,062.14 |
| **VIZZA, ABRIELLE** | | | | |
| PINA_BM9757 | 06/15/2026 | PINA_BM975732-2 | 11-12-00-45100 COURT PENALTIES & FINES | 436.90 |
| Total VIZZA, ABRIELLE: | | | | 436.90 |
| **VON BRIESEN & ROPER SC** | | | | |
| 533724 | 06/19/2026 | PERSONNEL MATTER-007010-0 | 11-13-10-52140 OUTSIDE ATTORNEYS FEES | 7,430.50 |
| Total VON BRIESEN & ROPER SC: | | | | 7,430.50 |
| **WALWORTH COUNTY CIRCUIT COURT** | | | | |
| BM500664-3 | 06/15/2026 | CAREY, CAROLYN_BM500664-3, | 11-12-00-45100 COURT PENALTIES & FINES | 2,318.80 |
| Total WALWORTH COUNTY CIRCUIT COURT: | | | | 2,318.80 |
| **WI DEPARTMENT OF TRANSPORTATION** | | | | |
| 395-000044101 | 06/01/2026 | HWY 50 WIS DOT | 43-32-10-17010 STREET IMP PROGRAM | 7,251.66 |
| 395-00004410 | 06/01/2026 | HWY 50 WIS DOT | 43-32-10-17010 STREET IMP PROGRAM | 19,162.82 |
| Total WI DEPARTMENT OF TRANSPORTATION: | | | | 26,414.48 |
| **WISCONSIN ALLIANCE OF CEMETERIES** | | | | |
| 6/18/2026 | 06/18/2026 | CEMETERY CONFERENCE | 11-32-13-54100 TRAINING & SEMINARS | 900.00 |
| 6/29/2026 | 06/29/2026 | CEMETERY CONFERENCE | 11-32-13-54100 TRAINING & SEMINARS | 300.00 |
| Total WISCONSIN ALLIANCE OF CEMETERIES: | | | | 1,200.00 |
| **WITTE SUPPLY COMPANY** | | | | |
| 185190 | 06/16/2026 | BACKYARD GENERAL LAWN MI | 11-52-00-53520 GROUNDS MAINT SUPPLIES | 89.75 |
| Total WITTE SUPPLY COMPANY: | | | | 89.75 |
| **WOLF PAVING CO INC** | | | | |
| 25.0249 PYME | 05/26/2026 | ROAD PAVING/IMPROVEMENT | 43-32-10-17010 STREET IMP PROGRAM | 18,153.81 |
| Total WOLF PAVING CO INC: | | | | 18,153.81 |
| **WT COX INFORMATION SERVICES** | | | | |
| 3165745 | 06/22/2026 | MAGAZINES | 99-00-00-54100 LIBRARY ADULT MATERIALS | 7,932.10 |
| Total WT COX INFORMATION SERVICES: | | | | 7,932.10 |
| **YMCA** | | | | |
| 07012026 | 06/24/2026 | BIMONTHLY PMT JULY/AUG | 11-70-00-57600 YMCA-YOUTH ATHLETIC PROGRAM | 10,609.00 |

| Invoice Number | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|---|---|---|---|---|
| Total YMCA: | | | | 10,609.00 |
| Grand Totals: | | | | 540,498.43 |

Dated: _____

Mayor: _____

City Council: _____

_____

_____

_____

_____

_____

City Recorder: _____

Report Criteria:
Detail report.
Invoices with totals above $0.00 included.
Only unpaid invoices included.
Invoice.Batch = "07082026","07082026A","07082026B"
Invoice Detail.GL account (2 Characters) = {<>} "61"
Invoice Detail.GL account (2 Characters) = {<>} "62"

# Agenda Item Memo

**Committee:** Council
**Meeting Date:** July 17, 2026
**Subject / Title:** Massage Establishment Applications
**Submitted By:** Clerk's Office

**Background / Request**

Element Massage Studio submitted their annual renewal applications. The applicant is qualified to hold a massage establishment license, has paid the required processing fee, and passed the necessary background check.

**Fiscal Impact / Budget**

- **Estimated Cost:** Click or tap here to enter text.
- **Funding Source:** Click or tap here to enter text.
  (e.g., General Fund, TID, Water Utility, Grants)
- **Budget Status:** ☐ Within Budget _____
- ☐ Over Budget _____
- ☐Budget Amendment Required _____
- **GL Number: _____**

*(If applicable, note grant awards, cost-sharing, or capital plan references.)*

**Ordinance/Policy Implications/Changes:**

N/A

**Recommendation:**

Approve the massage establishment renewal application.

**Implementation/Next Steps**

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|---|---|---|---|
| Council | 07/13/26 | N/A | Approval recommended |

**Attachments (list any and all attachments that go with this item and memo)**

Applications

| Reviewed by | Date | Comments |
|---|---|---|
| PD | June 2026 | Background check complete |
| Clerk's Office | June 2026 | Applicant qualified |

# CITY OF LAKE GENEVA
## MASSAGE ESTABLISHMENT APPLICATION

## $50.00 ANNUAL LICENSE FEE

EXPIRES JUNE 30TH EACH YEAR

*Is Application:* Original ☐ or Renewal ☑

**Application must be accompanied by the following documents:**

1. $50.00 License fee, payable to the City of Lake Geneva and due upon application
2. Copy of Applicant's Driver's License
3. A listing of the name and address of each Massage Technician employed or subcontracted by the establishment
4. Copy of each Massage Technician's Current and Valid State of Wisconsin Massage Therapist or Bodywork Therapist Certificate
5. Copy of each Massage Technician's Driver's License
6. If the applicant business is a corporation, include a report of the names and current addresses of all officers, directors, and stockholders owning more than 10% of stock in the corporation

### BUSINESS INFORMATION

Trade Name: Element Massage Studio

Corporate Name (if applicable): _____

Business Address (Physical): 647 W Main St Lake Geneva WI 53147

Mailing Address (if different): _____

City, State, Zip: [redacted]

Phone: [redacted] Email [redacted]

Please explain the nature of services to be provided: Therapeutic Massage Services

### BUSINESS OWNER (APPLICANT) INFORMATION

**Please include information for all business owners**

Full Name: Dale Martin

Address: [redacted]

City, State [redacted]

Phone: [redacted] ☒ Copy of Driver's License Attached

Please provide names and addresses of any and all previous establishments where applicant was employed or subcontracted as a Massage technician during the last 3 years, including type of work performed and dates of employment:

Have you ever had a massage or similar license/permit revoked, suspended, or denied?

☒ NO ☐ YES If yes, please explain:

Have you ever been arrested, charged, and/or convicted for any offense, other than misdemeanor traffic violations, in Wisconsin or any other state?

☒ NO ☐ YES If yes, provide the offense, date, location, and disposition:

**The undersigned hereby swears, under penalty of law, that the foregoing information provided in this application is true and correct to the best of his/her knowledge and belief.**

**APPLICANT SIGNATURE:** _____ Date: 5-29-26

*For Office Use Only*

Date Filed: _____ Receipt #: _____ Amt Paid: _____

Forwarded to Police Dept: _____ Background Completed: _____

Police Chief Recommendation: _____ Approved Denied

*Fingerprinting required for new establishments* – Fingerprinted by LGPD: ☐

Forwarded to Building Dept: _____ *Inspector approval required for new establishments*

Building Inspector Recommendation: _____ Approved Denied

FLR/Council Approval Dates: _____ License #: _____

Verified: Stark ☐ MSI ☐ Notes/Conditions: _____

Copies to: Building & Zoning Police Chief Fire Chief

# Agenda Item Memo

**Committee/Board/Commission/Council:** Council
**Meeting Date:** July 13, 2026
**Subject/Title:** Temporary Beer and Wine License – St Francis Fall Fest
**Submitted By:** City Clerk

## Background/Request

St Francis Parish has filed a Temporary "Class B" Wine/Class "B" Beer License Application for the Fall Festival Celebrating Family on September 27, 2026. The church is a qualified applicant for a temporary license, the necessary background checks have been completed, and the appointed agent is qualified to serve as an agent on an alcohol license. This application is consistent with prior years' events and staff review uncovered no issues or concerns.

## Ordinance/Policy Implications/Changes

N/A

## Recommendation

Staff recommend approval of the Temporary "Class B" Wine/Class "B" Beer license for the Fall Festival Celebrating Family event.

## Fiscal Impact / Budget

- **Estimated Cost:** N/A
- **Funding Source:** N/A
  (e.g., General Fund, TID, Water Utility, Grants)
- **Budget Status:** ☐ Within Budget _____
  ☐ Over Budget _____
  ☐ Budget Amendment Required _____
- **GL Number:** N/A
  *(If applicable, note grant awards, cost-sharing, or capital plan references.)*

## Implementation/Next Steps

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|---|---|---|---|
| N/A | | | |

## Attachments (list any and all attachments that go with this item and memo)

AB-220 Temporary Alcohol Beverage License Application

| Reviewed by | Date | Comments |
|---|---|---|
| PD | June 2026 | Recommend approval |
| B&Z | June 2026 | Recommend approval |
| Fire | June 2026 | Recommend approval |
| Clerk | June 2026 | Recommend approval |

Form
**AB-220**

# Temporary Alcohol Beverage License

Municipality: 4-2-26

| License(s) Requested | | Fees | |
|---|---|---|---|
| ☒ Temporary "Class B" Wine | ☐ Temporary Class "B" Beer | License Fees | $ |
| | | Background Check | $ |
| | | **Total Fees** | $ |

## Part A: Organization Information

1. Organization Name: St. Francis de Sales Parish

2. Organization Permanent Address: 148 West Main St

3. City: Lake Genera | 4. State: WI | 5. Zip Code: 53147

6. Mailing Address (if different from permanent address):

7. FEIN: [redacted] | 8. Date of Organization/Incorporation: 1848 / 8-15-1915 | 9. State of Organization/Incorporation: Wisconsin

10. Phone: [redacted] | 11. Email: [redacted]

12. Organization type *(check one)*

☐ Bona Fide Club ☒ Church ☐ Fair Association/Agricultural Society ☐ Veteran's Organization
☐ Lodge/Society ☐ Chamber of Commerce or similar Civic or Trade Organization under ch. 181, Wis. Stats.

13. Is this organization required to hold a Wisconsin Seller's permit? ☐ Yes ☒ No

14. Wisconsin Seller's Permit Number (if applicable):

## Part B: Individual Information

List the name, title, and phone number for all officers, directors, and agent of the organization. Include an Individual Questionnaire (Form AB-100) for each person listed below. Attach additional sheets if necessary.

Corporations must also include Alcohol Beverage Appointment of Agent (Form AB-101).

| Last Name | First Name | Title | Phone |
|---|---|---|---|
| Guthrie | Raymond | Reverend / Pastor | 262-248-8524 |
| Hayes | Margot | Trustee / ~~Secretary~~ Treasurer | 262-745-0760 |
| Zappitelli | Francis | Trustee / Treasurer | 630-29[illegible]-4726 |
| McCormick | Robert | Agent | 630-287-[illegible] |
| | | | |

*Continued* →

## Part C: Event Information

1. Name of Event (if applicable): Fall Festival Celebrating Family

2. Dates of Operation: Sept 27, 2026

3. Hours of Operation: 11:30 AM - 6 PM

4. Premises Address: 148 West Main St

5. City: Lake Geneva

6. State: WI

7. Zip Code: 53147

8. County:

9. Governing Municipality: ☒ City ☐ Town ☐ Village of: _____

10. Aldermanic District:

11. Organizer of Event (if not the named applicant):

12. Email and/or Phone Number for Organizer of Event:

13. Organizer Website:

14. Event Website:

15. Premises Description - Describe the building or buildings and any outside areas where alcohol beverages and records are sold, stored, or consumed, and related records are kept. Describe all rooms within the building, including living quarters. Authorized alcohol beverage activities and storage of records may occur only on the premises described in this application. Attach a map or diagram and additional sheets if necessary.

All activities and beverage service will be outside on Parish property only

## Part D: Attestation

Who must sign this application?

- one officer or director of the nonprofit organization

**READ CAREFULLY BEFORE SIGNING:** Under penalty of law, I have answered each of the above questions completely and truthfully. I agree that I am acting solely on behalf of the applicant organization and not on behalf of any other individual or entity seeking the license. Further, I agree that the rights and responsibilities conferred by the license(s), if granted, will not be assigned to another individual or entity. I agree to operate according to the law, including but not limited to, purchasing alcohol beverages from Wisconsin-permitted wholesalers. I understand that lack of access to any portion of a licensed premises during inspection will be deemed a refusal to allow inspection. Such refusal is a misdemeanor and grounds for revocation of this license. I understand that any license issued contrary to Wis. Stat. Chapter 125 shall be void under penalty of state law. I further understand that I may be prosecuted for submitting false statements and affidavits in connection with this application, and that any person who knowingly provides materially false information on this application may be required to forfeit not more than $1,000 if convicted.

| Last Name | First Name | M.I. |
|---|---|---|
| Guthrie | Raymond | R |

| Title | Email | Phone |
|---|---|---|
| Pastor | [redacted] | [redacted] |

Signature: Raymond Guthrie

Date: April 4, 2026

## Part E: For Clerk Use Only

| Date Application Was Filed With Clerk | License Number |
|---|---|
| Date License Granted | Date License Issued |
| Signature of Clerk/Deputy Clerk | |

# Agenda Item Memo

## City of Lake Geneva

**Committee: Council**
**Meeting Date: 7/13/2026**
**Subject / Title: Special Event Approvals**
**Submitted By: David Winger**

**Background / Request**

**Staff have reviewed special event applications for Buffalo Grove Cheerleading Camp. Staff are recommending this event to Council for approval.**

Context on Buffalo Grove application. An application was submitted for another cheerleading camp in early June. The organizer used to be connected to the Buffalo Grove Cheerleading Camp but is no longer. That camp is now called Camp Jeff. This application is for Buffalo Grove High School and is projected to be smaller in size.

**Fiscal Impact / Budget**

- **Estimated Cost: N/A**
- **Funding Source:** Click or tap here to enter text.(e.g., General Fund, TID, Water Utility, Grants)
- **Budget Status:** ☐ Within Budget _____ ☐ Over Budget _____
  ☐ Budget Amendment Required _____
- **GL Number: _____**

*(If applicable, note grant awards, cost-sharing, or capital plan references.)*

**Ordinance/Policy Implications/Changes:**

Looking for clarification on what to charge. The application form states non-profits are exempt from application fees and that local non-profits are exempt from fees. This group is a visiting school district and historically has only been charged for park use ($75/day) but with exclusive use, we are unable to book either shelter during this time.

**Recommendation:**

**Recommend Council approval for the following special events:**

A. Buffalo Grove Cheerleading Camp – (7/19 - 7/21/2026)

**Implementation/Next Steps**

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|---|---|---|---|
| Staff Review | Varies | N/A | Recommended |
| Council | 7/13/2026 | | TBD |

**Attachments (list any and all attachments that go with this item and memo)**

Event applications for each of the events: Buffalo Grove Cheerleading Camp
Previous receipt from 2025

| Reviewed by | Date: | Comments |
|---|---|---|
| | | |
| | | |

# CITY OF LAKE GENEVA EVENT PERMIT APPLICATION

For events using City Parks or other Public Property.
Please fill in all blanks completely, as incomplete applications will be rejected.
Applications for Public Events must be submitted AT LEAST 45 DAYS prior to the proposed event date for consideration.
Do not use this form if your event is on private property.

Submit to: parksdirector@cityoflakegeneva.gov

## *Section I*- APPLICANT INFORMATION

Name of Applicant: Buffalo Grove High School

Name of Event Organizer/Producer [redacted]

Production Company/Organization: Township High School District 214 FEIN #: _____

Street Address: [redacted]

City: Buffalo Grove State: Illinois Zip code: 60089

E-mail Address: [redacted]

Daytime Phone: [redacted] Cell Phone: [redacted]

Are you a ☐ **Business/Individual** OR ☑ **Non-Profit Organization** 501(c)_____

EIN # (Tax Exempt Number): [redacted]
*All non-profits must present a copy of their current Tax ID- EIN#

## *Section II*- EVENT INFORMATION- Select all that apply

■ **Private Event/Shelter Reservation-** Use of City of Lake Geneva Park and or Park Shelter for private use or event not that is not open to the public. Examples: family reunion, birthday party, club meeting, team practice. *Local non-profits exempt from fees

- ☐ Flat Iron Park Brunk Pavilion $250/day
- ☑ Gazebo-Flat Iron Park $125/day
- ☐ Seminary Park Shelter $75/day
- ☐ Cobb Park Shelter $75/day
- ☐ Park Use (no shelter) $75/day

Other Location: _____

☐ **Public Event-**Event open to the public, including ticketed or open admission. Examples: festival, art/ware sale/ market, concert, community activity, parade. *Non-profits exempt from fees

Application fee:
- ☐ $100- submitted at least 60 days prior
- ☐ $300- submitted at least 45 days but fewer than 60 days prior

Select parks/facilities used during event, fees applied from list above:

**Park Space**
- ☐ Flat Iron Park
- ☐ Seminary Park
- ☐ Cobb Park
- ☐ Library Park
- ☐ Other: _____

**Shelters**
- ☐ Brunk Pavilion ☐ Gazebo
- ☐ Seminary Park Shelter
- ☐ Cobb Park Shelter

*Applicants for a Public Event Permit MUST attend the Committee & Council meetings where their applications are considered for approval.

1.Title of Event: Cheer Clinic

2.Date(s) of Event: Sunday, July 19th-Tuesday, July 21st

3.Location(s) of Event: Flat Iron Park

4.Hours: July 19th-3:00 pm-6:00 pm, July 20th-9:00 am-4:00 pm, July 21st-9:00 am-4

Include :Start Time & End Time of event, and set up and tear down times

5. Event Chair/Contact Person: [redacted] Phone: [redacted]

6. Day of Event Contact Name: [redacted] Phone: [redacted]

7. Is the event open to the public? □ Yes ■ No

8. Will you charge an admission fee? □ Yes ■ No

9. Estimated Attendance Number: 30

10. Basis for estimate: Amount of cheerleaders, coaches, and instructors

11. Will you be setting up a tent? □ Yes ■ No

If yes, list the location, size, Rental Company, and proof of completion of locates.

12. Will there be any animals? □ Yes ■ No

If yes, what type and how many:

13. **Attach a detailed description of proposed event with map of the exact location of the event and/or route.**

14. Description of plan for handling refuse collection and after-event clean-up:

We will clean up after ourselves and pick up any garbage that has accumulated.

15. Description of plan for providing event security (if applicable):

16. Will there be fireworks or pyrotechnics at your event? □ Yes ■ No

If yes, please submit a fireworks display application.

17. Will your event include the sale of beer and/or wine? □ Yes ■ No

If yes, please submit a completed Temporary Alcohol License & any necessary Temporary Operator License Applications to the City Clerk's office.

18. Will you or any other vendors be selling food or merchandise? □ Yes ■ No

If yes, please attach list of proposed vendors, including business name and type of food/merchandise sold.

19. Describe Signage to be used during event:

No signage needed

If using City Street Banner poles, submit a completed Street Banner Display Application.

## *Section III-* STREET USE/CLOSURE-$75 PER DAY PLUS COST OF BARRICADE RENTAL

□ Street Closure ☐ Street Use ☑ N/A-Skip to Section IV

Required for any event using a public street. Per Sec. 62-243 of the municipal code, this application must include the following attachments:

□ Certificate of Comprehensive General Liability Insurance with the City, its employees and agents as additional insured with coverage for contractual liability with minimum limits of $500,000 per occurrence for bodily injury and property damage limits of $250,000 per occurrence.

□ Petition signed by more than half of the residential dwelling units and/or commercial units residing along that portion of the street designated for the proposed use or whose property is denied access by virtue of the granting of the permit.

**Describe street(s) being used or closed. Attach additional pages if necessary & include a map.**
Street closures must include rental of barricades; must be coordinated with the City of Lake Geneva Department of Public Works

## Section IV- PARKING REQUESTS

**Will any parking stalls be used or blocked during the event?** ☐Yes ☑ No

*Parking Stall daily fees or bagging of Parking Stall fees are not included with the event permit fee; arrangements must be made with the City of Lake Geneva Parking Manager*

Dates of Use:_____

Total Number of Parking Stalls being Requested:_____

Parking Stall Location:_____
Attach a map showing location of requested stalls.

## Section V - REQUESTS FOR ADDITIONAL SERVICES

Anticipated Services Beyond Facility/Park Space Use Will Result in Additional Fees
Please indicate below any additional services you are requesting for your event. Estimated Fees for these services may be required prior to issuance of permit

□ **Electricity**; Explain:_____

□ **Water;** Explain:_____

□**Traffic Control;** Explain:_____

□ **Police Services;** Explain:_____

□ **Fire/EMS Services;** Explain:_____

□ **Other;** Explain:_____

## Section VI - SIGNAUTRE AND INDEMINIFICATION

**Acknowledgements-Applicant Must Initial Each Item**

**1.** BM _____The City of Lake Geneva, the Police Department and/or Fire Department have the right to cancel an event due to inclement weather, other safety risks, or if event is found to be in violation of any conditions of the event permit issued. No refunds will be issued for cancellations due to safety risks or permit violations.

**2.** BM _____ All Parks and Public Spaces must be left the way they were originally found.

**3.** BM _____ Event Tear Down and Clean Up must be completed within time frame specified in the hours listed on page 2, unless prior arrangements are made with the Parks Director and/or other appropriate City Staff.

**4.** BM _____ Applicant is responsible for the cost of damages or additional clean up resulting from event.

**5.** BM _____ Applicant will be invoiced for damages or clean up charges. Failure to pay invoices will result in denial of any and all future event applications.

**6.** BM _____ Must have a designated contact person on site and accessible at all times.

**7.** BM _____ Application fees due upon submission. Facility/Park Space fees, Parking Fees, Additional Services Fees due at least 1 week prior to the start of the event.

**8.** BM _____ Applicant is responsible for reporting any issues or concerns with event location to the appropriate City Department as soon as they are aware.

**9.** BM _____ Any incomplete, misleading, or falsified information in this application will result in automatic denial.

*The applicant for her/himself and for other persons, organizations, firms and corporations, if any listed in this application, being of sound mind and body, do hereby freely, voluntarily and knowingly, now and for all times, fully save and hold harmless and defend, the CITY OF LAKE GENEVA, a Wisconsin Municipal Corporation located in the Walworth County, and each and every of its elected and appointed officials, employees, representatives, agents, heirs, and assigns, jointly and severally from and against any and all claims, causes of action, actions, liabilities, demands, losses, damages, and/or expenses of whatsoever kind and nature including counsel or attorneys' fees, which I have or may, at any time, incur or sustain arising from, resulting from, incurred in consequence of, or pertaining to, any and all intentional and negligent acts, omissions, incidents, activities and transactions, of whatever kind and nature, direct or indirect, of mine own and those of or by the CITY OF LAKE GENEVA, and each and every of its elected and appointed officials, employees, representatives, and agents, regardless of when or where, occurring or arising from this event.*

**Applicant Signature:** Barbara Meyer _____ **Date:** 6/24/26 _____



Submit completed applications to the Parks Director: parksdirector@cityoflakegeneva.gov

**For Office Use Only**

**Date Filed:** 6/24/2026 **Fees:** ☐ Exempt ☐ Charged **Amt Due:** _____

**Required Approvals**

**Parks Director Signature:** David Winger (Jun 26, 2026 11:12:26 CDT) **Date:** 06/26/2026

☑ Approve ☐ Denied **Notes:** Need verification on what to charge from Council

**Police Chief Signature:** Lt. Kaitlin Tietz (Jun 29, 2026 09:24:25 CDT) **Date:** 06/29/2026

☑ Approve ☐ Denied **Notes:** _____

**Fire Chief Signature:** Dennis (Jun 26, 2026 11:30:04 CDT) **Date:** 06/26/2026

☐ Approve ☐ Denied **Notes:** _____

**DPW Signature:** Neil Waswo (Jun 29, 2026 10:12:24 CDT) **Date:** 06/29/2026

☑ Approve ☐ Denied **Notes:** N/A

**As Needed Approvals**

**Parking Signature:** _____ **Date:** _____

☐ Approve ☐ Denied **Notes:** _____

**Harbormaster Signature:** _____ **Date:** _____

☐ Approve ☐ Denied **Notes:** _____

**City Clerk Signature:** _____ **Date:** _____

☐ Approve ☐ Denied **Notes:** _____

**Public Events:**

**FLR Meeting Date:** _____

**Council Meeting Date:** 7/13/2026

# Public Event-Save the Date Form

ONLY Public Events held annually have the ability to reserve future dates for that event no more than three years after the current event being applied for.

Completion of this form does not replace the application process for a City of Lake Geneva Event permit. An event permit application must be submitted each year.

Do not compete this form if your event is a private event.

---

Event Name: _____

Event Date: YR 20____: _____

YR 20____: _____

YR 20____: _____

All Park Facilities: _____

Name of Sponsoring Organization: _____

If Non-profit or Not-for-Profit: Tax ID / EIN #: _____

Contact First Name: _____ Last Name: _____

Phone/Mobile: _____

Email: _____

Notes/Request: _____

_____

# EVENT PERMIT APP BGHS_Redacted

Final Audit Report 2026-06-29

| | |
|---|---|
| Created: | 2026-06-26 |
| By: | David Winger (parksdirector@cityoflakegeneva.gov) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAAypfBmSuDwop6hQLc0Bpoz4rEPvdY2HJW |

## "EVENT PERMIT APP BGHS_Redacted" History

Document created by David (parksdirector@cityoflakegeneva.gov)
2026-06-26 - 4:10:04 PM GMT

Document emailed to David (parksdirector@cityoflakegeneva.gov) for signature
2026-06-26 - 4:10:11 PM GMT

Document emailed to Katie (patrollt@cityoflakegeneva.gov) for signature
2026-06-26 - 4:10:11 PM GMT

Document emailed to Dennis (ddetkowski@cityoflakegeneva.gov) for signature
2026-06-26 - 4:10:12 PM GMT

Document emailed to Neil (dpwsuperintendent@cityoflakegeneva.gov) for signature
2026-06-26 - 4:10:12 PM GMT

Signer David (parksdirector@cityoflakegeneva.gov) entered name at signing as David Winger
2026-06-26 - 4:12:24 PM GMT

Document e-signed by David Winger (parksdirector@cityoflakegeneva.gov)
Signature Date: 2026-06-26 - 4:12:26 PM GMT - Time Source: server - Signature Appearance Selected: TYPE

Email viewed by Dennis (ddetkowski@cityoflakegeneva.gov)
2026-06-26 - 4:29:34 PM GMT

Document e-signed by Dennis (ddetkowski@cityoflakegeneva.gov)
Signature Date: 2026-06-26 - 4:30:04 PM GMT - Time Source: server - Signature Appearance Selected: MOBILE_DRAW

Email viewed by Neil (dpwsuperintendent@cityoflakegeneva.gov)
2026-06-29 - 10:39:57 AM GMT

Email viewed by Katie (patrollt@cityoflakegeneva.gov)
2026-06-29 - 2:23:52 PM GMT

Signer Katie (patrollt@cityoflakegeneva.gov) entered name at signing as Lt. Kaitlin Tietz
2026-06-29 - 2:24:23 PM GMT

Document e-signed by Lt. Kaitlin Tietz (patrollt@cityoflakegeneva.gov)
Signature Date: 2026-06-29 - 2:24:25 PM GMT - Time Source: server - Signature Appearance Selected: TYPE

Signer Neil (dpwsuperintendent@cityoflakegeneva.gov) entered name at signing as Neil Waswo
2026-06-29 - 3:12:22 PM GMT

Document e-signed by Neil Waswo (dpwsuperintendent@cityoflakegeneva.gov)
Signature Date: 2026-06-29 - 3:12:24 PM GMT - Time Source: server - Signature Appearance Selected: TYPE

Agreement completed.
2026-06-29 - 3:12:24 PM GMT

City of Lake Geneva
626 Geneva St
Lake Geneva WI 53147 262-248-3673

Receipt No: 21.000000811 Jun 6, 2025

BUFFALO GROVE HS

PUBLIC CHARGES
BUFFALO GROVE HS-FLAT 225.00
IRON PARK X3
11-52-00-46750
PARK USE FEES

| | |
|---|---|
| Total: | 225.00 |
| City Certified Payments | 225.00 |
| Payor: SIEGAL, JEFFREY | |
| Total Applied: | 225.00 |
| Change Tendered: | .00 |

07/06/2026 12:25 PM

3

| ORDINANCE OF THE COMMON COUNCIL | | | |
|---|---|---|---|
| An ordinance amending Subsections (a), Members of Sec. 70-55 Tourism Commission of Article III, Room Tax of Chapter 70, Taxation of the Municipal Code of the City of Lake Geneva, Wisconsin amending the number of members on the Tourism Commission and qualifications to serve as a member of the Tourism Commission. | | | |
| Committee | N/A | | |
| Fiscal Impact | N/A | | |
| **File Number** | **26-08** | **First Reading**<br>**Second Reading** | **May 26, 2026**<br>**May ___, 2026** |

The Common Council of the City of Lake Geneva, Wisconsin, does hereby ordain that Subsections (a), Members of Sec. 70-55 Tourism Commission of Article III, Room Tax of Chapter 70, Taxation of the Municipal Code of the City of Lake Geneva, Wisconsin is amended to read as follows:

**Sec. 70-55 Tourism Commission.**

(a) Members. The Tourism Commission shall consist of five members: two of the members shall be Aldermen of the City of Lake Geneva; One member shall be an owner of a business in the City of Lake Geneva; the remaining two members shall be members who represent the Wisconsin hotel and motel industry in the City of Lake Geneva. No more than two members may be a member of the Lake Geneva Downtown Business Improvement District (BID), and no Commission member may serve as Board Member, officer, or employee for Lake Geneva Chamber of Commerce, Incorporated d/b/a VISIT Lake Geneva or another organization performing the functions of a tourism entity for the Tourism Commission while serving as a member of the Tourism Commission**.** Members of the Commission shall be appointed by the Mayor and shall be confirmed by the City Council. Commissioners shall serve for a one-year term, at the pleasure of the appointing official, and may be reappointed.

**Approved by the City of Lake Geneva Common Council on this _____ day of May 2026.**

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

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

_____
Todd Krause, Mayor Date

Attest:

_____
Lacey L. Reynolds, City Clerk Date

| ORDINANCE OF THE COMMON COUNCIL | | | |
|---|---|---|---|
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| Committee | N/A | | |
| Fiscal Impact | N/A | | |
| **File Number** | **26-08** | **First Reading**<br>**Second Reading** | **May 26, 2026**<br>**May ___, 2026** |

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**Sec. 70-55 Tourism Commission.**

(a) Members. The Tourism Commission shall consist of ~~six~~ five members: two of the members shall be Aldermen of the City of Lake Geneva; One member shall be ~~a citizen of~~ an owner of a business in the City of Lake Geneva; the remaining ~~three~~ two members shall be members who ~~from the business community wherein on of the members must~~ represent the Wisconsin hotel and motel industry in the City of Lake Geneva~~,~~. No more than two members may ~~at least one member must~~ be a member of the Lake Geneva Downtown Business Improvement District (BID), and ~~at least one member must be a business owner within the City of Lake Geneva~~ **no Commission member may serve as Board Member, officer, or employee for Lake Geneva Chamber of Commerce, Incorporated d/b/a VISIT Lake Geneva or another organization performing the functions of a tourism entity for the Tourism Commission while serving as a member of the Tourism Commission.** Members of the Commission shall be appointed by the Mayor and shall be confirmed by the City Council. Commissioners shall serve for a one-year term, at the pleasure of the appointing official, and may be reappointed.

**Approved by the City of Lake Geneva Common Council on this _____ day of May 2026.**

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

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

_____

Todd Krause, Mayor Date

Attest:

_____

Lacey L. Reynolds, City Clerk Date

| RESOLUTION OF THE COMMON COUNCIL | | | |
|---|---|---|---|
| Resolution authorizing the issuance of 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: | Plan Commission Recommended Approval May 18, 2026 | | |
| Fiscal Impact: | N/A | | |
| **File Number:** | **26-R32** | Date: | June 8, 2026 |

WHEREAS, the City of Lake Geneva Plan Commission has considered the application for 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, and;

WHEREAS, The City Plan Commission held a Public Hearing thereon pursuant to proper notice given on May 18, 2026.

NOW, THEREFORE, BE IT RESOLVED, that the Zoning Administrator be, and is hereby authorized, to issue 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

to include all affirmative findings of fact and note staff recommendations and the following conditions;

1. Substantial conformance to the submitted conceptual 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 by the City for 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 conceptual Site Plan.

Granted by action of the Common Council of the City of Lake Geneva this 8th day of June 2026.

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

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

_____

Todd Krause, Mayor Date

Attest:

_____

Lacey L. Reynolds, City Clerk Date

# Memorandum

To: Mayor and Alderpersons

From: Renee Hanlon, Building and Zoning Director

Date: June 11, 2026

Re: Zoning Process for Swan Creek Supper Club Project

The purpose of this memorandum is to clarify the zoning approval processes for the proposed Swan Creek Supper Club.

Background

During the Common Council meeting of June 8, 2026, Alderperson Fesenmaier referenced the Conditional Use Permit (CUP) Zoning Application Packet and noted that some required information had not been submitted. The items in question were taken from the submittal checklist for a different zoning process—Site Plan Review. I inadvertently included both the Conditional Use Permit and Site Plan Review checklists in the packet provided to the applicant during our pre-application conference. The applicant has submitted all information required for the Conditional Use Permit application. The materials you received are the same materials the Plan Commission reviewed during the public hearing and their deliberation.

Next Step

Regarding details such as the Landscape Plan and Stormwater Management Plan: these items are not required for the CUP. They are required during the next step in this project's process, the Site Plan Review. Once the Council acts on the Conditional Use Permit application before you, the applicant will complete and submit a Site Plan Review application. This application will include all development-related details for the property. City Staff will review the submittal during a regularly scheduled Development Review Team (DRT) meeting. When the DRT is satisfied with the plan, it will be forwarded to the Plan Commission for review and action at a regularly scheduled Plan Commission meeting.

Interchange North Access

Please also be advised that the Walworth County Department of Transportation has issued the access permit. Interchange North is under County jurisdiction, and the County is the permitting authority for access; the City has no role in their permit issuance process. Because the County has already approved the access, the City cannot deny the developer that right of access.

Summary

• The materials you received meet the submittal requirements for the Conditional Use Permit application. Please base your deliberation and decision on the information in your packet.

• If the Council grants the Conditional Use Permit, the applicant will begin working with Staff to complete the Site Plan Review application. That application will be reviewed and approved by Staff during regularly scheduled Development Review Team (DRT) meetings and by the Plan Commission at their regularly scheduled meetings.

• Once the Site Plan Review process is complete, the applicant will work with Staff to complete a Building Permit application. Staff and consultants will review and approve this application. After approval, the building permit will be issued and construction may begin.

# M E M O R A N D U M

**TO:** **City Council, Mayor, City Administrator, and City Clerk**

**FROM:** **Daniel S. Draper, City Attorney**

**DATE:** **June 5, 2026**

**RE:** **Conditional Use Law**

---

There are several conditional use applications on the agenda for June 8th. The purpose of this memo is to remind the City Council that there was a change in the law regarding conditional use applications in 2017. I am attaching an article written by Daniel M. Olson, former Assistant Legal Counsel for the League of Wisconsin Municipalities, explaining history and the changes to the conditional use law.

Very briefly, the legislative changes made to the conditional use law have shifted the burden of proof needed for an applicant to obtain a conditional use permit from the applicant to the City. That means that instead of the applicant being required to show that the conditional use does not disturb or create a nuisance for neighboring properties, the City must demonstrate that conditions established by our ordinance or established by the plan commission (and ultimately the City Council) must be supported by "***substantial evidence***."

The conditional use statute specifically states that "If an applicant for a conditional use permit meets or agrees to meet all of the requirements and conditions specified in the city ordinance or those imposed by the city zoning board, the city shall grant the conditional use permit. Any condition imposed must be related to the purpose of the ordinance and be based on ***substantial evidence.*** § 62.23(7)(de)2a. I have attached a copy of the current statute addressing conditional uses.

The conditional use statute, §62.23(7)(de)1b specifically states that the term "'substantial evidence' **means facts and information, other than merely personal preferences or speculation**, directly pertaining to the requirements and conditions an applicant must meet to obtain a conditional use permit and that reasonable persons would accept in support of a conclusion." In other words, mere statements that a conditional use "may not be good" or "could create a nuisance" without facts or information is no longer sufficient to deny an applicant. There must be substantial evidence (facts and information) that reasonable people would accept to support the decision of the governing body.

There are very few cases that discuss what constitutes "substantial evidence" under the conditional use statute. One case that was published involved the siting of a cell tower between residential neighborhoods. The court upheld the denial of a conditional use permit based upon factors contained in the zoning code which addressed compatibility of uses. In discussing "substantial evidence," the court stated that "substantial evidence is less than a preponderance of the evidence but is more than a mere scintilla of evidence and more than conjecture and speculation." It reflects the current definition stated in the conditional use statute. The key will be to determine what constitutes "facts and information" that qualifies as evidence that will qualify as "substantial evidence."

Correspondingly, the applicant must meet all the conditions specified in the city ordinance and conditions supported by substantial evidence to obtain the conditional use permit.

In conclusion, the City cannot look at conditional uses as the City has in the past. There is now a more stringent standard applied to denials of conditional use applications or imposition of

conditions on conditional uses. There must be "substantial evidence" to support denial of or conditions imposed upon conditional use applications.

Hopefully this information will assist the Council members to make a well-reasoned decision supported by facts and information that constitute "substantial evidence" for the conditional use applications on the June 8th agenda.

If you have any questions, please contact me.



# Legislature Curtails Municipal Conditional Use Permit Authority

Daniel M. Olson, Assistant Legal Counsel, League of Wisconsin Municipalities

The Wisconsin legislature enacted major changes to local zoning authority laws in 2017 that were urged and promoted by developers but described by its legislative supporters as a "homeowners" bill of rights. Nonetheless, the laws passed and the governor signed them. Significantly, the most important change to municipal land use powers included in the legislation, 2017 Wisconsin Act 67, impacts the conditional use permit ("CUP") authority of all local governments, including cities and villages.

## Conditional Use Background

Zoning is a regulatory system designed to proactively improve the quality of land use patterns in communities and supplant the inefficient, expensive, and reactive nuisance litigation morass of the 19th century. These goals are typically accomplished by grouping compatible land use activities into zoning districts, which diminishes the negative impacts from incompatible uses.

Within the districts, certain land uses are deemed unlikely to adversely affect other uses in the district and are permitted without review. Other land use activities are only allowed as conditional uses in zoning districts even though they may be beneficial because they carry a high risk of negative external impacts on adjoining properties, neighborhoods or the whole community. These less compatible and less desirable land uses are commonly allowed only after individualized review by a zoning authority and subject to conditions designed to decrease the potential adverse impacts.

The traditional CUP system of the last 75-plus years provided cities and villages with critical flexibility to accommodate risky land uses but protect the property values and investments of adjoining property owners, neighborhoods, and the whole community. The legislative changes to city and village CUP authority attacks that balance of interests by making the CUP decision process rigid and less able to protect other property owners and communities from the negative impacts of land uses traditionally categorized as conditional uses. A CUP system is now a much less desirable land use planning and regulation tool that cities and villages might reasonably abandon altogether.

## CUP Authority Changes

*The Municipality* published an article exploring the scope of CUP authority in 2008. See Zoning 495. Much of that article is still relevant and important to a full understanding of CUP authority in Wisconsin. However, the 2017 CUP law changes, a reaction to the Wisconsin Supreme Court's 2017 decision in *AllEnergy v. Trempealeau County*, 2017 WI 52, 375 Wis. 2d 329, 895 N.W.2d 368, substantially altered CUP authority in several critical areas.

First, the law amends the zoning enabling statute to specify that any CUP "condition imposed must be related to the purpose of the ordinance and be based on substantial evidence." Wis. Stat. §62.23(7)(de)2.a. It also mandates that CUP requirements and conditions "must be reasonable and, to the extent practicable, measurable …." Wis. Stat. §62.23(7)(de)2.b. These new obligations are problematic.

Prior to the change, general non-specific CUP requirements in zoning ordinances were reasonable and, thus legally permissible. Now, they must be based on substantial evidence and, where practicable, they must be measurable to be reasonable.

One challenge will be creating reasonable CUP requirements that are meaningful. Drafting an ordinance with reasonable requirements to govern the likely as well as all possible contingencies relating to a conditional use will be a very difficult task. A meaningful requirement that is legally reasonable in one circumstance may likely be unreasonable in another. That is due to the nature of conditional uses; their impacts vary based on location, which is why they were not classified as permitted uses in the first instance.

And, what should zoning officials make of the "substantial evidence" and "measurable" requirements? Must adoption or amendment of CUP ordinances be accompanied by a record that satisfies the substantial evidence threshold? Assuming we can figure out what "to the extent practicable" also means, how measurable does a CUP requirement have to be to comply with the new law? There are no answers to these questions in the statute and, the courts, through costly litigation, will likely be the only authority that might satisfy a disgruntled developer.

Second, what qualifies as substantial evidence – the information an administrative body is allowed to rely on in reaching its decision – is now defined by statute instead of case law. "Substantial evidence means facts and information,

other than merely personal preferences or speculation, directly pertaining to the requirements and conditions an applicant must meet to obtain a conditional use permit and that reasonable persons would accept in support of a conclusion." Wis. Stat. §62.23(7)(de)1.b.

While similar to what the substantial evidence test was, *see AllEnergy*, 2017 WI 52 at ¶ 76, it is clear that the change was enacted to try and limit the type of information a zoning authority can rely on in deciding whether to grant a CUP. It must not only be facts and information instead of personal preferences or speculation, but those facts and information must "directly pertain" to the requirements and conditions in the zoning ordinance or established by the zoning board.

It will be impossible to confine public hearing testimony from citizens to only facts and information that directly pertains to CUP requirements and conditions. Most people do not have the kind of legal training or experience to provide wholly objective testimony at an informal zoning hearing. When this happens, are members of the zoning board legally permitted to redirect the testimony of the citizen without being challenged by the applicant as impermissibly biased? That is just one impact of the substantial evidence requirement.

The language prohibiting reliance on speculation for substantial evidence is another problem area. CUPs are inherently uses with higher risks of negative impacts on other uses. But, the negative impact varies from location to location. Therefore, is evidence about decreased property values or other negative impacts associated with a similar use at a different location speculation or non-speculation about probable impacts at the proposed location?

Third, the city and village zoning enabling statute was amended to specify that "if an applicant for a conditional use permit meets or agrees to meet all of the requirements and conditions specified in the city ordinance or those imposed by the city zoning board, the city ***shall*** grant the conditional use permit." Wis. Stat. §62.23(7)(de)2.a. (emphasis added). This language embraces a minority zoning legal theory the Wisconsin Supreme Court rejected in *AllEnergy* that "where a [CUP] applicant has shown that all conditions and standards, both by ordinance and as devised by the zoning committee, have been or will be met, the applicant is entitled to the issuance of a permit." *AllEnergy*, 2017 WI 52 at ¶119.

Adding this legal principle to Wisconsin zoning law shifts the legal burden from

► p.23

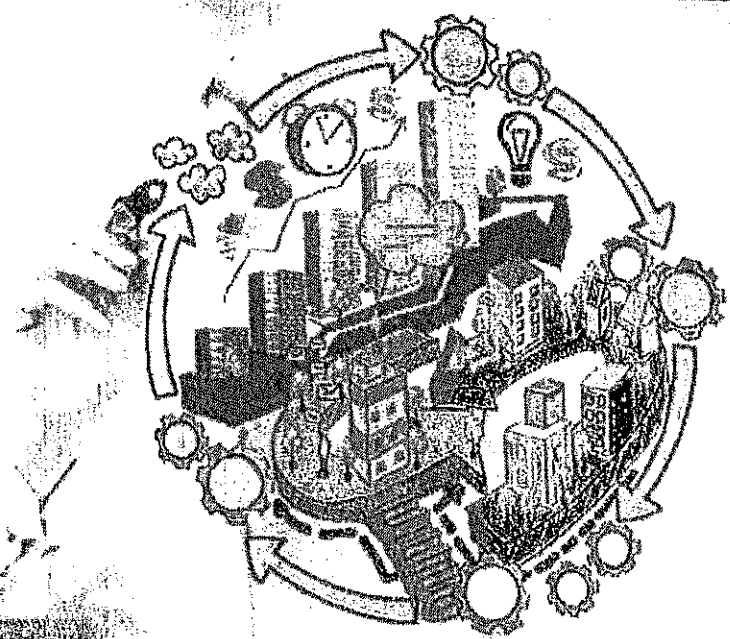

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- Downtown Revitalization Initiatives
- TIF Districts
- BID Creation
- Consolidation Studies
- Comprehensive Planning and Implementation
- Strategic Planning
- Process Improvement
- Classification and Compensation Studies



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a CUP applicant to the municipal governmental body responsible for making the CUP decision. The municipality must establish a permit requirement or condition by ordinance or develop conditions that are based on substantial evidence provided at the hearing. The burden shifting limits the effectiveness of the entire CUP review process and moves CUPs much closer to permitted use status than might be desirable in most circumstances.

As already noted, the pre-hearing ordinance requirements are likely to be watered down and less meaningful in order to survive a reasonableness challenge since they will apply to all proposed CUPs that have highly variable impacts based on location. This will make CUP applications much harder to deny.

Public officials do not welcome zoning litigation. It is inefficient and costly. So, even assuming that they will have a solid understanding of substantial evidence, zoning board members will be very cautious with their authority to impose CUP conditions based on substantial evidence introduced at the zoning hearing. Again, the burden shifting will make CUP applications much more difficult to deny.

Could a CUP applicant preempt the entire CUP process by simply promising full compliance when he files the CUP application? Probably not because a public hearing is mandated and the zoning board is vested with some authority to impose conditions that are based on substantial evidence after the public hearing and before granting a permit. However, as long as the CUP applicant agrees to abide by all the requirements and conditions, zoning board discretion is nullified and it must grant the CUP.

## Responding to the Changes

The legislative changes did not reduce the adverse impact risks associated with conditional uses for adjoining properties, neighborhoods, or communities. The risks are still present and, absent a municipal response, are now even greater given the reduced ability to address those negative externalities. So, cities and villages should consider their options given the new legislative restrictions on their CUP authority.

▸ p.24



Cities and villages can start with the knowledge that they are not legally required to have conditional uses in their zoning codes. Moreover, in most cases, the legislative decision by a city council or village board to include or not include a particular land use in a zoning district is essentially immune from legal challenge. The legislature may have severely curtailed city and village authority to deny a CUP request but it did not have any impact on city council or village board legislative discretion to classify land uses as conditional or permitted or determine how many, if any, conditional uses a city or village should have in a particular zoning district. So, one legally permissible response to the new laws might be elimination of all existing conditional uses in zoning districts or limiting them to a very select group of low-risk uses.

With the new laws, the legislature eliminated much of the prior legal authority cities and villages used to accommodate conditional uses while protecting property interests of adjoining landowners, the stability of neighborhoods, and the well-being of the whole community. Unless a city or village is willing to accept a conditional use in a zoning district – with much less ability to guide when and where it exists – then eliminating them altogether or greatly reducing their availability is a reasonable and legally permissible response.

In addition, cities and villages will need to closely examine their existing conditional use permit requirements set by ordinance. As noted above, they must be reasonable, related to the purpose of the ordinance and, to the extent practicable, measurable. Thus, general requirements for CUPs commonly found in existing zoning ordinances are now suspect and subject to legal challenge. Instead, revised requirements should be information-based. In addition, a city or village will need to show that revised requirements are measurable, unless impracticable. And, if impracticable, they will need to be able demonstrate why.

## Conclusion

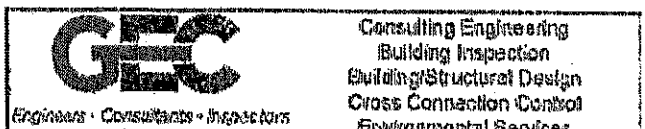
Conditional use zoning permits have been commonly used by cities and villages to allow riskier land use activities in zoning districts subject to review and conditions. 2017 Wisconsin Act 67 substantially altered the CUP review and condition authority cities and villages have used for the last 75 years. The status quo for conditional uses in Wisconsin has changed dramatically. Cities and villages must now decide how they will respond to these changes. Revisions to CUP requirements in zoning ordinances will be necessary. A thorough review of conditional use designation and inclusion in zoning districts is also warranted.

**Zoning 523**


About the author:

Daniel Olson is the Assistant Legal Counsel for the League. He provides legal assistance to municipal attorneys and officials through telephone inquiries, written opinions and briefs, workshop presentations, and published articles. He also assists in writing League handbooks and planning the Municipal Attorney's Institute. Daniel joined the League staff in 2001. Contact Daniel at danolson@lwm-info.org














**Wis. Stat. §62.23**

**7(de)** *Conditional use permits.*

**1.** In this paragraph:

**a.** "Conditional use" means a use allowed under a conditional use permit, special exception, or other special zoning permission issued by a city, but does not include a variance.

**b.** "Substantial evidence" means facts and information, other than merely personal preferences or speculation, directly pertaining to the requirements and conditions an applicant must meet to obtain a conditional use permit and that reasonable persons would accept in support of a conclusion.

**2.**

**a.** If an applicant for a conditional use permit meets or agrees to meet all of the requirements and conditions specified in the city ordinance or those imposed by the city zoning board, the city shall grant the conditional use permit. Any condition imposed must be related to the purpose of the ordinance and be based on substantial evidence.

**b.** The requirements and conditions described under subd. 2. a. must be reasonable and, to the extent practicable, measurable and may include conditions such as the permit's duration, transfer, or renewal. The applicant must demonstrate that the application and all requirements and conditions established by the city relating to the conditional use are or shall be satisfied, both of which must be supported by substantial evidence. The city's decision to approve or deny the permit must be supported by substantial evidence.

**3.** Upon receipt of a conditional use permit application, and following publication in the city of a class 2 notice under ch. 985, the city shall hold a public hearing on the application.

**4.** Once granted, a conditional use permit shall remain in effect as long as the conditions upon which the permit was issued are followed, but the city may impose conditions such as the permit's duration, transfer, or renewal, in addition to any other conditions specified in the zoning ordinance or by the city zoning board.

**5.** If a city denies a person's conditional use permit application, the person may appeal the decision to the circuit court under the procedures contained in par. (e) 10. a., or if the decision is on an application for an approval, as defined in s. 781.10 (1) (a), under the procedures described in par. (e) 10. b.

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:** _____

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____ **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

01

# SWAN CREEK SUPPER CLUB BUSINESS STRATEGY



## OUR STRATEGY

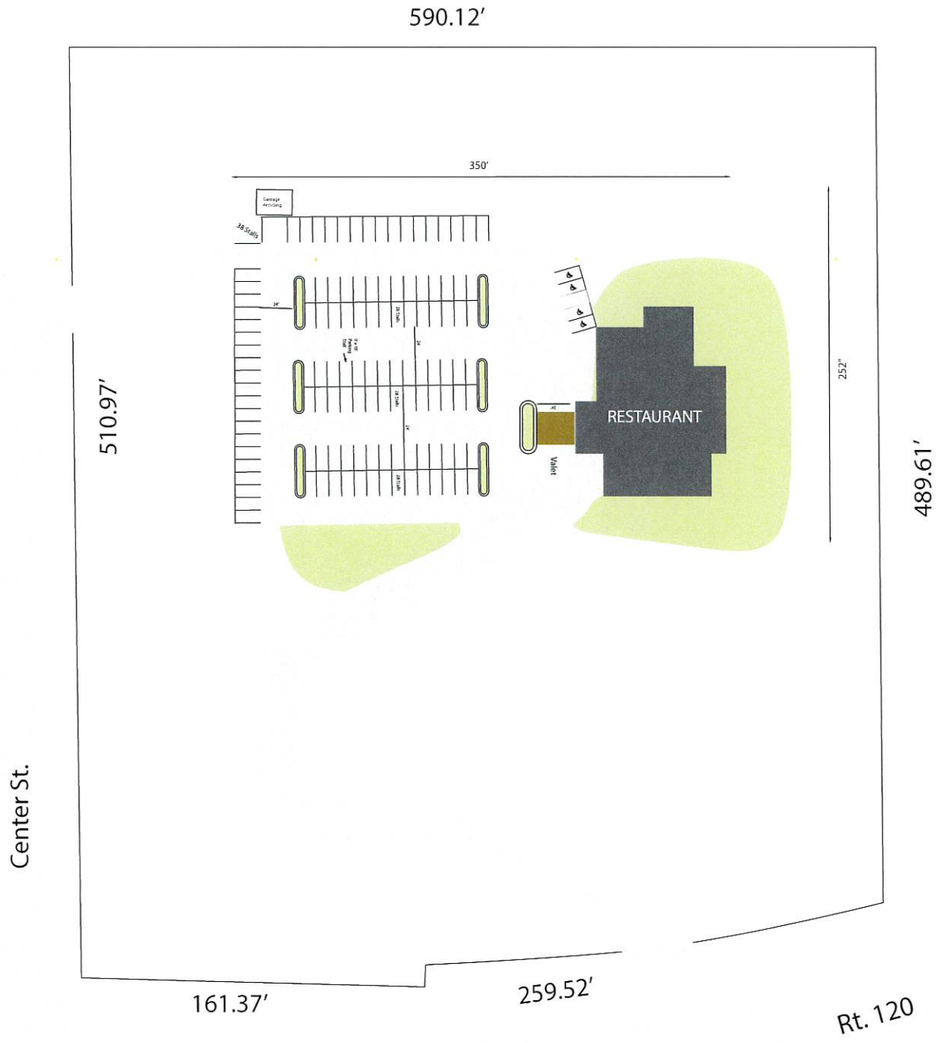
Oakfire Hospitality Group has identified the perfect location to build a family oriented Wisconsin Supper Club that celebrates traditional supper club dishes nestled in the woods in the heart of Lake Geneva. The atmosphere will feel like a homage to Wisconsin heritage and nostalgia. Our goal for the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

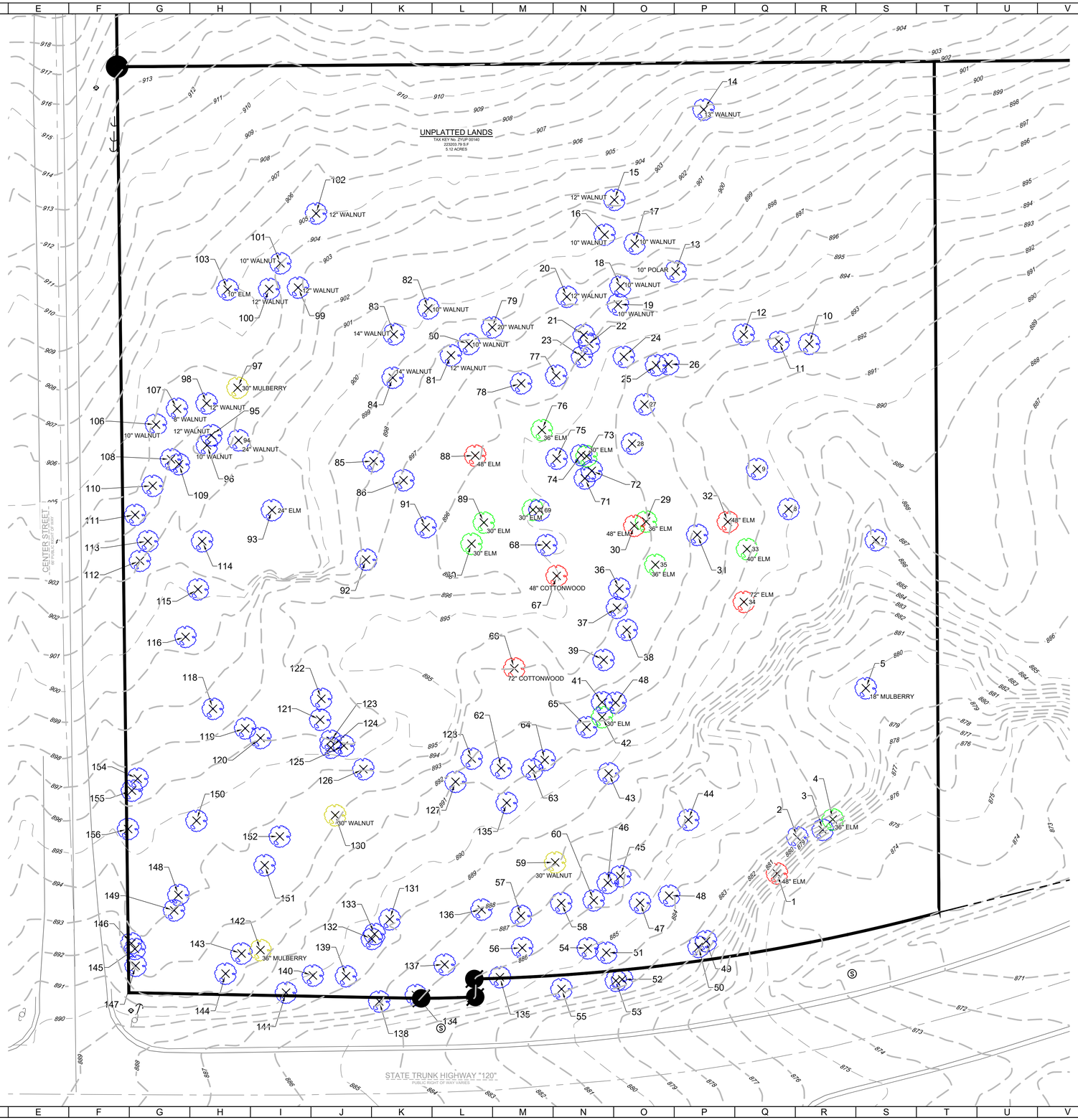
TAX KEY No. ZYUP 00140

# SUPPER CLUB LAYOUT

1/8″ Scale = 1 foot

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






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 |
|---|---|---|
| | | |

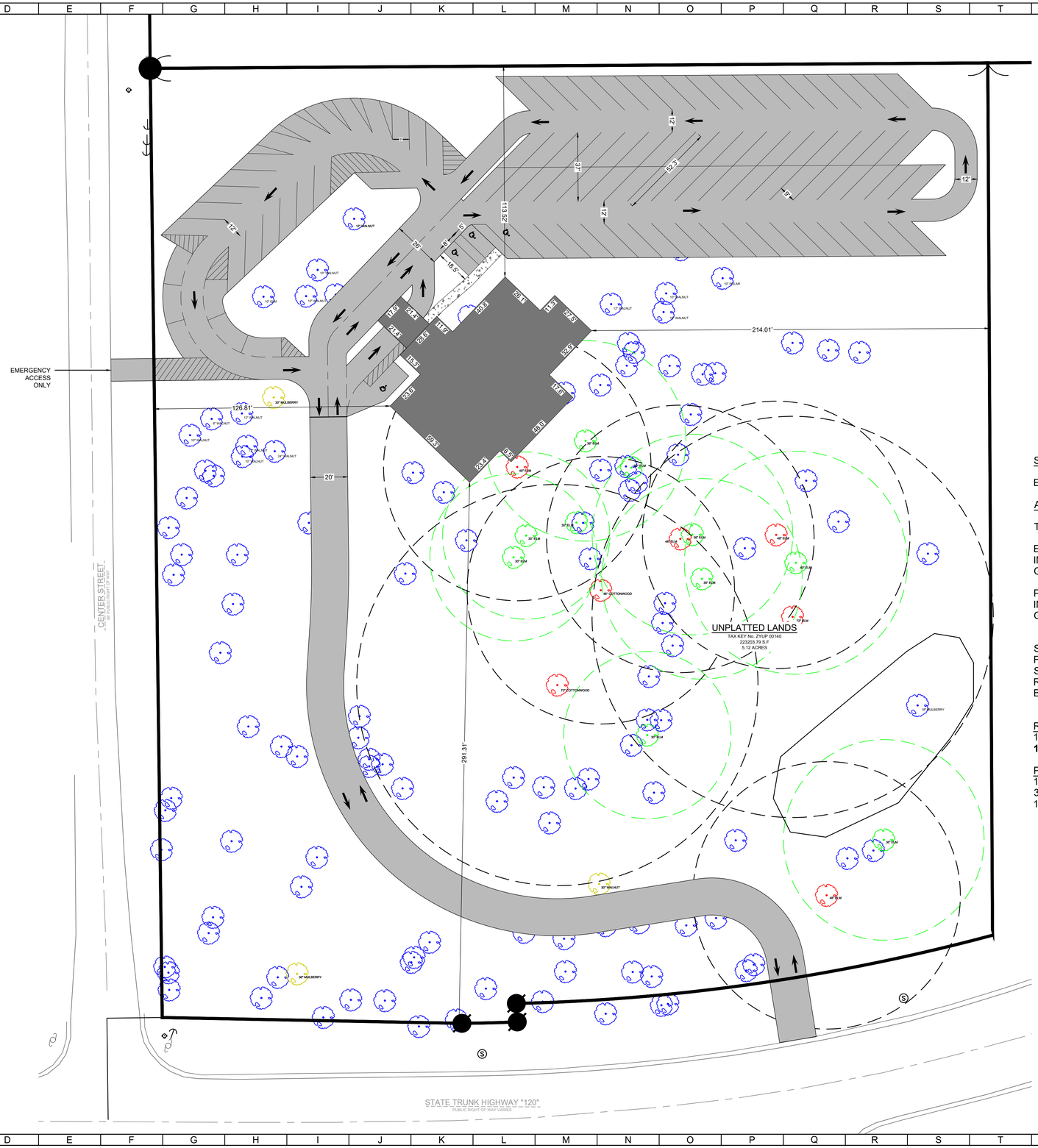
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|---|---|
| SCALE | 1" = 30' |
| PROJECT NUMBER | 25528 |
| DATE | 02/06/2026 |
| PROJECT MGR | RYAN CARDINAL, PE |
| DRAWN BY | MBB |
| DESIGNED BY | BDP |

SHEET NUMBER

1 OF 3

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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 |
|---|---|---|
| | | |

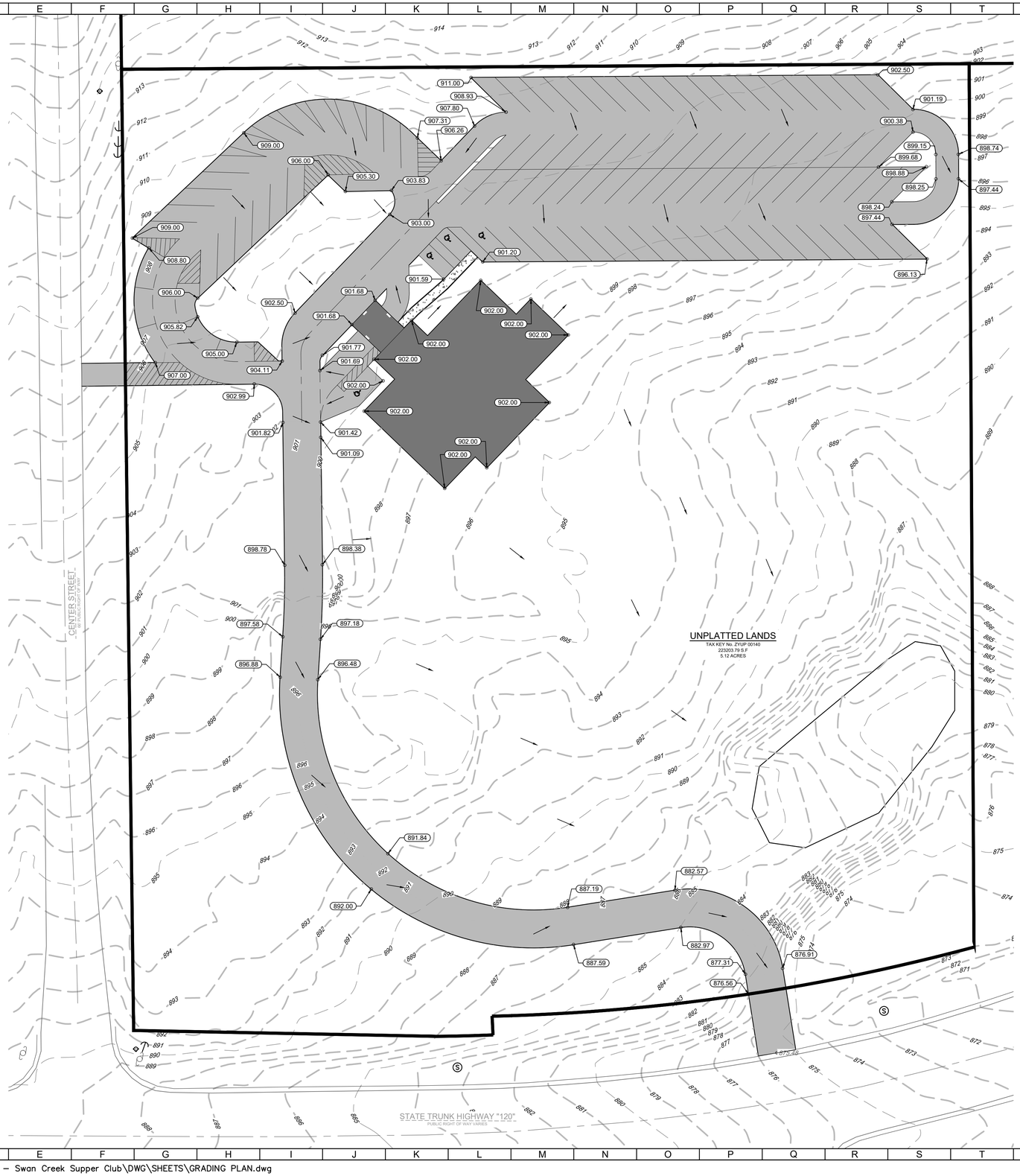
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|---|---|
| SCALE | 1" = 30' |
| PROJECT NUMBER | 25528 |
| DATE | 02/06/2026 |
| PROJECT MGR | RYAN CARDINAL, PE |
| DRAWN BY | MMB |
| DESIGNED BY | BDP |

SHEET NUMBER

2 OF 3

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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 |
|---|---|---|
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| | |
|---|---|
| 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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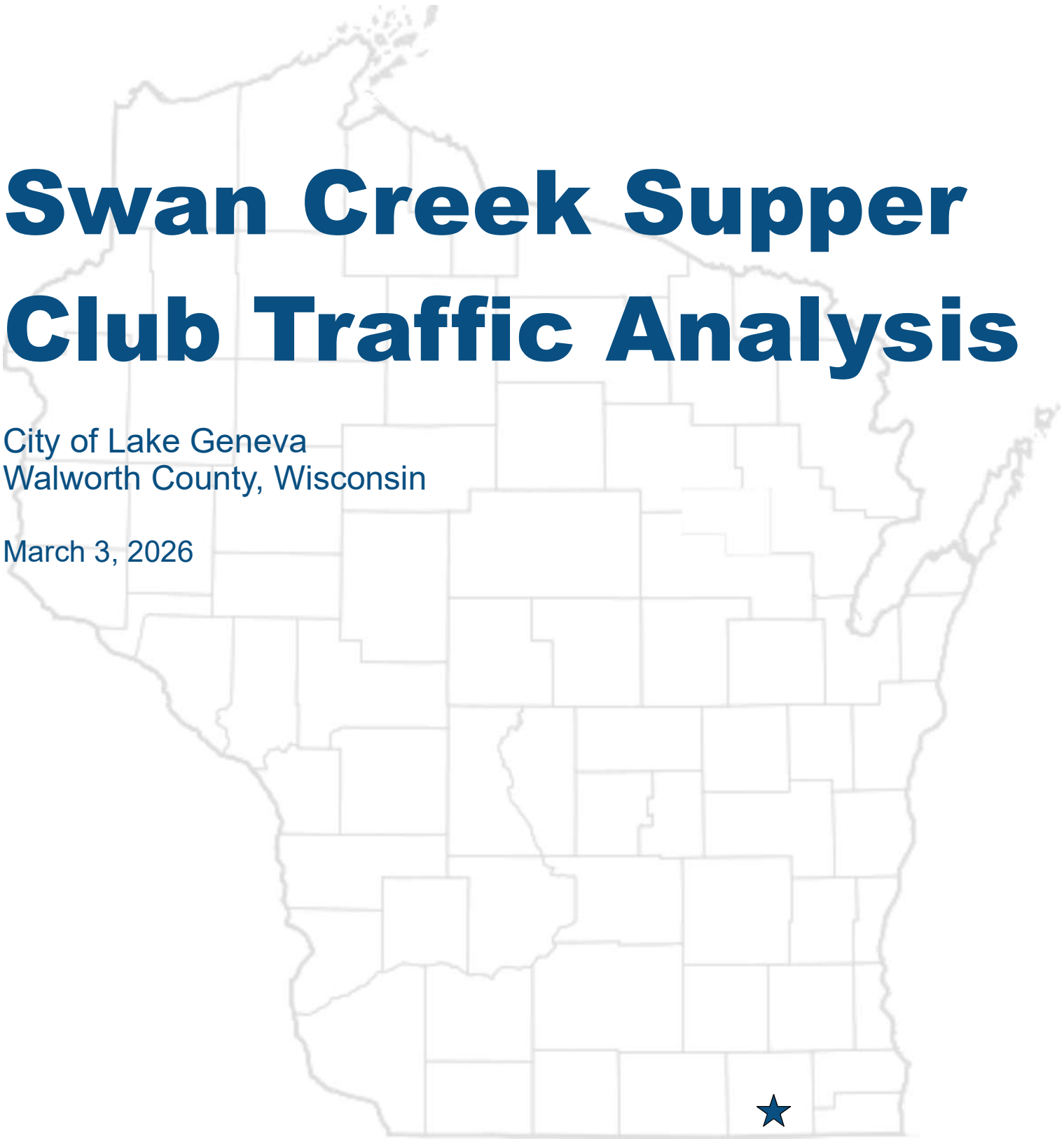
TRAFFIC ANALYSIS & DESIGN, INC.

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
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*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*

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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* | | *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:

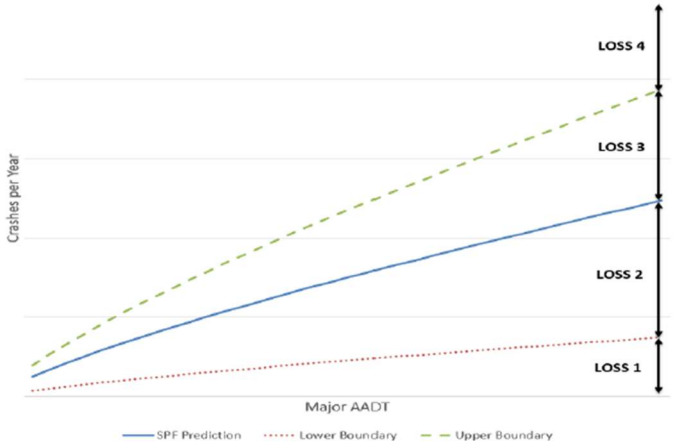
- Interchange North & Center Street = 17 crashes (one type A, two type B, & two type C injury crashes) Exhibit 20
- Interchange North & Sage Street = 2 crashes (one type B injury crash) Exhibit 21

- 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 95$^{th}$ 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)

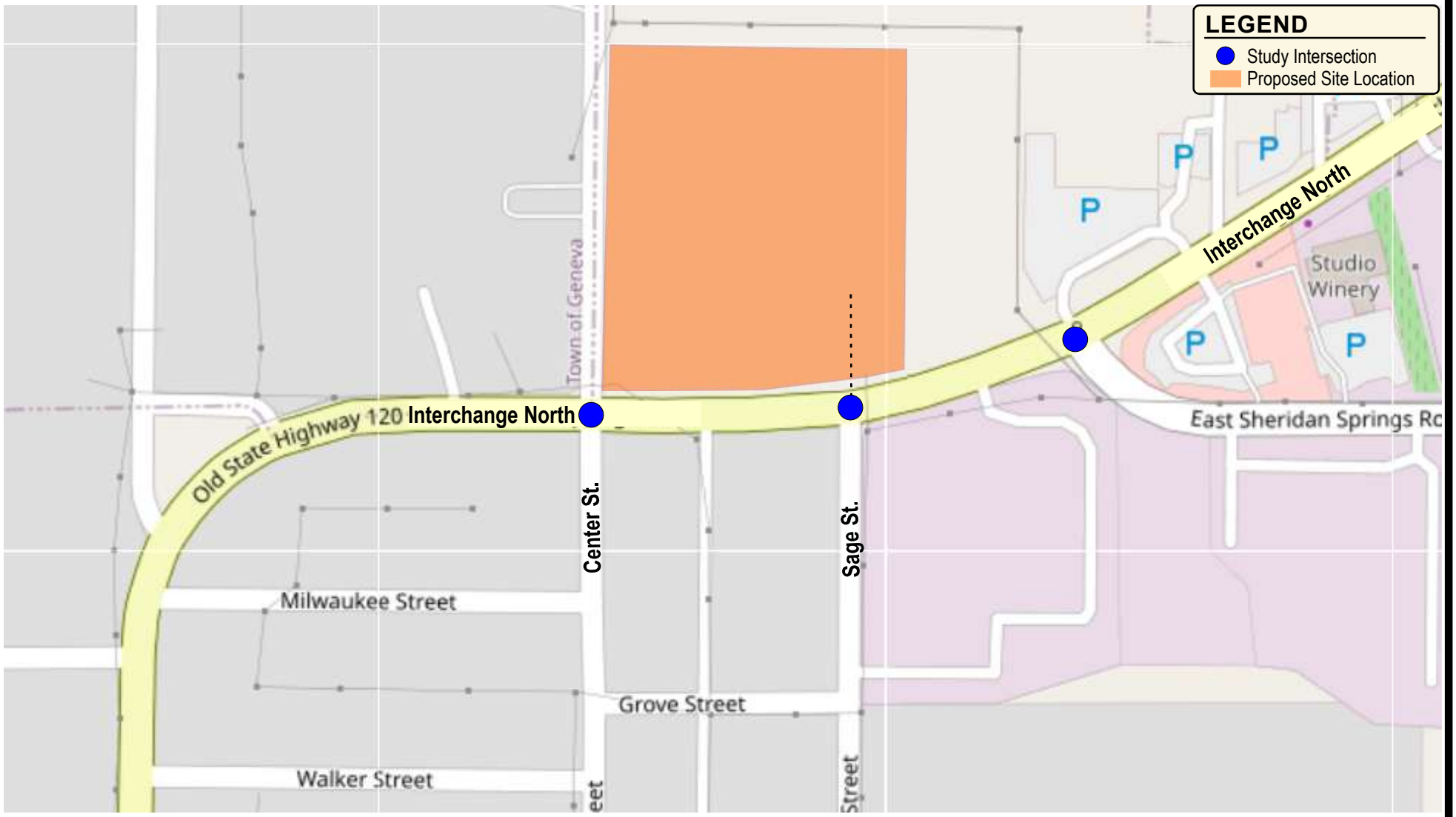
between 80 to 100 feet with one approach lane for each direction (see Exhibit 27). With compact roundabouts, the center central island is slightly raised, but is also traversable for semi-trucks. Also, add street lighting at the roundabout.

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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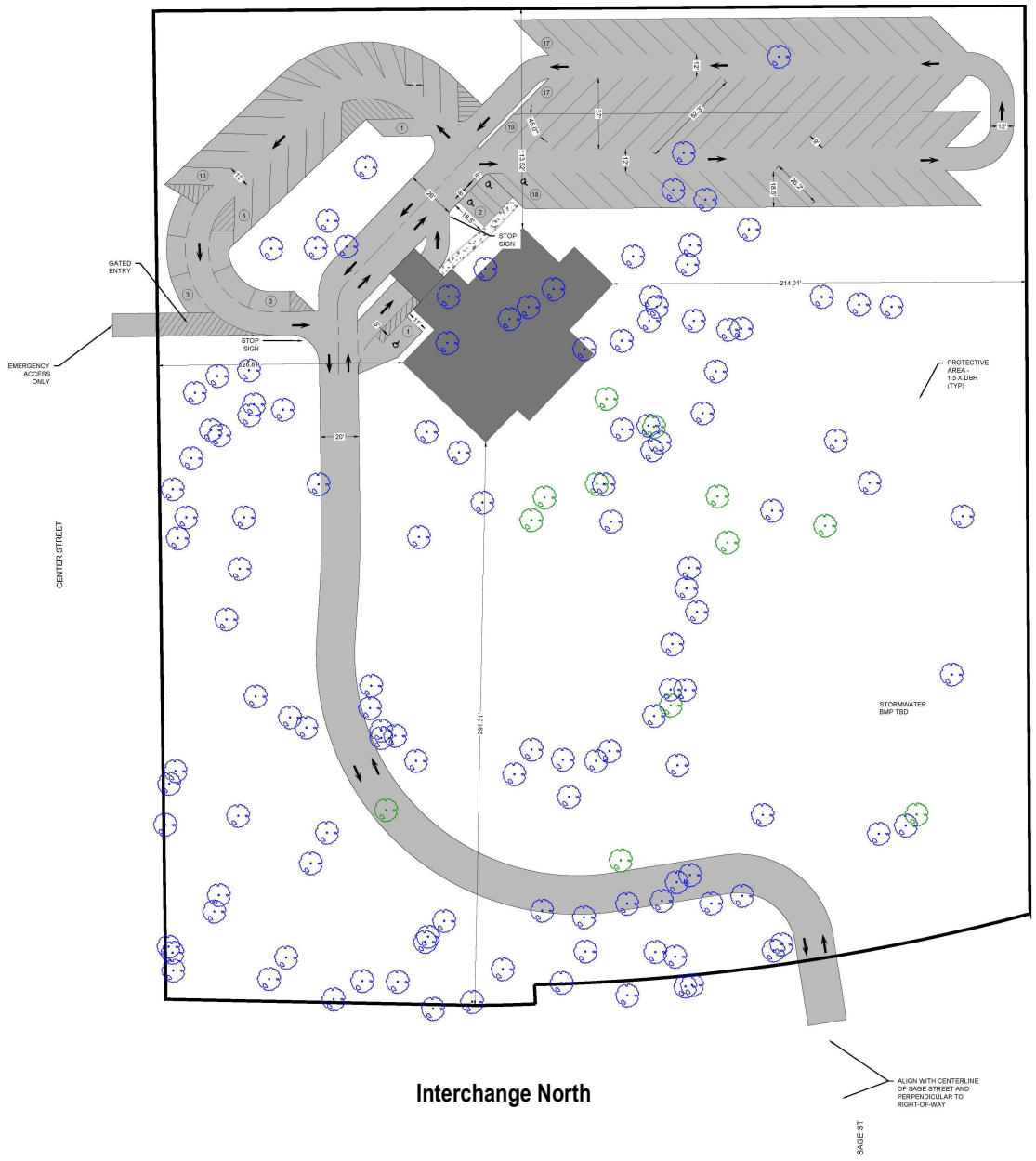
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**EXHIBIT 1**
**STUDY AREA MAP**

**LAKE GENEVA, WI**




**Interchange North**

N

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

LEGEND

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

SITE STATISTICS

EXISTING ZONING PB

AREA CALCULATIONS

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

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

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

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

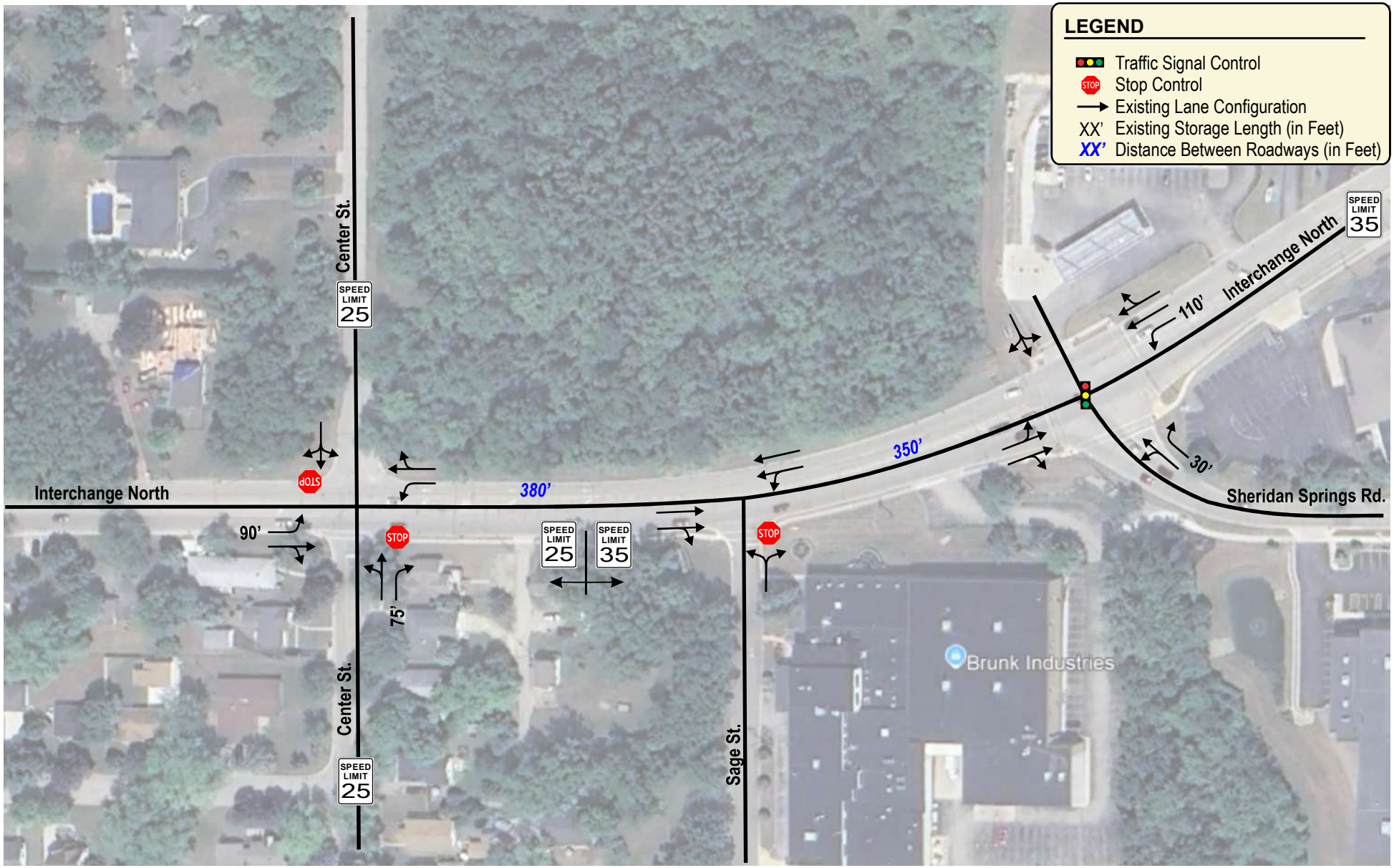
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# EXHIBIT 2
# CONCEPTUAL SITE PLAN

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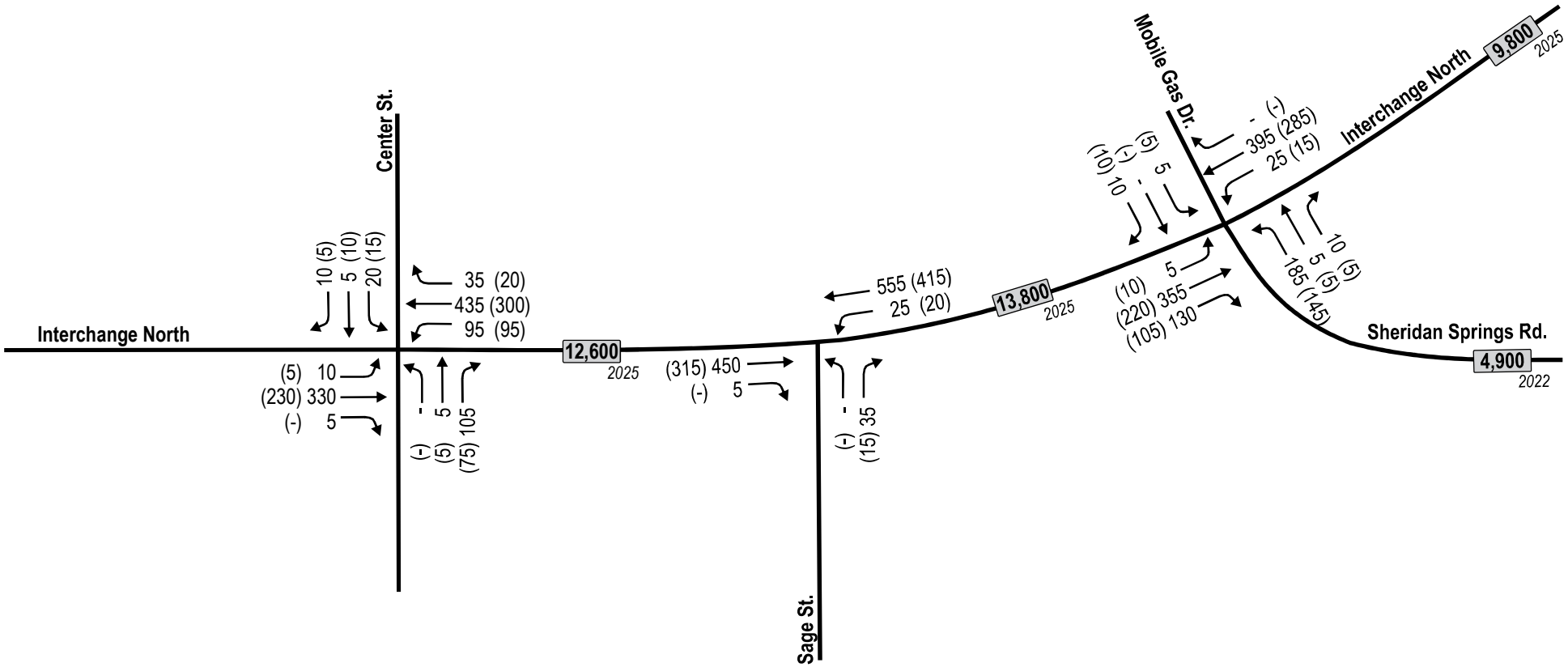



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# EXHIBIT 3
# EXISTING TRANSPORTATION DETAIL

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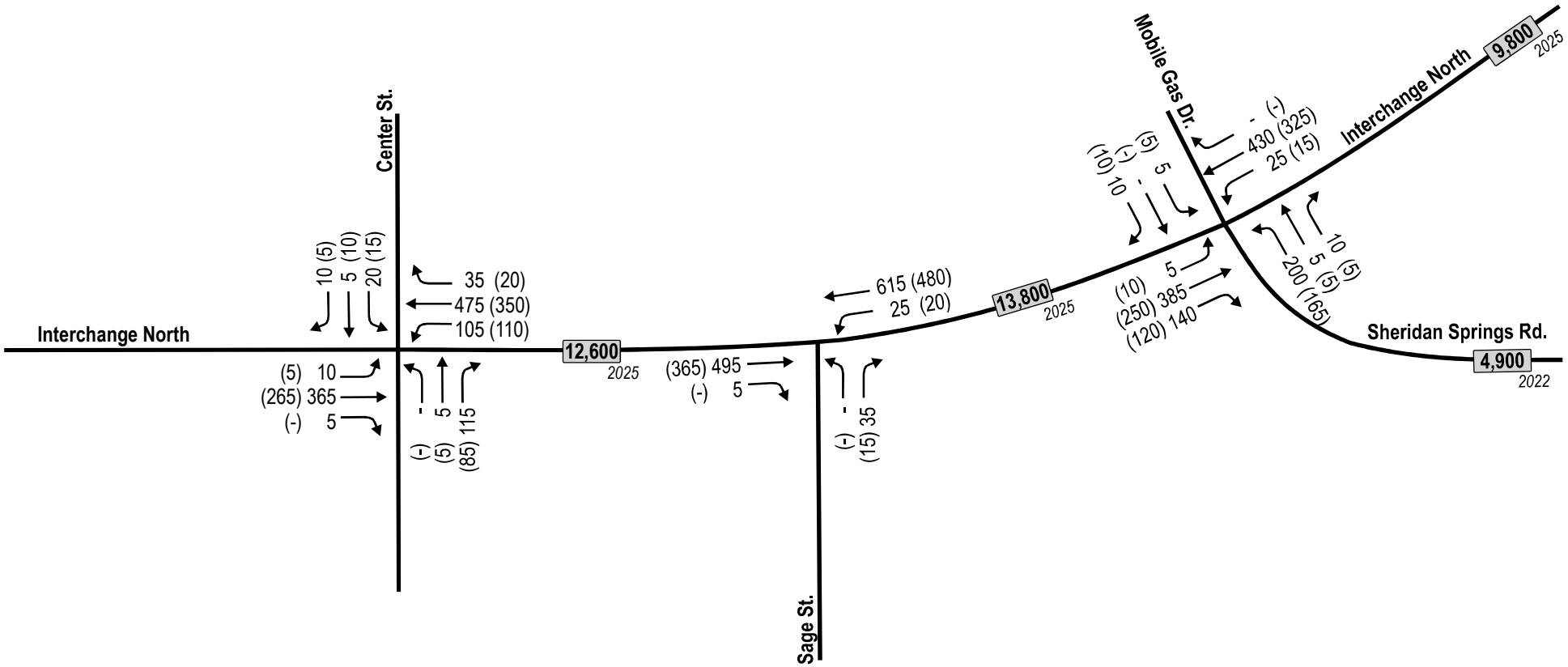



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**EXHIBIT 4**
**YEAR 2026 EXISTING TRAFFIC VOLUMES**

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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)*

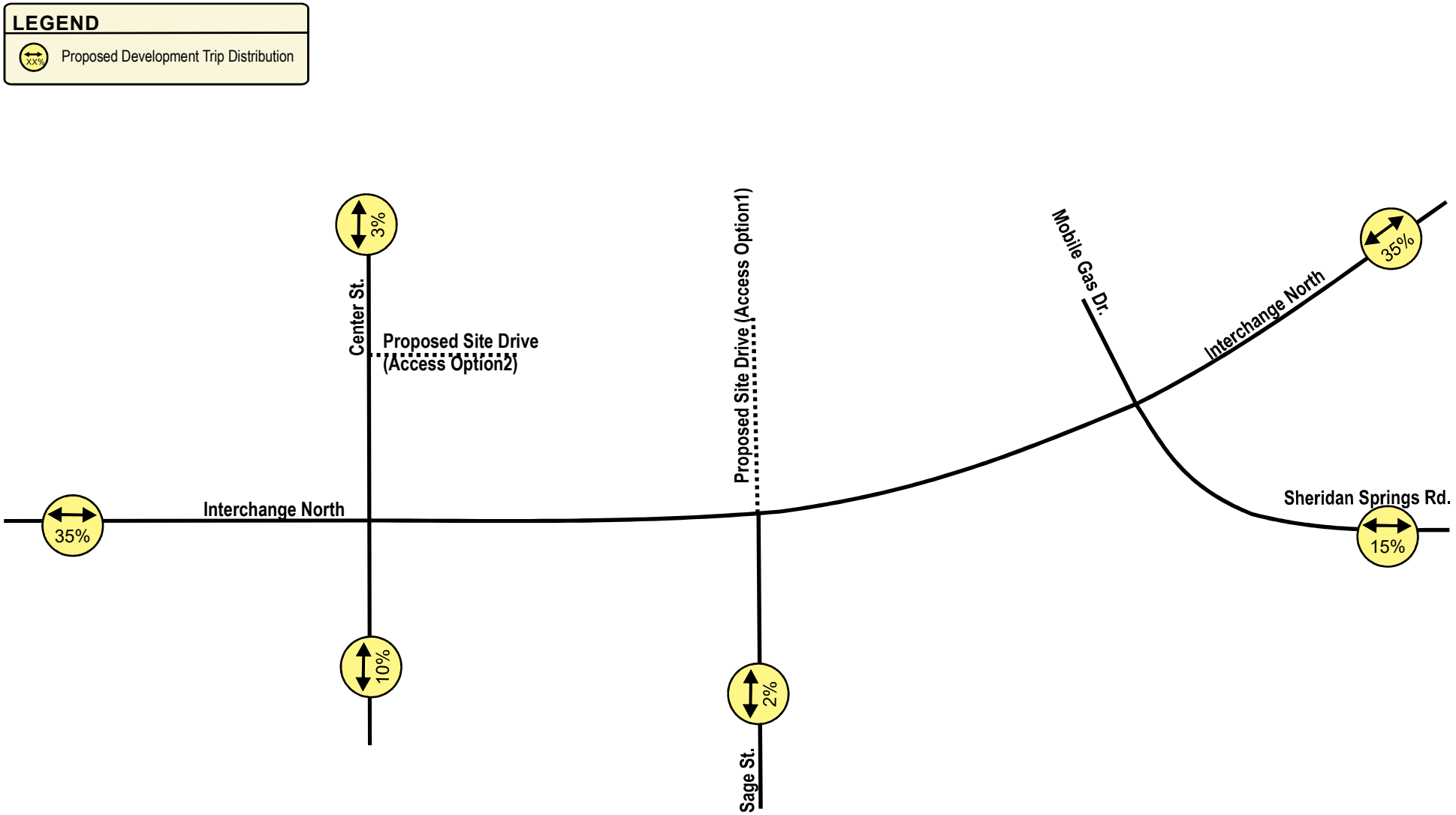
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| West on Interchange North | 45% | -60 | 0 | 0 | | -5 | -5 |
| East on Interchange North | 55% | -70 | -5 | -5 | | -5 | -5 |
| | ***100%*** | ***-130*** | ***-5*** | ***-5*** | | ***-10*** | ***-10*** |

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**EXHIBIT 6**
**DEVELOPMENT TRIP GENERATION & DISTRIBUTION TABLES**

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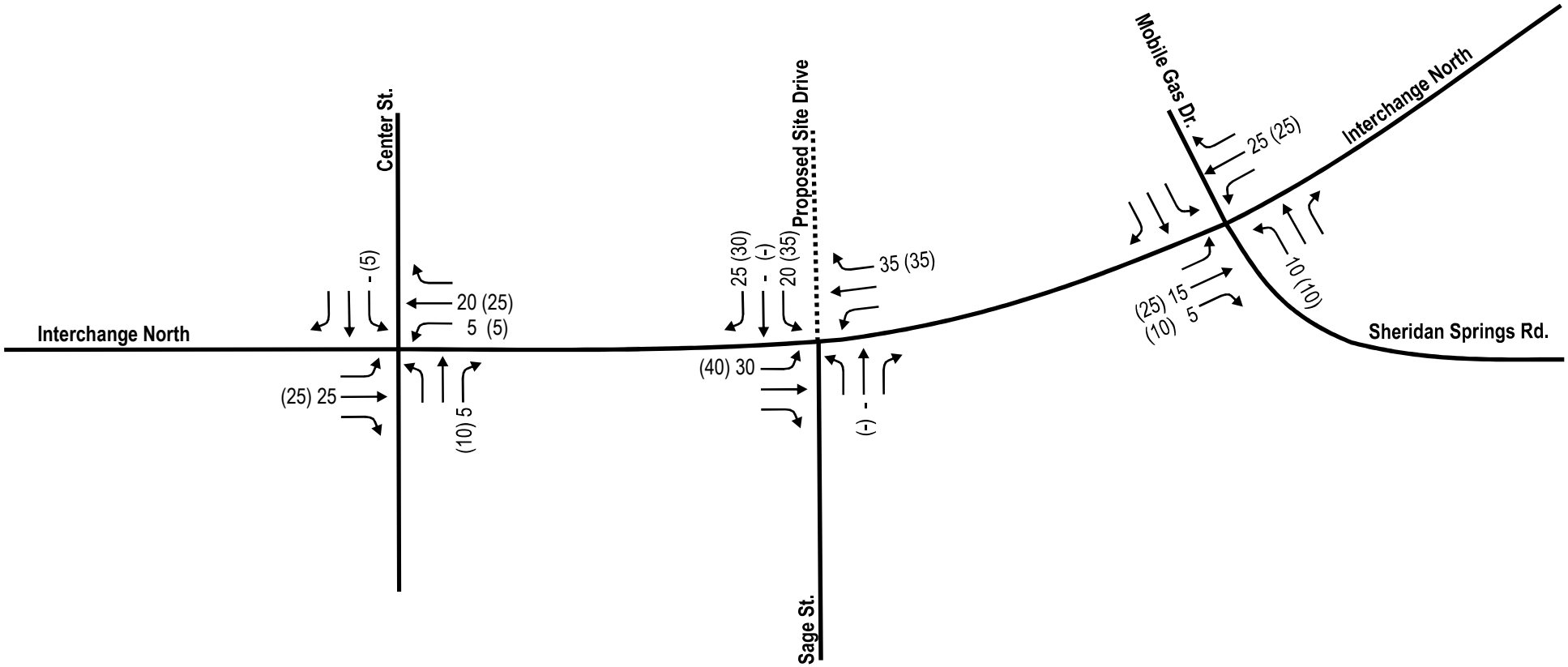
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**EXHIBIT 7**
**DEVELOPMENT TRIP DISTRIBUTION PERCENTAGES**

**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*. |

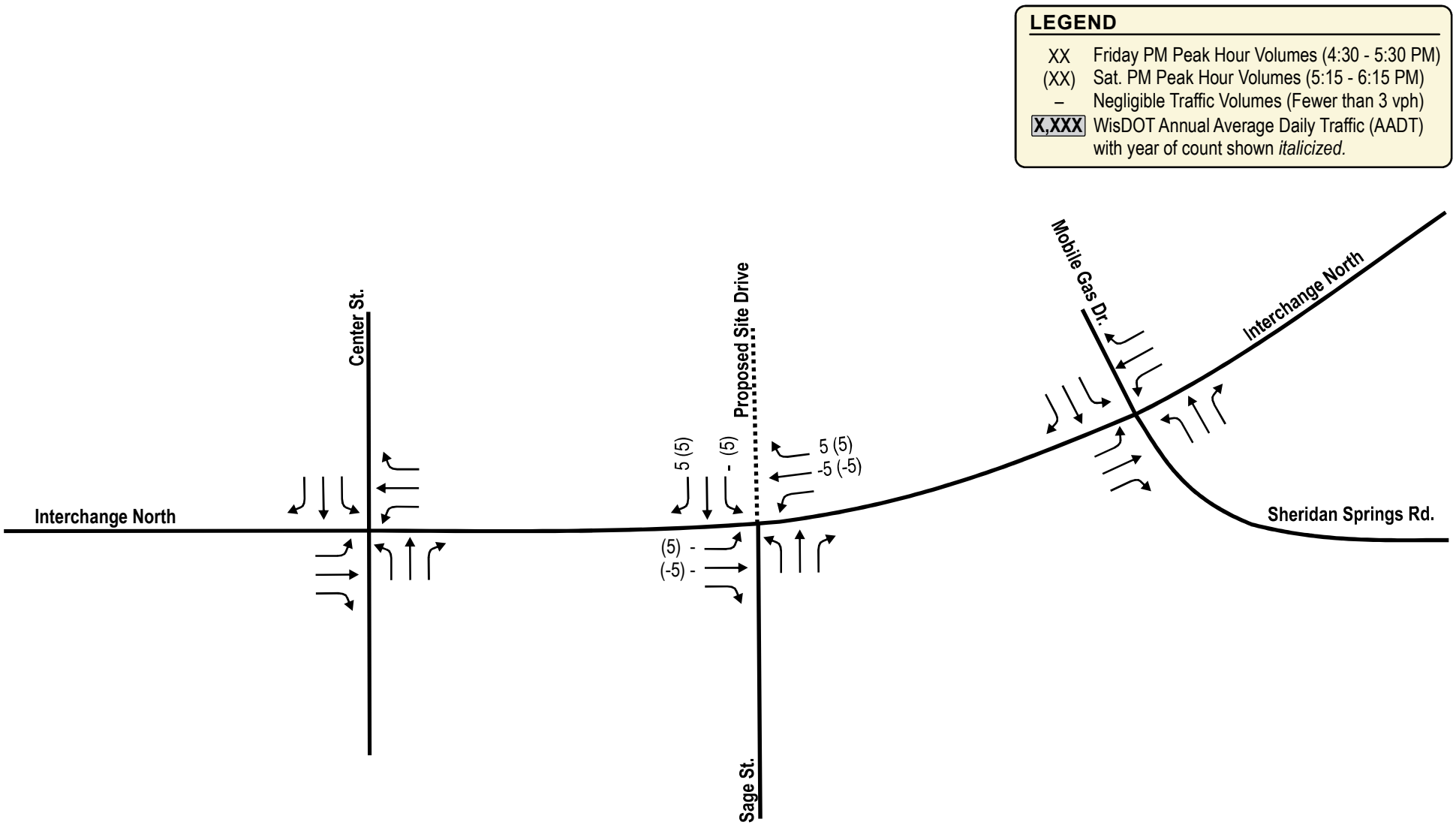



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**EXHIBIT 8**
**DEVELOPMENT NEW TRIPS**
**ACCESS OPTION 1**

**LAKE GENEVA, WI**

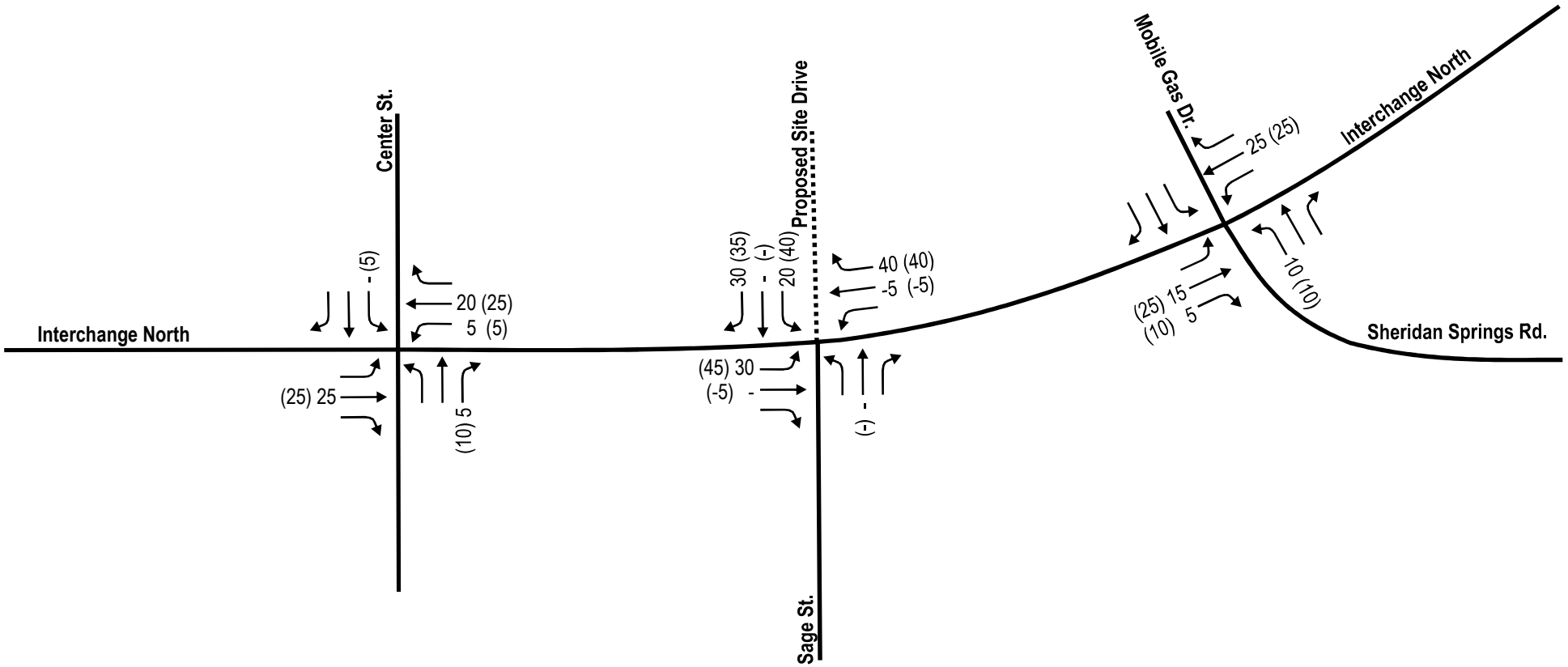



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**EXHIBIT 9**
**DEVELOPMENT PASS-BY TRIPS**
**ACCESS OPTION 1**

**LAKE GENEVA, WI**

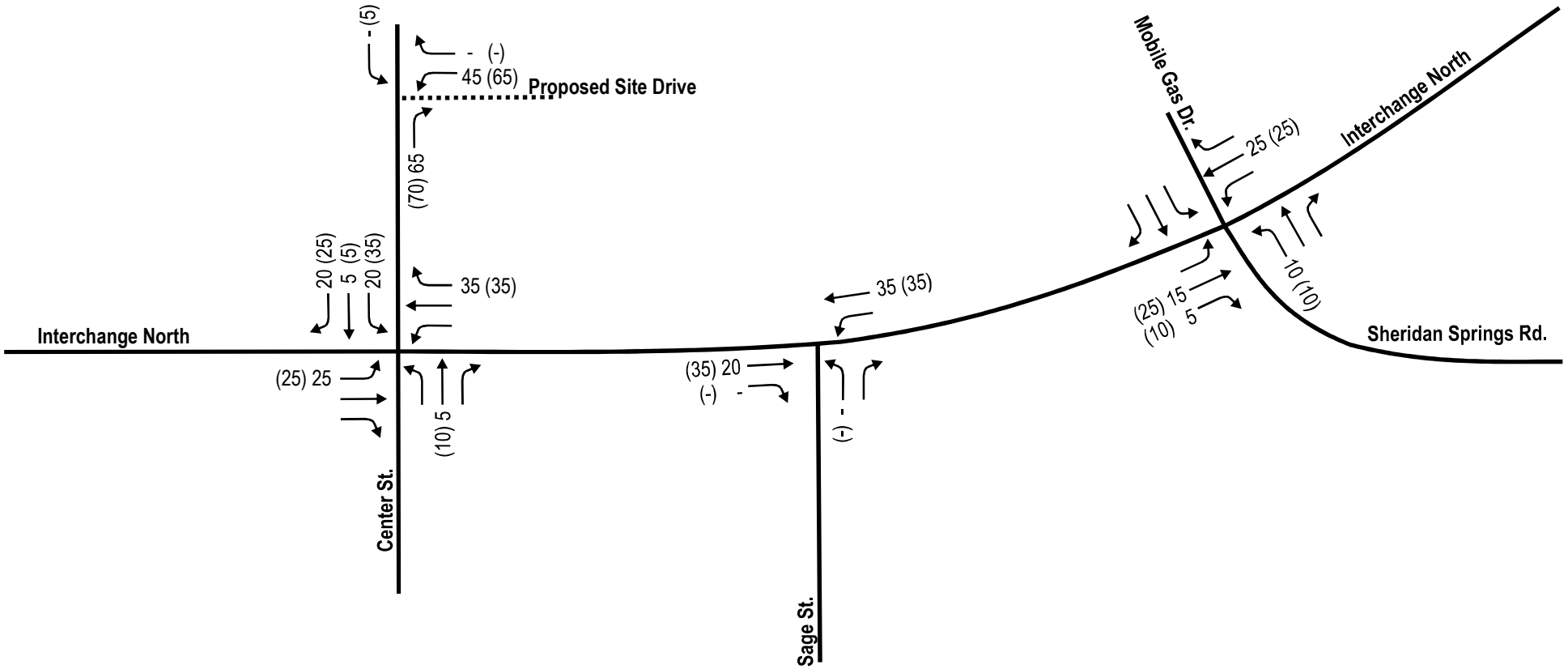



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**EXHIBIT 10**
**DEVELOPMENT DRIVEWAY TRIPS**
**ACCESS OPTION 1**

**LAKE GENEVA, WI**

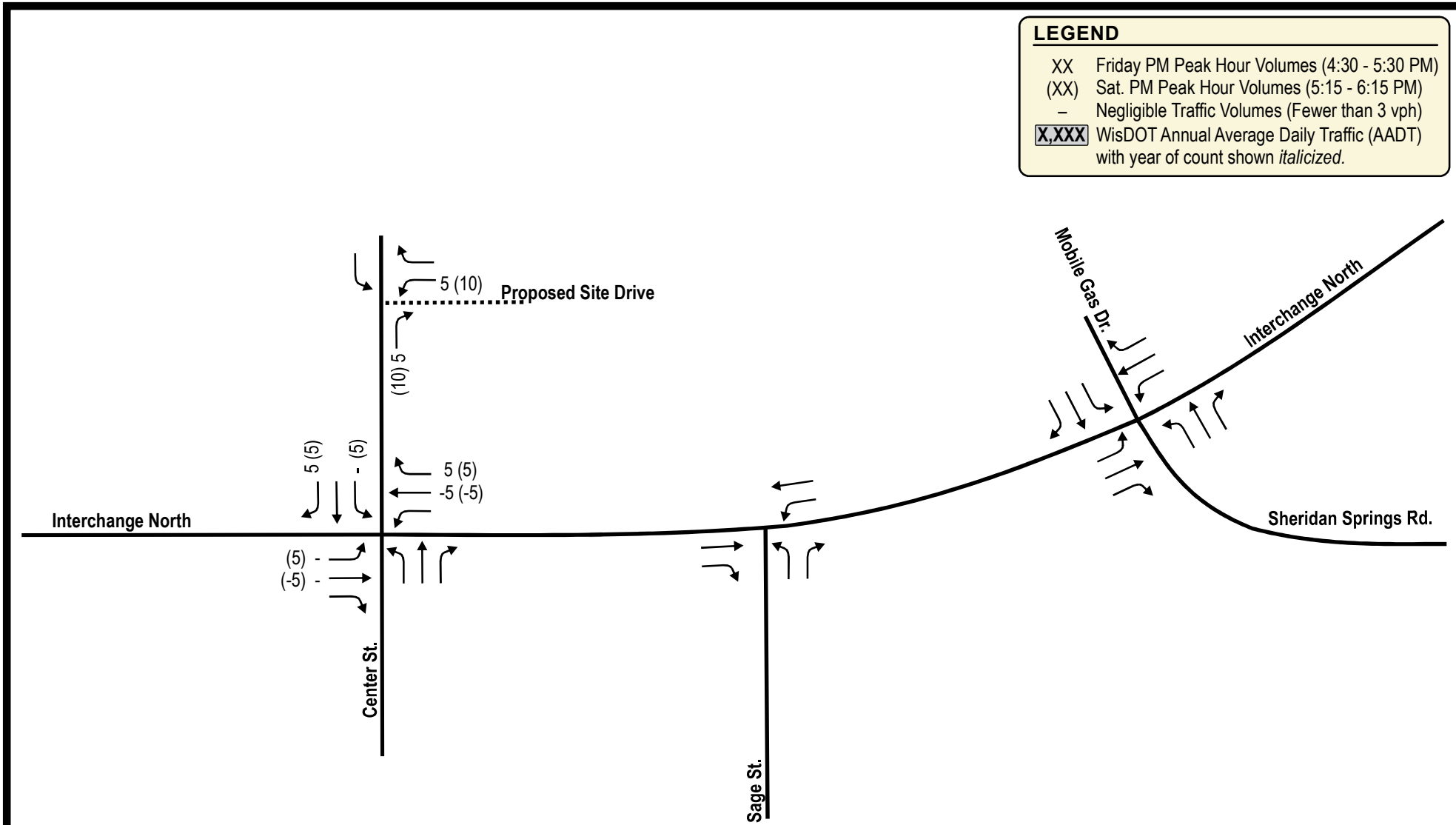



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**EXHIBIT 11**
**DEVELOPMENT NEW TRIPS**
**ACCESS OPTION 2**

**LAKE GENEVA, WI**

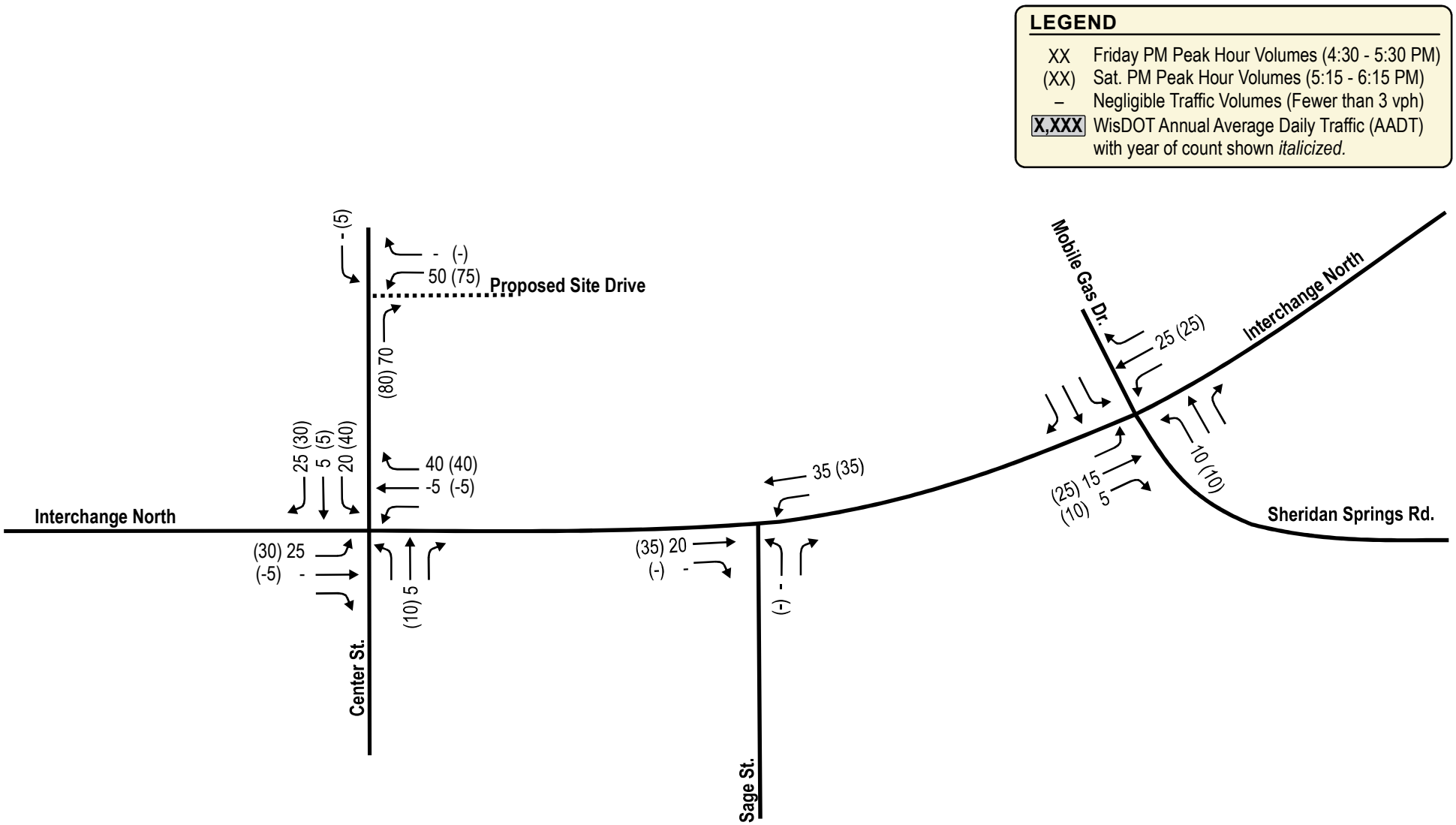



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N
NOT TO SCALE

**EXHIBIT 12**
**DEVELOPMENT PASS-BY TRIPS**
**ACCESS OPTION 2**

**LAKE GENEVA, WI**

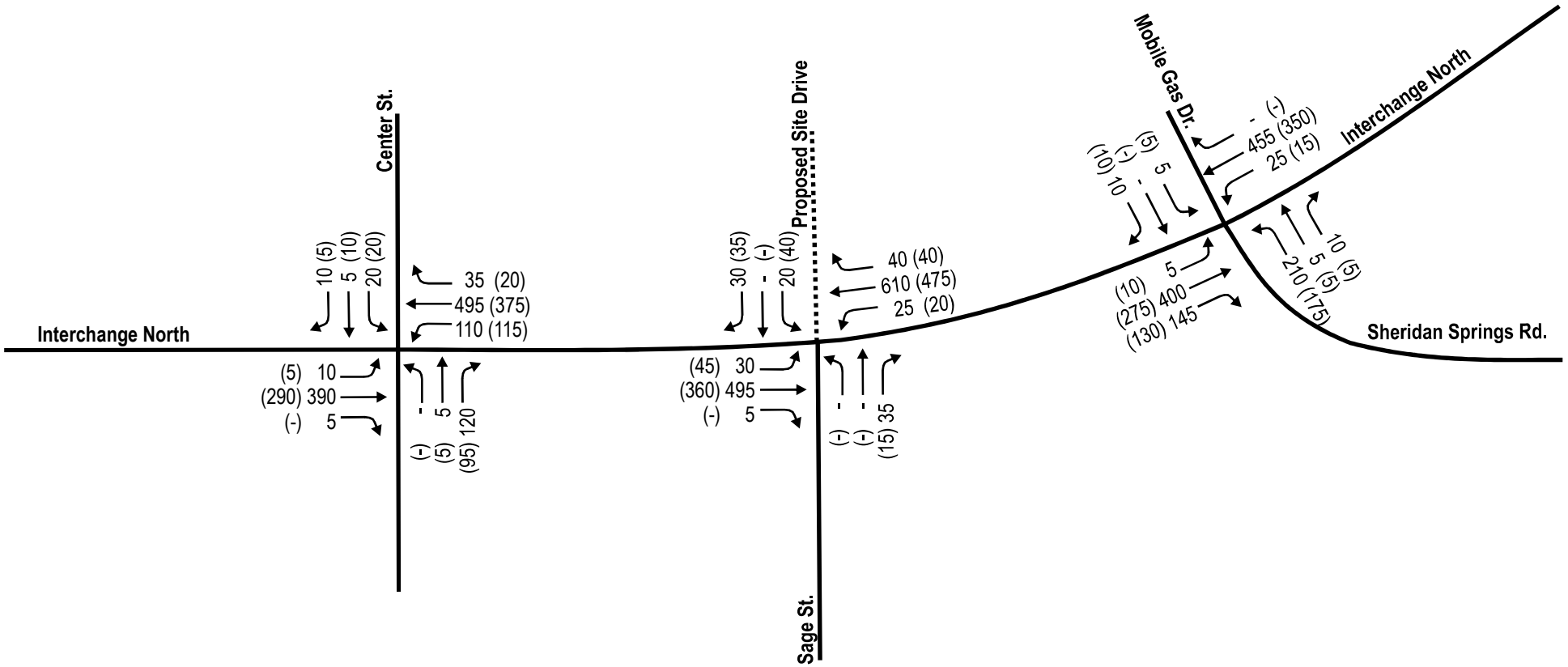



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**EXHIBIT 13**
**DEVELOPMENT DRIVEWAY TRIPS**
**ACCESS OPTION 2**

**LAKE GENEVA, WI**

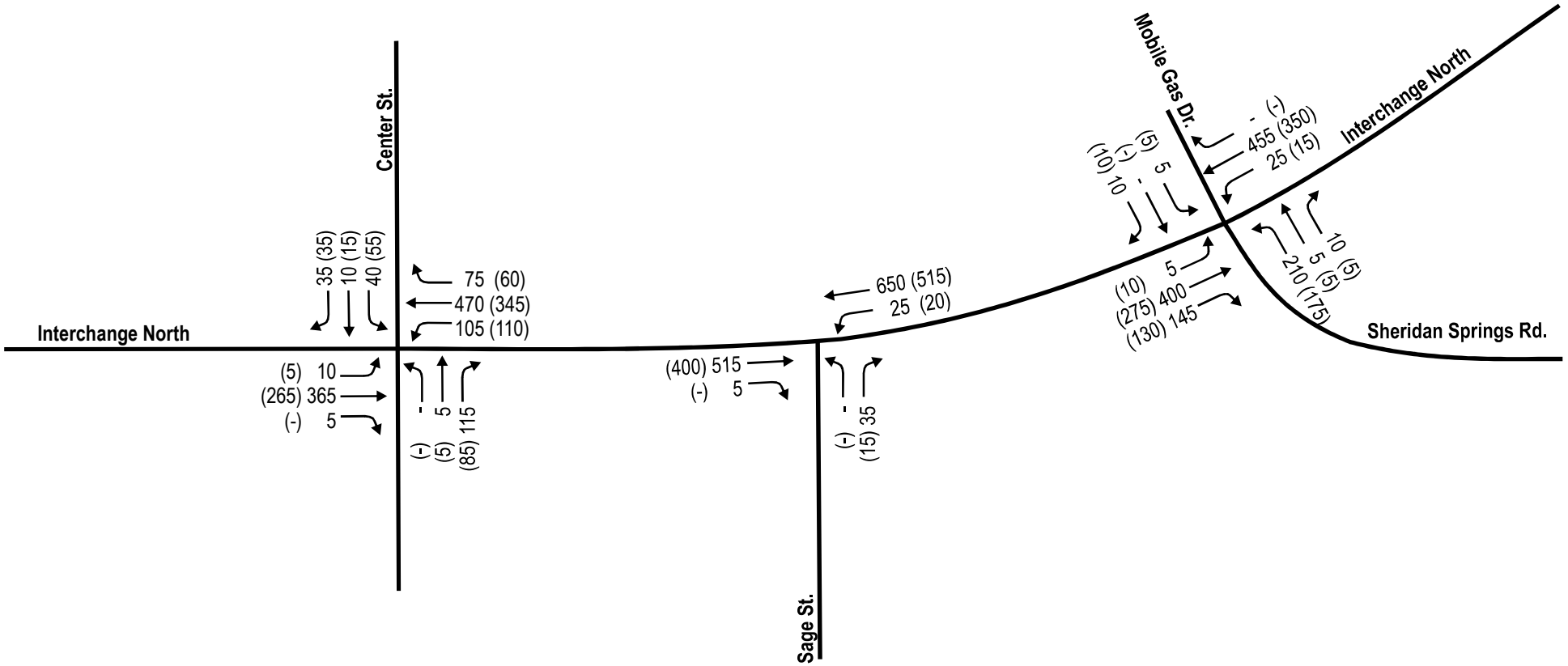



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**EXHIBIT 14**
**YEAR 2026 BUILD TRAFFIC VOLUMES**
**ACCESS OPTION 1**

**LAKE GENEVA, WI**

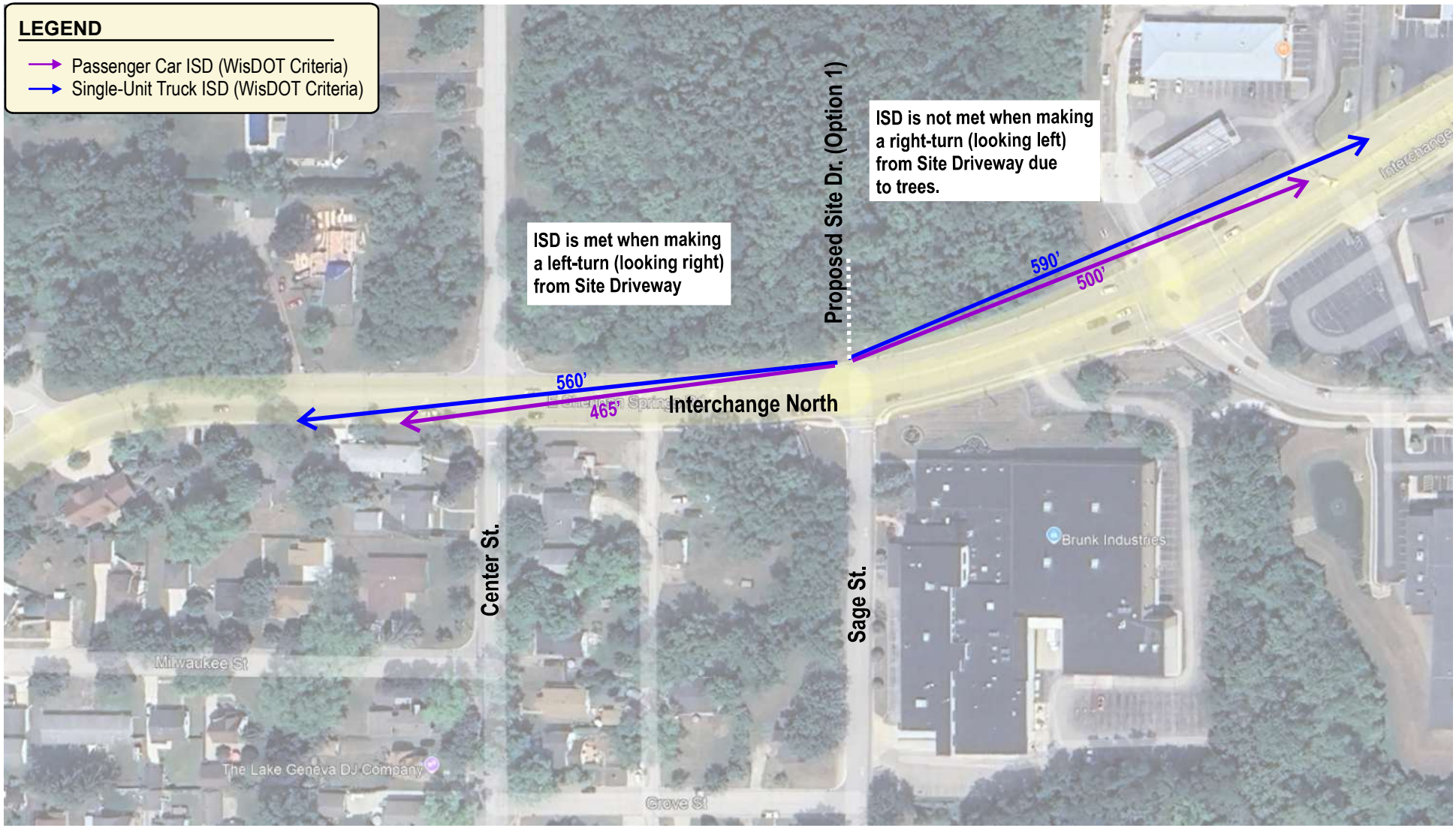



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**EXHIBIT 15**
**YEAR 2026 BUILD TRAFFIC VOLUMES**
**ACCESS OPTION 2**

**LAKE GENEVA, WI**




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NOT TO SCALE

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

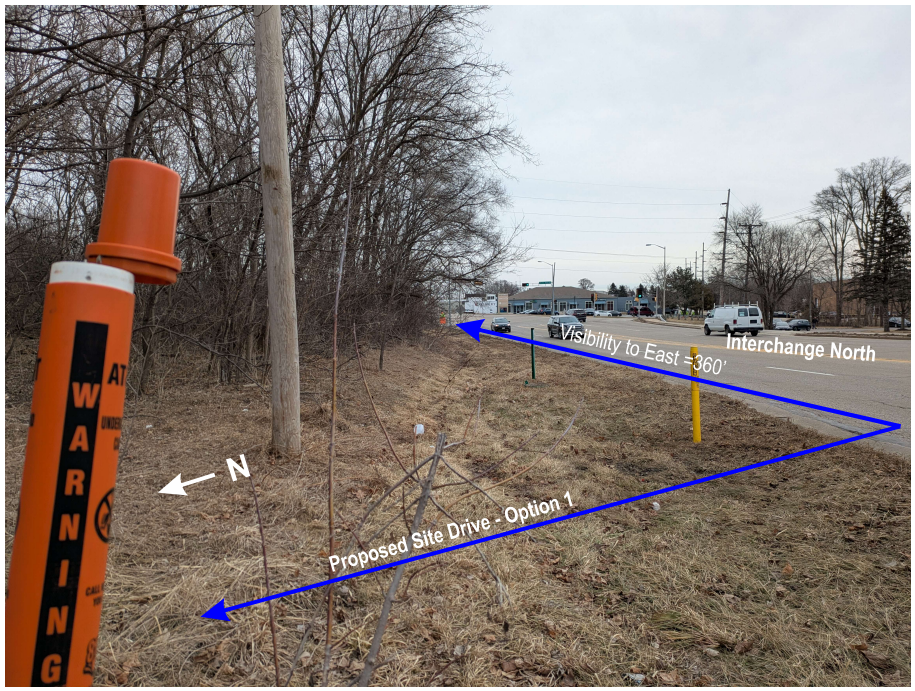
**LAKE GENEVA, WI**




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

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

Minimum ISD is met for all vehicle types.




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

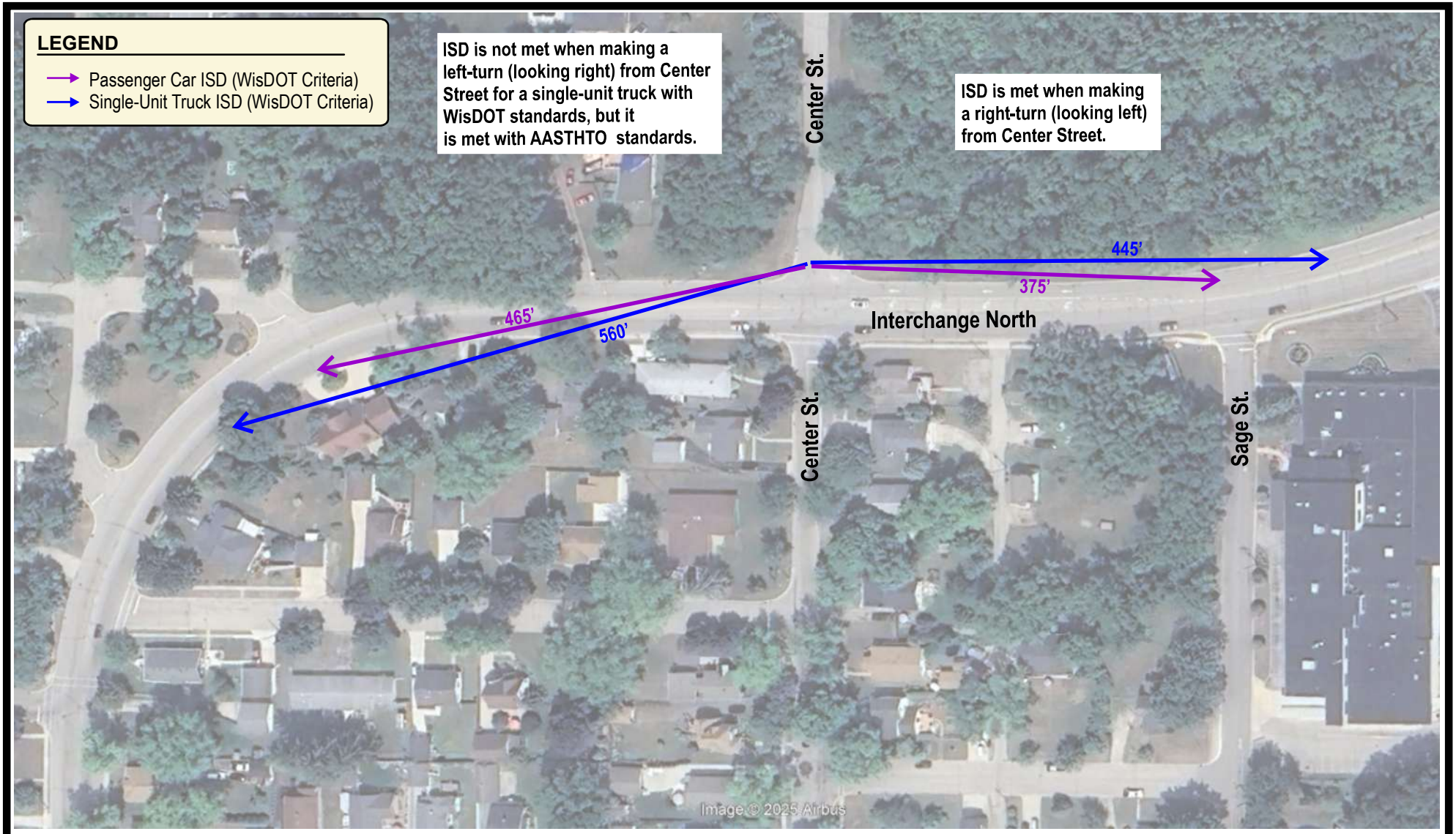
**WisDOT Standards:**
Minimum ISD at 40 mph Design Speed:
Passenger Car: 500 feet
Single-Unit Truck: 590 feet
**AASHTO Standards:**
Passenger Car: 385 feet
Single-Unit Truck: 500 feet

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

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

**LAKE GENEVA, WI**




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3612: 02-23-26

N
NOT TO SCALE

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

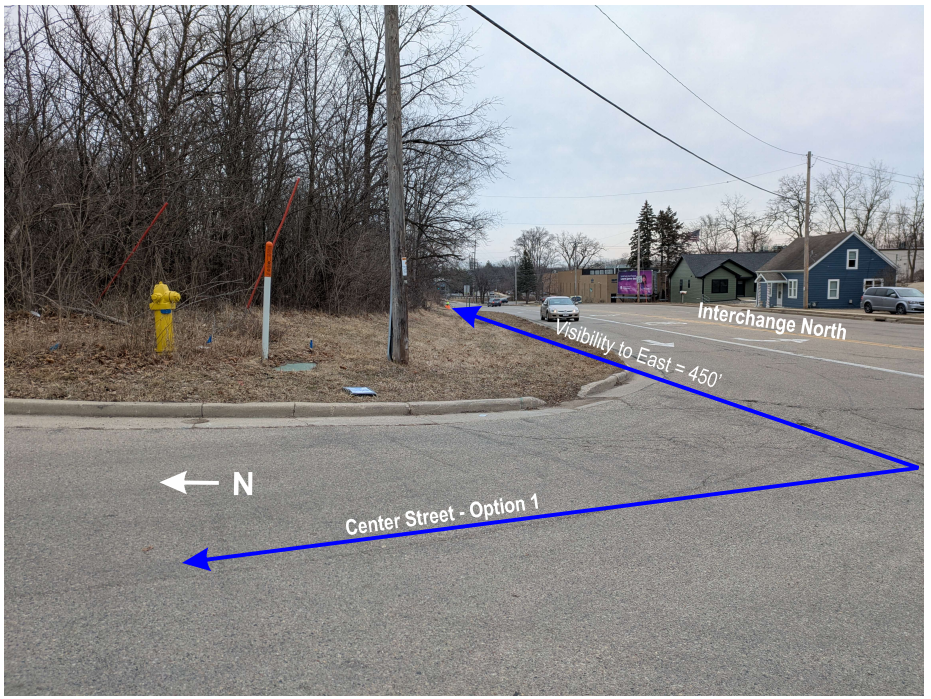
**LAKE GENEVA, WI**




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

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

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




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

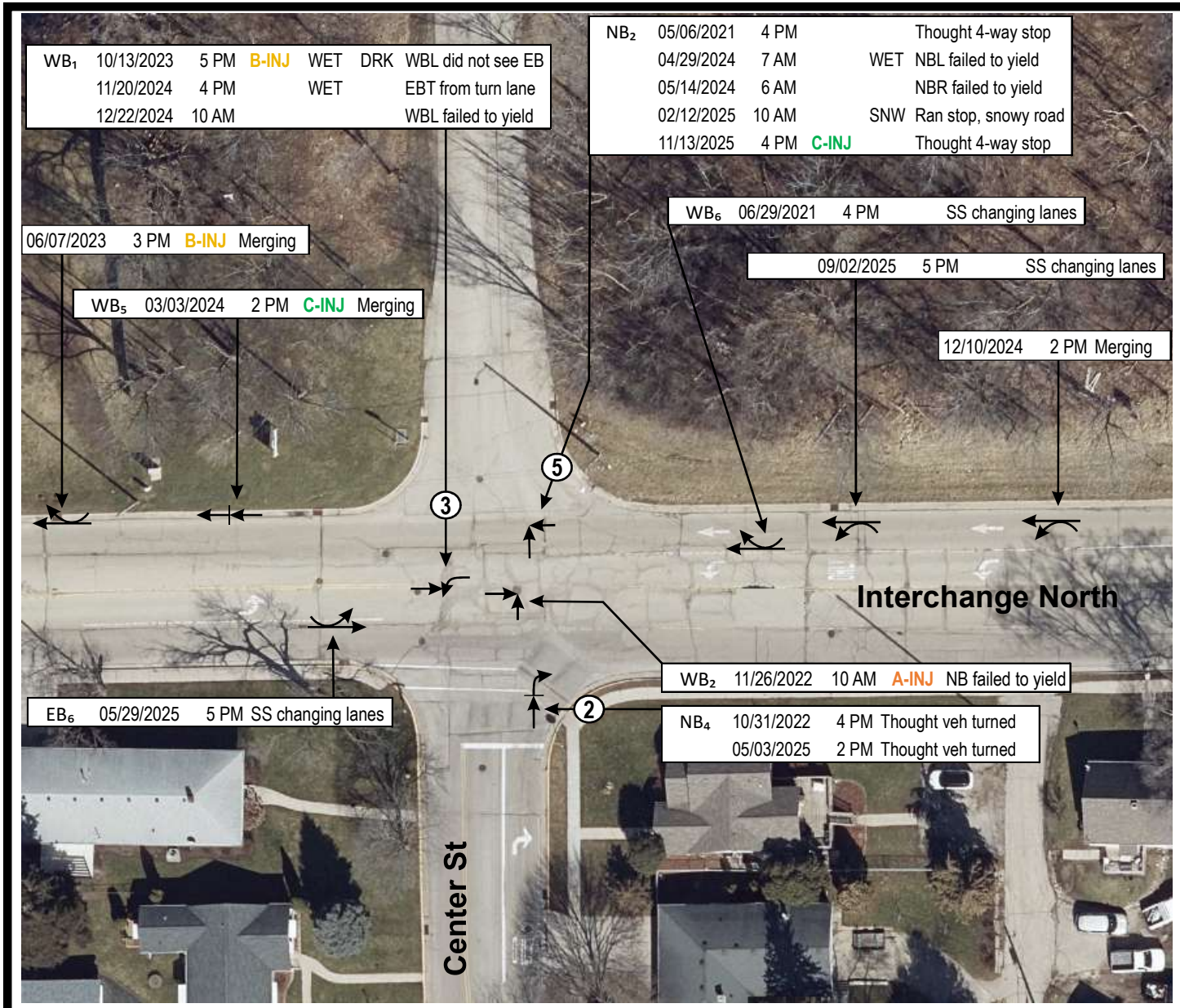
**WisDOT Standards:**
Minimum ISD at 35 mph Design Speed:
Passenger Car: 375 feet
Single-Unit Truck: 445 feet
**AASHTO Standards:**
Passenger Car: 290 feet
Single-Unit Truck: 375 feet

Minimum ISD is met for all vehicle types.

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

**LAKE GENEVA, WI**




## LEGEND

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

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

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

Note: Deer Crashes Not Included

**CRASH SEVERITY DEFINITIONS**

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

## CRASH STATISTICS

17 Crashes

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

**0.84 Crashes Per Million Entering Vehicles**

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N
NOT TO SCALE

# 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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NOT TO SCALE

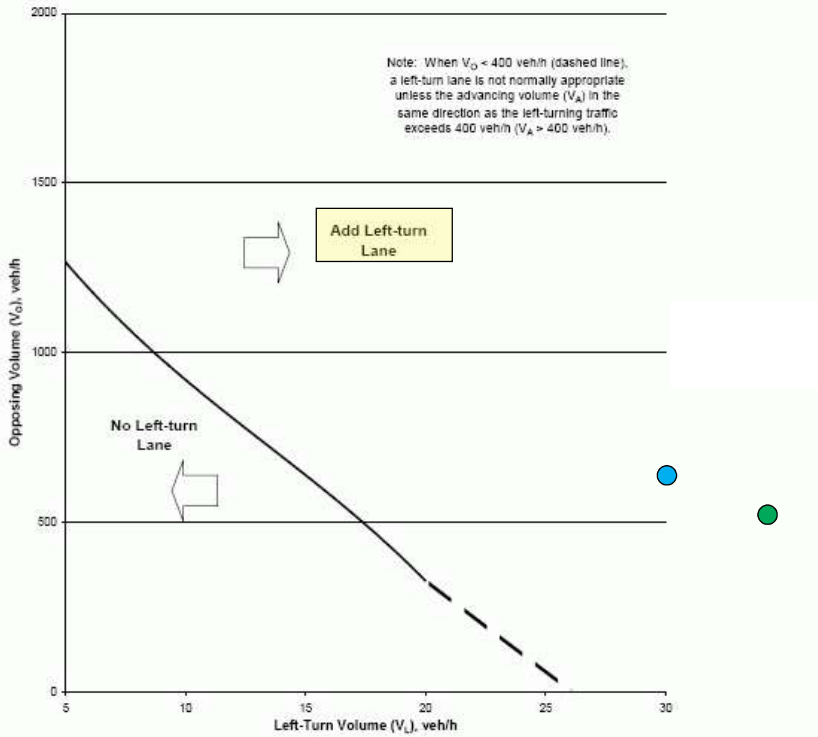
# EXHIBIT 22
# CRASH HISTORY (2021-2025)
# INTERCHANGE NORTH AT SHERIDAN SPRINGS ROAD

**LAKE GENEVA, WI**

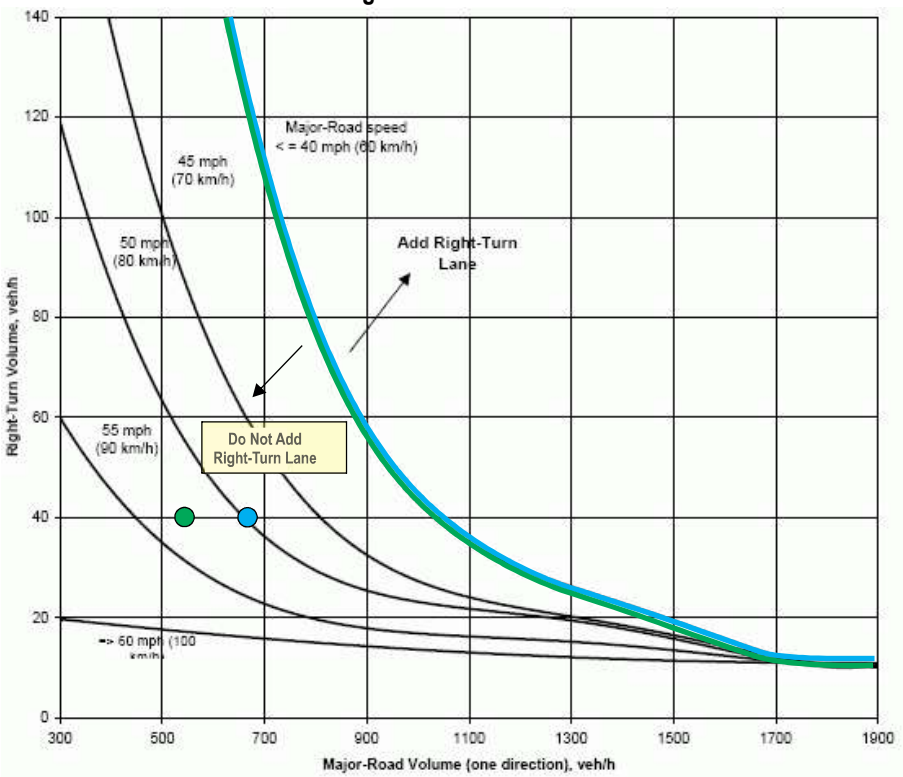
**LEGEND**

- 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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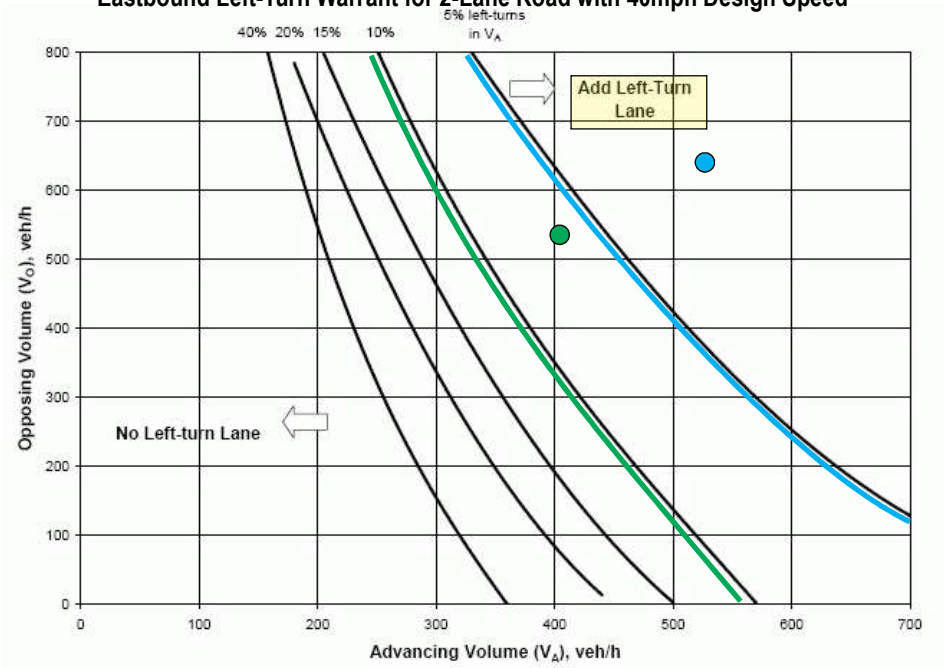
N
NOT TO SCALE

**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**

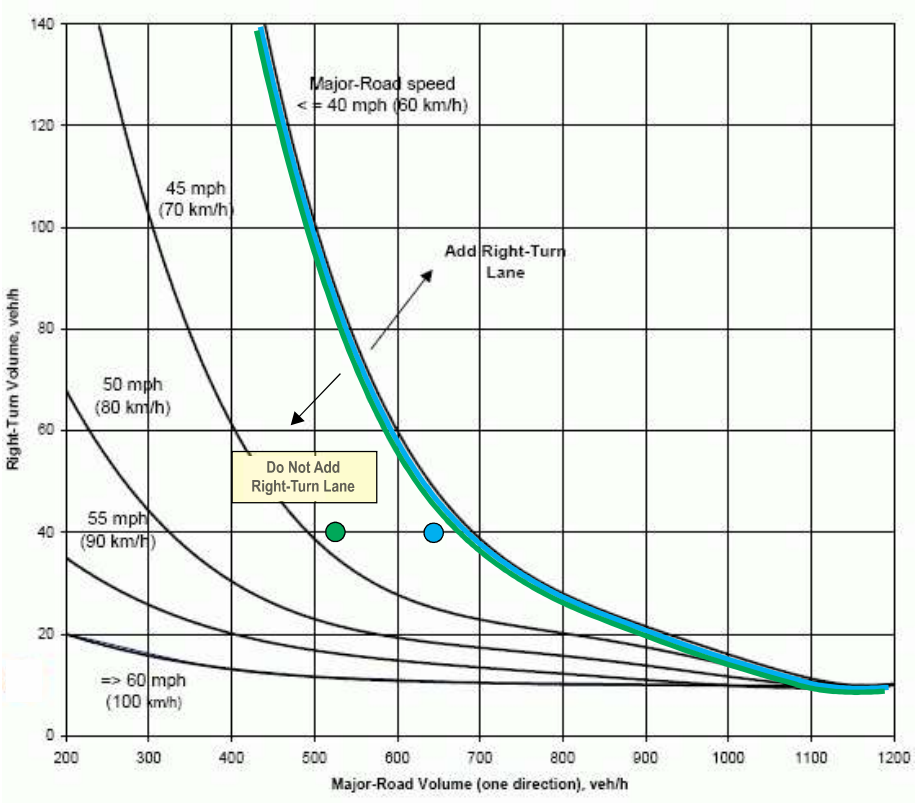
**LEGEND**

- 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**




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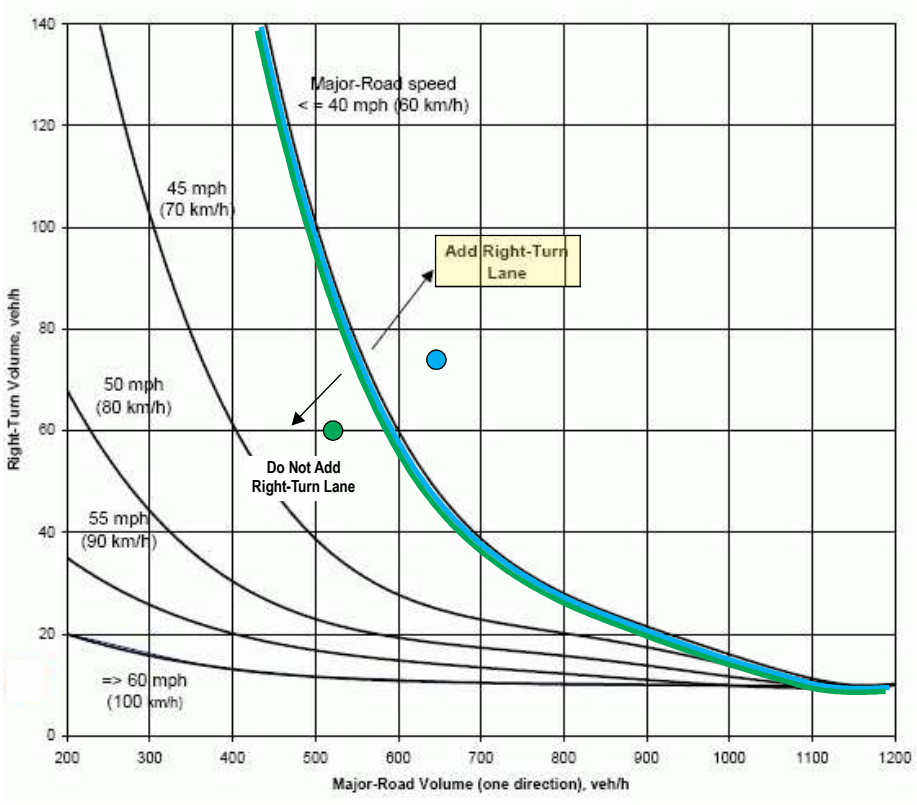
N
NOT TO SCALE

**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**

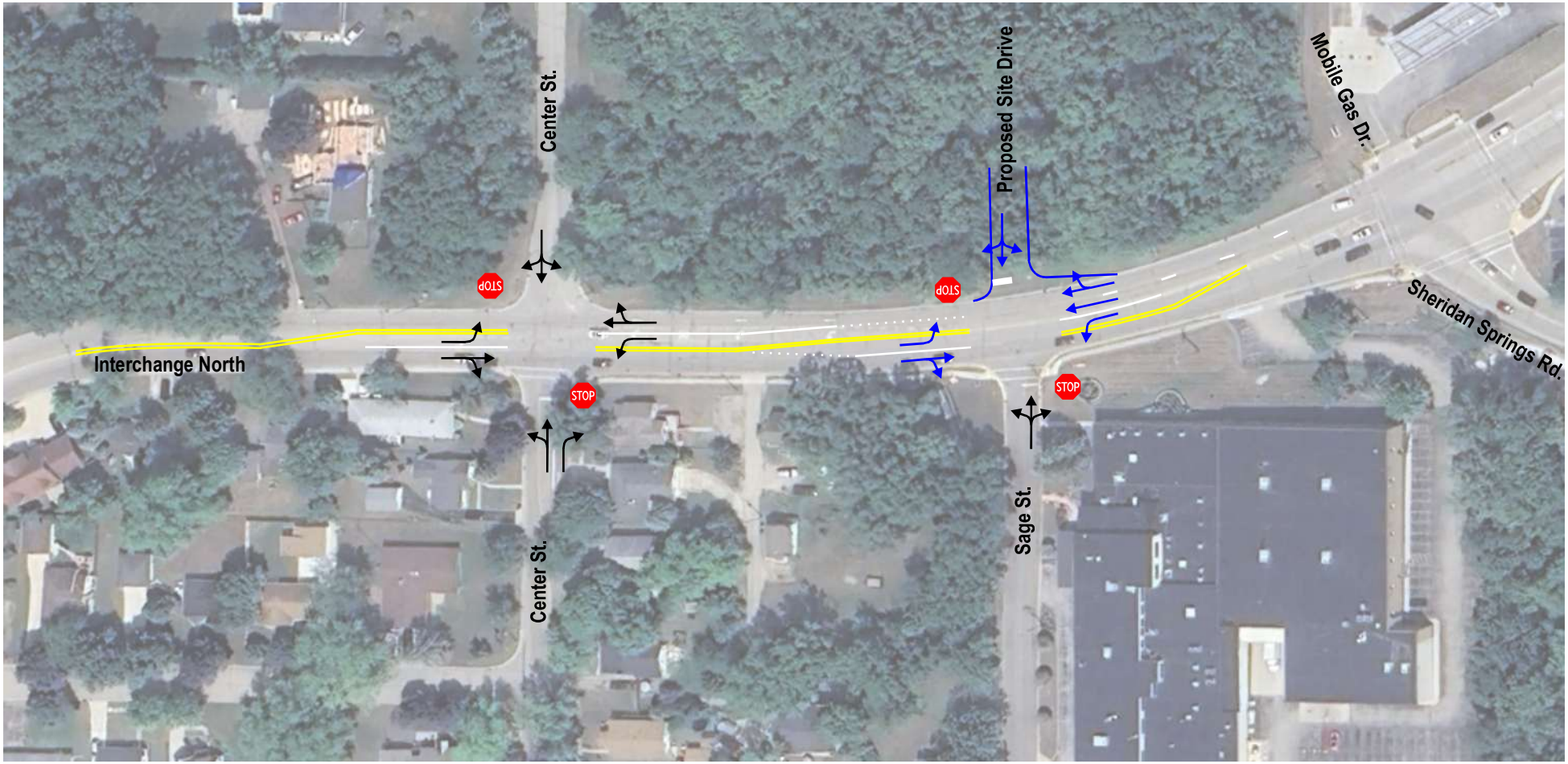



TRAFFIC ANALYSIS & DESIGN, INC.
3612: 02-23-26

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**

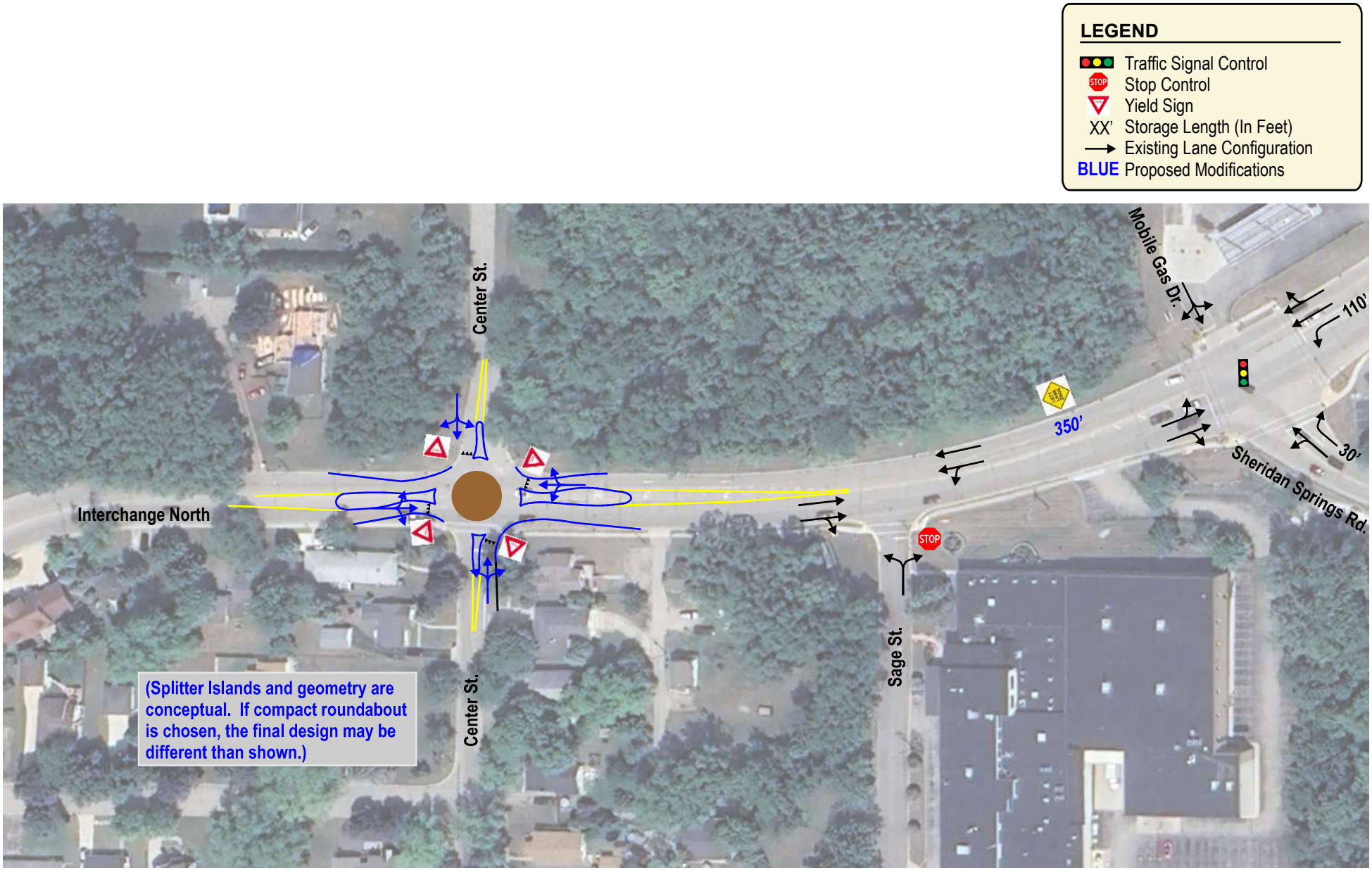



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**EXHIBIT 26**
**RECOMMENDED MODIFICATIONS**
**ACCESS OPTION 1**

**LAKE GENEVA, WI**




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**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***

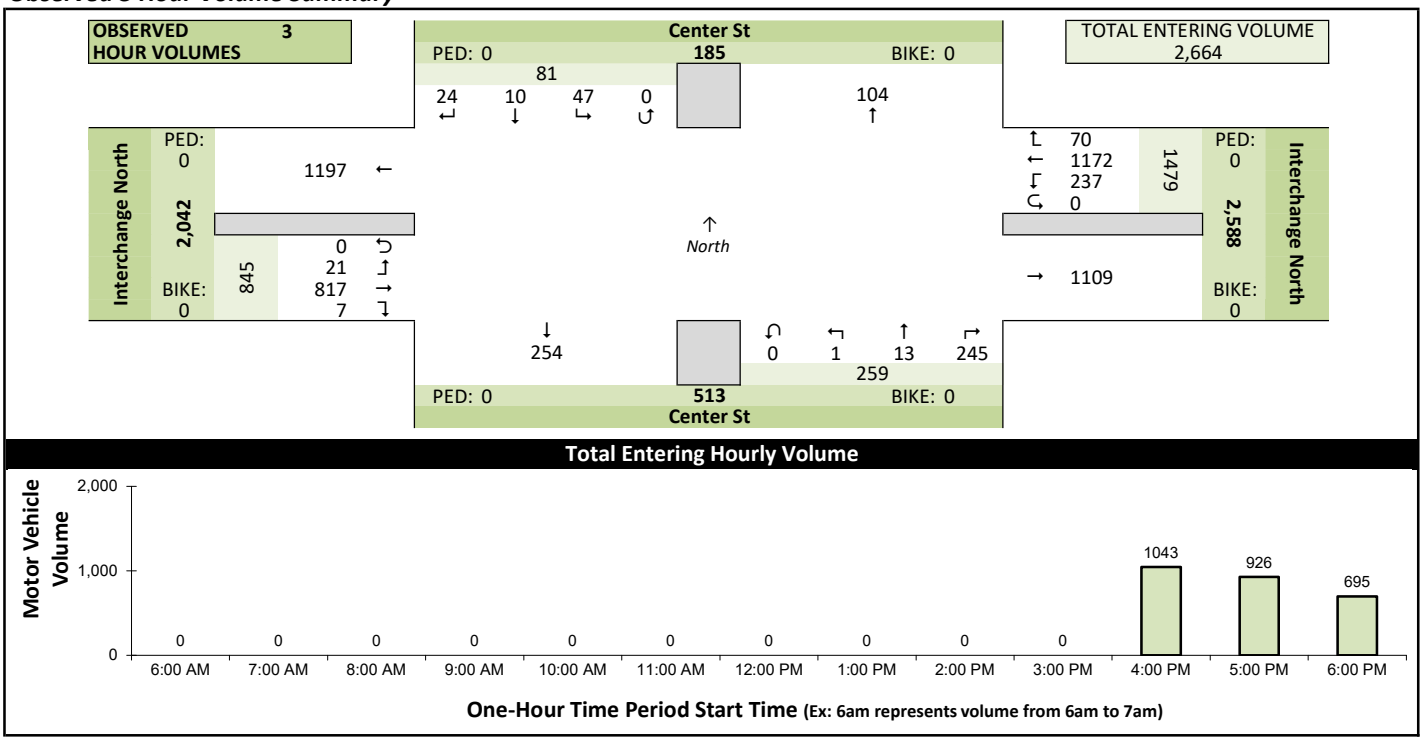
### Site Information

| | | | |
|---|---|---|---|
| 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 | |

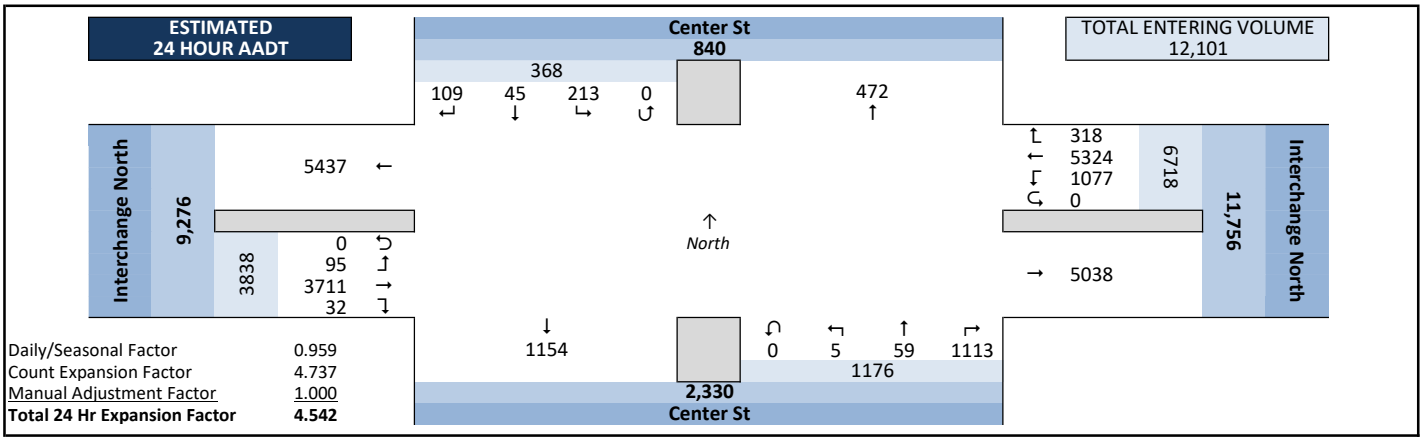
### Count Information

| | | | | | |
|---|---|---|---|---|---|
| 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*

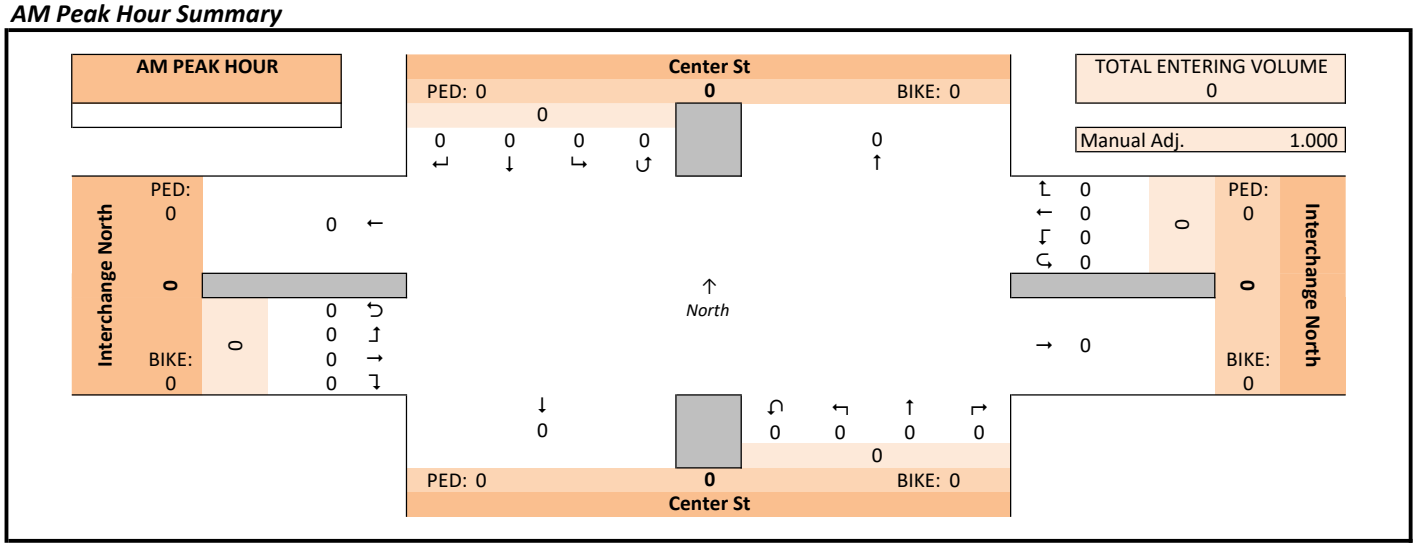
| *Count Basics* | | | *Page 2 of 13* |
|---|---|---|---|
| Start Date: | Friday, February 20, 2026 | Weekday | Schools in Session |
| Total Number of Hours Counted: 3 | | Non-Holiday | No Special Events |

***E Sheridan Springs Rd & Center St***

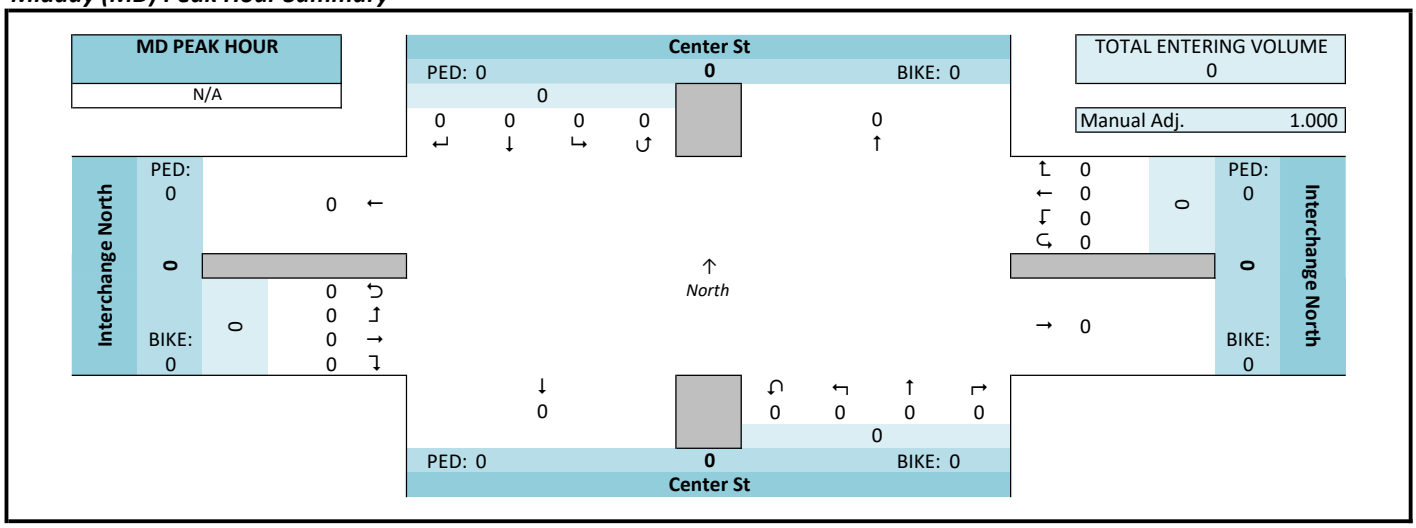
**All Motor Vehicles**



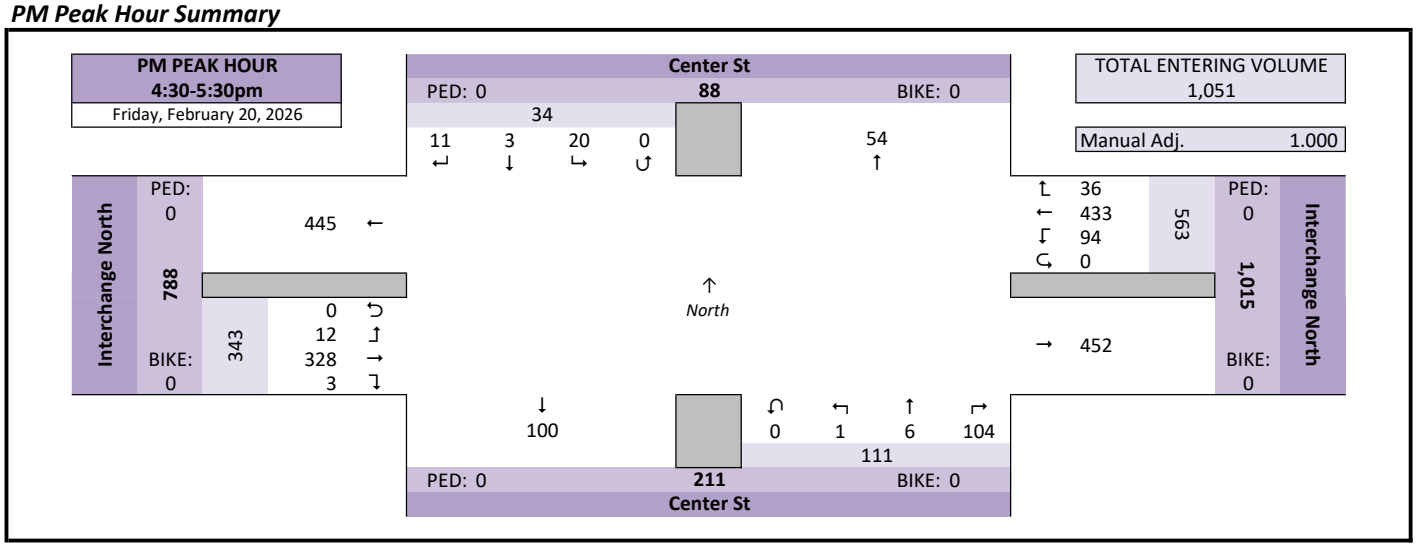
### *AM Peak Hour Summary*




### *Midday (MD) Peak Hour Summary*




### *PM Peak Hour Summary*

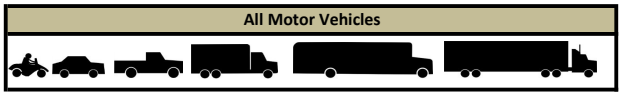


# Intersection Traffic Volume Report

| Count Basics | | | Page 3 of 13 |
|---|---|---|---|
| Start Date: | 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***

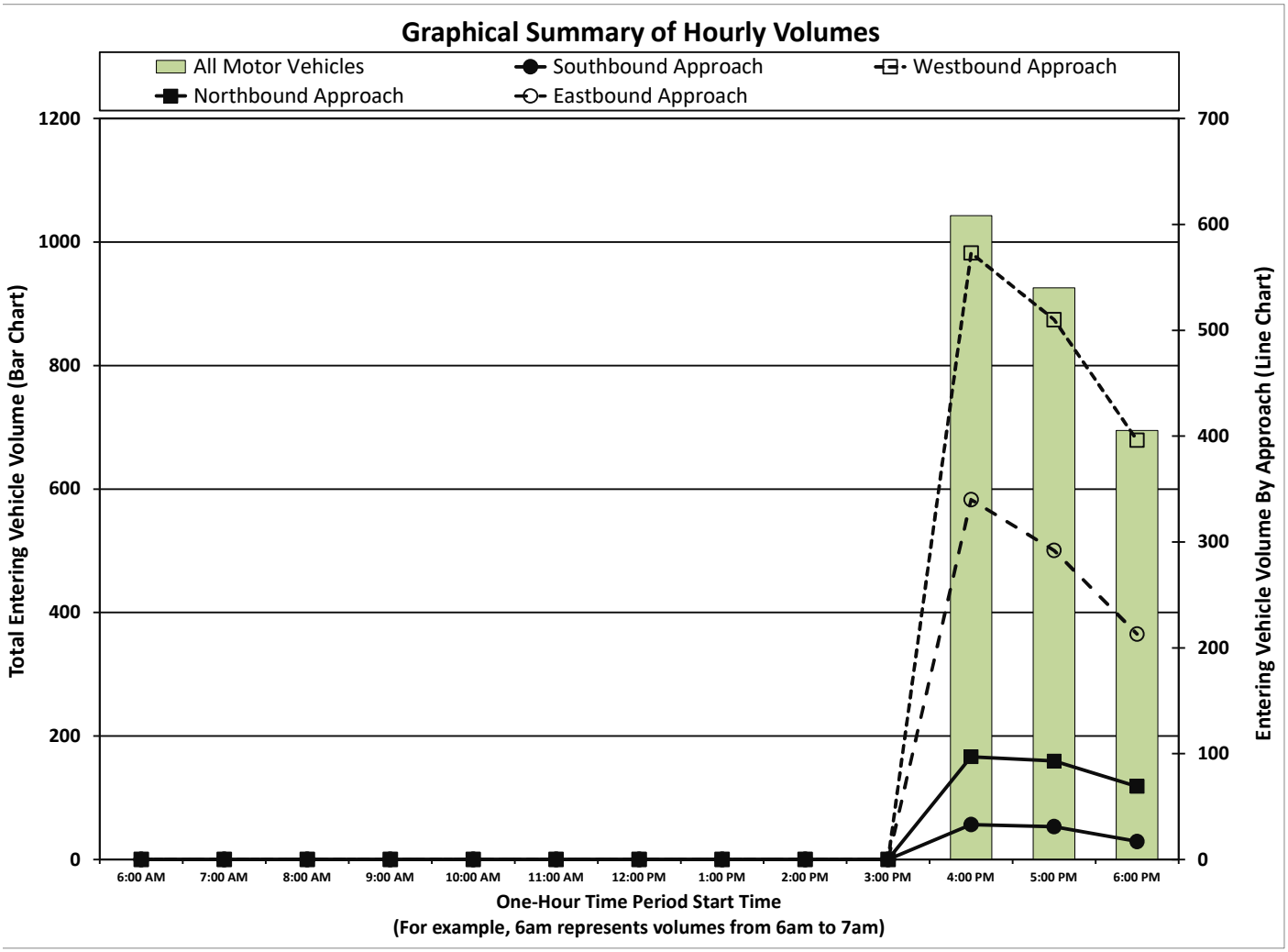
| *Count Basics* | | *Page 4 of 13* |
|---|---|---|
| Start Date: Friday, February 20, 2026 | Weekday | Schools in Session |
| Total Number of Hours Counted: 3 | Non-Holiday | No Special Events |

**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 |

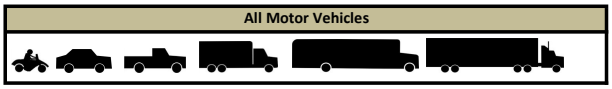


# Intersection Traffic Volume Report

## *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

## *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 & 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

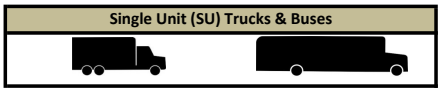
| Hourly Time Period | | From North (↓) Center St | | | | | From East (←) Interchange North | | | | | From South (↑) Center St | | | | | From West (→) Interchange North | | | | | Total Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Start Time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

# Intersection Traffic Volume Report

## *15-Minute Semi-Truck Data*

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

***E Sheridan Springs Rd & Center St***

**Semi-Trucks**



**15-Minute Semi-Truck Data**

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

**Peak Hour Semi-Truck Volume Summary**

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

# Intersection Traffic Volume Report

## *15-Minute Heavy Vehicle Data*

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

***E Sheridan Springs Rd & Center St***

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



### 15-Minute Heavy Vehicle Data

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

### Peak Hour Heavy Vehicle Volume Summary

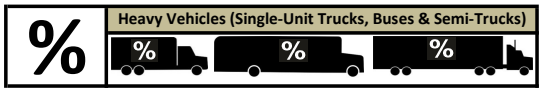
| Hourly Time Period | | From North (↓) Center St | | | | | From East (←) Interchange North | | | | | From South (↑) Center St | | | | | From West (→) Interchange North | | | | | Total Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Start Time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

# Intersection Traffic Volume Report

## *15-Minute Heavy Vehicle Percentages*

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

***E Sheridan Springs Rd & Center St***




### 15-Minute Heavy Vehicle Percentages

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

**Semi Truck Percentage:** 0.0375

### Peak Hour Heavy Vehicle Percentages Summary

| | Hourly Time Period | From North (↓) | | | | | From East (←) | | | | | From South (↑) | | | | | From West (→) | | | | | Hourly Heavy Vehicle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Center St | | | | | Interchange North | | | | | Center St | | | | | Interchange North | | | | | |
| | Start Time | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Percent |
| **AM** | 8:00 AM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **MD** | 12:00 PM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **PM** | 4:30 PM | 9.1 | 0.0 | 0.0 | 0.0 | 2.9 | 2.8 | 0.2 | 0.0 | 0.0 | 0.4 | 1.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 0.7 |

# Intersection Traffic Volume Report

## *15-Minute Pedestrian and Bicyclist Data*

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

***E Sheridan Springs Rd & Center St***

**Pedestrians and Bicyclists**



**15-Minute Pedestrian and Bicyclist Data**

| 15-Minute Time Period | | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | 15-Min | Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Center St | | | Interchange North | | | Center St | | | Interchange North | | | | |
| | Start Time | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Totals | Sum |
| AM Peak Period | 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Midday Peak Period | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak Period | 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

**Special Pedestrians**

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

# Intersection Traffic Volume Report

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

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

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

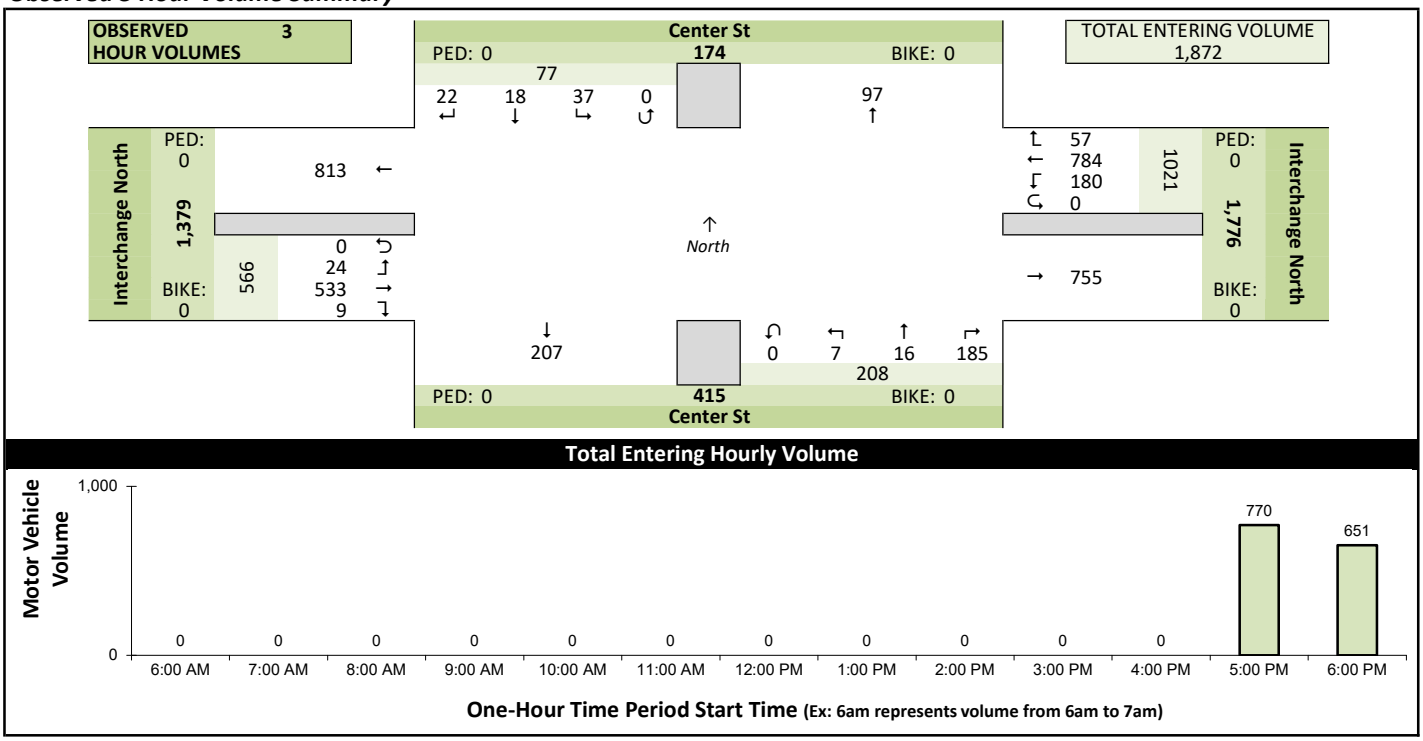
### Site Information

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

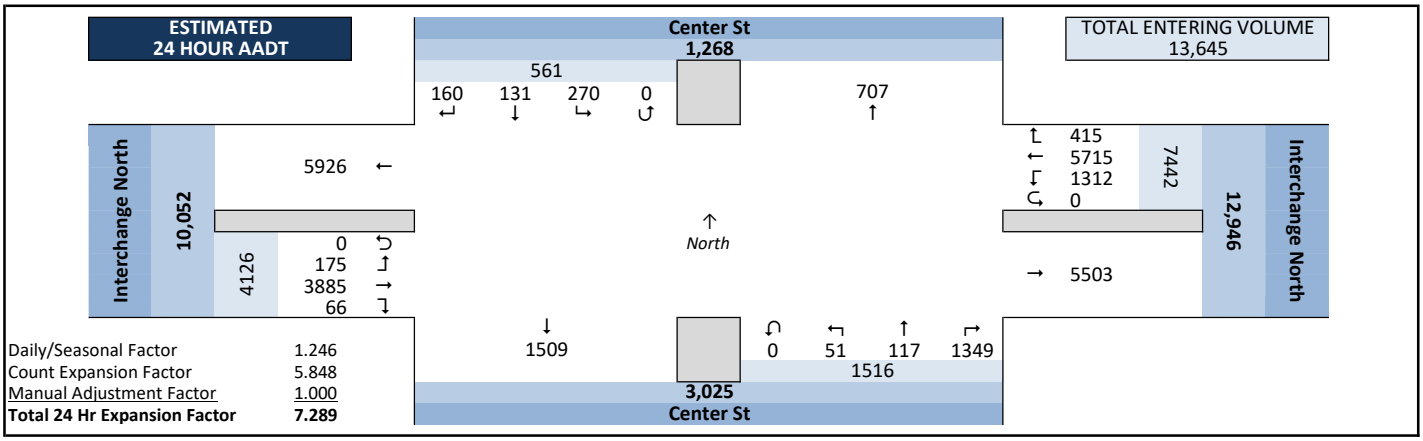
### Count Information

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

### *Observed 3 Hour Volume Summary*




### *Estimated 24 Hour AADT*



# Intersection Traffic Volume Report

## *Peak Hour Volume Graphical Summary*

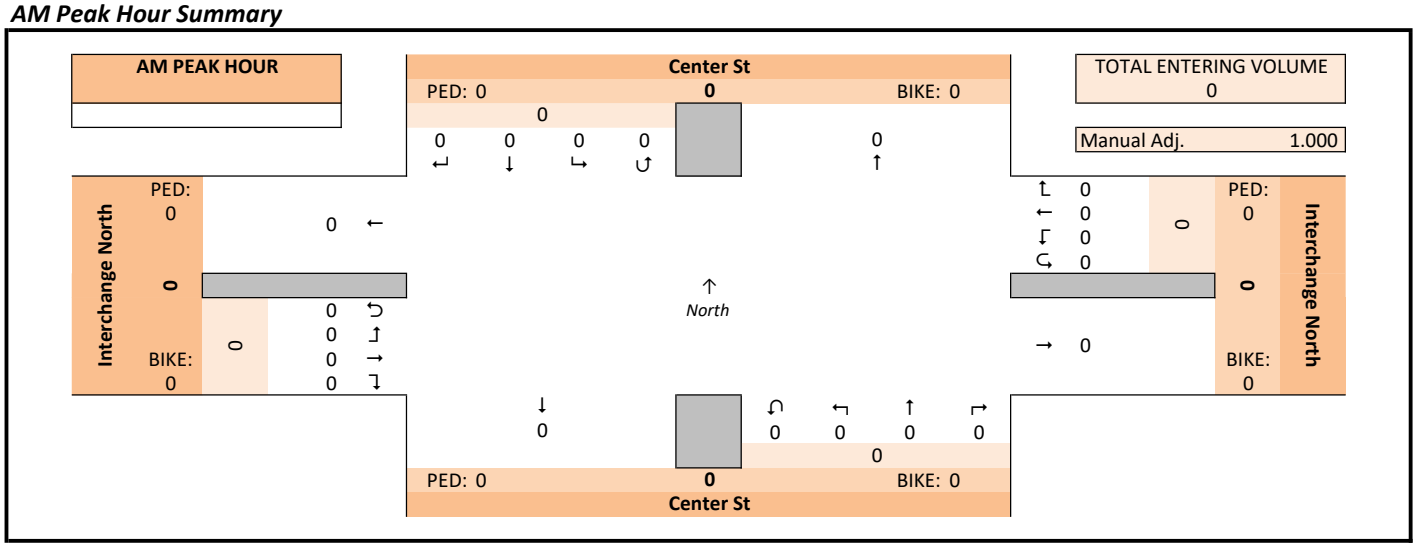
| *Count Basics* | | | *Page 2 of 13* |
|---|---|---|---|
| Start Date: | Saturday, February 21, 2026 | Weekend | Schools Not in Session |
| Total Number of Hours Counted: 3 | | Non-Holiday | No Special Events |

***E Sheridan Springs Rd & Center St***

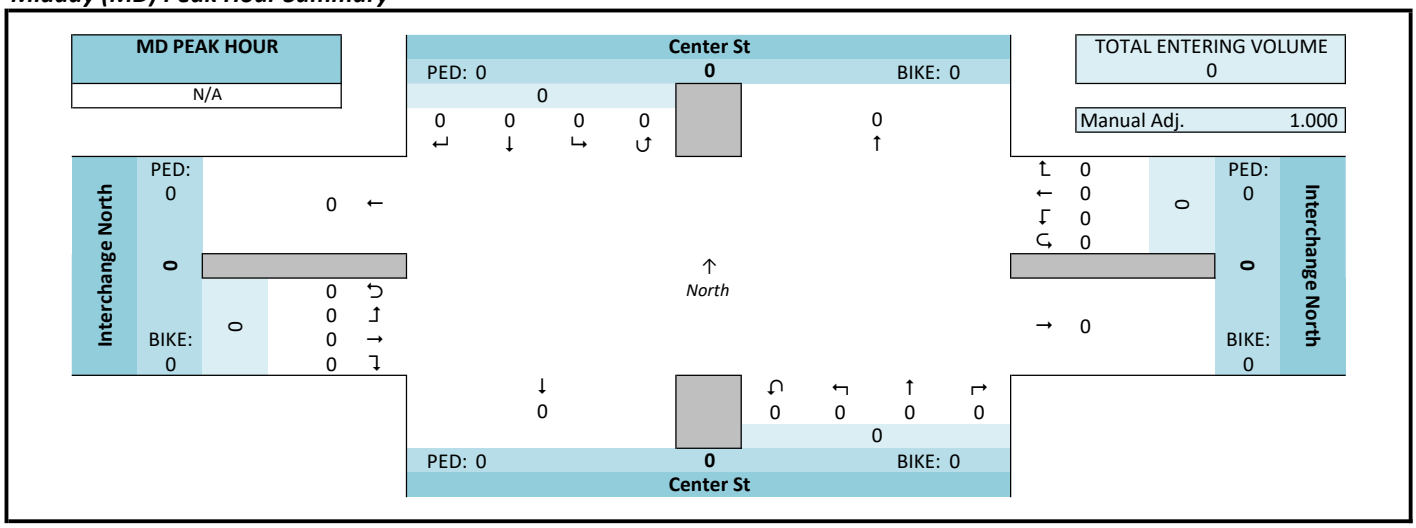
**All Motor Vehicles**



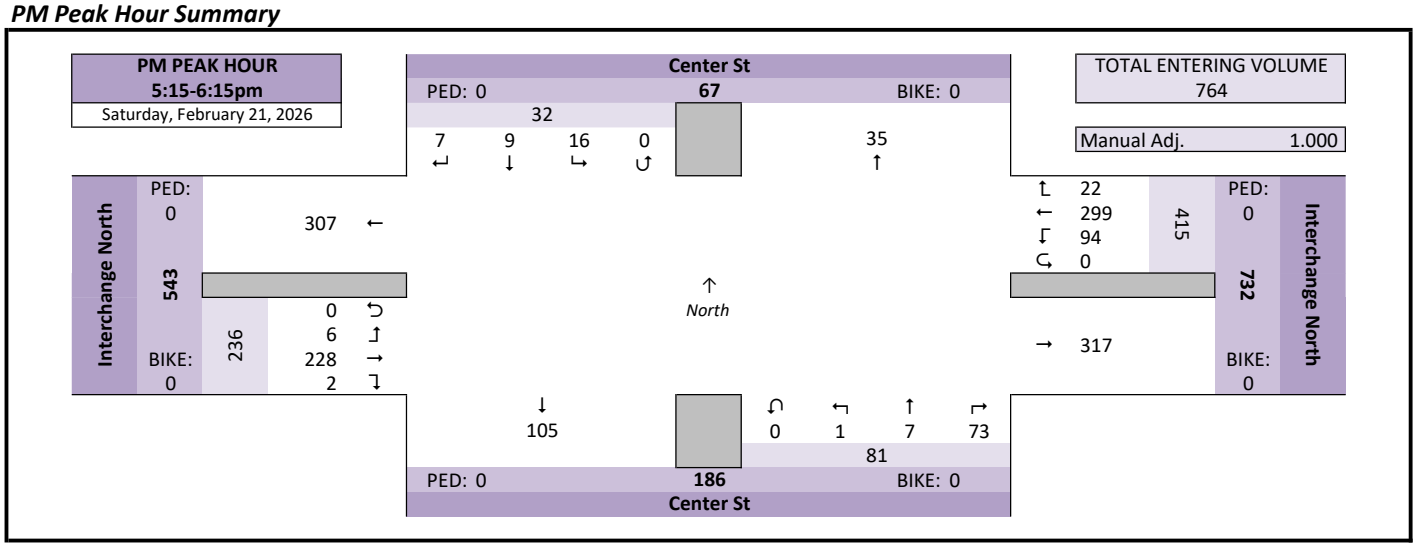
### *AM Peak Hour Summary*




### *Midday (MD) Peak Hour Summary*




### *PM Peak Hour Summary*

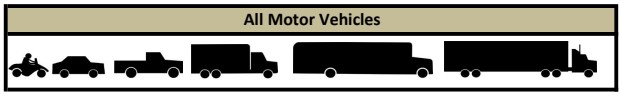


# Intersection Traffic Volume Report

| 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***

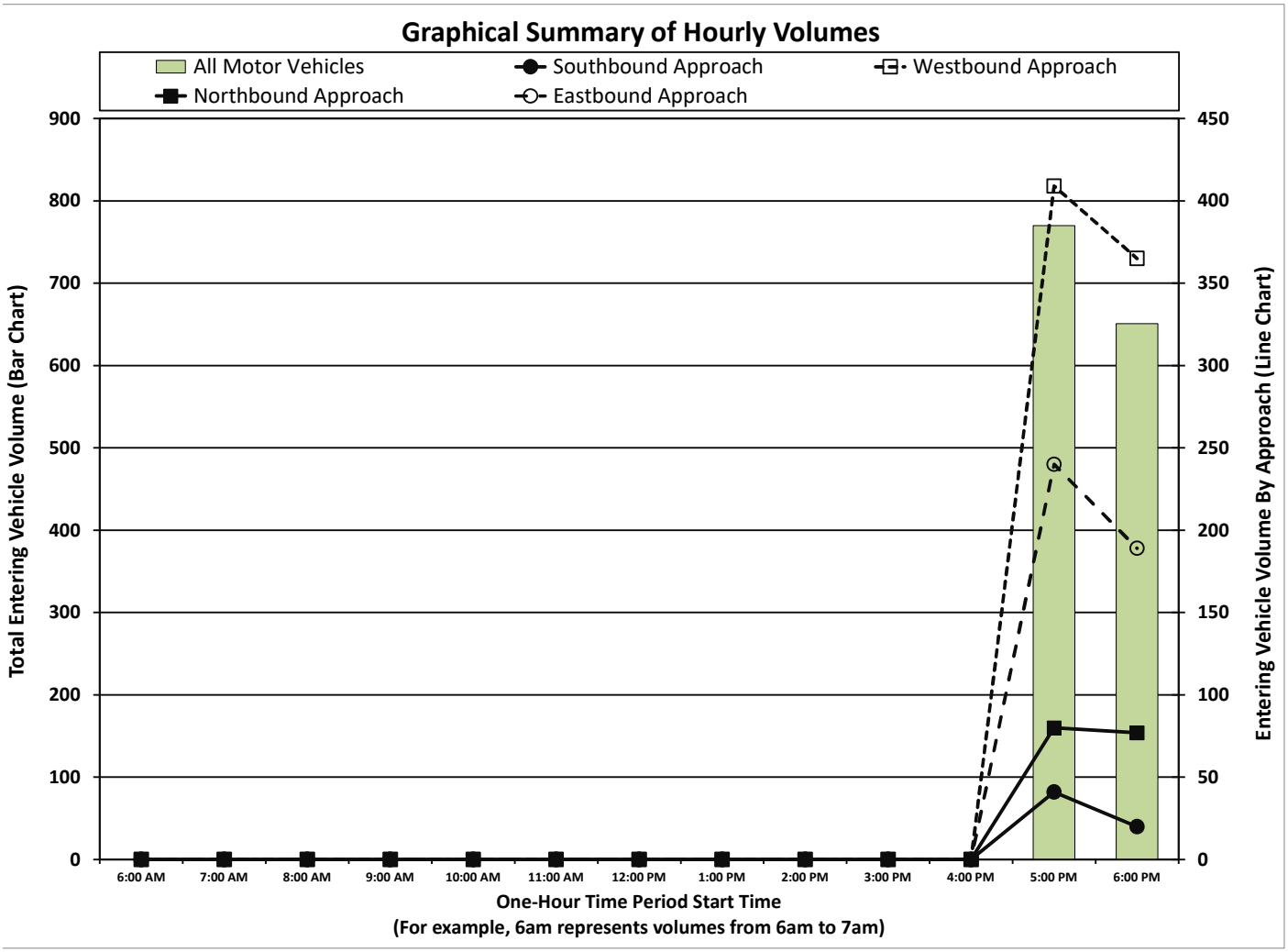
| *Count Basics* | | *Page 4 of 13* |
|---|---|---|
| Start Date: Saturday, February 21, 2026 | Weekend | Schools Not in Session |
| Total Number of Hours Counted: 3 | Non-Holiday | No Special Events |

**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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | E/W | N/S |
| *AM* | 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *MD* | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *PM* | 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 12 | 10 | 19 | 0 | 41 | 24 | 293 | 92 | 0 | 409 | 74 | 6 | 0 | 0 | 80 | 4 | 229 | 7 | 0 | 240 | 770 | 649 | 121 |
| | 6:00 PM | 6 | 4 | 10 | 0 | 20 | 21 | 291 | 53 | 0 | 365 | 67 | 5 | 5 | 0 | 77 | 2 | 176 | 11 | 0 | 189 | 651 | 554 | 97 |
| **Totals** | | 22 | 18 | 37 | 0 | 77 | 57 | 784 | 180 | 0 | 1021 | 185 | 16 | 7 | 0 | 208 | 9 | 533 | 24 | 0 | 566 | 1872 | 1587 | 285 |



# Intersection Traffic Volume Report

## *15-Minute Motor Vehicle Data*

***E Sheridan Springs Rd & Center St***

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

**Peak Hour All Vehicle Volume Summary**

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

# Intersection Traffic Volume Report

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

## *15-Minute Automobile Data*

***E Sheridan Springs Rd & Center St***

**Automobiles (Cars, Light Trucks, & Motorcycles)**



### 15-Minute Automobile Data

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

### Peak Hour Automobile Volume Summary

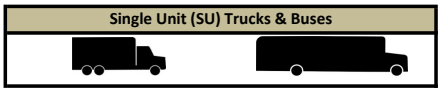
| Hourly Time Period | | From North (↓) Center St | | | | | From East (←) Interchange North | | | | | From South (↑) Center St | | | | | From West (→) Interchange North | | | | | Total Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Start Time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

# Intersection Traffic Volume Report

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

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

***E Sheridan Springs Rd & Center St***




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

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

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

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

# Intersection Traffic Volume Report

## *15-Minute Semi-Truck Data*

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

***E Sheridan Springs Rd & Center St***

**Semi-Trucks**



**15-Minute Semi-Truck Data**

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

**Peak Hour Semi-Truck Volume Summary**

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

# Intersection Traffic Volume Report

## *15-Minute Heavy Vehicle Data*

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

***E Sheridan Springs Rd & Center St***

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



### 15-Minute Heavy Vehicle Data

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

### Peak Hour Heavy Vehicle Volume Summary

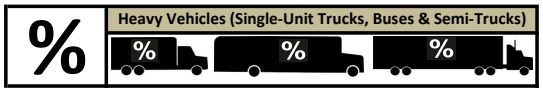
| Hourly Time Period | | From North (↓) Center St | | | | | From East (←) Interchange North | | | | | From South (↑) Center St | | | | | From West (→) Interchange North | | | | | Total Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Start Time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

# Intersection Traffic Volume Report

## *15-Minute Heavy Vehicle Percentages*

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

***E Sheridan Springs Rd & Center St***




### 15-Minute Heavy Vehicle Percentages

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

**Semi Truck Percentage:** 0

### Peak Hour Heavy Vehicle Percentages Summary

| | Hourly Time Period | From North (↓) | | | | | From East (←) | | | | | From South (↑) | | | | | From West (→) | | | | | Hourly Heavy Vehicle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Center St | | | | | Interchange North | | | | | Center St | | | | | Interchange North | | | | | |
| | Start Time | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Percent |
| **AM** | 8:00 AM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **MD** | 12:00 PM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **PM** | 5:15 PM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

# Intersection Traffic Volume Report

## *15-Minute Pedestrian and Bicyclist Data*

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

***E Sheridan Springs Rd & Center St***

**Pedestrians and Bicyclists**



**15-Minute Pedestrian and Bicyclist Data**

| 15-Minute Time Period | | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | 15-Min | Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Center St | | | Interchange North | | | Center St | | | Interchange North | | | | |
| | Start Time | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Totals | Sum |
| *AM Peak Period* | 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| *Midday Peak Period* | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| *PM Peak Period* | 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Totals** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

**Special Pedestrians**

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

# Intersection Traffic Volume Report

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

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

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

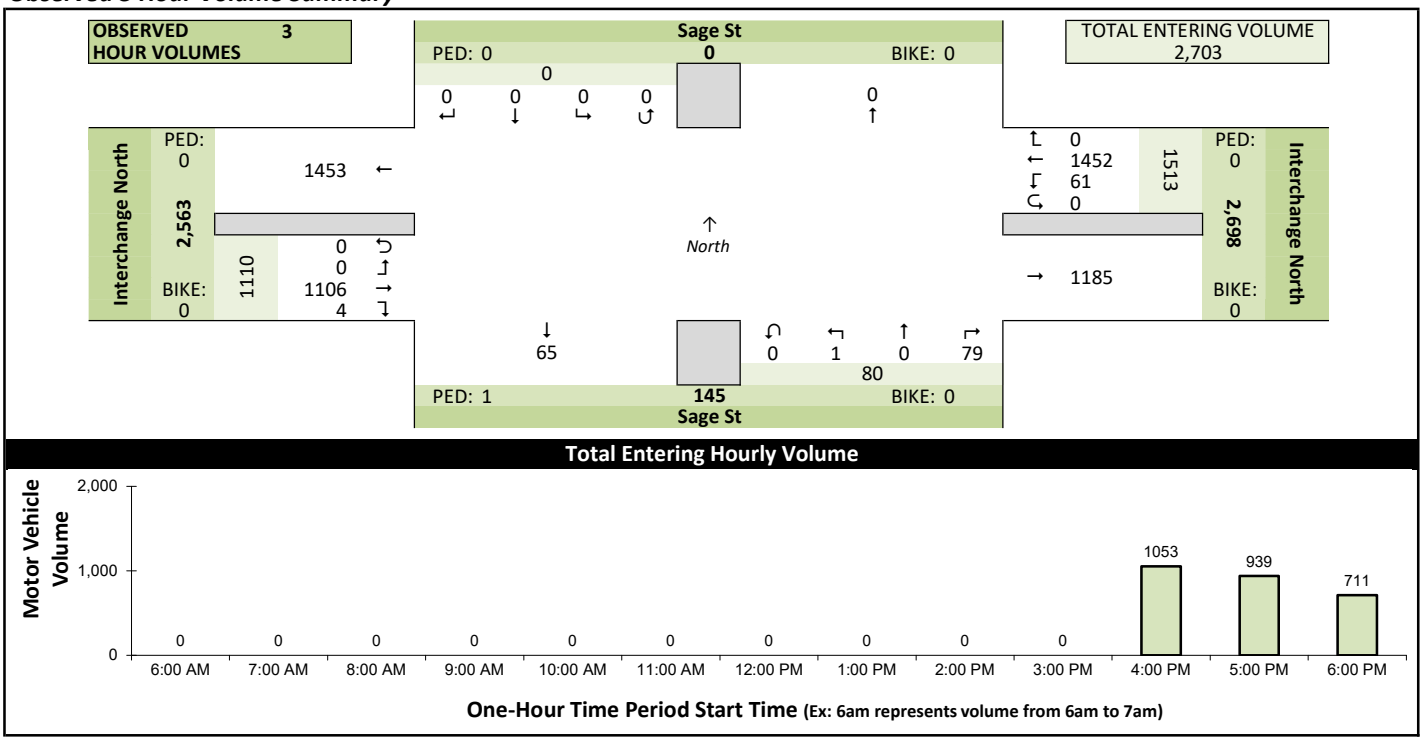
### Site Information

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

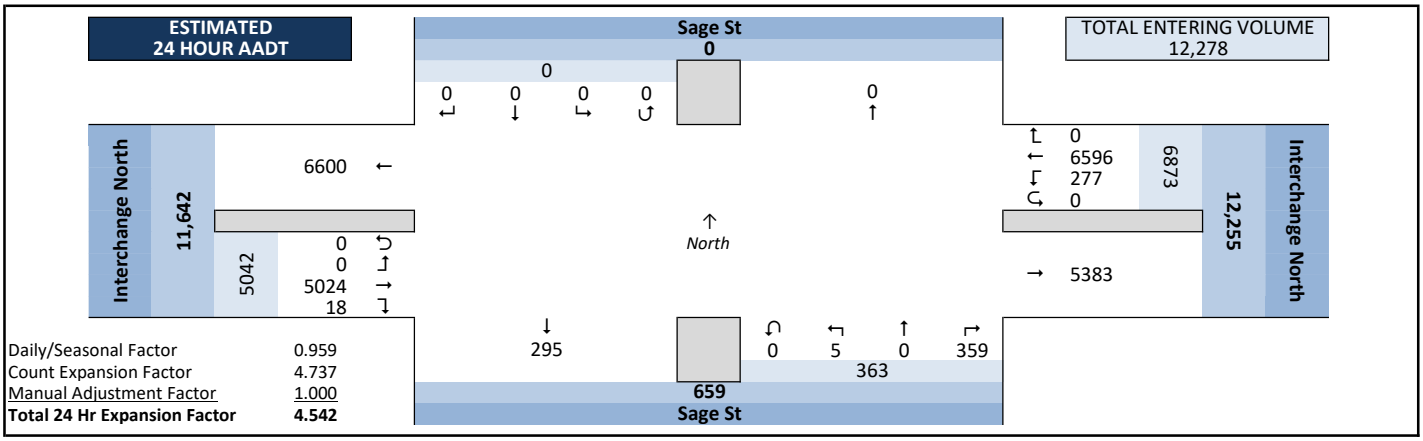
### Count Information

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

### *Observed 3 Hour Volume Summary*




### *Estimated 24 Hour AADT*



# Intersection Traffic Volume Report

## *Peak Hour Volume Graphical Summary*

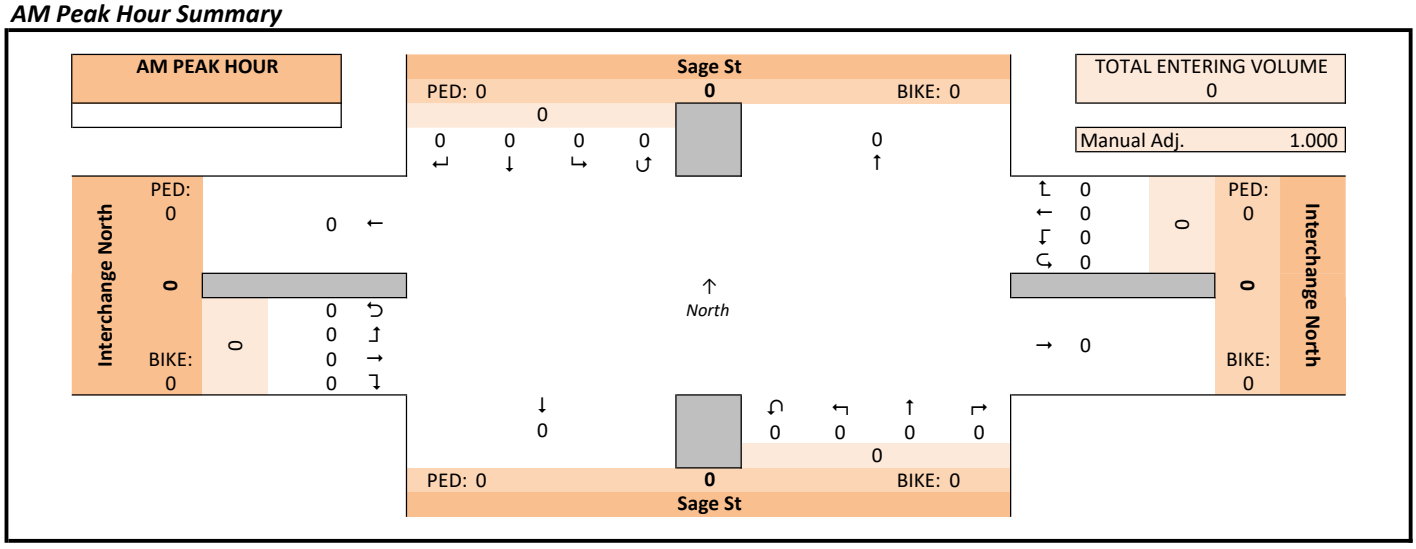
| *Count Basics* | | | *Page 2 of 13* |
|---|---|---|---|
| Start Date: | Friday, February 20, 2026 | Weekday | Schools in Session |
| Total Number of Hours Counted: 3 | | Non-Holiday | No Special Events |

***E Sheridan Springs Rd & Sage St***

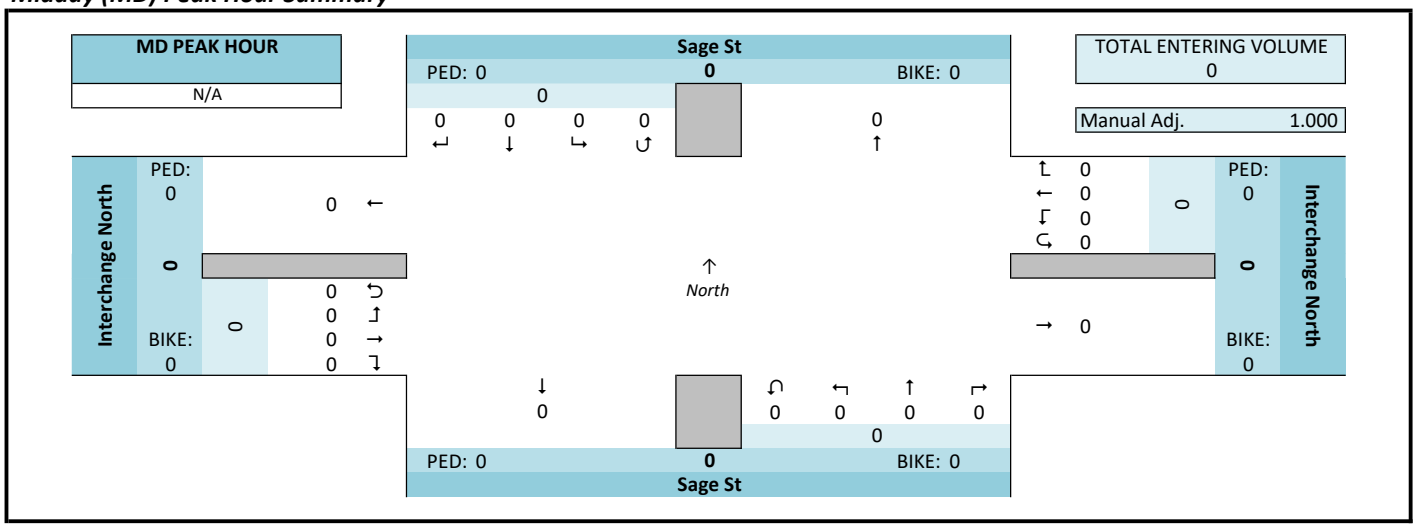
**All Motor Vehicles**



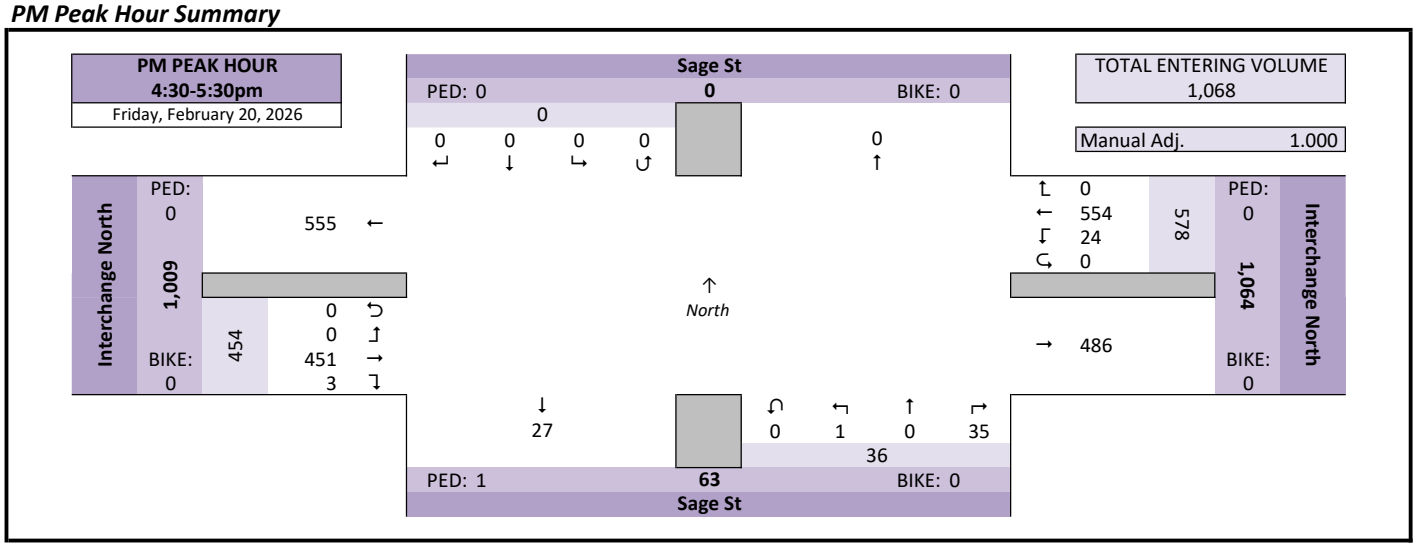
### *AM Peak Hour Summary*




### *Midday (MD) Peak Hour Summary*




### *PM Peak Hour Summary*

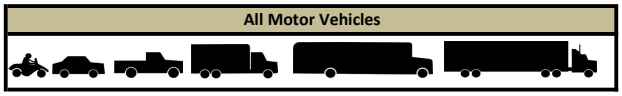


# Intersection Traffic Volume Report

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

## *Peak Hour Volume Summary*

***E Sheridan Springs Rd & Sage St***




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

| | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AM Peak Hour | Sage St | | | | | Interchange North | | | | | Sage St | | | | | Interchange North | | | | | |
| | Start Time | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Totals |
| AM Peak Hour | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peak Hour Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Rounded Hourly Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Peak Hour Factor (PHF) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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

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

### Peak Hour Pedestrian and Bicyclist Volumes

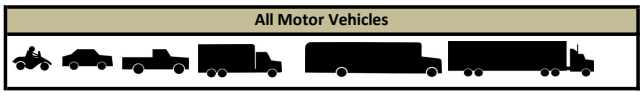
| Pedestrians and Bicyclists | | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | Total Ped & Bike Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Sage St | | | Interchange North | | | Sage St | | | Interchange North | | | |
| | 15-Minute Start Time | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | |
| AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MD | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |

# Intersection Traffic Volume Report

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

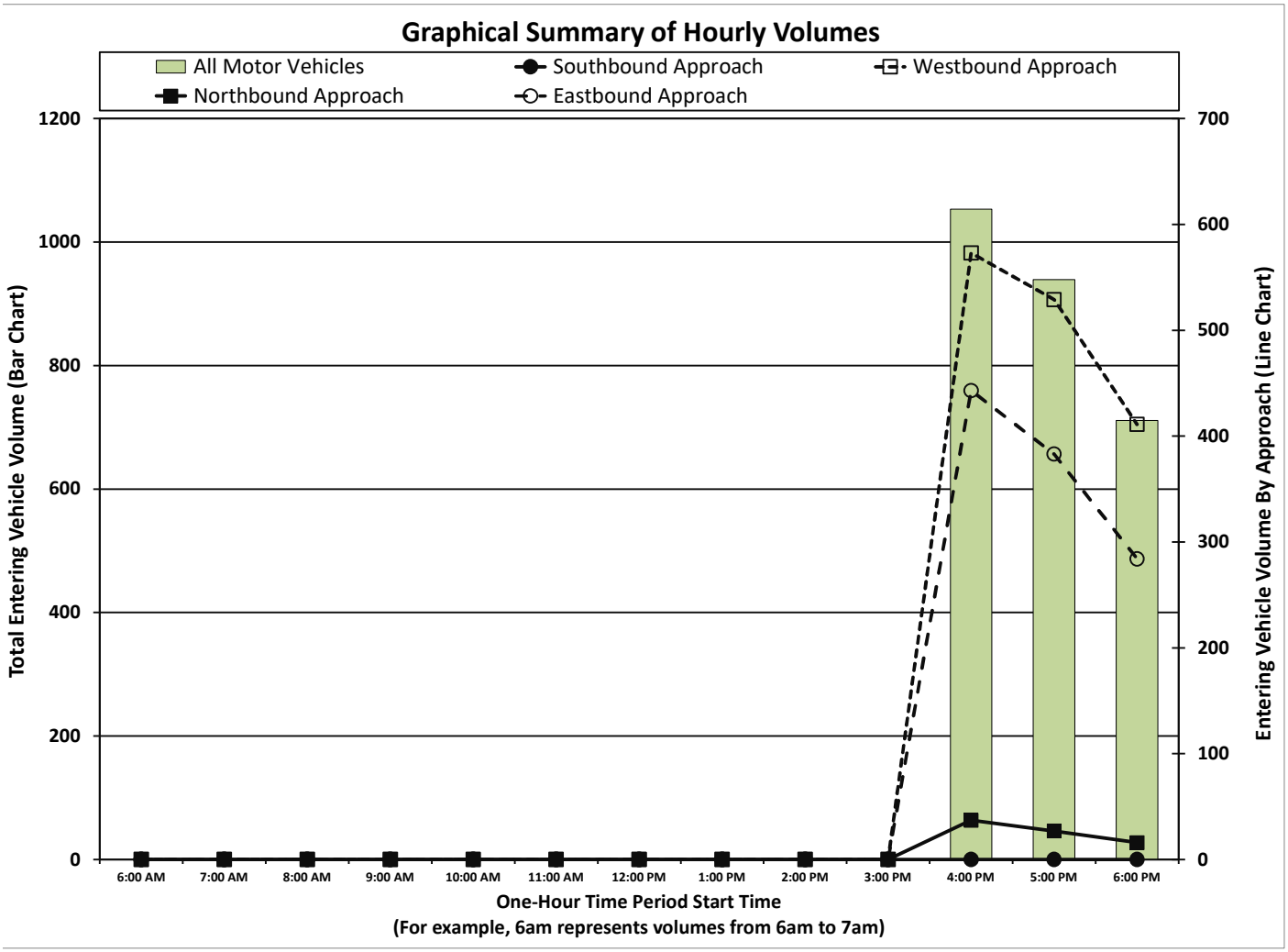
## *Hourly Volume Summary - Motor Vehicle Data*

***E Sheridan Springs Rd & Sage St***




**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 |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MD | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MD | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MD | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MD | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 557 | 16 | 0 | 573 | 36 | 0 | 1 | 0 | 37 | 2 | 441 | 0 | 0 | 443 | 1053 | 1016 | 37 |
| PM | 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 |
| PM | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 390 | 21 | 0 | 411 | 16 | 0 | 0 | 0 | 16 | 1 | 283 | 0 | 0 | 284 | 711 | 695 | 16 |
| Totals | | 0 | 0 | 0 | 0 | 0 | 0 | 1452 | 61 | 0 | 1513 | 79 | 0 | 1 | 0 | 80 | 4 | 1106 | 0 | 0 | 1110 | 2703 | 2623 | 80 |



# Intersection Traffic Volume Report

## *15-Minute Motor Vehicle Data*

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

***E Sheridan Springs Rd & Sage St***

**All Motor Vehicles**



**15-Minute Motor Vehicle Data**

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

**Peak Hour All Vehicle Volume Summary**

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

# Intersection Traffic Volume Report

## *15-Minute Automobile Data*

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

***E Sheridan Springs Rd & Sage St***

**Automobiles (Cars, Light Trucks, & Motorcycles)**



### 15-Minute Automobile Data

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

### Peak Hour Automobile Volume Summary

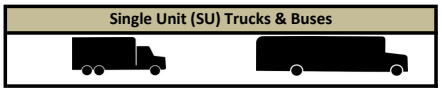
| Hourly Time Period | | From North (↓) Sage St | | | | | From East (←) Interchange North | | | | | From South (↑) Sage St | | | | | From West (→) Interchange North | | | | | Total Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Start Time |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

# Intersection Traffic Volume Report

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

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

***E Sheridan Springs Rd & Sage St***




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

| 15-Minute 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 | 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 | 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

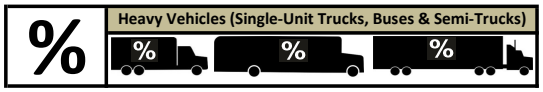
| | Hourly | From North (↓) | | | | | From East (←) | | | | | From South (↑) | | | | | From West (→) | | | | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Time Period | Sage St | | | | | Interchange North | | | | | Sage St | | | | |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

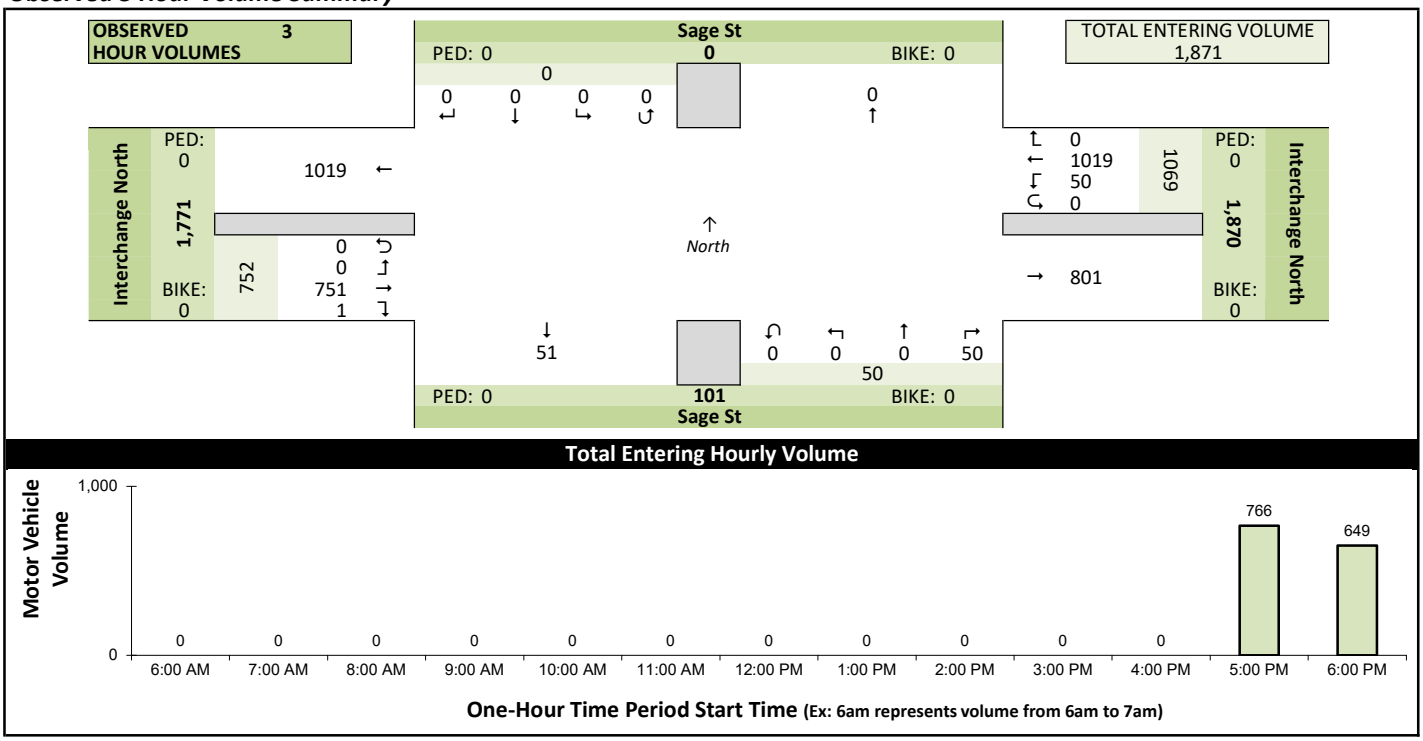
### Site Information

| | | | |
|---|---|---|---|
| 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 | |

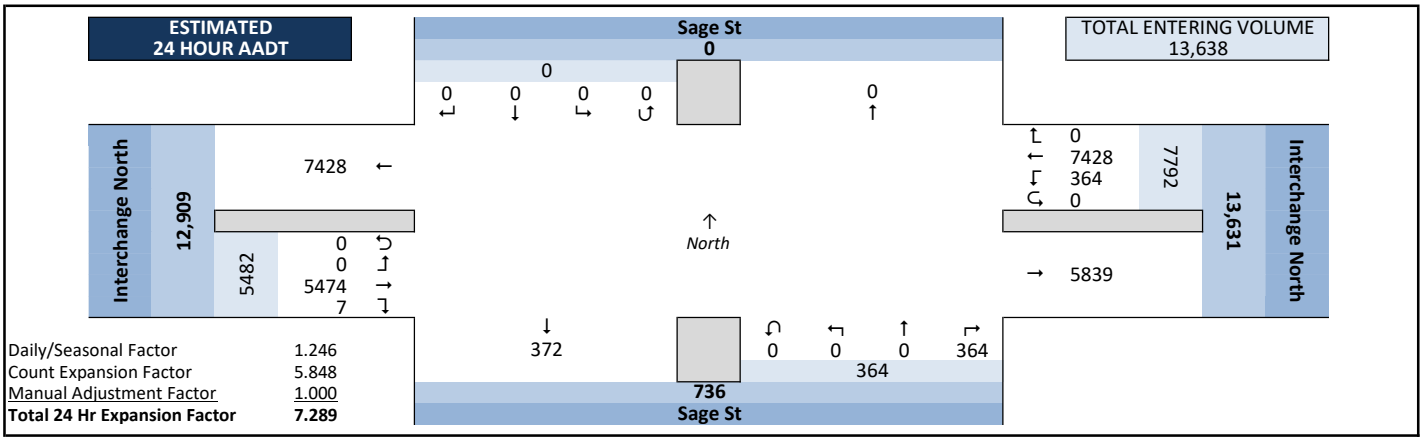
### Count Information

| | | | | | |
|---|---|---|---|---|---|
| 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*

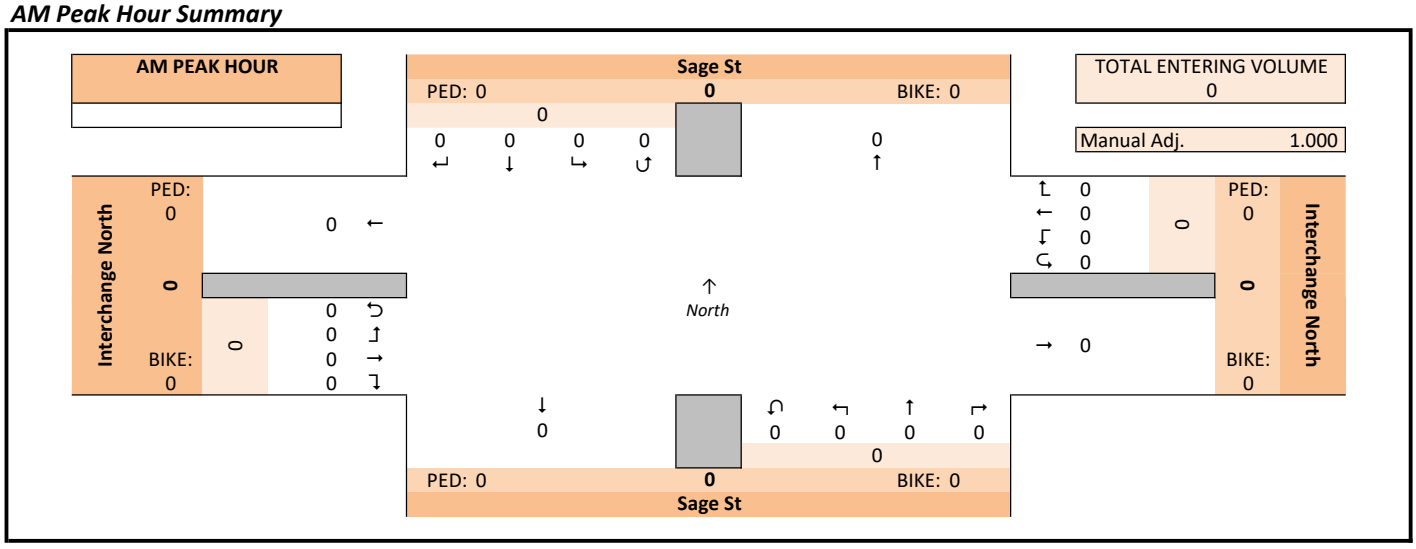
***E Sheridan Springs Rd & Sage St***

| *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 |

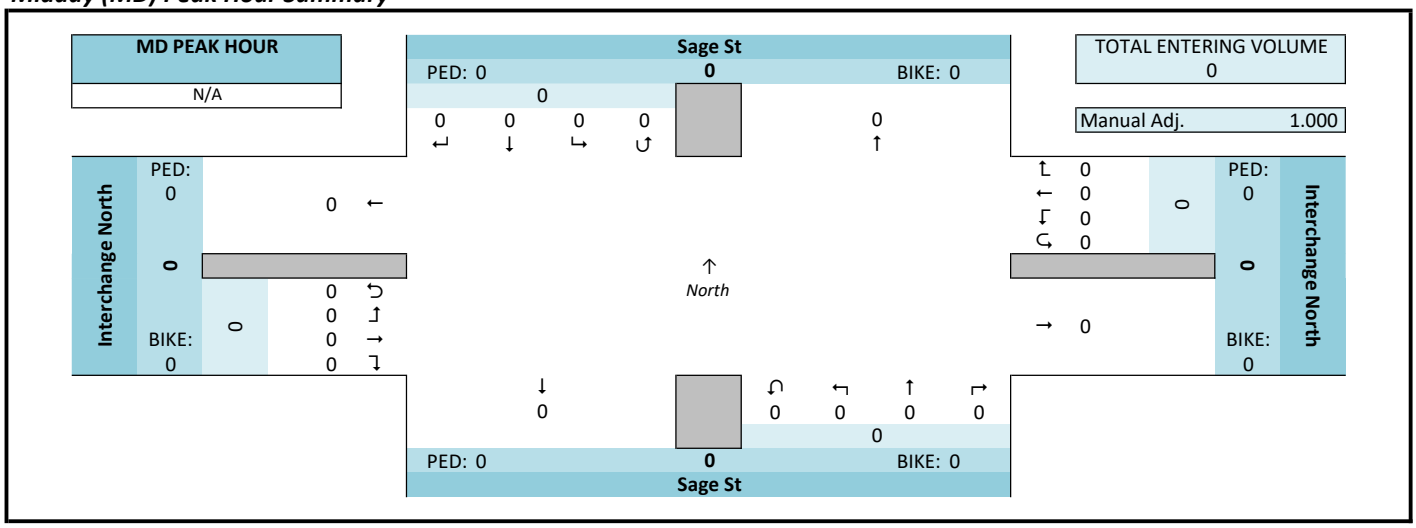
**All Motor Vehicles**



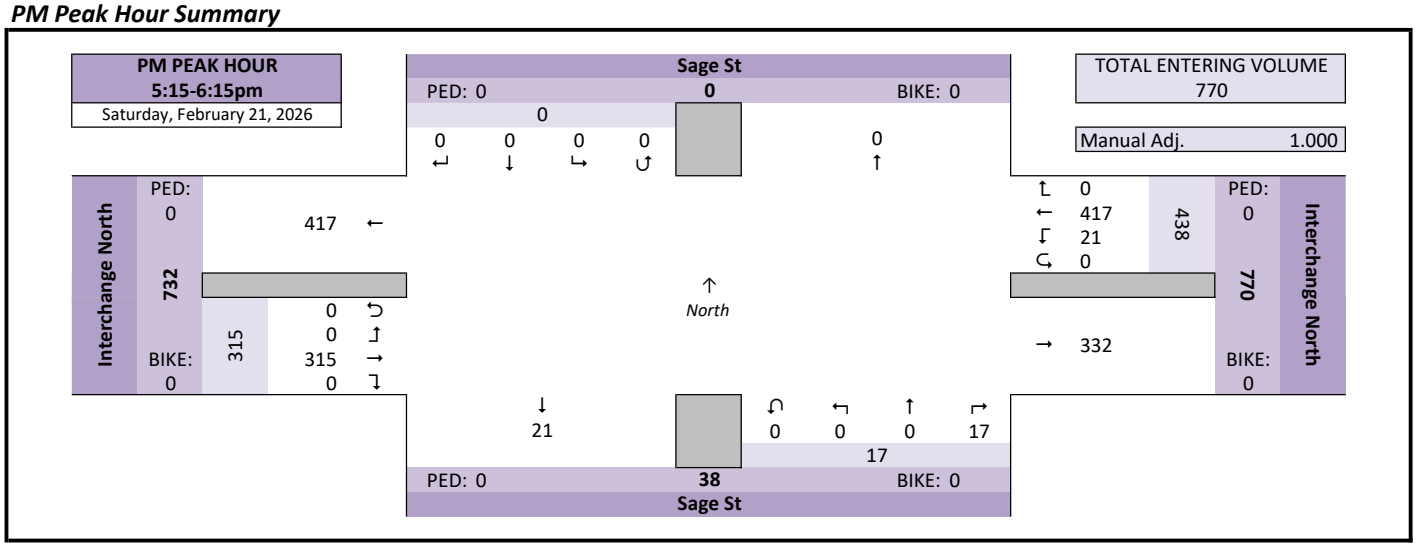
### *AM Peak Hour Summary*




### *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*

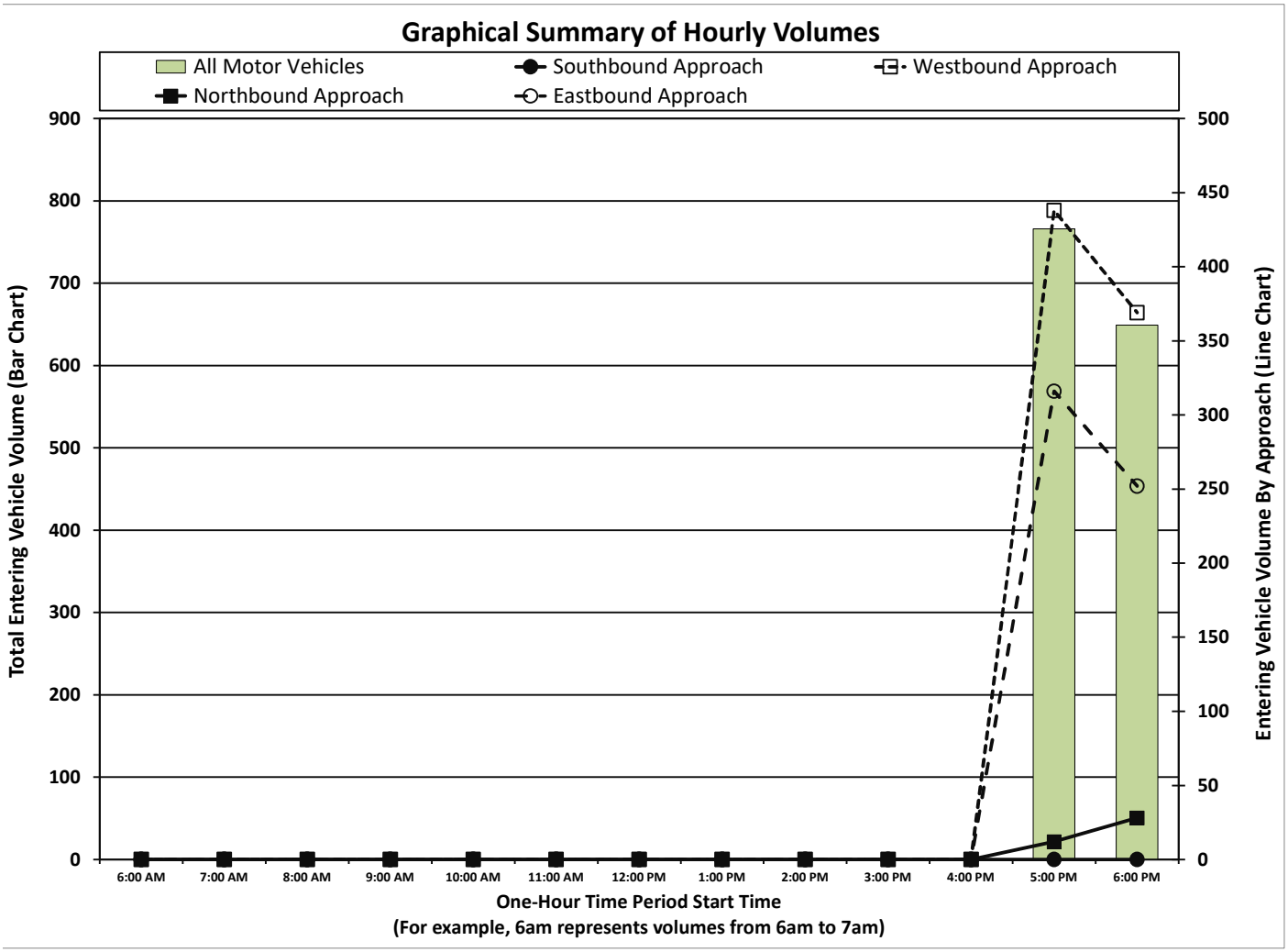
***E Sheridan Springs Rd & Sage St***

**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

| *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 & Sage St***

**Automobiles (Cars, Light Trucks, & Motorcycles)**



### 15-Minute Automobile Data

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

### Peak Hour Automobile Volume Summary

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

# Intersection Traffic Volume Report

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

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

***E Sheridan Springs Rd & Sage St***

**Single Unit (SU) Trucks & Buses**



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

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

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

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

# Intersection Traffic Volume Report

## *15-Minute Semi-Truck Data*

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

***E Sheridan Springs Rd & Sage St***

**Semi-Trucks**



**15-Minute Semi-Truck Data**

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

**Peak Hour Semi-Truck Volume Summary**

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

# Intersection Traffic Volume Report

## *15-Minute Heavy Vehicle Data*

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

***E Sheridan Springs Rd & Sage St***

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



### 15-Minute Heavy Vehicle Data

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

### Peak Hour Heavy Vehicle Volume Summary

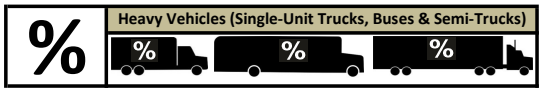
| Hourly Time Period | | From North (↓) Sage St | | | | | From East (←) Interchange North | | | | | From South (↑) Sage St | | | | | From West (→) Interchange North | | | | | Total Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Start Time |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

# Intersection Traffic Volume Report

## *15-Minute Heavy Vehicle Percentages*

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

***E Sheridan Springs Rd & Sage St***




### 15-Minute Heavy Vehicle Percentages

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

**Semi Truck Percentage:** 0

### Peak Hour Heavy Vehicle Percentages Summary

| Hourly Time Period | | From North (↓) Sage St | | | | | From East (←) Interchange North | | | | | From South (↑) Sage St | | | | | From West (→) Interchange North | | | | | Hourly Heavy Vehicle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Start Time | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Percent |
| AM | 8:00 AM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MD | 12:00 PM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PM | 5:15 PM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

# Intersection Traffic Volume Report

## *15-Minute Pedestrian and Bicyclist Data*

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

***E Sheridan Springs Rd & Sage St***

**Pedestrians and Bicyclists**



**15-Minute Pedestrian and Bicyclist Data**

| 15-Minute Time Period | | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Sage St | | | Interchange North | | | Sage St | | | Interchange North | | | 15-Min | Hourly |
| | Start Time | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Totals | Sum |
| *AM Peak Period* | 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| *Midday Peak Period* | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| *PM Peak Period* | 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Totals** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

**Special Pedestrians**

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

# Intersection Traffic Volume Report

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

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

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

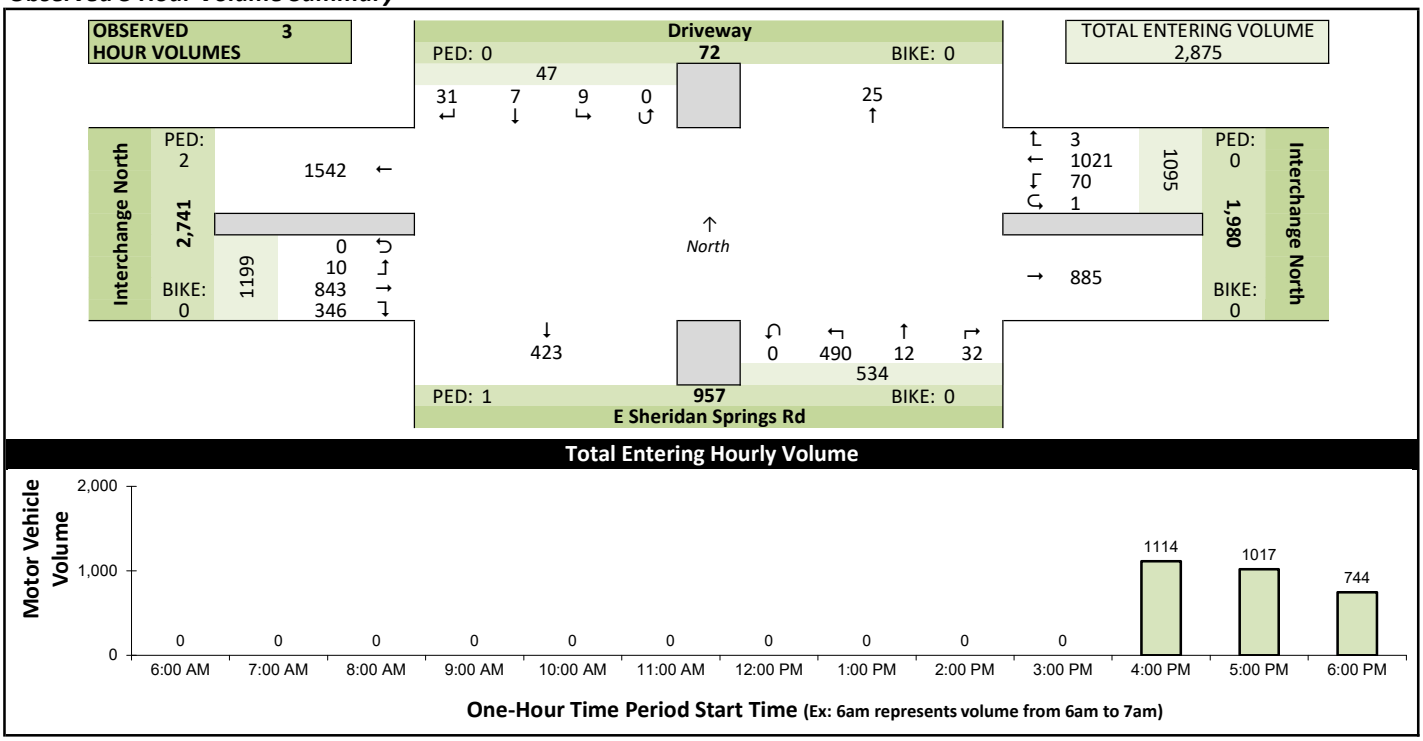
### Site Information

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

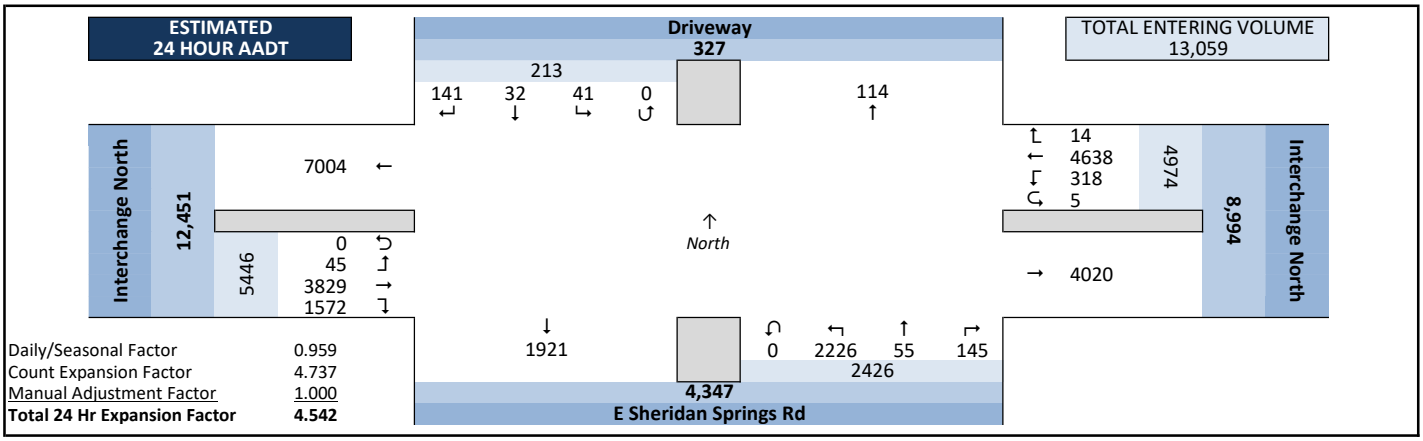
### Count Information

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

### *Observed 3 Hour Volume Summary*




### *Estimated 24 Hour AADT*



# Intersection Traffic Volume Report

## *Peak Hour Volume Graphical Summary*

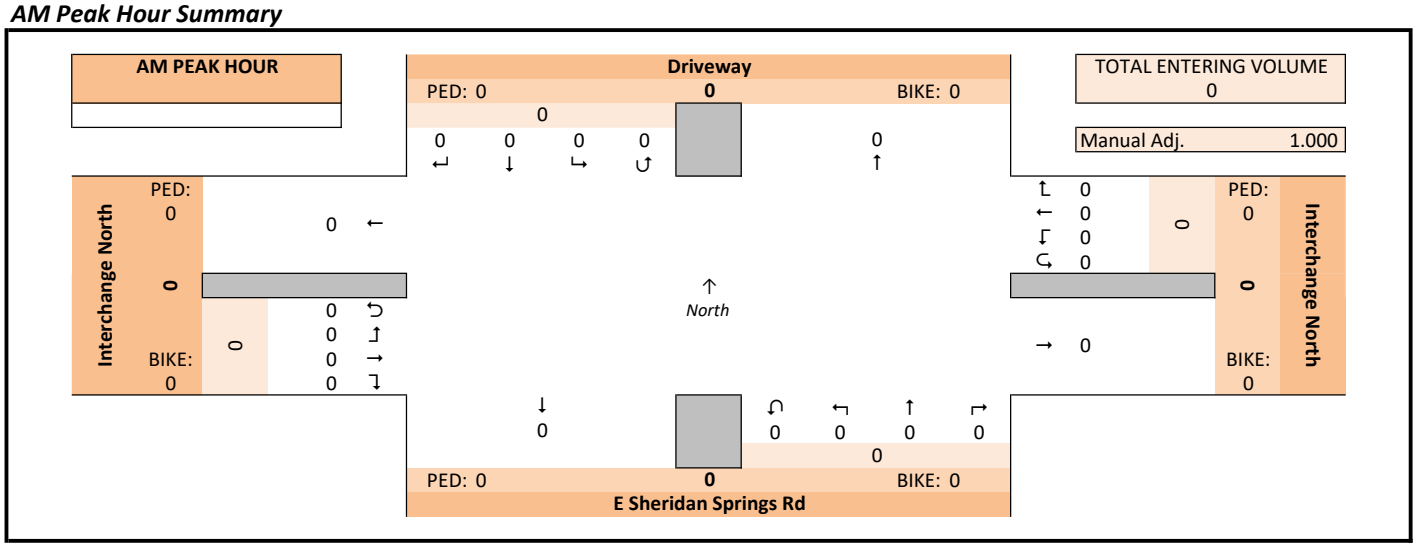
***Interchange North & E Sheridan Springs Rd***

| *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*


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

# Intersection Traffic Volume Report

| Count Basics | | | Page 3 of 13 |
|---|---|---|---|
| Start Date: | 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**

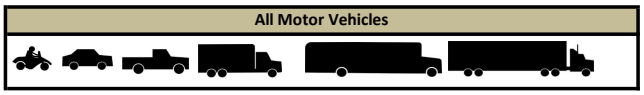
| Pedestrians and Bicyclists | | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | Total Ped & Bike Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Driveway | | | Interchange North | | | E Sheridan Springs 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

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

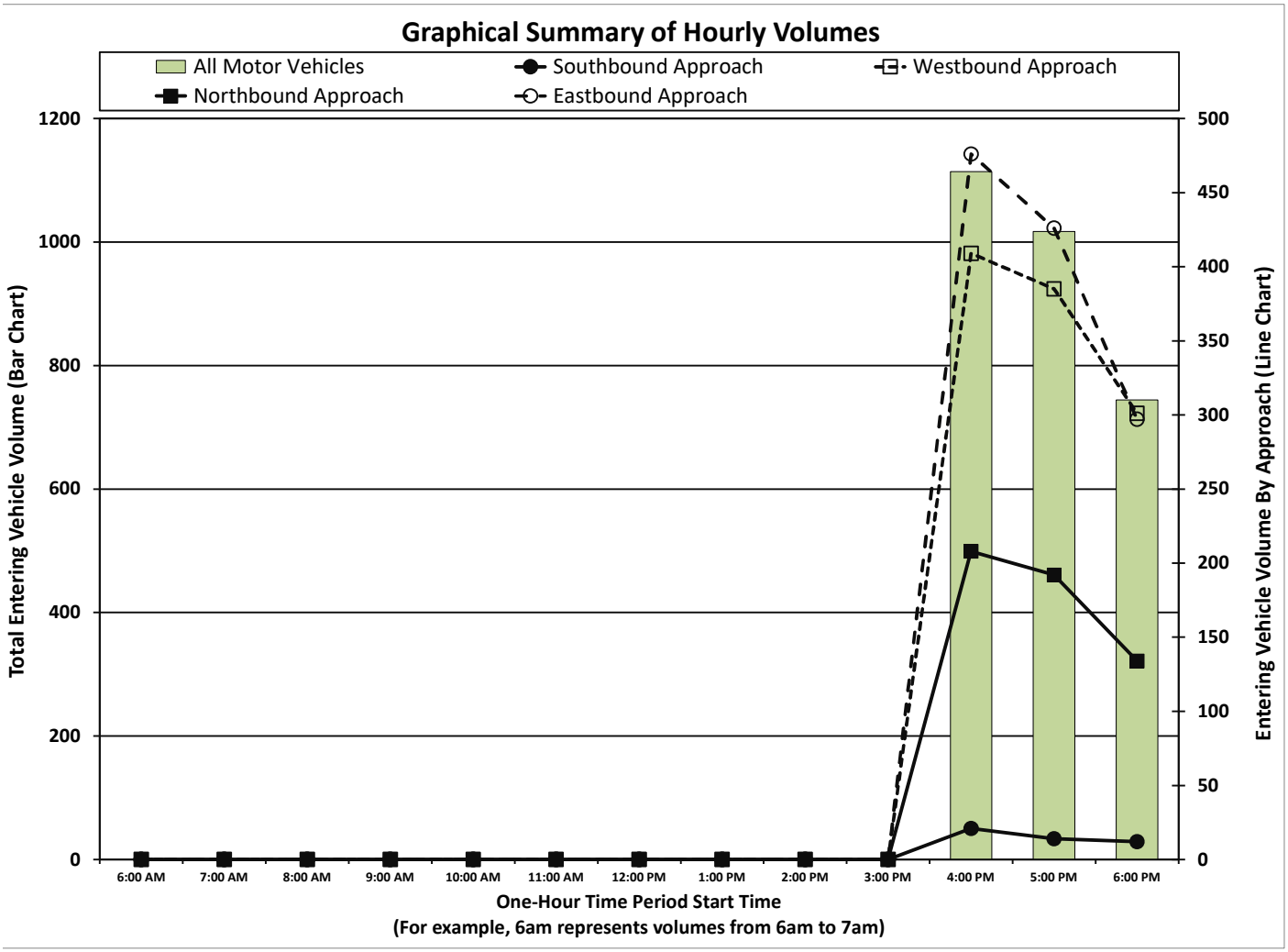
## *Hourly Volume Summary - Motor Vehicle Data*

***Interchange North & E Sheridan Springs Rd***




**One-Hour Motor Vehicle Data**

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



# Intersection Traffic Volume Report

## *15-Minute Motor Vehicle Data*

***Interchange North & E Sheridan Springs Rd***

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

**All Motor Vehicles**



**15-Minute Motor Vehicle Data**

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

**Peak Hour All Vehicle Volume Summary**

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

# Intersection Traffic Volume Report

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

## *15-Minute Automobile Data*

***Interchange North & E Sheridan Springs Rd***

**Automobiles (Cars, Light Trucks, & Motorcycles)**



### 15-Minute Automobile Data

| 15-Minute Time Period | | 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***

**Single Unit (SU) Trucks & Buses**



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

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

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

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

# Intersection Traffic Volume Report

## *15-Minute Semi-Truck Data*

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

***Interchange North & E Sheridan Springs Rd***

**Semi-Trucks**



**15-Minute Semi-Truck Data**

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

**Peak Hour Semi-Truck Volume Summary**

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

# Intersection Traffic Volume Report

## *15-Minute Heavy Vehicle Data*

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

***Interchange North & E Sheridan Springs Rd***

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



**15-Minute Heavy Vehicle Data**

| 15-Minute | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Period | | Driveway | | | | | Interchange North | | | | | E Sheridan Springs Rd | | | | | Interchange North | | | | | 15-Min | Hourly |
| Start Time | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Totals | Sum |
| AM Peak Period | 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Midday Peak Period | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak Period | 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 3 | 9 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 | 7 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 6 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 5 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 5 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 4 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | |
| | 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | |
| | 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 3 | 10 | 0 | 0 | 13 | 18 | |
| 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**

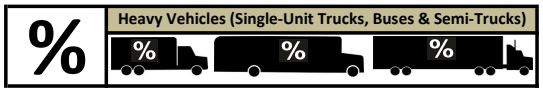
| Hourly | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Period | | Driveway | | | | | Interchange North | | | | | E Sheridan Springs Rd | | | | | Interchange 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 Driveway | | | Crossing East Approach Interchange North | | | Crossing South Approach E Sheridan Springs Rd | | | Crossing West Approach Interchange North | | | 15-Min | Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Totals | Sum |
| *AM Peak Period* | 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| *Midday Peak Period* | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| *PM Peak Period* | 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 3 | |

**Special Pedestrians**

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

# Intersection Traffic Volume Report

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

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

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

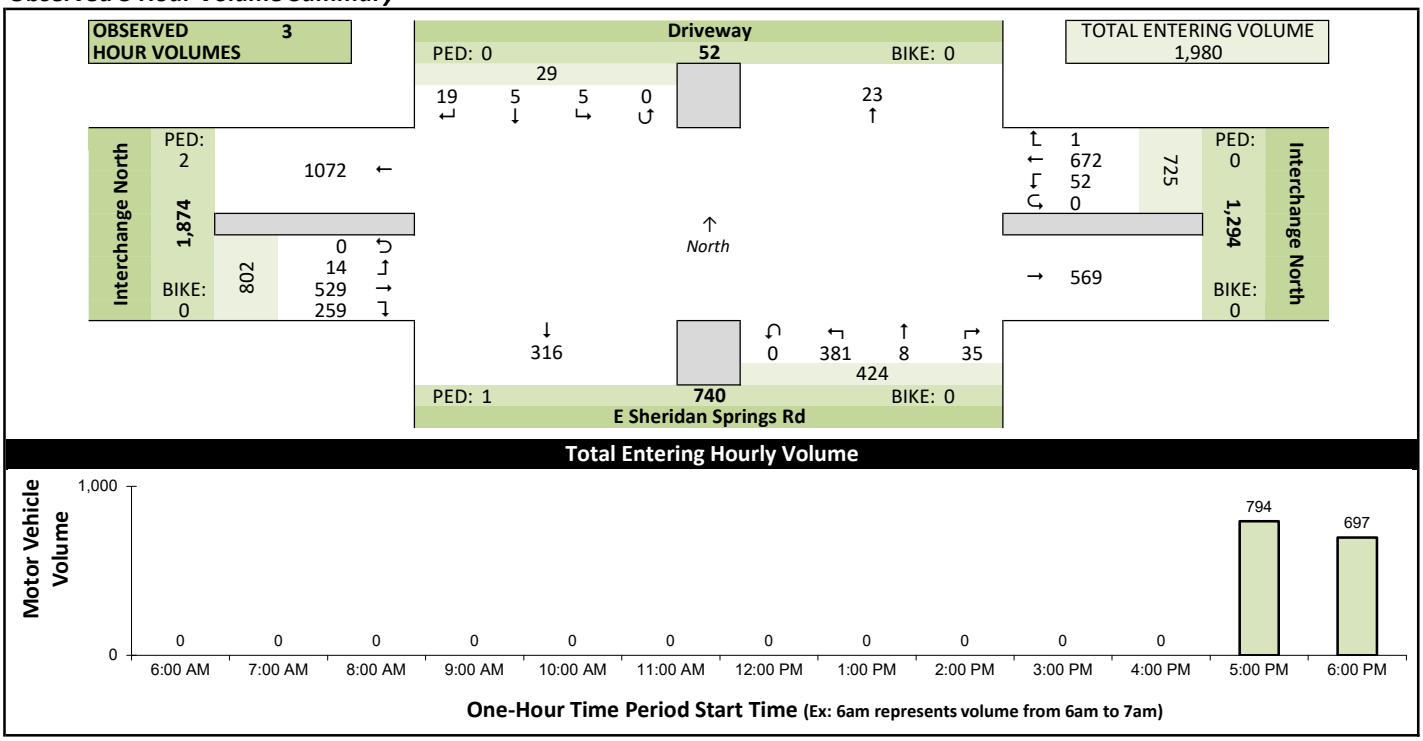
### Site Information

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

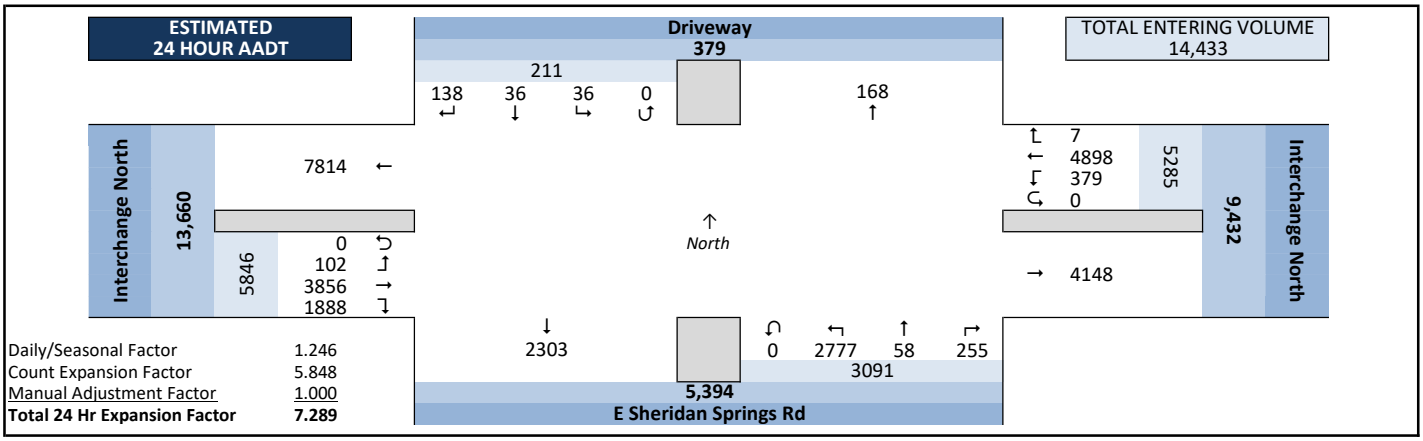
### Count Information

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

### *Observed 3 Hour Volume Summary*




### *Estimated 24 Hour AADT*



# Intersection Traffic Volume Report

## *Peak Hour Volume Graphical Summary*

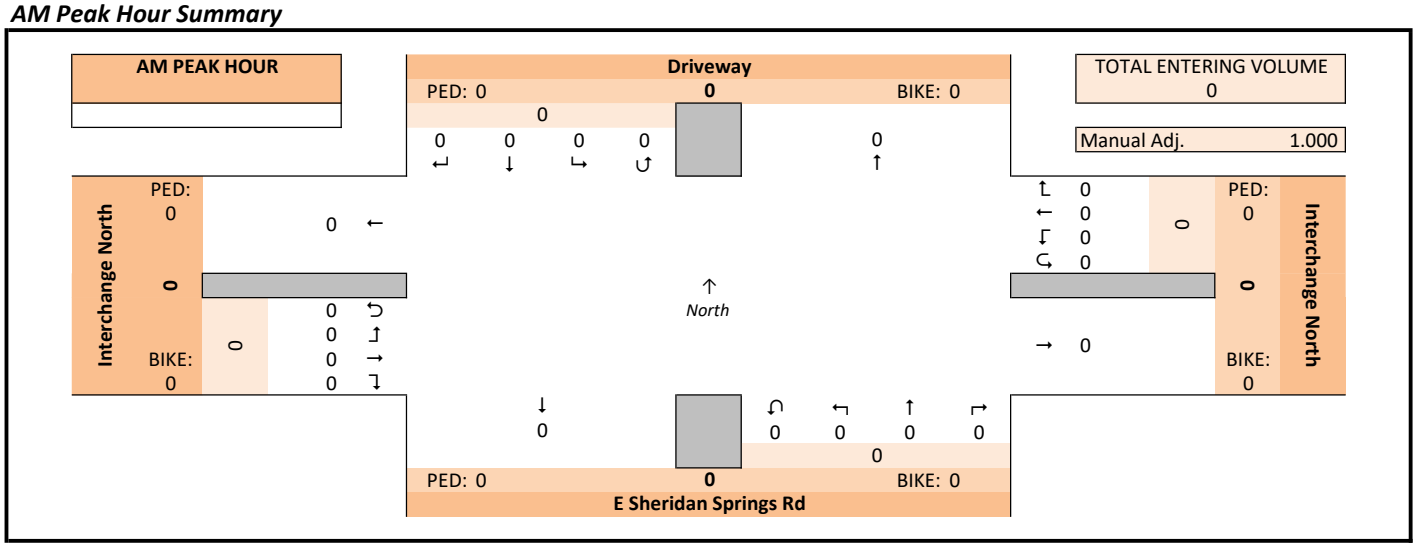
| *Count Basics* | | | *Page 2 of 13* |
|---|---|---|---|
| Start Date: | Saturday, February 21, 2026 | Weekend | Schools Not in Session |
| Total Number of Hours Counted: 3 | | Non-Holiday | No Special Events |

***Interchange North & E Sheridan Springs Rd***

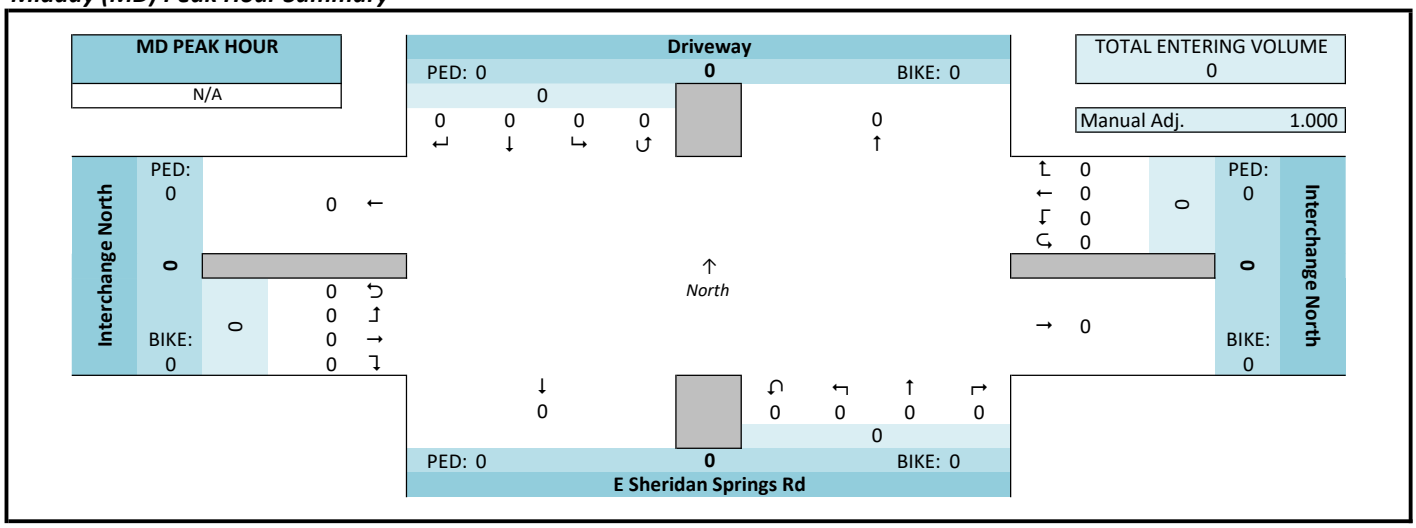
**All Motor Vehicles**



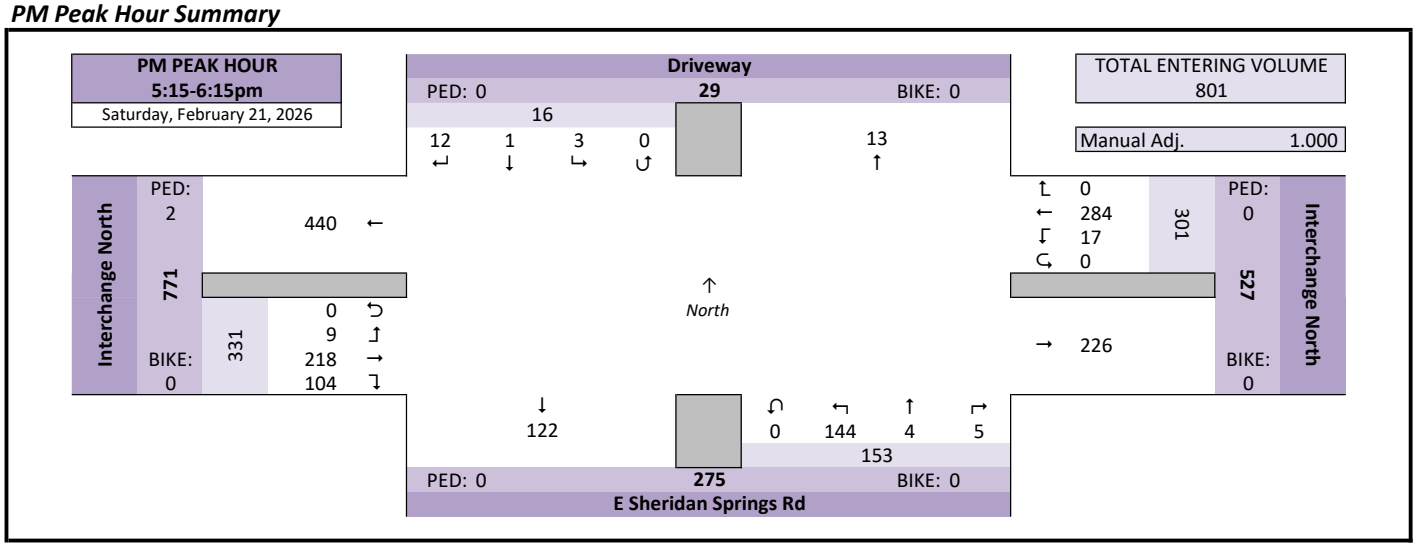
### *AM Peak Hour Summary*




### *Midday (MD) Peak Hour Summary*




### *PM Peak Hour Summary*



# Intersection Traffic Volume Report

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

## *Peak Hour Volume Summary*

***Interchange North & E Sheridan Springs Rd***

**All Motor Vehicles**



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

| | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AM Peak Hour | Driveway | | | | | Interchange North | | | | | E Sheridan Springs Rd | | | | | Interchange North | | | | | |
| | Start Time | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Totals |
| AM Peak Hour | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peak Hour Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Rounded Hourly Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Peak Hour Factor (PHF) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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

| Saturday, February 21, 2026 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PM Peak Hour | Driveway | | | | | Interchange North | | | | | E Sheridan Springs Rd | | | | | Interchange North | | | | | |
| | Start Time | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Totals |
| PM Peak Hour | 5:15 PM | 4 | 1 | 1 | 0 | 6 | 0 | 62 | 2 | 0 | 64 | 0 | 1 | 24 | 0 | 25 | 39 | 58 | 2 | 0 | 99 | 194 |
| | 5:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 76 | 6 | 0 | 82 | 2 | 2 | 38 | 0 | 42 | 22 | 46 | 3 | 0 | 71 | 198 |
| | 5:45 PM | 2 | 0 | 1 | 0 | 3 | 0 | 72 | 4 | 0 | 76 | 2 | 0 | 46 | 0 | 48 | 25 | 62 | 1 | 0 | 88 | 215 |
| | 6:00 PM | 3 | 0 | 1 | 0 | 4 | 0 | 74 | 5 | 0 | 79 | 1 | 1 | 36 | 0 | 38 | 18 | 52 | 3 | 0 | 73 | 194 |
| | Peak Hour Volume | 12 | 1 | 3 | 0 | 16 | 0 | 284 | 17 | 0 | 301 | 5 | 4 | 144 | 0 | 153 | 104 | 218 | 9 | 0 | 331 | 801 |
| | Rounded Hourly Volume | 10 | 0 | 5 | 0 | 15 | 0 | 285 | 15 | 0 | 300 | 5 | 5 | 145 | 0 | 155 | 105 | 220 | 10 | 0 | 335 | 805 |
| | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Peak Hour Factor (PHF) | 0.75 | 0.25 | 0.75 | 0.00 | 0.67 | 0.00 | 0.93 | 0.71 | 0.00 | 0.92 | 0.62 | 0.50 | 0.78 | 0.00 | 0.80 | 0.67 | 0.88 | 0.75 | 0.00 | 0.84 | 0.93 |

### Peak Hour Pedestrian and Bicyclist Volumes

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

# Intersection Traffic Volume Report

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

## *Hourly Volume Summary - Motor Vehicle Data*

***Interchange North & E Sheridan Springs Rd***

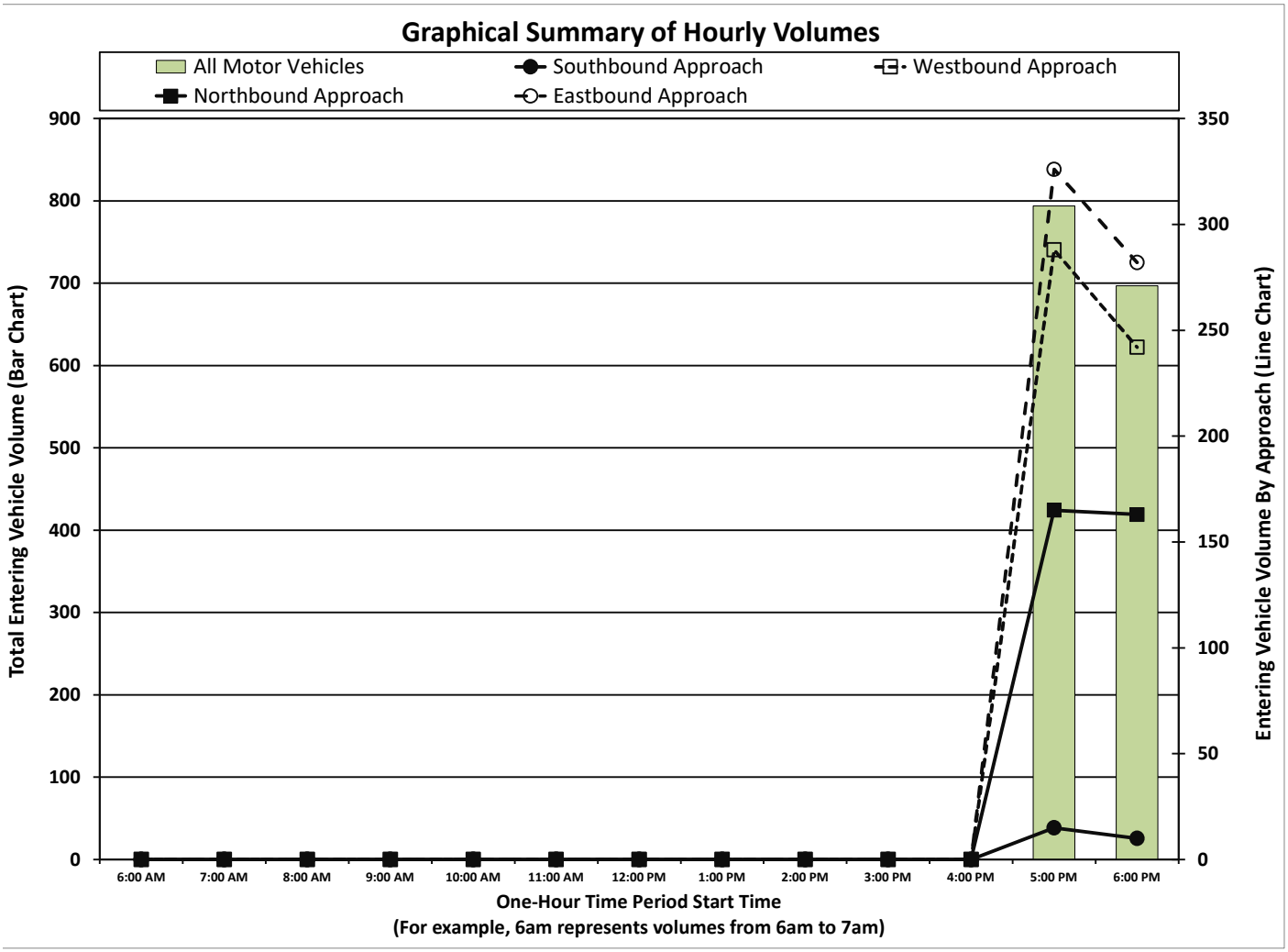
**All Motor Vehicles**



**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

## *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 |

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

# Intersection Traffic Volume Report

## *15-Minute Heavy Vehicle Data*

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

***Interchange North & E Sheridan Springs Rd***

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



**15-Minute Heavy Vehicle Data**

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

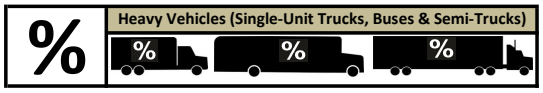
| Hourly Time Period | | From North (↓) Driveway | | | | | From East (←) Interchange North | | | | | From South (↑) E Sheridan Springs Rd | | | | | From West (→) Interchange North | | | | | Total Hourly |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Driveway | | | Interchange North | | | E Sheridan Springs Rd | | | Interchange North | | | 15-Min | Hourly |
| | Start Time | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Totals | Sum |
| AM Peak Period | 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Midday Peak Period | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM Peak Period | 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 2 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | |
| | 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 3 | |

**Special Pedestrians**

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

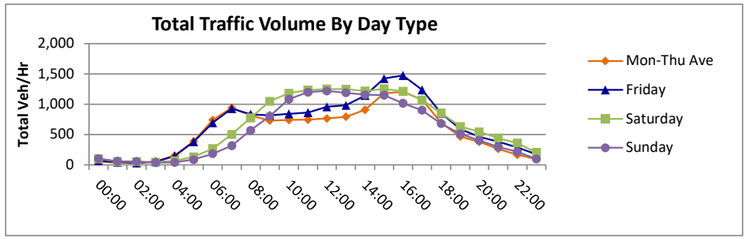
# Wisconsin Department of Transportation

## Monthly Average Hourly Volume by Day of Week

**Feb 2025**

*Continuous Count*

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




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

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

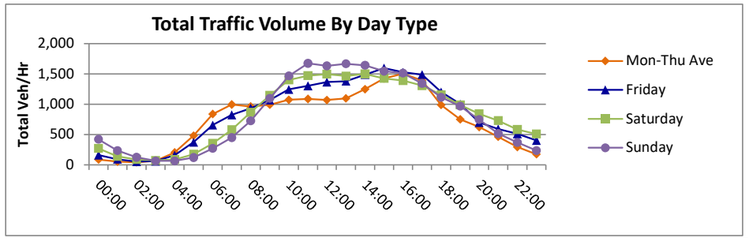
# Wisconsin Department of Transportation

## Monthly Average Hourly Volume by Day of Week

**Jul 2025**

*Continuous Count*

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




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

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

Date: February 24, 2026

**BASE SATURATION FLOW RATE CALCULATIONS**

| Intersection Name |
|---|
| Interchange North & Sheridan Springs Rd. |

| Urbanized Area/Cluster Population |
|---|
| 14,700 |

| | |
|---|---|
| Exit Ramp: | No |
| Speed Limit: | 25 |

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

**Consider using 1750 pc/h/ln*

N

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

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

**Consider using 1750 pc/h/ln*

| 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

1/20/2026
1:29:37PM

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

| Event | Day | Time | D/S/O | flash | PHASE FUNCTION 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 | - |

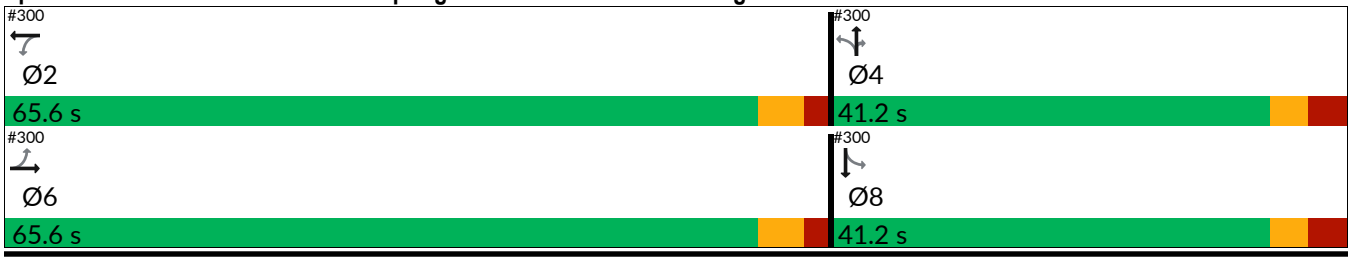
| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.57 | 10.43 |
| HCM LOS | | | B |

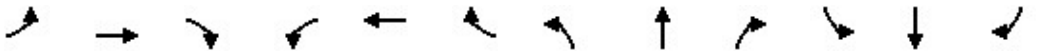
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 701 | - | - | 141 | - |
| HCM Lane V/C Ratio | 0.055 | - | - | 0.026 | - |
| HCM Ctrl Dly (s/v) | 10.4 | - | - | 8.6 | 0.2 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | -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

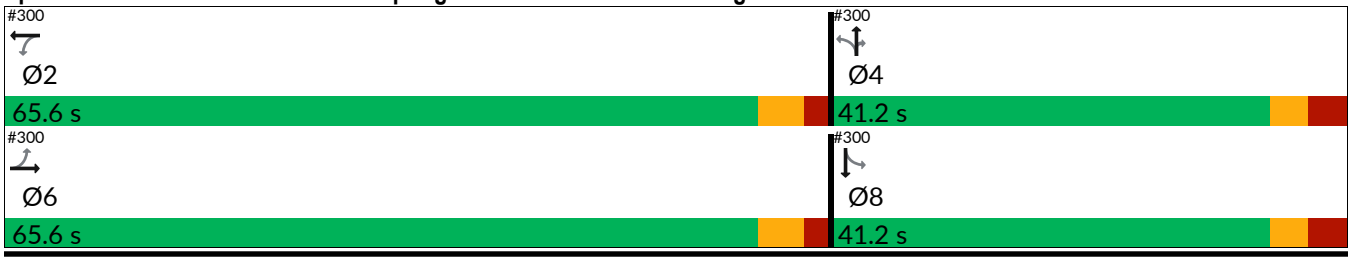
| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.48 | 9.86 |
| HCM LOS | | | A |

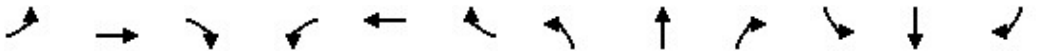
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 758 | - | - | 144 | - |
| HCM Lane V/C Ratio | 0.023 | - | - | 0.018 | - |
| HCM Ctrl Dly (s/v) | 9.9 | - | - | 8.1 | 0.2 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - |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

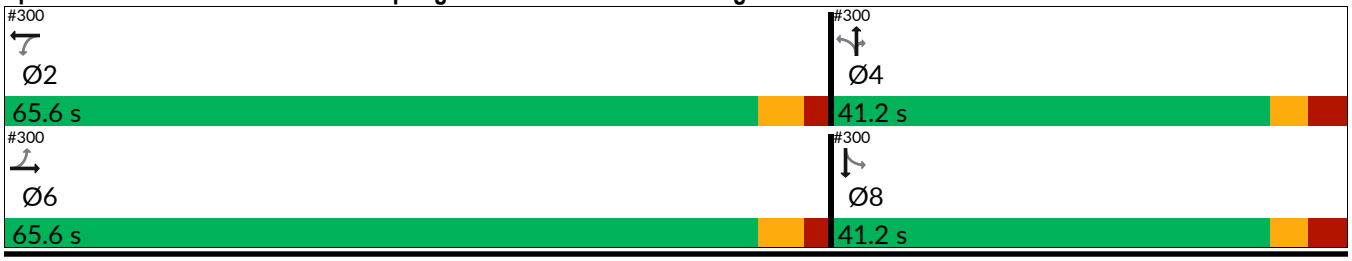
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.83 | 0.54 | 11.25 | 20.61 |
| HCM LOS | | | B | C |

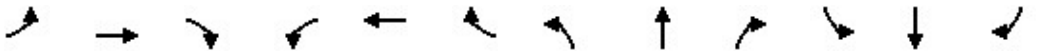
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 616 | 201 | - | - | 123 | - | - | 285 |
| HCM Lane V/C Ratio | 0.064 | 0.035 | - | - | 0.026 | - | - | 0.191 |
| HCM Ctrl Dly (s/v) | 11.2 | 9.1 | 0.3 | - | 8.6 | 0.3 | - | 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 | - |

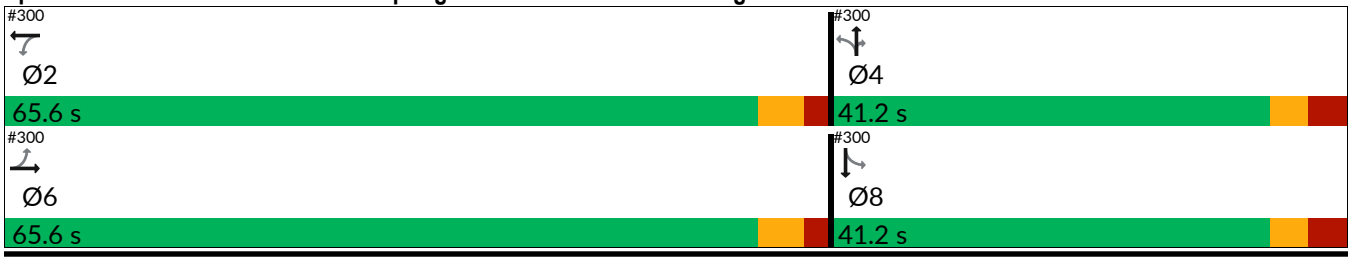
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.29 | 0.45 | 10.96 | 19.65 |
| HCM LOS | | | B | C |

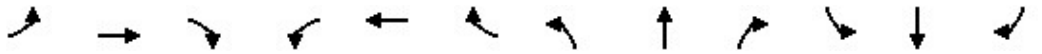
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 623 | 397 | - | - | 121 | - | - | 327 |
| HCM Lane V/C Ratio | 0.029 | 0.047 | - | - | 0.018 | - | - | 0.25 |
| HCM Ctrl Dly (s/v) | 11 | 8.7 | 0.4 | - | 8.1 | 0.2 | - | 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 | - |

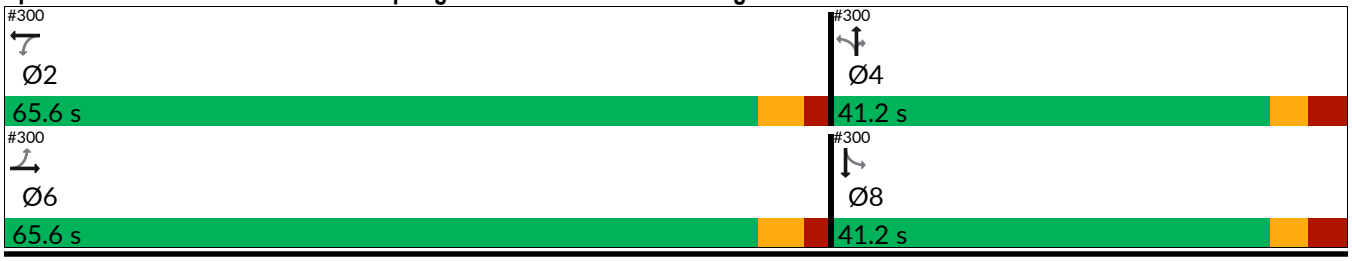
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.52 | 0.32 | 12.99 | 27.23 |
| HCM LOS | | | B | D |

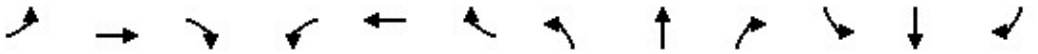
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 490 | 907 | - | - | 1040 | - | - | 216 |
| HCM Lane V/C Ratio | 0.08 | 0.035 | - | - | 0.026 | - | - | 0.252 |
| HCM Ctrl Dly (s/v) | 13 | 9.1 | - | - | 8.6 | - | - | 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 | - |

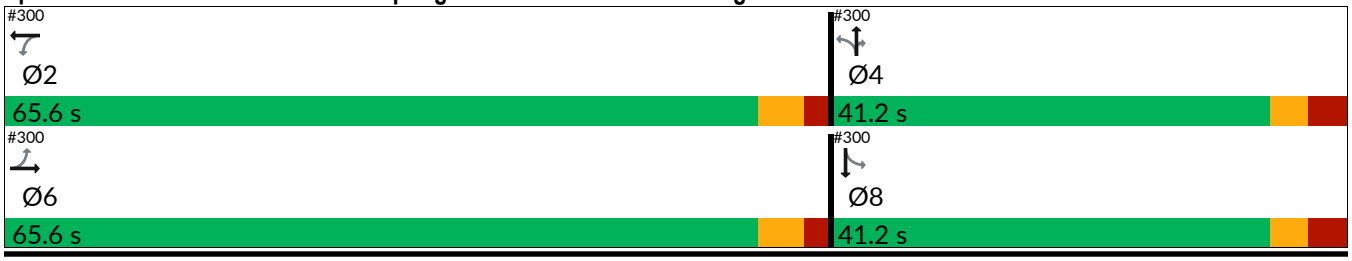
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.96 | 0.3 | 11.87 | 24.39 |
| HCM LOS | | | B | C |

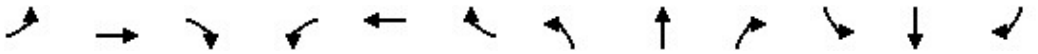
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 542 | 1021 | - | - | 1175 | - | - | 266 |
| HCM Lane V/C Ratio | 0.034 | 0.047 | - | - | 0.018 | - | - | 0.307 |
| HCM Ctrl Dly (s/v) | 11.9 | 8.7 | - | - | 8.1 | - | - | 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 | - |

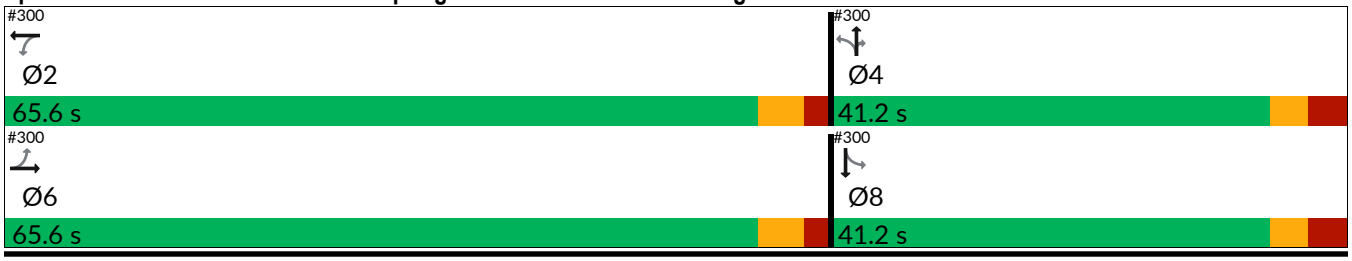
| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.57 | 10.54 |
| HCM LOS | | | B |

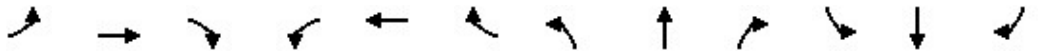
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 688 | - | - | 133 | - |
| HCM Lane V/C Ratio | 0.056 | - | - | 0.026 | - |
| HCM Ctrl Dly (s/v) | 10.5 | - | - | 8.6 | 0.3 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | -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

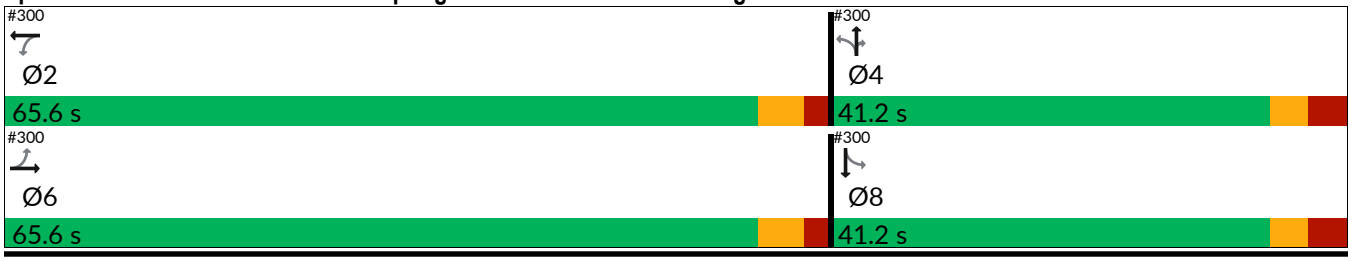
| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.47 | 10.03 |
| HCM LOS | | | B |

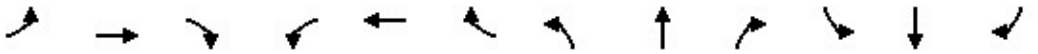
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 732 | - | - | 135 | - |
| HCM Lane V/C Ratio | 0.023 | - | - | 0.019 | - |
| HCM Ctrl Dly (s/v) | 10 | - | - | 8.2 | 0.2 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - |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

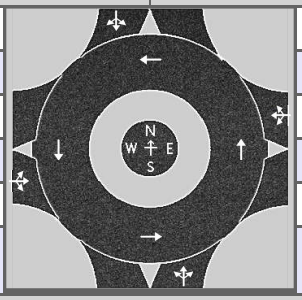
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 20.6 | | 13.1 | | 20.6 | | 13.1 | | | | |
| Change Period (Y+Rc), s | | 5.6 | | 6.2 | | 5.6 | | 6.2 | | | | |
| Max Green Setting (Gmax), s | | 60.0 | | 35.0 | | 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 | |

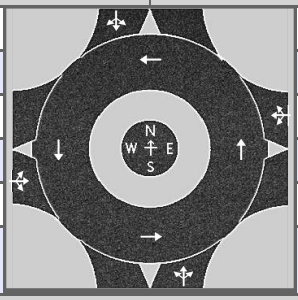
## Delay and Level of Service

| 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: 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: | 381.3 | 498.7 | 616.0 | 498.7 | 586.7 | 704.0 |
| *Rounded Case B2 ISD, feet:* | *385* | *500* | *620* | *500* | *590* | *705* |

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

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

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

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

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

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

**ISD CONTROLLING DISTANCES:**

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

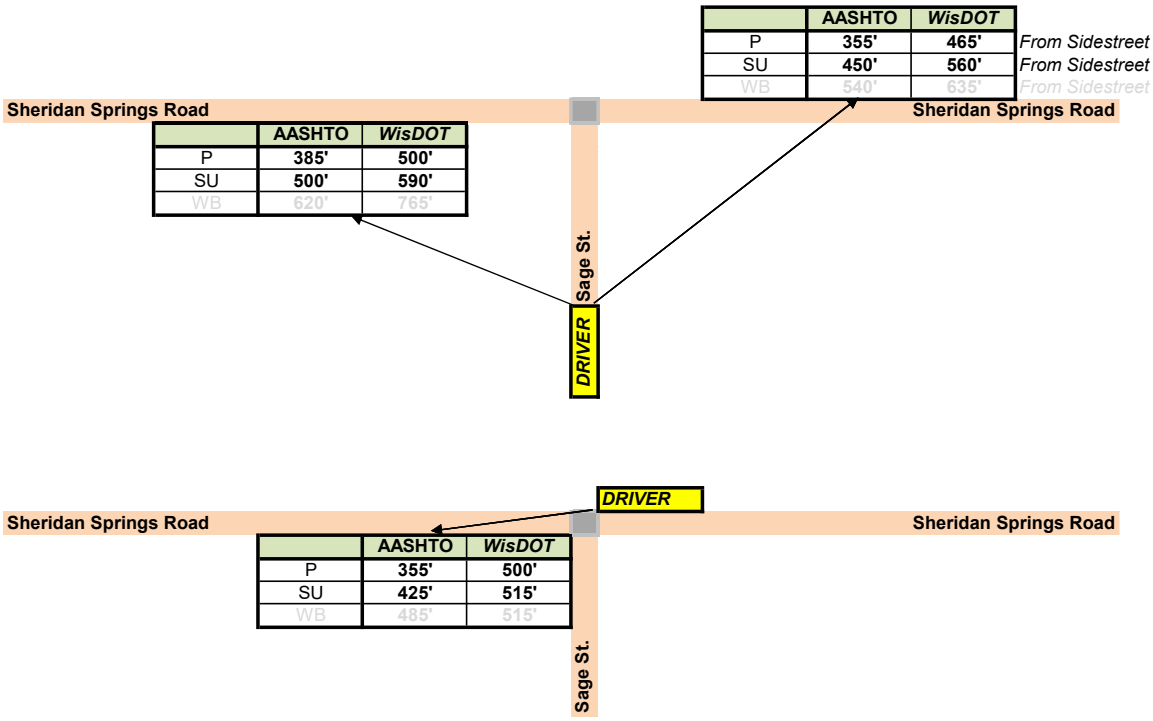
# ISD CALCULATIONS (TWSC)

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

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

North ↓

***Special Instructions***







# SSD CALCULATIONS

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

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

***Special Instructions***

# ISD CALCULATIONS (TWSC)

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

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

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

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

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

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

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

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

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

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

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

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

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

**ISD CONTROLLING DISTANCES:**

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

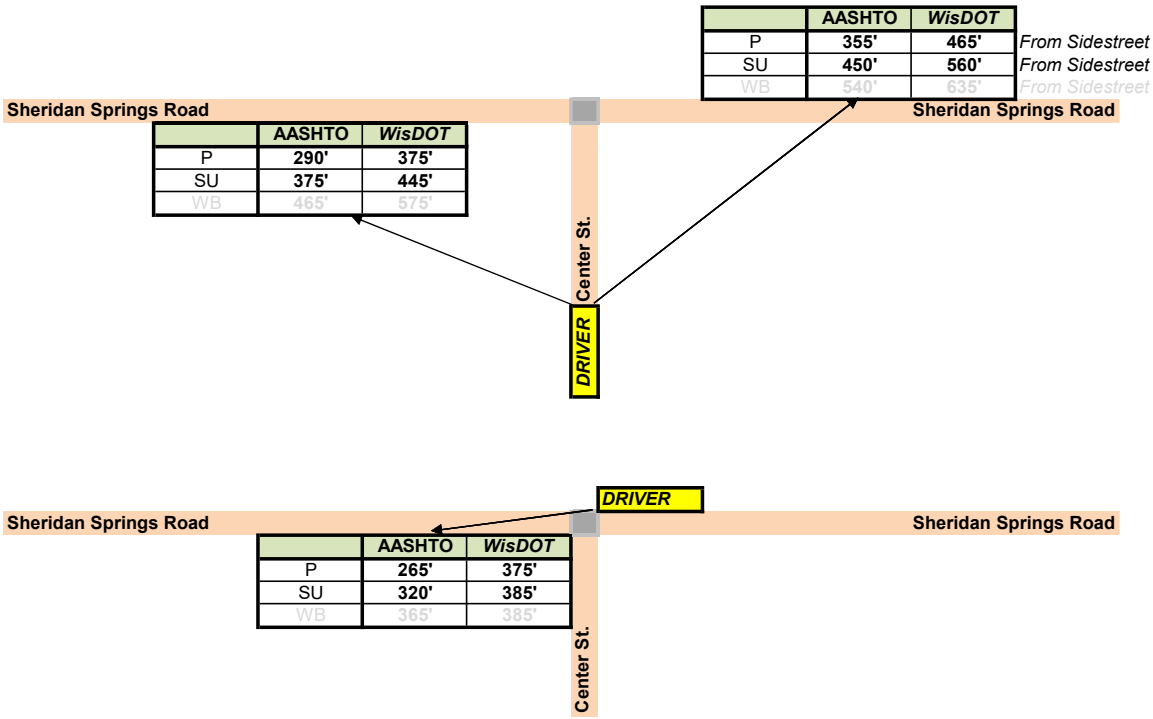
# ISD CALCULATIONS (TWSC)

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

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

North ↓

***Special Instructions***







# SSD CALCULATIONS

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

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

***Special Instructions***

# Appendix E
# Crash Statistics

# Intersection Collision Diagram

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

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

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

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

Center St
Entering ADT 250
SB↓
STOP

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

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

WB← 6,300 Entering ADT

N

WB₂ 1
WB₅ 1
WB₆ 4

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

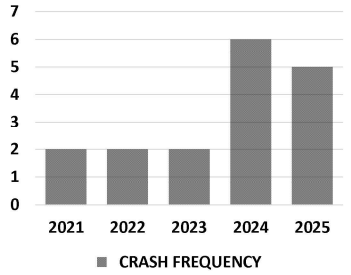
Interchange North

Interchange North

EB₆ 1
WB₁ 3
NB₂ 5
NB₄ 2

Entering ADT 3,500 EB→

ANNUAL CRASH TRENDS




Center St

STOP
NB↑
1,100 Entering ADT

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

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

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

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

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

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

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

TBD = verification from crash report needed for direction

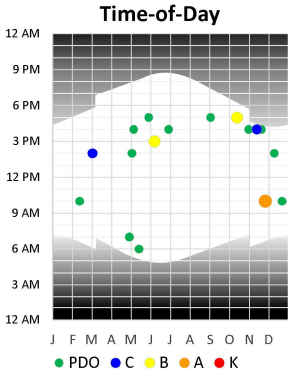
| VEHICLE DAMAGE | | |
|---|---|---|
| Minor | 38% | 13 |
| Moderate | 29% | 10 |
| Severe | 29% | 10 |
| None/Other/Unkn | 3% | 1 |
| Total Damaged Vehicles | | 34 |

**NOTES:**
Crashes have been vetted with crash reports.

**TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)**

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

**Time-of-Day**



# Crash Data

**Corresponds to Collision Diagram**

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

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

TRAFFIC ANALYSIS & DESIGN, INC.

| | |
|---|---|
| **Location:** | Interchange & Sage 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:** | 13,600 | MAP |
| **Area Type:** | Urban | |
| **GPS Coordinates:** | 42.604184, -88.431648 | |

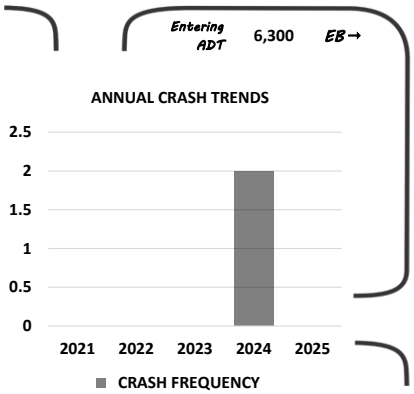
| | |
|---|---|
| **TOTAL CRASHES:** | 2 |
| **AVG. CRASHES/YEAR:** | 0.4 |
| **CRASH RATE:** | 0.08 per MEV |
| **KAB CRASH RATE:** | 0.04 per MEV |
| **ECONOMIC LOSS*:** | $280,925 |

*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




Sage St.




| 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 |

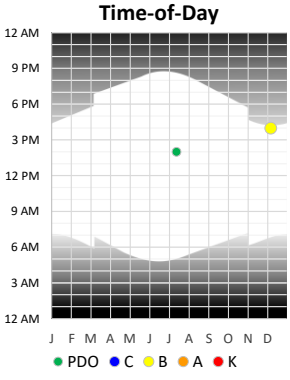
**NOTES:**

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 | |
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**Time-of-Day**



# Crash Data

**Corresponds to Collision Diagram**

TRAFFIC ANALYSIS & DESIGN, INC.

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

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

TADI TRAFFIC ANALYSIS & DESIGN, INC.

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

MAP

**TOTAL CRASHES:** 5

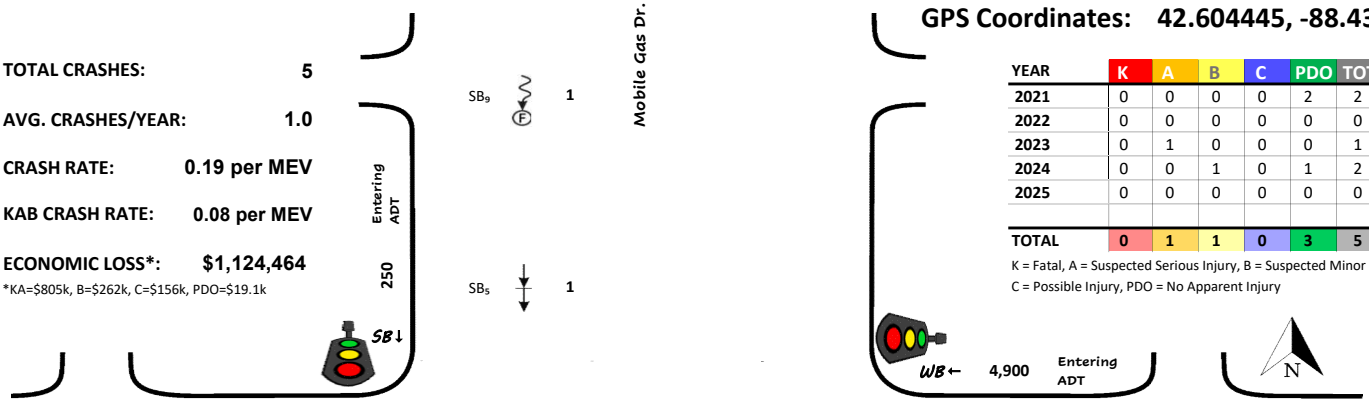
**AVG. CRASHES/YEAR:** 1.0

**CRASH RATE:** 0.19 per MEV

**KAB CRASH RATE:** 0.08 per MEV

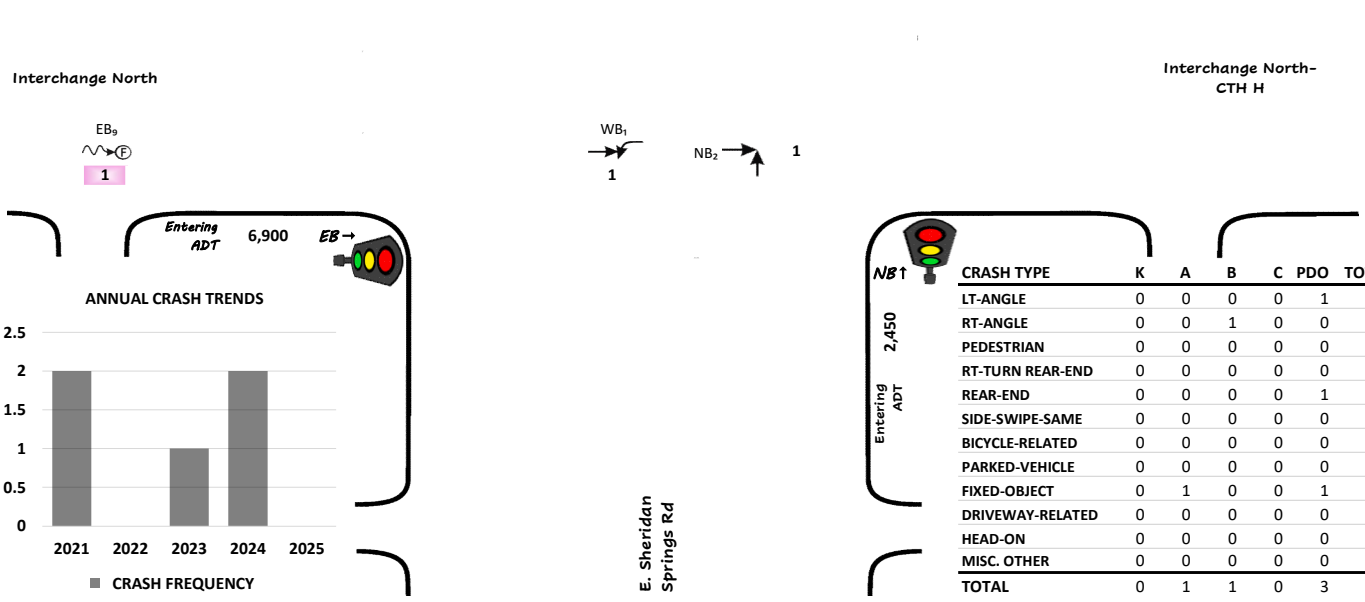
**ECONOMIC LOSS*:** $1,124,464

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




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

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




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 |

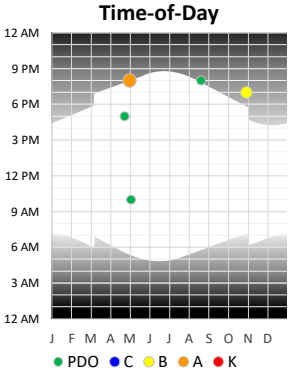
**NOTES:**

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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| Ref # | Label | Doc. # | Date | Crash Type | Time | Severity | Road Cond. | Light Cond. | Alc. Flag | Drug Flag | Speed Flag | Notes |
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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:** [X] **Adopted** [ ] **Failed** **Vote** 6-0

**Mayoral Action:** [X] **Accept** [ ] **Veto**

Todd Krause 5/20/26

Todd Krause, Plan Commission Chair Date

*Official Stamp*
Todd Krause
**Mayor**

Attest:

Amanda Rotondi 5.19.26

Amanda Rotondi, Building and Zoning Clerk Date

| RESOLUTION OF THE COMMON COUNCIL | | | |
|---|---|---|---|
| Resolution approving the reallocation of Capital Improvement Fund borrowed funds to purchase a columbarium for Oak Hill Cemetery, not to exceed $36,339.00 | | | |
| Committee: | Common Council | | |
| Fiscal Impact: | N/A | | |
| **File Number:** | **26-R38** | Date: | July 13, 2026 |

WHEREAS, the City has set aside certain borrowed funds for capital projects in its three-year capital improvement plan (CIP), and

WHEREAS, some of these funds have not been expended through either savings or by receiving funds from other agencies, primarily Walworth County through their ARPA funding of the radio replacement program, totaling $645,142, and

WHEREAS, failure to use these borrowed funds by the end of 2026 will result in the City being subject to arbitrage for the remaining balance of these funds, excluding $100,000, and

WHEREAS, the City Administrator, Comptroller, and other City Staff have reviewed the capital projects and other requests from departments for possible uses of these funds in 2026, and

WHEREAS, the Common Council was presented with these various options at their meeting on June 22, 2026, and directed staff to bring forward additional information regarding these items, and

WHEREAS, the Cemetery board discussed and approved, on June 17th, proceeding with the purchase of a 2nd columbarium for Oak Hill Cemetery

WHEREAS, the City Administrator, the Comptroller, and the Public Works Director recommend approval of the use of funds for a columbarium for Oak Hill Cemetery

NOW, THEREFORE, BE IT RESOLVED, the City Council hereby approves the use of the surplus funds from the CIP to fund and hereby approves the purchase of the 2nd Columbarium for Oak Hill Cemetery.

Granted by action of the Common Council of the City of Lake Geneva this 13th day of July 2026.

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

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

_____

Todd Krause, Mayor Date

Attest:

_____

Lacey L. Reynolds, City Clerk Date

# City of Lake Geneva Public Works

Streets/Parks/Forestry/Cemeteries/Buildings and Grounds

1065 Carey St. Lake Geneva WI. 53147 (262)248-6644 dpwoffice@cityoflakegeneva.gov

Common Council

Re; Surplus CIP Funding for Oak Hill Columbarium

In the CIP for 2026 the City placed $105,000 to add a 160 niche columbarium at Oak Hill. The project was bid out as a Class II notice as project 2026-01. Several bids were received with the lowest from Scherrer Construction from Burlington for $61339.00. The bid was approved by Council.

Dept. Heads were then asked at Staff Meeting to find planned CIP projects from 2027 that would be easily completed by the end of the CIP borrowing 2026. As DPW was planning on adding another columbarium through CIP funds in 2027, it seemed a logical choice as the RFB and specs were current.

Cemetery Board would like to purchase another columbarium with the remainder of the $105,000, This would leave $43,661 towards the purchase, to which additional funds would come from the 2026 surplus CIP funds. As the purchase would be greater than 15% of the original bid, we must place a new Class II notice for the new project 2026-01A which is an exact replica of 2026-01.

With this project it is hoped the concrete walks to the 2 new columbaria could be completed as well and we are asking for a Do Not Exceed number of $70,000 for the columbaria and walks. If the Council approves, this number could be increased to $80,000 to ensure all concrete is completed. If not, we would look to place apx. $10-12k in the next round of CIP for the additional concrete.

If Council approves the $70k it would be offset by the remaining balance of $43661 meaning $26339 would be transferred to the project from surplus funds. If the Do Not Exceed number is increased to $80k, $36339 would be transferred.

This plan was approved at the 17 June Cemetery Board and DPW recommends approval.

Respectfully, Tom Earle, DPW.

# Agenda Item Memo

## City of Lake Geneva

**Committee:** Common Council

**Meeting Date:** 22 June 2026

**Subject / Title:** Disc/approval of using surplus CIP funds for an additional Columbarium at Oak Hill, Project 2026-01A

**Submitted By:** Tom Earle for Cemetery Board

**Background / Request**

The City had $105k in the CIP for a columbarium in 2026 and was planning on another columbarium in 2027. The 1st bid came in at $65000 leaving a surplus of apx $40,000. We would like to use this $40,000 and supplement the remainder with surplus 2026 CIP funds to place both columbarium in 2026 and walkways to access area.

**Fiscal Impact / Budget**

- **Estimated Cost: $ 70,000.00**
- **Funding Source: CIP**
- **Budget Status:** ☒ Within Budget ____yes_____ ☒ Over Budget _____

  ☐ Budget Amendment Required _____
- **GL Number: 43 48 00 17010**

*(If applicable, note grant awards, cost-sharing, or capital plan references.)*

**Ordinance/Policy Implications/Changes:**

None

**Recommendation:**

Approval of using surplus 2026 CIP funds to offset cost of 2nd columbarium at Oak Hill. Currently we are experiencing over 60% of our interments as cremations. That number is rising around the entire industry. Do Not Exceed price of $70,000.00

**Implementation/Next Steps**

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|---|---|---|---|
| Cemetery Board | 6/17/26 | #7 | approved |
| | | | |
| | | | |

**Attachments (list any and all attachments that go with this item and memo)**

Ad, RFB.

| Reviewed by | Date: | Comments |
|---|---|---|
| | | |
| | | |

1

| RESOLUTION OF THE COMMON COUNCIL | | | |
|---|---|---|---|
| Resolution approving the reallocation of Capital Improvement Fund borrowed funds to purchase an ADA Fire Safety Trailer for $223,900.00 | | | |
| Committee: | Common Council | | |
| Fiscal Impact: | N/A | | |
| **File Number:** | **26-R39** | Date: | July 13, 2026 |

WHEREAS, the City has set aside certain borrowed funds for capital projects in its three-year capital improvement plan (CIP), and

WHEREAS, some of these funds have not been expended through either savings or by receiving funds from other agencies, primarily Walworth County through their ARPA funding of the radio replacement program, totaling $645,142, and

WHEREAS, failure to use these borrowed funds by the end of 2026 will result in the City being subject to arbitrage for the remaining balance of these funds, excluding $100,000, and

WHEREAS, the City Administrator, Comptroller, and other City Staff have reviewed the capital projects and other requests from departments for possible uses of these funds in 2026, and

WHEREAS, the Common Council was presented with these various options at their meeting on June 22, 2026, and directed staff to bring forward additional information regarding these items, and

WHEREAS, the City Administrator, the Comptroller, and the Fire Chief recommend approval of the use of funds for an ADA Fire Safety Trailer

NOW, THEREFORE, BE IT RESOLVED, the City Council hereby approves the use of the surplus funds from the CIP to fund and hereby approves the purchase of the ADA Fire Safety Trailer for $223,900.00

Granted by action of the Common Council of the City of Lake Geneva this 13th day of July 2026.

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

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

_____

Todd Krause, Mayor Date

Attest:

_____

Lacey L. Reynolds, City Clerk Date

# Agenda Item Memo

## City of Lake Geneva

**Committee:** Common Council

**Meeting Date:** July 13, 2026,

**Subject / Title:** Discussion/Recommendation Resolution 26-R39 ADA Fire Safety Trailer

**Submitted By:** Laura Pisarcik, Comptroller

**Background / Request**

**The City has reached the conclusion of the three-year bonding period and must utilize the remaining available funds. The remaining balance of $645,142 is attributable to the radio project. This project was conducted in collaboration with Walworth County at the start of the bond term, with the county using American Rescue Plan Act (ARPA) funds and sharing the resulting savings with the City. Although the budget was intended to cover all costs, the final expenses reduced the City's financial obligation by approximately $582,000, which constitutes most of the available funds.**

**Please find attached a CIP recommendation to utilize the bond surplus for an ADA Fire Safety Trailer.**

**Fiscal Impact / Budget**

- **Estimated Cost: $223,900**
- **Funding Source:** (e.g., General Fund, TID, Water Utility, Grants) Capital Fund Bonds
- **Budget Status:** ☒ Within Budget _____ ☐ Over Budget _____

  ☐ Budget Amendment Required _____
- **GL Number: 43-22-00-17010**

*(If applicable, note grant awards, cost-sharing, or capital plan references.)*

**Ordinance/Policy Implications/Changes:**

**None**

**Recommendation:**

**Staff recommends the approval of Resolution 26-R39 to purchase the ADA Fire Safety Trailer.**

**Implementation/Next Steps**

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|---|---|---|---|
| | | | |
| | | | |
| | | | |

**Attachments (list any and all attachments that go with this item and memo)**

Support documentation from Fire Chief

| Reviewed by | Date: | Comments |
|---|---|---|
| | | |
| | | |

# City of Lake Geneva Fire Department

730 Marshall Street Lake Geneva, WI 53147
Non-Emergency Phone Number 262-248-7228
www.lakegenevafire.org

June 23, 2026

**Proposal for Purchase of an ADA Fire Safety Trailer**

**Request for Approval**

Approval is requested for the purchase of an ADA-accessible fire safety trailer to expand community risk reduction, life safety education, and inclusive public outreach programming. The proposed purchase price is based on the attached LION 27-foot Fire Safety Trailer proposal prepared for the Lake Geneva Fire Department, which lists a final price of $223,900.10 after discount, with delivery and on-site training included in the quoted amount.

This purchase is recommended as a capital investment to strengthen year-round fire prevention programming, improve public access to hands-on safety education, and provide a long-term municipal asset that can be used throughout the community for schools, senior groups, community events, and special populations.

**Project Description**

The proposed unit is a 27-foot LION Fire Safety Trailer designed to provide an immersive public education environment using realistic but controlled training scenarios. The trailer includes an interactive kitchen, an interactive bedroom, and a pre-training briefing room, allowing staff to teach hazard recognition, emergency decision-making, smoke alarm awareness, home escape planning, and basic fire extinguisher use in a structured setting.

The trailer also includes accessibility features that support ADA-oriented programming. LION identifies wheelchair-accessible ramps designed to support individuals in

wheelchairs, and the selected optional camera and wireless video display package expands participation for people who are unable to physically enter the trailer.

See product demonstration and information at https://www.lionprotects.com/fire-safety-trailers

**Justification and Need**

Public fire and life safety education is one of the most effective tools available to reduce preventable emergencies before they occur. A mobile fire safety trailer allows the department to bring realistic prevention training directly into neighborhoods, schools, community events, and partner locations rather than relying only on station-based presentations.

The attached proposal shows that the trailer is specifically configured for interactive learning. The kitchen scenario includes a smart stove, smoke detector interaction, a working 911 training phone, hazard-recognition props such as a smoking toaster, smoking outlet, chemical cabinet, and wall-mounted safety video capability, while the bedroom scenario includes a heated smoke door, smoking electrical outlet, smoke detector, and a window with an exterior-mounted escape ladder to support home escape and EDITH-style evacuation instruction.

The trailer supports all-ages instruction and repetition-based learning because it uses simulated fire, smoke, heat, sound, and trainee interaction rather than lecture-only presentation methods. This makes it especially valuable for youth education, family safety events, older adult outreach, and inclusive programming for residents with mobility limitations.

Currently, no organization in Walworth County owns a fire safety trailer, creating a gap in locally available, hands-on fire and life safety education resources. The Lake Geneva Fire Department has periodically borrowed a trailer from the McHenry Fire Protection District when it is available for community events; however, that model is not dependable for long-term programming and limits the department's ability to consistently schedule outreach activities. The borrowed trailer is also not ADA compliant, which limits accessibility, reduces inclusiveness, and restricts participation by individuals who may be

unable to safely enter or fully engage in the training environment. Approval of this purchase would allow the department to substantially expand public education efforts, reach a larger and more diverse audience, and provide a reliable and inclusive resource for use at schools, community events, safety fairs, Venetian Fest, Fire Prevention Week programming, Safety Town, and other public outreach programs across the community.

From an operational standpoint, the trailer is a durable long-term asset. The proposal identifies a 10-year construction warranty on the trailer frame, a 1-year warranty on interactive props, a 2.5-year remote access data plan for software updates and troubleshooting, and onsite training by a LION product specialist as part of implementation. The unit is assembled in the United States and includes an onboard 16,000-watt portable dual-fuel inverter generator package for deployment flexibility.

**Funding Source**

Funding for this project will come through the capital fund. Sufficient capacity exists due to excess capital fund balance created by other eligible projects being completed or supported through ARPA funding rather than local capital dollars.

Using excess capital fund balance for this purchase is appropriate because the trailer is a capital asset with multi-year useful value, broad community benefit, and direct alignment with the department's public safety mission. This approach avoids pressure on the annual operating budget while allowing the municipality to redirect one-time available capital capacity into a visible and durable public safety investment.

**Fiscal Impact**

The attached proposal reflects the following project pricing.

| Item | Amount |
|---|---|
| Base fire safety trailer | $187,250 |
| Selected add-ons | $36,380 |
| Subtotal | $223,630 |
| Dealer discount | $(7,008.90) |
| Delivery | $3,780 |
| On-site training | $3,499 |
| Final quoted project cost | $223,900.10 |

Storage for the trailer can be accommodated at the Town of Linn station or through outside storage at the DPW site until a future building is constructed. The manufacturer states that the trailer may be stored outdoors, but recommends indoor storage or covered outdoor storage, and annual preventative maintenance plans are available. Cost of supplies, routine needs, and ongoing support for the trailer can be covered within the department budget.

**Community Value**

An ADA-accessible fire safety trailer advances several municipal goals at once: prevention, inclusion, outreach, and visible return on taxpayer investment. The trailer can be deployed at schools, community festivals, safety fairs, senior living facilities, neighborhood events, and other partner locations to deliver consistent and practical life safety education in an engaging format.

The accessibility component is particularly important. The proposal states that the trailer includes wheelchair-accessible ramps, and the selected exterior video display capability can extend participation to individuals who cannot physically enter the trailer. This

supports the municipality's commitment to equitable public service delivery and helps ensure that fire safety education is available to a broader segment of the community.

**Fire Department Specific Questions Presented by Alderman Hoiland**

**8. Whether alternative vendors or proposals were evaluated**

Multiple vendors and product options were evaluated, with the proposed fire safety trailer selected in accordance with the PFC-approved departmental purchasing policy. The alternative option was not recommended due to several identified limitations, including incompatibility with the department's digital fire extinguisher training system, lack of ADA accessibility compliance, and a non-integrated design in which components operated independently rather than as a cohesive training system. Additionally, the alternative required ongoing consumable purchases—such as smoke detector batteries and replacement units—resulting in higher long-term operational costs.

**9. Anticipated annual usage, including schools, community events, and public education programs**

Currently, the department borrows an approximately 30-year-old fire safety trailer from the McHenry Township, Illinois Fire Protection District for recurring public education events such as Safety Town and Venetian Fest. There are no comparable fire safety trailers available within Walworth County or the immediate surrounding area. Ownership of the proposed ADA-accessible unit would significantly enhance the department's public education capabilities, which currently reach more than 1,000 children annually, while also expanding programming for adults and individuals who require ADA-accessible accommodations, both of whom are currently underserved.

In addition, the trailer would strengthen the department's fire extinguisher training program for businesses, community groups, and other organizations by providing a realistic, controlled indoor training environment supported by interactive fire simulation technology. This would eliminate the need for live-fire evolutions in many cases, reduce recurring costs associated with extinguisher recharging and propane use, and improve overall training safety while expanding the department's ability to provide hands-on

instruction throughout the year.

**10. Estimated annual operating costs, including maintenance, insurance, generator servicing, and replacement of educational components**

Annual operating costs are expected to be minimal and can be accommodated within the existing departmental budget. Expenses associated with the replacement of consumables and public education materials are eligible for coverage through Wisconsin DSPS 2% dues funding, eliminating the need for additional municipal line-item appropriations. Routine upkeep will primarily consist of generator maintenance and occasional as-needed repairs. Insurance coverage will be provided under the City's existing municipal policy. The proposed trailer includes a 10-year frame warranty and a one-year warranty on props and components—exceeding the alternative option's one-year warranty—which will further reduce long-term cost exposure.

**11. Storage plans and any formal agreements if the trailer is stored outside City-owned facilities**

Storage can be accommodated at the Town of Linn station or at the DPW site until a future building is constructed. The manufacturer recommends indoor storage or covered outdoor storage, and the site requirements call for a hard, level surface with adequate room for access, including ramps and generator compartment access.

**12. Expected useful life and measurable performance objectives**

The trailer is intended to function as a long-term municipal asset with a useful life that extends well beyond 10 years if maintained properly. This expectation is supported by the manufacturer's 10-year construction warranty on the trailer frame, 1-year warranty on interactive props, and available preventative maintenance support.

Program success can be evaluated through measurable objectives such as the number of annual deployments, number of participants reached, number of school and community event appearances, level of engagement with senior and ADA-oriented programming, and feedback from schools and community partners regarding educational effectiveness.

These measures will provide clear information on utilization, community reach, and return on investment over time.

**Recommendation**

It is recommended that elected officials authorize the purchase of the ADA Fire Safety Trailer in the amount of $223,900.10, with funding for the project coming through the capital fund using excess capacity made available by ARPA-supported project substitutions. Approval of this purchase will provide the department with a highly visible, durable, and inclusive public education platform that strengthens community risk reduction efforts for many years to come.

Respectfully,

John Peters
Fire Chief
Lake Geneva Fire Department

# Lake Geneva Fire Department

## Dinges Fire Company

# LION 27FT Fire Safety Trailer



**Pictures for Illustration only**

| | |
|---|---|
| **Quote Number: #0985 UPDATED** | **Ship To: Lake Geneva Fire Dept** |
| **Date: 6/11/26** | **Address: 730 Marshall Street**<br>**Lake Geneva, WI 53147** |
| **Valid Until:12/31/26** | |
| **Terms:** Net 30. All Prices USD | **Division Chief Dennis Detkowski**<br>**Phone: (262)248-7228** |
| **General LION Terms of Sale Apply** | |

## I. Introduction

### A. Purpose and Overview

The 27FT LION Fire Safety Trailer (FST) offers an immersive educational experience designed to simulate emergency scenarios. It is equipped with interactive kitchen and bedroom scenarios, alongside a pre-training briefing room, facilitating hands-on learning for identifying and responding to fire hazards and enhancing safety awareness.

### B. Trailer Size

- 27 Ft

### C. Room Scenarios

- Kitchen
- Bedroom
- Pre-training Briefing Room

## II. General Trailer Specifications

### A. Dimensions and Weight

- Length: 27' overall body length plus tongue
- Width: 8' 6" (approximate)
- Exterior Height: 11' (approximate)
- Trailer Weight: 9,000lbs. GVWR: 13,200 lbs.

### B. Trailer Construction

- Axles & Brakes: Two 6,000 lb. electric brake torsion axles, brakes on all wheels
- Doors: 36″ x 80″ hinged entrance doors for each training room
- Stabilizing jacks on all four corners
- Pull-out step

### C. Exterior: Finish, Branding, and Optional Trailer Upgrades

- Exterior Finish: 0.050 white heavy-duty aluminum with rivets
- Graphics: Block Lettering included.
- Optional Upgrade: Full Color Logo or Full Custom Graphics Wrap

### D. Patented Technology

- Advanced hazard suppression training simulators with props that closely mimic real-life hazardous conditions, including realistic fire simulations using simulated fire, smoke, and audible cues. (Patent US20090197229A1)
- Some props incorporate sensors capable of detecting the use of simulated suppressants, such as fire extinguishers, to enhance training realism and effectiveness.
- The Laser-Driven Fire Extinguishers integrate seamlessly with Digital SmartProps through infrared and ultrasonic technology (Patent US7748983B2)

## III. Kitchen Scenario





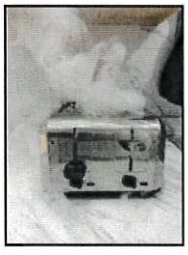
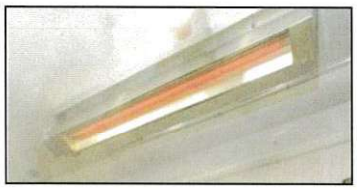

### A. Interactive Props

- **Smart Stove & Smart TrashCan**: Features integrated digital flame, smoke, and sound effects. Fire dynamically starts and grows, responding in real-time to trainee actions. Fire can spread from the stove to the trashcan if left unchecked.





- **Interactive Smoke Detector**: Automatically responds to the SmartStove Prop.
- **Interactive 911 Phone**: Equipped with dial tone, working buttons, and plays pre-recorded emergency messages or customized messages.
- **Interactive Hazard Recognition Package**: Includes smoking toaster, outlet, chemical cabinet, and a wall-mounted TV for safety videos.

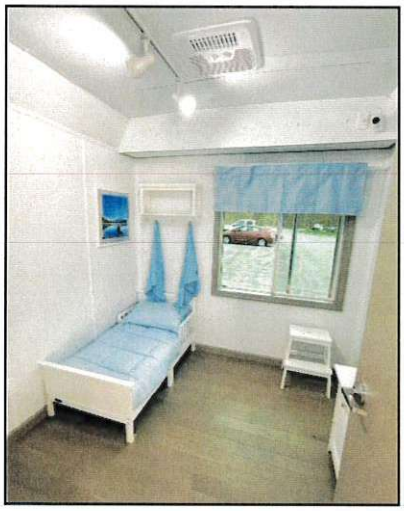
- **Interactive Overhead Heating**: Dynamic escalation of heat based on interconnected SmartProp network.

- **Optional Kitchen Scenario Add Ons:**

**(Selected upgrades highlighted green)**

| | | |
|---|---|---|
| | **Severe Weather Package**<br>Includes NOAA Weather Radio, integrated television for emergency weather news, digital amplification for realistic weather sound effects, strobe effects for lightning simulation, and an intensity level adjustment feature.<br>• Hurricane weather emergency simulation<br>• Tornado weather emergency simulation<br>• Flood emergency simulation<br>• Earthquake emergency simulation<br>  <br>  | **$8,438** |
| | **Interactive Over Stove Cabinet Fire**<br>Features integrated digital flames, sound, and heat effects. The fire can grow and spread from the SmartStove to cabinets above if not properly extinguished, dynamically responding to the training extinguisher.<br>  | **$5,595** |
| | **Interactive Microwave Prop**<br>Simulates sparking and burning with a functioning power plug for shutdown.<br>  | **$7,995** |

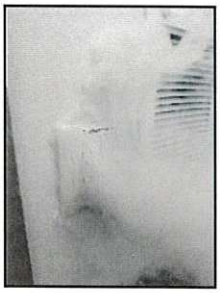
## IV. Bedroom Scenario





### A. Interactive Props

- **Heated and Smoke Door**: Offers full door heating effects with adjustable temperature control for hazard recognition and evacuation lessons.



- **Smoking Electrical Outlet**: For electrical safety hazard recognition.

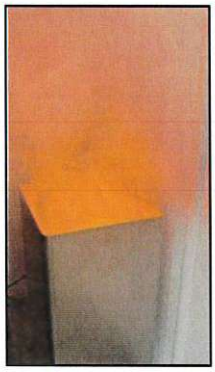
- **Smoke Detector with Alarm**: Switch operated for electrical safety lessons.



- **Additional Props**: Includes a towel rack and towel for smoking door scenario interactions, a sliding window with an exterior-mounted escape ladder for EDITH drills, and basic furniture props like a chair, bed, and lamp.

- **Optional Bedroom Scenario Add Ons:**

**(Selected upgrades highlighted green)**

| | | |
|---|---|---|
| | **Interactive Trash Can Fire Prop**<br>Features integrated digital flames, smoke, and sound effects.<br>  | **$6,125** |
| | **Sparking/Burning Wall Mounted Air Conditioner Prop**<br>Features functioning power plug to disconnect the unit and shut down the class C Fire.<br>Note: Prop operated by wall switch. Remote option available upon request.<br>  | **$8,995** |

**V. Pre-Training Briefing Room**

- Serves as an introductory space for briefing trainees with optional add-ons for an enhanced industrial briefing experience, including a sparking electrical panel prop and an interactive functional alarm pull station.

- **Optional Pre-Training Briefing Room Add On:**

  **(Selected upgrades highlighted green)**

| | | |
|---|---|---|
| | **Interactive Industrial Briefing Room**<br>Features scenario-based drills with sound, smoke, and light effects for realistic electrical emergencies. Includes a sparking electrical panel prop with cutoff switch, functional alarm pull station, automated alarm strobe, lock out tag out station, and wireless remote control<br>  <br>  | **$8,695** |

**VI. Water Based Smoke Liquid**

- Smoke Liquid produces thick, dense, smoke with extended hang time.
- Water-based smoke liquid is safer to use and does not leave residue.

**VII. Accessibility**

- **Wheelchair Accessibility:** LION Trailers are equipped with ramps designed to support access for individuals in wheelchairs, accommodating weights of up to 600lbs.



- **Optional Accessibility Add On:**

**(Selected upgrades highlighted green)**

| | | |
|---|---|---|
| | **Camera and Wireless Video Display Package**<br>• Allows for the streaming of live footage from cameras inside the trailer to an external screen, making our safety training accessible and inclusive for those who are unable to physically enter the trailer.<br>• Includes 40" or greater exterior TV with mounting brackets.<br>• Internal Storage<br>• (4) Wall mounted digital color video cameras<br>• (1) iPad with pre-installed networked software for video display<br>    | $4,110 |

**VIII. Electrical and Lighting**

**A. Electrical Wiring**

- Primary Wiring: 14ga (12V)
- THHN for 120V circuits: 14ga (15A) / 12ga (20A)
- Electrical Trailer Receptacle: NEMA Style, 120/240 VAC.

**B. Power Source**

- Portable Wheeled Generator: 16,000 Watt Portable Dual Fuel Inverter Generator, fits within the external generator storage compartment.
- Includes 50-foot power cables with all required plugs and adapters

**C. Lighting**

- 12v interior lighting in electrical compartment and throughout the trailer when plugged into a vehicle.
- 12v Power cut-off switch.





**IX. Interactive Training Control System & AV**

- Includes wireless remotes and wall switches for prop control with options for iPad control and a camera package.

**X. Transportation and Setup**

- Hitch Type: A-frame hitch with 2 5/16″ coupler.
- Safety Chains: Equipped for added security during towing.
- Tongue Weight: Average 1,000lbs, maximum 2,000lb.
- Detailed user manual provided, along with onsite training by a LION Product Specialist.
- Recommended Indoor storage or covered outdoor storage.

**XI. Warranty and Support**

- 10-year construction warranty on the trailer frame.
- 1-year warranty on interactive props.
- 2.5-year remote access data plan included for software updates and troubleshooting.
- Annual preventative maintenance plans available.

**XII. Country of Origin**

- Assembled in the United States.

## XIII. Additional Optional Trailer Add Ons

**(Selected upgrades highlighted green)**

| | | |
|---|---|---|
| | **Logo Graphics Package**<br>Color graphics for organization logo and title. Includes design support by LION graphic designers who will create and customize the logo to the requests of the customer. Includes logo on 3 sides. | **$4,565** |
| | **Full Custom Graphics Wrap Package**<br>Full-wrap, full-color custom graphics. Includes design support by LION graphic designers who will create and customize the graphics to the requests of the customer. | **$20,665** |
| | **Electric Tongue Jack**<br>Powered by on board battery with minimum of 2,500lb. capacity. | **$695** |
| | **Trailer Mounted Spare Tire** | **$825** |
| | **Aluminum Wheels**<br>Upgrade standard steel wheels to aluminum. | **$1,070** |
| | **Spare Tire Trailer Aluminum** | **$1,020** |
| | **Full Trailer Insulation**<br>Insulation on floor, walls and ceiling of trailer. | **$3,120** |
| | **Extreme Climate Rivet Package**<br>Includes added rivets on all the frame tubes throughout the entire trailer. This extra rivet package is recommended in extreme climates. | **$1,405** |
| | **Two Air Conditioning Systems**<br>Roof-mounted premium air conditioners. | **$5,350** |
| | **Awning (21 foot)**<br>Red 21' Awning; mounted on entry side of the trailer. | **$4,197** |
| | **Baseboard Heater – each room** | **$480** |
| | **Outdoor GCFI Power Outlet** | **$186** |
| | **Spare 5lb BEE RF Digital Extinguisher** | **$1,800** |
| | **Spare 10lb BEE RF Digital Extinguisher** | **$1,900** |

**XIV. Additional Optional Training Tools**
**(Selected upgrades highlighted green)**

# Extinguisher Training Systems

| | | |
|---|---|---|
| | **QuickFire™ XR Fire Extinguisher Trainer System**<br>A mixed reality fire extinguisher trainer featuring an interactive Fire Extinguisher prop with pull-able pin, 4 room environments, 3 classes of fire (A, B, C), 4 levels of difficulty.<br>  <br>**Includes:**<br>(1) VIVE Focus Vision Headset with Controllers<br>(1) LION XR Extinguisher<br>(1) Screen Casting Device<br>(1) Multi-Country AC Adapter<br>(2) Focus Series Headset Battery<br>(1) Instructor Tablet- Galaxy Tab A9+ Tablet Controller with Protective Case<br>(1) QuickFire Transport Case | **$8,995 System**<br><br>**Subscription Terms**<br>**1 YR**<br>$2,000<br>**2 YR**<br>$3,500<br>**3 YR**<br>$5,300 |
| | **BullsEye™ V3 Base Package**<br>BullsEye is a laser-driven fire extinguisher trainer. It provides the ability to train on 3 classes of fire (A,B,C) and has 10 levels of difficulty. This base package has everything you need to get started training today.<br>  <br>**Includes:**<br>(1) BullsEye Panel, (1) Get Started Kit with Setup Remote, User Manual and Power Supply/Cables<br>(1) BullsEye Panel Transport Case<br>(1) 5lb Dry Chem Laser Extinguisher, (1) Get Started Kit with Charger, (1) Extinguisher Transport Case | **$14,932.74** |
| | **Intelligent Training System™ Base Package**<br>Intelligent Training System (I.T.S.) is an outdoor propane fueled fire extinguisher trainer with a water bath burn pan. The system senses where's the trainee aims and sweeps the SmartExtinguisher and varies the flames automatically.<br>  <br>**Includes:**<br>(1) Intelligent Training System Base Unit, (1) Get Started Kit with Propane Hoses, Power Cords, User Manual<br>(1) Transport Case for Intelligent Training System<br>(1) Intelligent Training System Handheld Controller<br>(2) SmartExtinguisher for I.T.S.™ (7X)<br>(1) Extinguisher Carrying Case<br>^Requires a 12v Battery Pack for power or can be plugged into a vehicle<br>**Battery Pack sold separately (BP022) | **$11,288.25** |

# Pricing Proposal

## BUDGETARY PROPOSAL

**27 foot Smart Fire Safety Training Trailer with:** **$187,250**

**Scenarios** (scenario details and props listed above)
- Interactive Kitchen with Hazard Recognition Package
- Interactive Bedroom
- Briefing Room

**Controls & Monitoring**
- Wireless remotes

**Interactive Props**

**Kitchen**
- SmartStove
- 5lb Laser Driven Fire Extinguisher
- Interactive Smoke Detector
- 911 Phone with dial tone/message
- Smoking Toast, Smoking Outlet, Chemical Cabinet, Wall mounted TV/DVD for Safety Videos

**Bedroom**
- Heated & Smoking Door
- Smoking Electrical Outlet
- Interactive Smoke Detector

**Graphics**
- Basic Black Letter Graphics Package

**Trailer Accessories** (physical specifications listed above)
- Generator power package
- Power winch and ramps for loading/unloading

**ADD ON's**

| |
|---|
| INCLUDES ALL ADD ON'S HIGHLIGHTED IN GREEN - $36,380<br><br>NOTE: WE NO LONGER OFFER ELECTRIC STABILIZING JACKS |

**Shipping:** **$3,780**
**On-site training:** **$3,499**

| RESOLUTION OF THE COMMON COUNCIL | | | |
|---|---|---|---|
| Resolution approving the reallocation of Capital Improvement Fund borrowed funds to establish a two-police K9 unit, not to exceed $62,922.00 | | | |
| Committee: | Common Council | | |
| Fiscal Impact: | N/A | | |
| **File Number:** | **26-R40** | Date: | July 13, 2026 |

WHEREAS, the City has set aside certain borrowed funds for capital projects in its three-year capital improvement plan (CIP), and

WHEREAS, some of these funds have not been expended through either savings or by receiving funds from other agencies, primarily Walworth County through their ARPA funding of the radio replacement program, totaling $645,142, and

WHEREAS, failure to use these borrowed funds by the end of 2026 will result in the City being subject to arbitrage for the remaining balance of these funds, excluding $100,000, and

WHEREAS, the City Administrator, Comptroller, and other City Staff have reviewed the capital projects and other requests from departments for possible uses of these funds in 2026, and

WHEREAS, the Common Council was presented with these various options at their meeting on June 22, 2026, and directed staff to bring forward additional information regarding these items, and

WHEREAS, the City Administrator, the Comptroller, and the Police Chief recommend approval of the use of funds to establish a two-K9 unit for the Police Department

NOW, THEREFORE, BE IT RESOLVED, the City Council hereby approves the use of the surplus funds from the CIP to fund and hereby approves the establishment of a two-K9 unit for the Police Department not to exceed $62,922.00

Granted by action of the Common Council of the City of Lake Geneva this 13th day of July 2026.

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

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

_____

Todd Krause, Mayor Date

Attest:

_____

Lacey L. Reynolds, City Clerk Date

# Agenda Item Memo

## City of Lake Geneva

**Committee:** Common Council

**Meeting Date:** July 13, 2026,

**Subject / Title:** Discussion/Recommendation Resolution 26-R40 Establishment of a two-Police K9 Unit.

**Submitted By:** Laura Pisarcik, Comptroller

**Background / Request**

**The City has reached the conclusion of the three-year bonding period and must utilize the remaining available funds. The remaining balance of $645,142 is attributable to the radio project. This project was conducted in collaboration with Walworth County at the start of the bond term, with the county using American Rescue Plan Act (ARPA) funds and sharing the resulting savings with the City. Although the budget was intended to cover all costs, the final expenses reduced the City's financial obligation by approximately $582,000, which constitutes most of the available funds.**

**Please find attached a CIP recommendation to utilize the bond surplus to establish a two-Police K9 Unit.**

**Fiscal Impact / Budget**

- **Estimated Cost: $62,922**
- **Funding Source:** (e.g., General Fund, TID, Water Utility, Grants) Capital Fund Bonds
- **Budget Status:** ☒ Within Budget _____ ☐ Over Budget _____

  ☐ Budget Amendment Required _____
- **GL Number: 43-21-00-17010**

*(If applicable, note grant awards, cost-sharing, or capital plan references.)*

**Ordinance/Policy Implications/Changes:**

**None**

**Recommendation:**

**Staff recommends the approval of Resolution 26-R40, Establishment of a Two-Police K9 Unit.**

**Implementation/Next Steps**

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|---|---|---|---|
| | | | |
| | | | |
| | | | |

**Attachments (list any and all attachments that go with this item and memo)**

Support documentation from Police Chief

| Reviewed by | Date: | Comments |
|---|---|---|
| | | |
| | | |

**TO:** Mayor Krause and Members of the City Council
**FROM:** Chief Gritzner, City of Lake Geneva Police Department
**DATE:** 06/15/2026
**SUBJECT:** Establishment of a Two-Police K9 Unit (Explosive Detection and Dual-Purpose Narcotics/Patrol)

## Recommendation

We recommend that the Common Council approve the establishment and funding of a two-K9 Police Unit consisting of:

- One single-purpose Explosive Ordinance Detection K9 (EOD); and
- One dual-purpose Narcotics/Patrol K9 (narcotics detection, apprehension, and handler protection).

This memo outlines the need, costs, and anticipated benefits of the program.

## Background and Need

The City of Lake Geneva is a premier tourist destination with thousands of visitors year-round and a booming local tourism economy. The Lake Geneva Police Department (LGPD) handles approximately 28,000 calls for service annually, including 178 drug-related calls for service in 2025. The City hosts over 30 special events each year, several of which attract between 20,000 and 60,000 visitors over an entire weekend, and there are more than 100 events at the local high school requiring police presence.

In addition, LGPD's detective bureau regularly serves search warrants, primarily related to child pornography investigations, and officers respond to a significant number of open/unsecured door calls and burglar alarms in an affluent residential and commercial community. These conditions create an ongoing need for:

- Enhanced narcotics and evidence detection capability;
- Safer and more efficient building and area searches;
- A dedicated explosive detection capacity for large events and school functions; and

- Increased officer and community safety at high-risk incidents.

Properly trained police K9s are widely recognized as force multipliers that can search faster and more accurately than officers alone and provide a highly mobile detection and deterrence capability for both narcotics and explosives.

## Program Description

The proposed K9 program would include:

1. **Explosive Ordinance Detection K9 (EOD)**
    - Single-purpose K9 trained exclusively in explosives detection.
    - Primary deployment to all major City events and school district events, including pre-event sweeps and response to bomb threats or suspicious packages.
    - Integration into event security plans in coordination with City staff, school officials, and regional partners.
    - Evidence and article search
2. **Dual-Purpose Narcotics/Patrol K9**
    - Trained in narcotics detection, suspect apprehension, and handler protection.
    - Used for vehicle and building searches, narcotics investigations, high-risk warrant service, tracking fleeing suspects and missing persons, and building/area searches on alarm and open-door calls.
    - Provides day-to-day support to patrol and detectives.
    - Evidence and article search

Both K9s would be assigned to trained handlers, housed at the handlers' residences with secure kennels, and transported in dedicated K9-equipped patrol vehicles.

## Capital Costs

An itemized capital plan has been developed for the acquisition and initial outfitting of the two-K9 unit. The plan includes:

- **K9s and Initial Handler Training**
  - Explosive Detection K9 (single-purpose, including training and vest): $15,200.
  - Dual-Purpose Narcotics/Patrol K9 (including training and ballistic vest): $18,000.
  - Subtotal K9s and initial training: **$33,200**.
- **K9 Equipment (both K9s)**
  - Two complete kennel systems at handlers' homes (kennels, insulated K9 houses, heaters, and beds): $10,000.
  - Two transport crates for use at the Police Department: $2,600.
  - Harnesses, leashes, muzzles, collars, electronic collars, and leads: $2,610.
  - Bite suit and training sleeve (for patrol/apprehension training): $2,225.
  - Training toys and rewards: $105..
  - Three K9 trauma medical kits: $1,051.
  - Bowls and food containers for home and work: $450.
  - Subtotal K9 equipment: **$19,041**.
- **Scent-Detection Training Aids**
  - DEA narcotics training authorization, safe, locks, and transport/storage cases: $5,521.
  - Explosives odor training aids with cases and refrigerator (ScentLogix): $5,160.
  - Subtotal scent-detection aids: **$10,681**.

**Total K9 start-up (excluding vehicles): $62,922.**

Most published estimates place the cost of starting a single-K9 unit at $20,000–30,000 before vehicles, so this two-K9 proposal with comprehensive training aids and equipment is within a realistic range.

In addition, the program will require two K9-configured patrol vehicles with K9 inserts, heat-alarm systems, and remote door releases.

## Operating Costs

Ongoing annual costs for the two-K9 unit are expected to include:

- Food and routine veterinary care for two K9s.
- Emergency veterinary care and medications as needed.
- Ongoing training and recertification for both K9 teams.
- Replacement of training aids with recommended expiration or replacement intervals, particularly some explosives scents.
- Replacement of worn equipment (leashes, muzzles, toys, etc.).
- Additional insurance and liability coverage, as required.
- Overtime or compensation for handlers' off-duty K9 care and training, and backfill for training days.

While specific local costs will vary, many agencies plan in the range of **$12,000–15,000 per year** for a fully supported two-K9 program, exclusive of normal vehicle operating costs.

## Benefits

### Public Safety and Event Security

- The EOD will provide proactive explosive detection and deterrence at all major City events and high-school events, enhancing protection of soft targets and crowded places.
- The EOD allows LGPD to respond rapidly to bomb threats and suspicious packages without relying solely on external resources.

**Crime Detection and Officer Safety**

- The dual-purpose K9 will significantly improve narcotics detection in vehicles, residences, and hotels, supporting enforcement related to the City's drug-related calls and tourism-driven nightlife.
- Both K9s will enhance officer safety by allowing safer, more efficient searches of buildings and outdoor areas, improving the handling of open/unsecured door calls and alarm responses.
- K9 tracking capability will assist in locating fleeing suspects and missing or endangered persons.

**Efficiency and Force Multiplication**

- K9s can search buildings and large areas faster and more accurately than officers alone, allowing LGPD to resolve high-risk incidents with fewer officers and in less time.
- The K9s will provide additional capability for the detective bureau during search warrants, especially where weapons, narcotics, or hidden evidence are likely.

**Community Relations and Tourism**

- K9 teams are highly effective community-relations tools at events, school visits, and public demonstrations, which can improve trust and cooperation between the Police Department and the community.
- A well-managed K9 program supports the City's image as a safe, well-policed tourist destination, benefiting residents and local businesses.

## Risks and Mitigation

The establishment of a K9 unit carries certain risks and obligations:

- **Liability:** The dual-purpose K9 may be used for suspect apprehension, which requires careful policy, training, and supervision to minimize risk of injury and associated liability.

- **Training and Compliance:** Both K9 teams must maintain high training standards and certification to ensure reliability and defensibility of deployments.
- **Storage and Accountability:** Explosives and narcotics training aids demand secure storage, inventory controls, and regular audits in compliance with federal and state requirements.

LGPD will address these risks through comprehensive policies, rigorous handler selection and training, regular documentation and review of deployments, and strict control of training aids.

## Fiscal Impact

Initial capital costs for the K9 unit are estimated at **$62,922** for K9s, equipment, and detection aids. Annual operating costs are estimated at **$12,000–15,000** for a two-K9 program. A K-9 equipped patrol car is an approximate **$18,000** increase from a standard patrol car and two vehicles would be purchased in accordance with our replacement schedule.

Staff will explore available grant opportunities, community partnerships, and private sponsorships or donations to offset a portion of these costs, particularly for equipment and training.

## Conclusion

Given the City's high call volume, significant number of large special events, frequent school activities, and the investigative demands placed on LGPD, establishing a two-K9 unit (one Explosive Detection K9 and one dual-purpose Narcotics/Patrol K9) represents a strategic investment in public safety, officer safety, and community confidence. We respectfully request Council approval to establish and fund the proposed K9 program.

# LGPD K9 Program

| Item / Description | Qty | Unit Cost | Total Cost | Notes |
|---|---|---|---|---|
| **Dog Purchase / Handler Training** | | | | |
| Dog Purchase / Handler Training — Single Purpose | 1 | $15,200 | $15,200 | Single purpose EOD dog (Working K9) w/ Vest |
| Dog Purchase / Handler Training — Dual Purpose | 1 | $18,000 | $18,000 | Dual purpose patrol dog (Working K9) w/ Vest |
| **Subtotal —** | | | **$33,200** | |
| **K9 Equipment** | | | | |
| Kennels (Home) | 2 | $5,000 | $10,000 | Outdoor kennel equipment at handler residence |
| Transport Crate (Impact) | 2 | $1,300 | $2,600 | Kennel used at PD |
| Harnesses / Leashes / Muzzles / Collars | 2 | $1,305 | $2,610 | Work and training gear |
| Bite Suit | 1 | $2,225 | $2,225 | Bite work training equipment |
| Training Toys and Rewards | Shared | | $105 | Tennis balls, Kong rope handle, etc. |
| K9 Trauma Med Kit | 3 | $350 | $1,051 | Trauma Medical Kit for Handler/Supervisor |
| Bowls & Food Containers | 2 | $225 | $450 | |
| **Subtotal — K9 Equipment** | | | **$19,041** | |
| **Scent Detection —DEA Narcotics / Scentlogix EOD** | | | | |
| DEA Narcotic Training (License/Fee/Equipment) | | $5,521 | $5,521 | |
| Scentlogix – (Explosives, containers) | | $5,160 | $5,160 | |
| **Subtotal — Scent Detection** | | | **$10,681** | |
| **TOTAL COSTS** | | | **$62,922** | |

# Dog Purchase / Handler Training
# Single Purpose

| Dog Purchase / Handler Training – Single Purpose | | | | |
|---|---|---|---|---|
| Cost of Dog | 1 | $10,000 | $10,000 | |
| Cost of Class | 1 | $3,500 | $3,500 | One Week (70 hours) |
| Blunt Force Trauma Vest | 1 | $1,700 | $1,700 | |
| **Subtotal** | | | **$15,200** | |

# Dog Purchase / Handler Training
# Dual Purpose

| Dog Purchase / Handler Training – Dual Purpose | | | | |
|---|---|---|---|---|
| Cost of Dog | 1 | $10,500 | $10,500 | |
| Cost of Class | 1 | $5,000 | $5,000 | One Week (70 hours) |
| Ballistic Vest | 1 | $2,500 | $2,500 | |
| **Subtotal** | | | **$18,000** | |

# Itemized K9 Equipment
# Kennels

| Kennels | | | | |
|---|---|---|---|---|
| 8' x 12' Ultimate 7' Tall Wire Kennel | 2 | $4,200 | $8,400 | Outdoor kennel at handler residence |
| Outdoor Large Dog House | 2 | $200 | $400 | Weather shelter within kennel area |
| Insulated K9 Cabin Composite | 2 | $400 | $800 | Enhanced insulation for extreme temps |
| Dog Bed | 2 | $50 | $100 | Dog Bed |
| Dog House Heater | 2 | $200 | $300 | Climate control for dog outdoor house |
| **Subtotal** | | | **$10,000** | |

# Itemized K9 Equipment
# Harnesses / Leashes / Muzzles / Collars

| Harnesses / Leashes / Muzzles / Collars | | | | |
|---|---|---|---|---|
| Herm 4.0mm Harness Chain | 2 | $30 | $60 | Back up/secondary control collar |
| 2" Black Collar ID | 2 | $80 | $160 | Dog Collars w/ reflective ID |
| 2" agitation collar w/handle | 1 | $40 | $40 | Safety restrain during bite work |
| Herm Prong Collar | 2 | $80 | $160 | Training/control collar |
| Nomad Patrol Combo Harness | 2 | $450 | $900 | Assist handler with control of dog, attachment points |
| ASAT (All Season All Terrain) Lead 2' L | 2 | $15 | $30 | Used for close patrol work |
| ASAT Lead 6' w/scissor snap hook | 2 | $35 | $70 | Used for doorway work, detection in tighter areas |
| ASAT Lead 10' L | 2 | $30 | $60 | Used for Tracking, open area searches, open area detection |
| ASAT Lead 15' L | 2 | $35 | $70 | Used for Tracking, open area searches, open area detection |
| ASAT Lead 20' L | 2 | $40 | $80 | Used for Tracking, open area searches, open area detection |
| ASAT Lead 25' L | 2 | $50 | $100 | Used for Tracking, open area searches, open area detection |
| ASAT Lead 33' L | 2 | $50 | $100 | Used for Tracking, open area searches, open area detection |
| Mesh Muzzle | 2 | $40 | $80 | Used for Safety & training tools (Vet trips) |
| Dogtra 1900X E-Collar | 2 | $350 | $700 | Training Use |
| **Subtotal** | | | **$2,610** | |

# Itemized K9 Equipment
## Bite Suit

| Bite Suit | | | | |
|---|---|---|---|---|
| Semi – Comp Bite Suit | 1 | $1,975 | $1,975 | Bite work training – Protection for trainers |
| Advanced Bite Sleeve | 1 | $250 | $250 | Training sleeve for bite work |
| Subtotal | | | $2,225 | |

# Itemized K9 Equipment
# Training Toys & Rewards

| Training Toys & Rewards | | | | |
|---|---|---|---|---|
| 12 Can Tennis Balls | 1 | $35 | $35 | Training Rewards |
| Elite Working Balls w/T-Tug Handle | 2 | $15 | $30 | Drive Building Reward |
| Large Black Kong w/rope | 2 | $20 | $40 | Drive Building reward |
| **Subtotal** | | | **$105** | |

# Itemized K9 Equipment
# K9 Trauma Medical Kit

| K9 Trauma Medical Kit (3) | | | | |
|---|---|---|---|---|
| Vet Soft Muzzle | 3 | $40 | $120 | |
| H&H Medical T-Tourniquet | 6 | $18 | $108 | |
| Rolled Gauze (24 Pack) | 1 | $16 | $16 | |
| 3M Coban Wrap (Vet Self Adhering Wrap) | 24 | $4 | $96 | |
| Ansell Midknite Nitrile Gloves (100 Ct) | 3 | $18 | $54 | |
| Walgreens Saline Rinse | 3 | $5 | $15 | |
| Povidone Iodine Surgical Scrub Brush/Sponge | 6 | $6 | $36 | |
| 4x4 Gauze Pads (25 Pack) | 2 | $6 | $12 | |
| Angiocath Preipheral Venous Catheter 14 Gauge | 6 | $12 | $72 | |
| Triple Antibiotic Ointment | 6 | $10 | $60 | |
| Hyfin Chest Seal Twin Pack | 3 | $18 | $54 | |
| 5.11 UCR Sling Pack 14L | 3 | $136 | $408 | |
| **Subtotal** | | | **$1,051** | |

# K9 Equipment
# Food Containers, Bowls, Travel Container

| K9 Equipment – Food Containers, Bowls, Travel Container | | | | |
|---|---|---|---|---|
| Buddy Bowl – Water | 4 | $25 | $100 | Squad & Home |
| Stainless Steel No Tip Feed Dish | 2 | $15 | $30 | Care of dog at home |
| Food Vittle Vault 50lb | 2 | $65 | $130 | Food Storage Container |
| Gunner Food Bowl w/ Lid | 2 | $60 | $120 | Food Bowl at work |
| Heated Water Bowl | 2 | $35 | $70 | For outdoor housing |
| **Subtotal** | | | **$450** | |

# Scent Detection Equipment
# DEA Narcotics

| Scent Detection – DEA Narcotics | | | | |
|---|---|---|---|---|
| DEA Special Use Authorization | 1 | $25 | $25 | Allows to get training aids directly from DEA |
| DEA License – Yearly | 1 | $296 | $296 | Allows handler to use DEA regulated training aids |
| Safe & Vault Store Double Door Pharmacy Safe | 1 | $2,500 | $2,500 | Safe to securely store drugs |
| DEA approved Lock | 15 | $30 | $450 | Locks for cases |
| Pelican 1507 Air Case (storage) | 5 | $250 | $1,250 | Individual Storage Cases |
| Pelican 1150 Protector Case (Transport) | 5 | $60 | $300 | Individual Transport Storage Cases |
| Pelican M40 Micro Case (Hide Box) | 5 | $40 | $200 | Individual Hide Cases |
| Ray Allen Magnetic Stash Boxes w/ Labels (hide Boxes) | 5 | $100 | $500 | Individual Hide Training Cases |
| **Subtotal** | | | **$5,521** | |

# Scent Detection Equipment
# Scentlogix Explosives

| Scent Detection – Scentlogix | | | | |
|---|---|---|---|---|
| Black Powder | 1 | $490 | $490 | Replace every 2 years – Price is $250 each |
| Double-Base Smokeless Powder | 1 | $490 | $490 | |
| Dynamite | 1 | $490 | $490 | |
| Semtex (A & H) | 1 | $490 | $490 | |
| Untagged RDX | 1 | $490 | $490 | |
| US Tagged RDX | 1 | $490 | $490 | |
| TNT | 1 | $490 | $490 | |
| PETN | 1 | $490 | $490 | |
| Ammonium Nitrate | 1 | $270 | $270 | |
| IED/HME | 1 | $270 | $270 | |
| Individual Pelican Cases | 10 | $45 | $450 | Individual Storage Cases |
| Refrigerator for Scentlogix Aids | 1 | $250 | $250 | Recommend Wat to Store Aids |
| **Subtotal** | | | **$5,160** | |

| RESOLUTION OF THE COMMON COUNCIL | | | |
|---|---|---|---|
| Resolution approving the reallocation of Capital Improvement Fund borrowed funds to purchase security cameras for Well Sites and Water Towers, not to exceed $19,800.00 | | | |
| Committee: | Common Council | | |
| Fiscal Impact: | N/A | | |
| **File Number:** | **26-R41** | Date: | July 13, 2026 |

WHEREAS, the City has set aside certain borrowed funds for capital projects in its three-year capital improvement plan (CIP), and

WHEREAS, some of these funds have not been expended through either savings or by receiving funds from other agencies, primarily Walworth County through their ARPA funding of the radio replacement program, totaling $645,142, and

WHEREAS, failure to use these borrowed funds by the end of 2026 will result in the City being subject to arbitrage for the remaining balance of these funds, excluding $100,000, and

WHEREAS, the City Administrator, Comptroller, and other City Staff have reviewed the capital projects and other requests from departments for possible uses of these funds in 2026, and

WHEREAS, the Common Council was presented with these various options at their meeting on June 22, 2026, and directed staff to bring forward additional information regarding these items, and

WHEREAS, the City Administrator, the Comptroller, and the Fire Chief recommend approval of the use of funds to purchase security cameras for Well Sites and Water Towers

NOW, THEREFORE, BE IT RESOLVED, the City Council hereby approves the use of the surplus funds from the CIP to fund and hereby approves the purchase of security cameras for Well Sites and Water Towers not to exceed $19,800.00

Granted by action of the Common Council of the City of Lake Geneva this 13th day of July 2026.

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

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

_____

Todd Krause, Mayor Date

Attest:

_____

Lacey L. Reynolds, City Clerk Date

# Agenda Item Memo

## City of Lake Geneva

**Committee:** Common Council

**Meeting Date:** July 13, 2026,

**Subject / Title:** Discussion/Recommendation Resolution 26-R41 to purchase Security Cameras for Well Sites and Water Towers.

**Submitted By:** Laura Pisarcik, Comptroller

**Background / Request**

**The City has reached the conclusion of the three-year bonding period and must utilize the remaining available funds. The remaining balance of $645,142 is attributable to the radio project. This project was conducted in collaboration with Walworth County at the start of the bond term, with the county using American Rescue Plan Act (ARPA) funds and sharing the resulting savings with the City. Although the budget was intended to cover all costs, the final expenses reduced the City's financial obligation by approximately $582,000, which constitutes most of the available funds.**

**Please find attached a CIP recommendation to utilize the bond surplus to purchase Security Cameras.**

**Fiscal Impact / Budget**

- **Estimated Cost: $19,800**
- **Funding Source:** (e.g., General Fund, TID, Water Utility, Grants) Capital Fund Bonds
- **Budget Status:** ☒ Within Budget _____ ☐ Over Budget _____

  ☐ Budget Amendment Required _____
- **GL Number: 43-22-00-17010**

*(If applicable, note grant awards, cost-sharing, or capital plan references.)*

**Ordinance/Policy Implications/Changes:**

**None**

**Recommendation:**

**Staff recommends the approval of Resolution 26-R41, purchasing security cameras for Well Sites and Water Towers.**

**Implementation/Next Steps**

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|---|---|---|---|
| | | | |
| | | | |
| | | | |

**Attachments (list any and all attachments that go with this item and memo)**

Support documentation from Fire Chief

| Reviewed by | Date: | Comments |
|---|---|---|
| | | |
| | | |

## Proposal for Security Camera Deployment at Well Sites and Water Towers

### Purpose

This proposal requests authorization to purchase and install security camera capability at 11 strategic critical infrastructure water system locations as the first phase of a broader critical infrastructure security plan. Water utility infrastructure is considered critical infrastructure, and sector guidance emphasizes the need for ongoing security and protection measures for drinking water systems .

### Project Overview

The proposed project establishes camera coverage at key utility facilities to strengthen monitoring, deterrence, and situational awareness at remote and operationally significant sites. Industry and sector security guidance identifies video surveillance as a core element of protecting water infrastructure, alongside access control, lighting, intrusion detection, and regular security assessments .

This project focuses on strategic critical infrastructure water system locations because these facilities are essential to water system continuity and are geographically dispersed, making continuous physical observation difficult. The urgency of this project has been elevated due to recent citizen presented concerns regarding security vulnerabilities at these critical infrastructure facilities. Current water-sector security guidance notes that utilities should identify critical assets, evaluate site-specific risks, and make targeted, justifiable investments based on operational importance and vulnerability.

### Need and Justification

Security cameras provide practical benefits beyond simple recording. Video systems can give operators and public safety partners remote visibility into critical locations, help detect suspicious activity, and support faster assessment of incidents involving trespass, vandalism, tampering, or other unauthorized access .

Water sector security resources also stress that physical security planning should be dynamic rather than treated as a one-time compliance task. Regular reassessment, updated emergency planning, and stronger monitoring of critical assets are identified as necessary steps to improve resilience and protect essential services .

For local government, this investment supports several policy goals:

- Protection of essential public infrastructure that supports daily water service and community health .

- Improved deterrence and documentation of unauthorized activity through visible surveillance presence and recorded evidence .
- Better coordination with law enforcement, emergency management, and utility personnel during incidents or investigations .
- A measured, site-based approach to risk reduction that can be expanded in later phases if needed .

**Financial Request**

The project includes 11 sites at a cost of $1,800.00 per site. The total requested purchase amount is $19,800.00.

| Item | Quantity | Unit Cost | Total |
|---|---|---|---|
| Security camera capability at strategic critical infrastructure water system locations | 11 sites | $1,800.00 | $19,800.00 |

At a total project cost under $20,000, this request represents a modest, targeted investment for initial protection of multiple critical utility locations. The cost is proportionate to the operational importance of the sites and supports a proactive security posture rather than a reactive response after an incident .

**Funding Source**

Funding for this project will come through the capital fund. Sufficient capacity exists due to excess capital fund balance created by other eligible projects being completed or supported through ARPA funding rather than local capital dollars.

Using excess capital fund balance for this purchase is appropriate because the camera system investment is a capital asset with multi-year useful value, broad community benefit, and direct alignment with the municipality's public safety and infrastructure protection mission. This approach also avoids pressure on the annual operating budget while allowing the municipality to redirect one-time available capital capacity into a visible and durable public safety investment.

**Recommendation**

Approval is recommended for the purchase and installation of security camera capability at 11 strategic critical infrastructure water system locations in the amount of $19,800.00. This action advances the municipality's responsibility to protect critical water

infrastructure, improves monitoring at remote facilities, and establishes a practical first step in a larger, comprehensive security strategy

| RESOLUTION OF THE COMMON COUNCIL | | | |
|---|---|---|---|
| Resolution authorizing the issuance of a Conditional Use Permit (CUP) filed by Chris and Lisa Cardwell, 816 Pinetree Lane, Lake Geneva, WI for a request to construct an addition to the single-family home within the Estate Residential-1 (ER-1) zoning district located at 816 Pinetree Lane, Tax Key No. ZSY 00020. | | | |
| Committee: | Plan Commission Recommended Approval June 15, 2026 | | |
| Fiscal Impact: | N/A | | |
| **File Number:** | **26-R43** | Date: | July13, 2026 |

WHEREAS, the City of Lake Geneva Plan Commission has considered the application for a Conditional Use Permit (CUP) filed by Chris and Lisa Cardwell, 816 Pinetree Lane, Lake Geneva, WI for a request to construct an addition to the single-family home within the Estate Residential-1 (ER-1) zoning district located at 816 Pinetree Lane, Tax Key No. ZSY 00020, and;

WHEREAS, The City Plan Commission held a Public Hearing thereon pursuant to proper notice given on June 15, 2026.

NOW, THEREFORE, BE IT RESOLVED, that the Zoning Administrator be, and is hereby authorized, to issue a Conditional Use Permit (CUP) Chris and Lisa Cardwell, 816 Pinetree Lane, Lake Geneva, WI for a request to construct an addition to the single-family home within the Estate Residential-1 (ER-1) zoning district located at 816 Pinetree Lane,

Tax Key No. ZSY 00020

to include all affirmative findings of fact and note staff recommendations and the following conditions;

1. Substantial conformance to the submitted plans.
2. Applicant shall secure all permit prior to start of construction.

Granted by action of the Common Council of the City of Lake Geneva this 13th day of July 2026.

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

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

_____

Todd Krause, Mayor Date

Attest:

_____

Lacey L. Reynolds, City Clerk Date

# Agenda Item Memo

**City of Lake Geneva**
**Committee: Plan Commission**
**Meeting Date: June15, 2026**
**Subject / Title: 816 Pinetree Lane Conditional Use Permit**
**Submitted By: Chris and Lisa Cardwell**

**Background / Request**

**This application is a request for a Conditional Use Permit (CUP) to construct a full second story addition to an existing structure. This property is legal nonconforming with respect to side yard setbacks; however, section 98-408 (7) allows such vertical expansion through the CUP process. The applicant is not requesting any variations from ordinance standards.**

**Fiscal Impact / Budget**

- **Estimated Cost:** Click or tap here to enter text.
- **Funding Source:** Click or tap here to enter text.(e.g., General Fund, TID, Water Utility, Grants)
- **Budget Status:** ☐ Within Budget _____ ☐ Over Budget _____
  ☐ Budget Amendment Required _____
- **GL Number: _____**

*(If applicable, note grant awards, cost-sharing, or capital plan references.)*

**Ordinance/Policy Implications/Changes:**

**Recommendation:**

**Plan Commission unanimously recommend approving the Conditional Use Permit to allow for the vertical expansion with the following conditions:**

1. Substantial conformance to the submitted plans.
2. Applicant shall secure all required permits prior to start of construction.

**Implementation/Next Steps**

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|---|---|---|---|
| **Plan Commission** | **06/15/26** | | **Recommend Approval** |
| **Common Council** | **07/13/26** | | |

**Attachments (list any and all attachments that go with this item and memo)**

1. Staff Report
2. Redacted Application
3. Plan Commission Recommending Resolution
4. Common Council Resolution

| Reviewed by | Date: | Comments |
|---|---|---|
| | | |
| | | |

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: June 15, 2026

Applicant:
Chris and Lisa Cardwell
816 Pinetree Lane
Lake Geneva, WI

Request:
816 Pinetree Lane
Proposed Conditional Use Permit to Construct a Vertical Expansion to a Legal Nonconforming Building.
Tax Key No. ZSY 00020

Description:
This application is a request for a Conditional Use Permit (CUP) for property located at 816 Pinetree Lane. The project involves constructing a full second story addition over the existing structure. Although the addition is being constructed to legal nonconforming side yard setbacks, the Zoning Ordinance allows for such vertical expansion of a nonconforming structure through the Conditional Use Permit process. (Sec 98-408 (7). This proposed project will not change the amount of impervious surface on this property, and the second floor addition meets the thirty-five foot (35') height maximum set by the Zoning Ordinance.

Action by the Plan Commission:
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 CUP; and,
- Provide specific suggested *requirements/conditions* to modify the project as submitted.

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:

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.

Staff Recommendation:

1. Staff recommends that the Plan Commission recommend approval of the proposed conditional use as submitted.
2. Staff recommends the Plan Commission adopt the *affirmative set of findings* provided under A.1-6., above.
3. Staff recommends the following *additional conditions of approval*:
    a. Substantial conformance to submitted plans.
    b. Applicant shall secure all required permits prior to start of construction.

20260126

RECEIVED
APR 15 2026
BY

# APPLICATION FOR CONDITIONAL USE

*City of Lake Geneva*

Site Address/Parcel No. and full Legal Description required (attach separate sheet if necessary):
816 Pinetree Ln, Lake Geneva, WI 53147

Name and Address of Current Owner: Chris and LIsa Cardwell
816 Pinetree Ln, Lake Geneva, WI 53147

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

Owner Signature: [redacted]

Name and Address of Applicant:
Chris and LIsa Cardwell
816 Pinetree Ln, Lake Geneva, WI 53147

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

Proposed Conditional Use: Vertical expansion of an existing non-conforming single family home within an existing substandard lot. The existing building footprint will be maintained. Property is zoned ER-1. per Lake Geneva ordinance 98-407(3)(a) we wish to have zoning standards to conform to SR-4 zoning district

Zoning District in which land is located: ER-1

Names and Addresses of architect, professional engineer and contractor of project:
Mark Pulokas, Focus Engineering, LLC, [redacted]
607 Davis St., Elkhorn, WI 53121, [redacted]

Short statement describing activities to take place on site:
Construciton of an addition to existing residential structure. addtion will be a vertical expansion of an existing building, no enlargement of building footprint. Status of single family residence will be maintained with no change to unit density

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

4/13/26
Date 08/06/2025

[redacted]
Signature of Applicant

____ ____ (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.**

____ ____ (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?

   The proposed conditional use is allowed and provisioned for in the current zoning ordinance under Section 98-407(3)(a) due to the parcel being a substandard lot.

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?

   The proposed conditional use is allowed and provisioned for in the current zoning ordinance under Section 98-407(3)(a) by using the existing non-conforming structure based on the ER-1 zoning district and applying the SR-4 regulations to make it conforming

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?

   the conditional use proposed is in character with other buildings of th same use nearby and does not result in any adverse impact as provisione under the SR-4 zoning district and Section 98-407(3)(a).

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?

   the proposed conditional use maintains the consistency of the existing land use and as provided for under the SR-4 Zoning District which is allowed to be applied to an existing substandard parcel in the ER-1 zoning district per Section 98-407(3)(a).

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. the existing use is will remain changed. The conditional use will only allow the application of different bulk regulations to a substandard parcel which is not served properly under the ER-1 distric regulations and is provisioned under Section 98-407(3)(a).

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?

Yes, as there are no negative impacts to the application of the proposed conditional use and the application of the SR-4 regulations will allow general improvements to the property to be made and generally improve the quality of the neighborhood aethetic and conditions

## 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 816 Pinetree Ln, Lake Geneva, WI 53147
Applicant name Chris and Lisa Cardwell
Applicant email [redacted] Phone Number [redacted]

Architect/Contractor/Designer Name Mark Pulokas
Architect/Contractor/Designer Email [redacted] Phone Number [redacted]

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

## 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 no changes made
  - 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 vertical expansion only
- 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? n/a
- 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

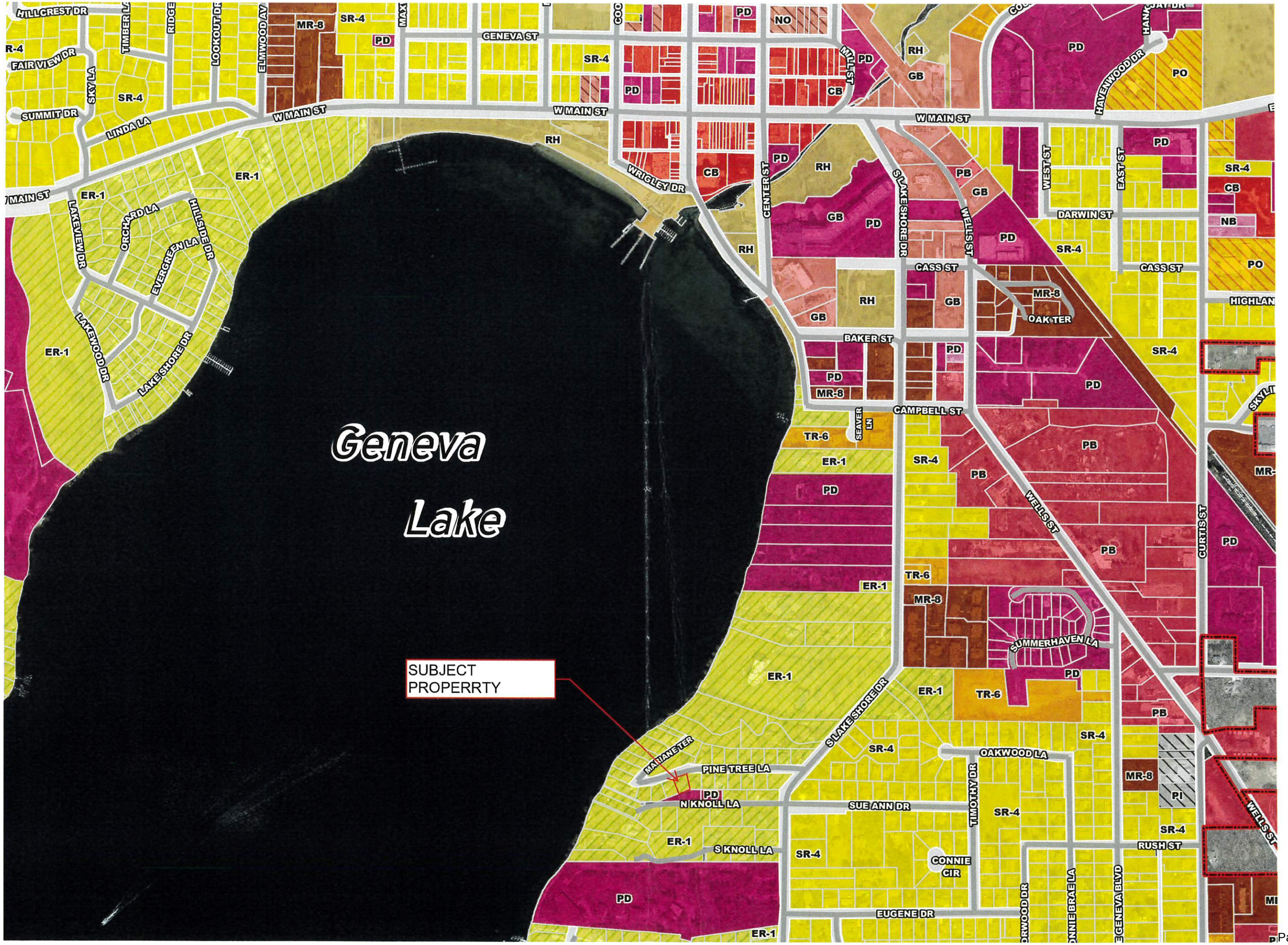
If the development is Commercial or Industrial, please provide the following:

- 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_____


CURRENT ZONED ER-1
PROPOSED ZONING
REGULATIONS SR-4
PINE
239.58'
83.71'
42.17'
28
816
818
824
806
742
736
ZSY 00020
ZSY 00019
ZSY 00018
ZSY 00021
ZSY 00022
ZSY 000
20
19
21
22
23
71.00'
89.00'
64'
100.80'
45.96'
72.83'
81.00'
CSM 4427
ZA442700001
LOT 1
817
50.83'
20.94'
129'
CSM 4427
ZA442700002
LOT 2
70.00'
64.11'
62.73'
81.36'
39.00'
138.80'
31.90'
93.69'
101.84'
ZYUP 00106T
NOTE: OVERLAP EXISTING
IN LEGAL DESCRIPTION
864
zsy 00020
WALWORTH COUNTY, WISCONSIN
0 5 10 20 30 40 50
Feet
1:360
Geodetic North
Grid North
Author:
Map Produced on: 4/10/2026
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
DISCLAIMER: THE INFORMATION PROVIDED ON THIS MAP HAS BEEN PRODUCED AND PROCESSED FROM SOURCES BELIEVED TO BE RELIABLE. NO WARRANTY, EXPRESSED OR IMPLIED, IS MADE REGARDING ACCURACY, ADEQUACY, COMPLETENESS, LEGALITY, RELIABILITY OR USEFULNESS OF THIS INFORMATION. THE INFORMATION CONTAINED HEREIN WILL NOT BE ACCEPTED AS AN OFFICIAL DOCUMENT.


Geneva
Lake
SUBJECT
PROPERRTY
W MAIN ST
GENEVA ST
WRIGLEY DR
CENTER ST
MILL ST
S LAKESHORE DR
WELLS ST
CASS ST
DARWIN ST
BAKER ST
CAMPBELL ST
HILLCREST DR
FAIR VIEW DR
SUMMIT DR
LINDA LA
LOOKOUT DR
ELMWOOD AV
RIDGE
TIMBER LA
SKY LA
LAKEVIEW DR
ORCHARD LA
EVERGREEN LA
HILLSIDE DR
LAKEWOOD DR
LAKE SHORE DR
HAVENWOOD DR
WEST ST
EAST ST
SEAVER LN
OAK TER
HIGHLAN
PINE TREE LA
N KNOLL LA
S KNOLL LA
SUE ANN DR
TIMOTHY DR
OAKWOOD LA
SUMMERHAVEN LA
CONNIE CIR
EUGENE DR
RUSH ST
CURTIS ST
ER-1
SR-4
MR-8
PD
RH
GB
CB
PB
NO
PO
NB
PI
TR-6

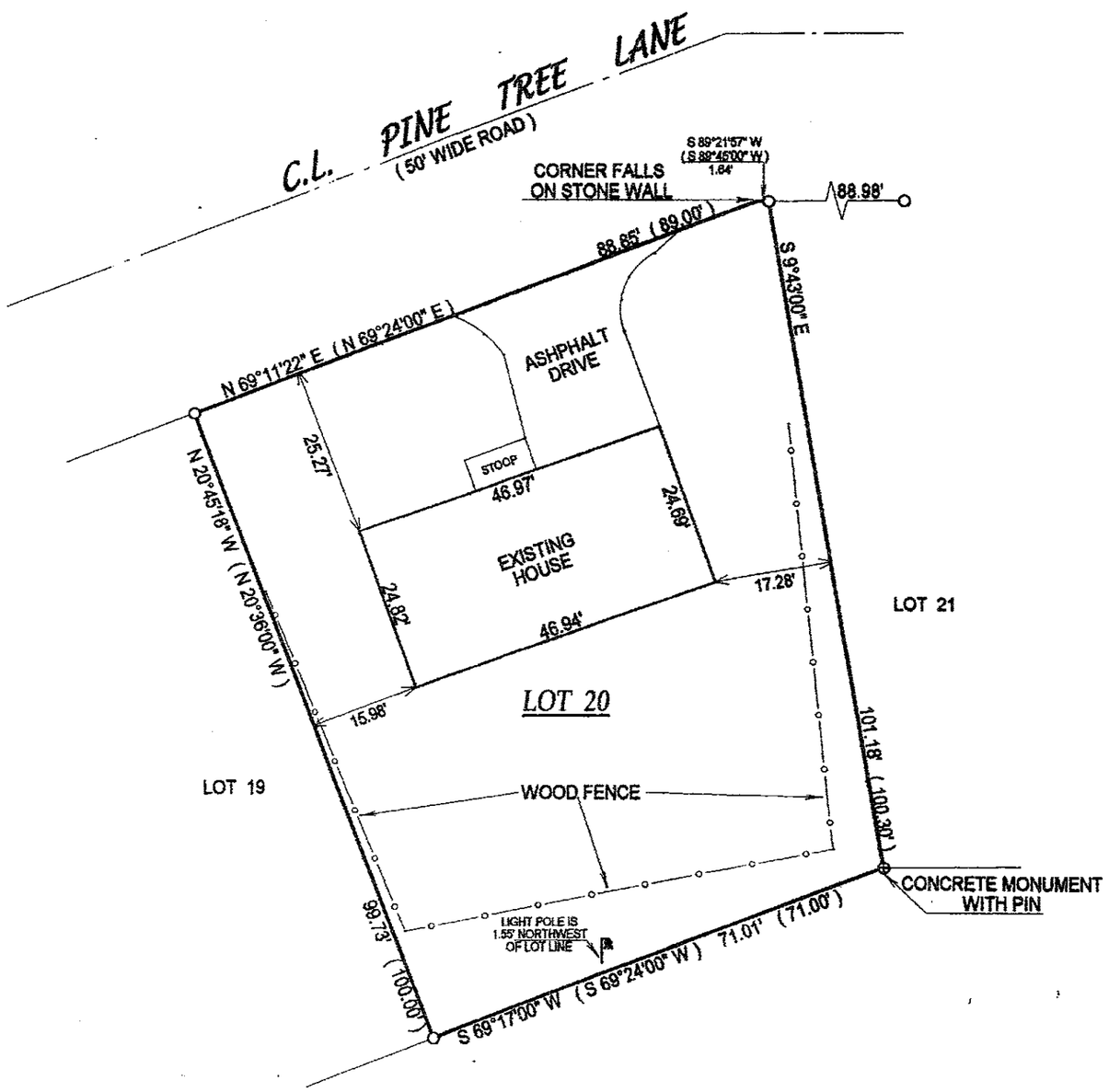
PREPARED FOR: CHRISTINA JORGENSEN
KEEFE REAL ESTATE, INC.
PO. BOX 460
LAKE GENEVA WI.
53147

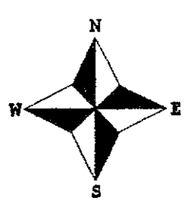
# PLAT OF SURVEY

- OF -

LOT 20 OF SYVER-STAD LAKE SHORE ESTATES, LOCATED IN THE CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN.


*J.K. SURVEYING INC.*
*N3705 WILLOWBEND LANE*
*LAKE GENEVA, WI, 53147*
*262-248-3697*

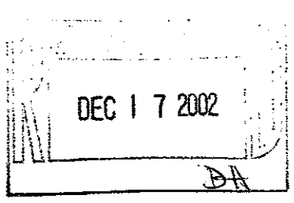



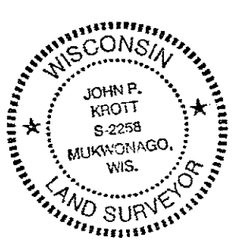

( )= recorded as
□ = found iron bar
○ = found iron pipe
● = set iron pipe
■ = set iron bar

SCALE 1" = 20'

JOB # 02-564

TAX ID # ZSY00020




COMPARE LEGAL DESCRIPTION ABOVE AND DRAWING WITH DEED. FOR BUILDING RESTRICTIONS AND EASEMENTS NOT SHOWN,REFER TO DEED, ABSTRACT SOURCES AND LOCAL MUNICIPAL CODES. NOTIFY THE SURVEYOR IMMEDIATELY OF ANY DISCREPANCY.

"I hereby certify that I have surveyed the above described property and that the above map is a true representation thereof and shows the size and location of all visible structures, apparent easements and encroachments if any."

This survey is made for the present owners of the property, and those who purchase, mortgage, or guarantee the title thereto, within one year from the date hereof.

DATED THIS THE 23rd DAY OF OCTOBER 2002.

JOHN KROTT S - 2258
Wisconsin Registered Land Surveyor
*( original if signed in red )*

ZSY-20

007-2065

## GENERAL CONSTRUCTION NOTES

1. NO CHANGES ARE TO BE MADE TO THESE PLANS WITHOUT THE KNOWLEDGE AND WRITTEN CONSENT OF THE ENGINEER.

2. ALL DIMENSIONS CONTROLLED BY EXISTING CONDITIONS SHALL BE VERIFIED BY THE CONTRACTOR AT THE SITE.

3. CONSTRUCTION AND MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH ALL THE REQUIREMENTS OF ALL LEGALLY CONSTITUTED PUBLIC AUTHORITIES HAVING JURISDICTION ON THE PROJECT, INCLUDING ALL COUNTY AND LOCAL ORDINANCES, AND THE SAFETY ORDERS OF THE STATE INDUSTRIAL ACCIDENT COMMISSION (OSHA).

4. THE GENERAL CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES FOUND WITHIN THE CONTRACT DOCUMENTS.

5. ALL WORK PERFORMED SHALL CONFORM WITH THE REQUIREMENTS OF THE CURRENT BUILDING CODE AND OTHER APPLICABLE GOVERNING CODES AND BUILDING ORDINANCES. REFER TO BUILDING DESIGN LOADS FOR ADDITIONAL INFORMATION.

6. ALL STRUCTURAL MATERIALS SHALL BE FURNISHED AS SHOWN IN THESE PLANS UNLESS ALTERNATES ARE APPROVED IN WRITING BY THE ENGINEER.

7. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SHORING AND PROVIDING BRACING DURING CONSTRUCTION ERECTION TO SUPPORT ALL CONSTRUCTION LOADS TO WHICH THE STRUCTURE MAY BE SUBJECTED.

8. THE DRAWINGS AND SPECIFICATIONS REPRESENT THE COMPLETED STRUCTURE AND DO NOT INDICATE THE METHOD OF CONSTRUCTION. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK AND SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES, INCLUDING, BUT NOT LIMITED TO BRACING AND SHORING. OBSERVATION VISITS TO THE SITE BY FIELD REPRESENTATIVES OF THE ENGINEER SHALL NOT INCLUDE INSPECTIONS OF THE PROTECTIVE MEASURES OR THE CONSTRUCTION PROCEDURES. ANY SUPPORT SERVICES PERFORMED BY THE ENGINEER DURING THE CONSTRUCTION SHALL BE DISTINGUISHED FROM CONTINUOUS AND DETAILED INSPECTION SERVICES WHICH ARE FURNISHED BY OTHERS. THESE SUPPORT SERVICES PERFORMED BY THE ENGINEER ARE FOR THE PURPOSE OF QUALITY CONTROL AND IN THE INTEREST OF ACHIEVING COMPLIANCE WITH THE CONTRACT DOCUMENTS. THEY DO NOT GUARANTEE THE CONTRACTORS PERFORMANCE AND SHALL NOT BE CONSTRUED AS CONSTRUCTION SUPERVISION.

9. THE SHOP DRAWING REVIEW PROCESS BY THE ENGINEER WILL ONLY COMMENCE AFTER THE PREPARATION OF SHOP DRAWINGS HAVE BEEN AS FOLLOWS:
   A. INITIALLY REVIEWED AND ACCEPTED AS CONFORMING WITH THE CONSTRUCTION DRAWINGS BY THE RESPONSIBLE SUPERVISOR AND DRAWING CHECKER WITH THEIR SIGNATURES.
   B. APPROVED AND ACCEPTED WITH A STAMP FROM THE GENERAL CONTRACTOR AS CONFORMING TO THE CONSTRUCTION DOCUMENTS.
   C. A MINIMUM OF 10 WORKING DAYS HAS BEEN ALLOCATED FOR THE REVIEW PROCESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF THE SHOP DRAWING REVIEW SCHEDULE.

10. SEE THE SPECIFICATIONS PACKAGE PRODUCED FOR ADDITIONAL REQUIREMENTS, IF APPLICABLE.

## METAL PLATE CONNECTED WOOD TRUSSES

1. PREFABRICATED ROOF AND FLOOR TRUSSES SHALL BE DESIGNED, FABRICATED AND ERECTED IN ACCORDANCE WITH THE WTCA's "STANDARD RESPONSIBILITIES IN THE DESIGN PROCESS INVOLVING METAL PLATE CONNECTED WOOD TRUSSES" AND T.P.I.'s "NATIONAL DESIGN STANDARD FOR METAL PLATE CONNECTED WOOD TRUSS CONSTRUCTION".
2. TRUSS DESIGNER SHALL PROVIDE SHOP DRAWINGS AND TRUSS LAYOUT AND SUBMIT TO THE ENGINEER AND PERMIT AUTHORITY AS REQUIRED FOR REVIEW BEFORE FABRICATION. ALL DRAWINGS SHALL BE SEALED BY AN ENGINEER REGISTERED IN THE STATE WHERE THE PROJECT IS LOCATED.

3. ALL FLOOR TRUSSES SHALL BE DESIGNED FOR LIVE LOAD DEFLECTION OF L/480. ALL ROOF TRUSSES SHALL BE DESIGNED FOR A VERTICAL TRANSIANT LOAD DEFLECTION OF L/360. HORIZONTAL DEFLECTION LIMITS WILL BE SPECIFIED IF REQUIRED.

4. ALL FRAMING DETAILS AND METHODS SHALL BE DONE IN STRICT CONFORMANCE WITH TRUSS MANUFACTURER AND APPLICABLE CODES.

5. FAILURE TO SUBMIT TRUSS DRAWINGS INDICATING DIMENSIONS, DEFLECTIONS AND REACTIONS TO THE ARCHITECT LEAVES THE TRUSS DESIGNER OR CONTRACTOR LIABLE FOR ENSURING ADEQUACY OF BUILDING STRUCTURAL DESIGN.

6. ALL TRUSS TO TRUSS CONNECTIONS SHALL BE SPECIFIED AND SUPPLIED BY THE TRUSS DESIGNER.

7. TRUSS DESIGNER AND G.C. SHALL VERIFY ALL DIMENSIONS PRIOR TO FABRICATION.

## WOOD CONNECTORS & FASTENERS

1. ALL PRE-ENGINEERED METAL CONNECTORS FOR WOOD CONSTRUCTION SHALL BE SUPPLIED AND INSTALLED AS NOTED ON PLANS AND SHALL BE MANUFACTURED BY SIMPSON STRONG-TIE U.N.O. OR UNLESS ACCEPTABLE ALTERNATIVES ARE APPROVED IN WRITING BY THE ENGINEER.

2. ALL PRE-ENGINEERED METAL CONNECTORS FOR WOOD CONSTRUCTION MUST BE CODE EVALUATED AND APPROVED BY THE PERMIT AUTHORITY OR HAVE SHOP DRAWINGS SEALED BY AN ENGINEER REGISTERED IN THE STATE WHERE THE PROJECT IS LOCATED.

3. ALL NAILS SHALL CONFORM TO ASTM F1667 AND ALL SCREWS SHALL CONFORM TO ANSI B18.6.1 OR HAVE CODE EVALUATIONS AND APPROVAL BY THE PERMIT AUTHORITY AS ALTERNATIVE FOR THE SPECIFIED FASTENER.

4. ALL BOLTS AND LAG SCREWS SHALL CONFORM TO ASTM A307 OR HAVE CODE EVALUATIONS AND APPROVAL BY THE PERMIT AUTHORITY AS ALTERNATE TO THE SPECIFIED FASTENER.

5. CUSTOM CONNECTOR FABRICATOR SHALL PROVIDE SHOP DRAWINGS AND SUBMIT TO THE ENGINEER FOR REVIEW PRIOR TO FABRICATION.

6. ALL FASTENERS USED TO INSTALL PRE-ENGINEERED METAL CONNECTORS FOR WOOD CONSTRUCTION SHALL STRICTLY FOLLOW MANUFACTURERS SPECIFICATIONS, U.N.O.

7. ALL CONNECTORS IN CONTACT WITH PRESERVATIVE TREATED WOOD MEMBERS SHALL HAVE A MINIMUM PROTECTION AS FOLLOWS:
   A. PRE-ENGINEERED METAL CONNECTORS SHALL MEET ASTM A653, CLASS G185 GALVANIZED SHEET.
   B. FASTENERS SHALL MEET ASTM A153 HOT DIPPED GALVANIZING
   C. CUSTOM METAL CONNECTORS OVER 14" PLATE SHALL BE SHOP PRIMED WITH RUST INHIBITIVE PRIMER.

## I-JOIST FRAMING NOTES

1. ALL I-JOISTS SHALL BE OF SIZE AND SERIES NOTED ON PLANS, AND SHALL BE MANUFACTURED BY "BOISE CASCADE" U.N.O., OR UNLESS ACCEPTABLE ALTERNATES ARE APPROVED IN WRITING BY THE ENGINEER.

2. SUPPLIER OF I-JOISTS SHALL PROVIDE A JOIST LAYOUT AND VERIFY ADEQUACY OF ALL FRAMING MEMBERS FOR SPANS AND LOAD CONDITIONS SHOWN. REFER TO GENERAL NOTES FOR BASE DESIGN LOADS. IF DISCREPANCIES ARE FOUND, NOTIFY ENGINEER IMMEDIATELY.

3. ALL FLOOR JOISTS SHALL BE DESIGNED FOR LIVE LOAD DEFLECTION OF L/480 U.N.O.

4. ALL FRAMING DETAILS AND METHODS SHALL BE DONE IN STRICT CONFORMANCE WITH JOIST MANUFACTURER AND APPLICABLE CODES.

5. I-JOIST FLOOR JOISTS SHOULD BE IN CONTINUOUS LENGTHS OVER ALL BEARING ELEMENTS. OPTIONAL AND REQUIRED SPLICE LOCATIONS WILL BE NOTED. JOIST ENDS @ SPLICE LOCATIONS MUST BE SOLID BLOCKED.

6. ALL JOIST ENDS SHALL BE SOLID BLOCKED OR SUPPORTED WITH LVL-RIMBOARD.

## NAILING SCHEDULE

| FRAMING CONNECTIONS | NAILING (SINKERS) | NAILING (COMMONS) |
|---|---|---|
| 1. FLOOR JOISTS SILL OR GIRDER, SLANT-NAILED | (4) 10d | (3) 8d |
| 2. RIMBOARD TO PLATE OR GIRDER, SLANT-NAILED | 10d @ 6" O.C. | 8d @ 6" O.C. |
| 3. RIM BOARD TO FLOOR JOISTS, FACE-NAILED | (2) 16d | (2) 10d |
| 4. FLOOR JOIST LAP JOINT (LUMBER ONLY), FACE NAIL | (2) 16d, EA SIDE | (4) 16d, EA SIDE |
| 5. BRIDGING OR BLOCKING TO JOIST, TOENAIL EA. END | (3) 10d | (3) 8d |
| 6. SOLE PLATE TO JOIST OR BLOCKING, TYP FACE NAIL | (2) 12d @ 24" O.C. | 16d @ 16" O.C. |
| SOLE PLATE TO JOIST OR BLOCKING, AT BRACED WALLS | (2) 12d @ 8" O.C. | (2) 16d @ 16" O.C. |
| 7. SOLE/TOP PLATE TO STUD, END NAIL | (3) 12d | (2) 10d |
| 8. STUD TO SOLE/TOP PLATE, TOENAIL | (4) 12d | (4) 8d |
| 9. DOUBLE STUDS, FACE NAIL | (2) 12d @ 24" O.C. | 16d @ 24" O.C. |
| 10. DOUBLE TOP PLATES, TYP FACE NAIL | (2) 12d @ 24" O.C. | 16d @ 16" O.C. |
| DOUBLE TOP PLATES, LAP SPLICE FACE NAIL | (12) 12d | (8) 16d |
| 11. TOP PLATES LAPS AND INTERSECTIONS, FACE-NAIL | (3) 12d | (2) 16d |
| 12. CEILING JOIST TO TOP PLATE, SLANT-NAIL | (4) 10d | (3) 8d |
| 13. CEILING JOIST LAP JOINT, FACE NAIL | (8) 10d | (3) 16d |
| 14. CEILING JOIST TO PARALLEL RAFTER, FACE NAIL | (5) 10d | (3) 16d |
| 15. ROOF TRUSS / RAFTER TO TOP PLATE, SLANT-NAILED | (3) 12d EA. SIDE | (2) 16d EA. SIDE |
| 16. 2x HAILERS (GOFFER, OVERHANGS, ETC.) | (2) 20d EACH STUD | (2) 20d EACH STUD |
| 17. BUILT-UP WOOD BEAM: 2 & 3 Plys | | |
| 9 1/2" & 11 7/8" LVL 2 x 10 & 2 x 12 | (5) ROWS 16d @24" O.C. | (2) ROWS 16d @24" O.C. |
| 14", 16", & 18" LVL | (4) ROWS 16d @24" O.C. | (3) ROWS 16d @24" O.C. |
| 18. BUILT-UP WOOD BEAM: 4 Plys | | |
| All Material | 2 ROWS 1/2"Dia. Bolts @ 24" O.C. | |

## WOOD NOTES

1. THE DESIGN, FABRICATION AND CONSTRUCTION OF WOOD FRAMING SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT ADOPTED EDITION OF AF&PA/NDS "NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION & SUPPLEMENT" OR "UBC MANUAL FOR ENGINEERED WOOD CONSTRUCTION & SUPPLEMENT"

2. FABRICATION AND ERECTION OF WOOD FRAMING SHALL CONFORM TO AF&PA WCD 1 DETAILS FOR CONVENTIONAL WOOD FRAME CONSTRUCTION, U.N.O.

3. LUMBER MATERIAL SPECIFICATIONS

| | |
|---|---|
| 2X4 & 2X6 PRE-CUT STUDS | STUD GRADE S.P.F. (N.L.G.A.) |
| 2X4 | STANDARD GRADE S.P.F. (N.L.G.A.) |
| 2X8, 2X8, 2X10 & 2X12 | #2 S.P.F. (N.L.G.A.) |
| P.T. 2X4 & 2X6 | #2 P.P. (W.W.P.A.) |
| P.T. 2X8, 2X10 & 2X12 | #2 S.Y.P. (S.P.I.B.) |
| ALL MATERIAL SHALL BE NOMINAL & DRY | |
| ALL MATERIAL SHALL BE OF EQUAL GRADE OR BETTER | |

4. ENGINEERED LUMBER MATERIAL SPECIFICATIONS

| | |
|---|---|
| LVL | MICRO-LAM 1.9E (TRUS JOIST) |
| PSL | PARALLAM 2.0E (TRUS JOIST) |
| LSL | TIMBERSTRAND 1.3E (TRUS JOIST) |
| LVL- RIMBOARD | 1-3/4" VERSA-LAM 2.0E (BC) |
| OSB-RIMBOARD | 1-1/8" SC-RIM OSB (BC) |
| GLULAM | 24F-V8 DF/DF |

5. WALL SHEATHING

| | |
|---|---|
| BRACED PANEL-WOOD SHEATHING | ½" NOMINAL APA RATED SHEATHING 32/16 EXPOSURE 1 |
| BRACED PANEL-GYPSUM WALL BOARD | ½" THICK GWB PER PLANS AND SPECIFICATIONS |
| UNBRACED WALL TYP. U.N.O. | EXTRUDED POLYSTYRENE SHEATHING, THICKNESS AS NOTED |

ALL BRACING NOTED AND SCHEDULED ON PLANS. EXTERIOR SHEATHING IS CONTINUOUS FROM SILL PLATES TO RAFTERS AND FASTENED PER NAILING SCHEDULE. SHEATHING SHALL LAP OVER SEAMS IN WALL FRAMING BY NOT LESS THAN 12" O.C. STAGGERED WALL FRAMING AND PLATFORM FLOOR LINE FRAMING).

6. FLOOR DECKING: 23/32" APA RATED STURD-I-FLOOR 24-O.C. EXPOSURE-1 T&G PANELS, GLUED AND FASTENED PER SCHEDULE, U.N.O.

7. ROOF SHEATHING: 15/32" APA RATED SHEATHING 32/16 EXPOSURE-1 OVER STRUCTURAL MEMBERS AT 16" O.C. AND 19/32" APA RATED SHEATHING 40/20 EXPOSURE-1 OVER STRUCTURAL MEMBERS AT 24" O.C. PROVIDE PLYWOOD CLIPS AT 24" O.C. UNLESS T&G DECKING OR BLOCKING @ PANEL EDGES IS PROVIDED.

8. TYPICAL STUD WALL FRAMING UP TO 10' 8H HEIGHT (OVER 10' HIGH WALLS TO BE NOTED ON PLANS)
   A. EXTERIOR WALLS OF RESIDENCE
      1. 4" NOM. STUDS SHOWN
         A. BASEMENT
            -SUPPORTING TWO FLOORS AND A ROOF: 2X4 AT 16" O.C. OR 2X4 AT 12" O.C.
            -SUPPORTING ONE FLOOR AND A ROOF: 2X4 AT 16" O.C.
         B. FIRST FLOOR - 2X6 AT 16" O.C.
         C. SECOND FLOOR - 2X6 AT 16" O.C.
      2. 6" NOM. STUDS SHOWN - 2X6 AT 16" O.C.
   B. EXTERIOR WALL OF GARAGE: 2x4 OR 2x6 AS SHOWN AT 16"O.C.
   C. INTERIOR LOAD BEARING WALL (SHADED)
      1. 4" NOM. STUDS SHOWN
         A. BASEMENT
            -SUPPORTING TWO FLOORS AND A ROOF - 2x4 AT 12" O.C. OR 2x4 AT 16" O.C.
            -SUPPORTING ONE FLOOR AND ROOF- 2x4 AT 16" O.C.
         B. FIRST AND SECOND FLOOR- 2X4 AT 16" O.C.
      2. 6" NOM. STUDS SHOWN - 2x6 AT 16" O.C.
   D. INTERIOR NON-LOAD BEARING WALL 2x4 OR 2x6 AS SHOWN AT 16" O.C.

9. ALL SPLICES IN TOP PLATE MUST BE CENTERED OVER STUD AND STAGGERED 48" MIN.

10. PROVIDE ONE JAMB STUD & ONE KING STUD @ HEADER SPANS LESS THAN 6'-0". PROVIDE TWO (2) JAMB STUDS PLUS TWO (2) KING STUDS FOR SPANS 6'-0" TO 12'-0". FOR WALLS TALLER THAN 10'-0" OR OPENINGS LARGER THAN 12'-0" FRAMING WILL BE NOTED.

11. ALL WOOD SILL PLATES BEARING ON CONCRETE SHALL BE TREATED FOR ROT AND TERMITE PROTECTION.

12. FIBERGLASS OR FOAM SILL SEALER SHALL BE INSTALLED UNDER ALL EXTERIOR WALL PLATES, INCLUDING GARAGE WALLS AND AT WALLS BETWEEN GARAGE AND HOUSE.

13. PROVIDE CODE APPROVED METAL JOIST HANGERS WHERE RAFTER OR JOISTS DO NOT BEAR ON PLATES, BEAMS OR LEDGERS.

14. PROVIDE BRIDGING FOR ALL TRUSSES AND JOISTS AT 8'-0" O.C. MAX. UNLESS APPROVED OTHERWISE BY GOVERNING AUTHORITIES OR TRUSS/ JOIST MANUFACTURER. DOUBLE JOISTS UNDER ALL PARTITIONS PARALLEL TO JOISTS FLOOR SPAN. SPACE JOISTS AT 12" CENTERS UNDER ALL BATH TUBS AND LAUNDRY TRAYS U.N.O. PROVIDE SOLID BRIDGING UNDER ALL PERPENDICULAR PARTITIONS.

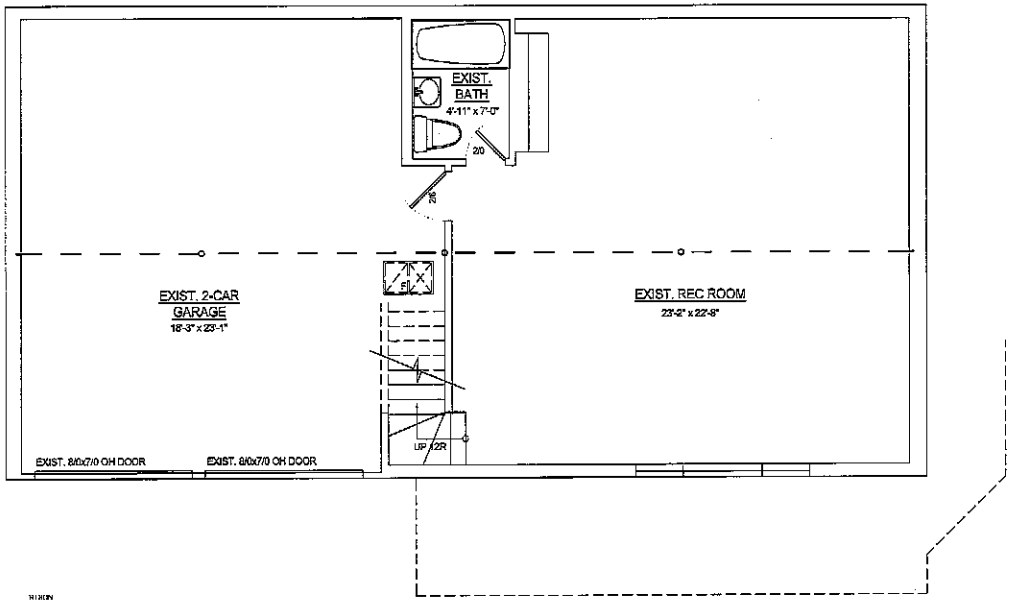
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16. PROVIDE 2" NOMINAL WOOD FIRE STOPPING TO CUT OFF ALL CONCEALED DRAFT OPENINGS BETWEEN FLOORS AND AT ATTIC PER APPLICABLE CODES.

17. EXTERIOR DECKING SHALL BE SPACED 1/8" TO 1/4" APART, U.N.O.

18. ALL BUILT-UP STUD COLUMNS MUST BE GLUED AND NAILED TO THE FULL LENGTH OF THE COLUMN.

19. PROVIDE SOLID BLOCKING OF SAME FRAMING MATERIAL OR VERTICAL SQUASH BLOCKING UNDER ALL COLUMN LOCATIONS.




## EXISTING LOWER LEVEL PLAN

SCALE: 1/4" = 1'-0"

## SHEET INDEX


| | |
|---|---|
| D1.0 | GENERAL NOTES / SPEC.'S / EXIST. LOWER LEVEL PLAN |
| D1.1 | EXIST. & DEMO FIRST FLOOR / ATTIC LEVEL PLANS |
| A1.1 | PROPOSED FIRST / SECOND FLOOR PLANS |
| A1.2 | PROPOSED ROOF PLAN |
| A2.1 | PROPOSED NORTH (STREET) ELEVATION |
| A2.2 | PROPOSED EAST / WEST ELEVATONS |
| A2.3 | PROPOSED SOUTH ELEVATION |
| A3.1 | WALL SECTIONS / DETAILS |



FOCUS
ENGINEERING LLC
607 Davis St., Elkhorn, WI 53121
(262) 215-9285
contact@focusengineeringllc.com
www.focusengineeringllc.com


# CARDWELL RESIDENCE

816 PINE TREE LANE,
LAKE GENEVA WI 53147

ISSUED FOR:
PERMIT / BID / CONST.

| REVISIONS | | |
|---|---|---|
| NUMBER | DESCRIPTION | DATE |

Date: 02-19-2026
Project: 2025-06.013
Drawn by: KRG
Checked by: MAP

SHEET NUMBER
D1.0

## GENERAL DEMOLITION NOTES

1. INFORMATION SHOWN IN LIGHT LINEWORK IS EXISTING CONSTRUCTION TO REMAIN.

2. REMOVE EXISTING CONSTRUCTION SHOWN IN HEAVY DOTED LINEWORK.

3. COORDINATE WITH ALL FLOOR PLANS AND ELEVATIONS, DRAWINGS MAY CONTAIN ADDITIONAL WORK.

4. THE REFERENCE DRAWINGS GENERALLY INDICATE THE EXTENT AND CHARACTERISTICS OF EXISTING MATERIALS AND SYSTEMS. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS.

5. REMOVE ALL HANGERS, SUSPENSION SYSTEMS, SUPPORTS, FRAMING, EQUIPMENT PADS, ANCHORS, ATTACHMENT HARDWARE AND RELATED DEVICES CONNECTED WITH WORK TO BE REMOVED. IF COMPLETE REMOVAL IS NOT POSSIBLE, CUT DEVICES AS CLOSE AS POSSIBLE TO ADJOINING SURFACES OR ORIGIN OF SUPPORT.

6. ALL DEMOLITION WORK SHALL BE EXECUTED IN COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES, LAWS, AND REGULATIONS.

7. PRIOR TO THE DEMOLITION WORK, THE CONTRACTOR SHALL VISIT THE SITE AND HOME TO DETERMINE THE EXISTING CONDITIONS INVOLVED IN AND EXECUTED BY THE WORK INDICATED BY ALL CONTRACT DOCUMENTS. CONTRACTOR'S FAILURE TO REASONABLY DETERMINE AND/OR ANTICIPATE THE EFFECT OF EXISTING CONDITIONS AND THE WORK INVOLVED THEREBY SHALL NOT BE JUSTIFICATION FOR ADDITIONAL COMPENSATION. REPORT ANY DISCREPANCIES TO THE ARCHITECT.

8. UNLESS NOTED OTHERWISE, ALL DEMOLISHED MATERIAL AND EQUIPMENT IS TO BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE IN A SAFE AND LEGAL MANNER. NO ON SITE SALE OF MATERIAL IS ALLOWED.

9. ALL MATERIALS, EQUIPMENT, FIXTURES, SYSTEMS, AND ACCESSORIES WHICH ARE TO REMAIN IN SERVICE SHALL BE CLEANED, REPAIRED, ADJUSTED, RECONDITIONED, AND PLACED INTO PROPER OPERATIONS IN ALL MODES WITH THE ORIGINAL SYSTEM.

10. IF REQUIRED BY LAW, THE GENERAL CONTRACTOR SHALL RETAIN AND PAY FOR THE SERVICES OF A PROFESSIONAL ENGINEER, LICENSED TO PRACTICE IN THIS STATE, TO PREPARE DETAILED DRAWINGS OF ALL SHORING & BRACING ON THIS PROJECT. SEND (3) SETS OF SEALED DRAWINGS TO THE OWNER PRIOR TO ANY DEMOLITION.

11. IF INTERRUPTION OF ANY UTILITY SERVICES TO ANY ADJACENT HOMES OR BUSINESS OCCURS DURING CONSTRUCTION OR DEMOLITION, THE GENERAL CONTRACTOR SHALL NOTIFY THE AFFECTED HOMES, BUSINESS, AND THE OWNERS IN WRITING (7) DAYS PRIOR TO THE WORK. THE CONTRACTOR SHALL SCHEDULE THIS WORK TO BE COMPLETED IN A TIMELY MANNER AND DURING A REASONABLE TIME OF DAY.

12. ALL CONTRACTORS SHALL FOLLOW THE PROGRESS OF THE GENERAL DEMOLITION AND REMODELING WORK TO ASSURE THE ACCESSIBILITY AND SAFETY OF EQUIPMENT AND SYSTEMS TO REMAIN IN SERVICE AND TO PROVIDE FOR THE TIMELY REMOVAL AND/OR RELOCATION OF EQUIPMENT, PIPING, ETC.

13. ALL ABANDONED UTILITY LINES SHALL BE CAPPED IN A LEGAL MANNER BELOW THE FLOOR SLAB, ABOVE THE BOTTOM CHORD OF ROOF JOISTS, OR IN AN EXISTING WALL TO REMAIN.

14. IF REQUIRED, REMOVE ALL ABANDONED CONDUIT BOXES, CONDUCTORS, TELEPHONE LINES, ELECTRIC PANELS, AND ANY OTHER MISCELLANEOUS EQUIPMENT NOT REQUIRED FOR THE NEW CONSTRUCTION.

15. IF REQUIRED, REMOVE ALL RECESSED FLOOR BOXES, FLOOR SINKS, HUB DRAINS, ELECTRICAL RECEPTACLES, ETC. AND FILL VOIDS AS REQUIRED.

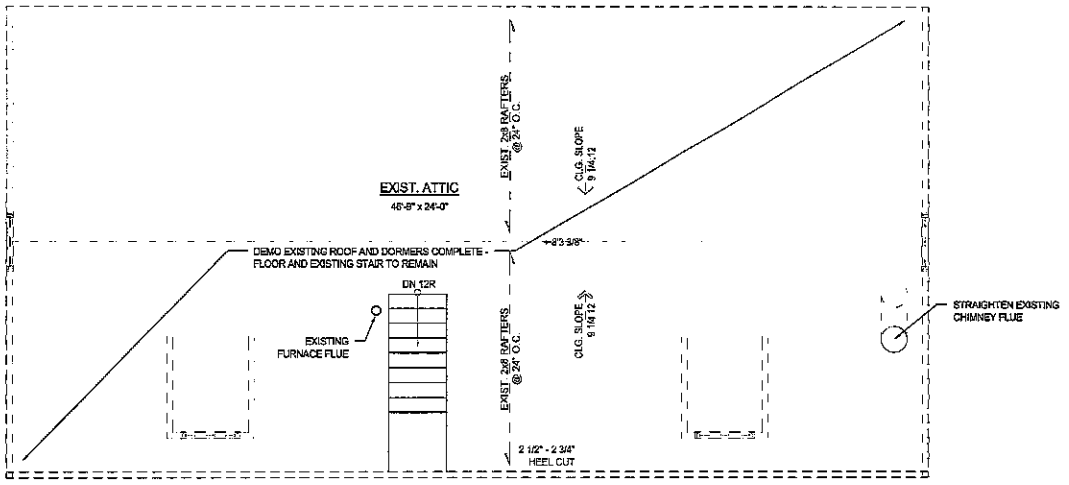
16. PREPARE EXISTING SUB-FLOOR TO RECEIVE NEW FLOOR FINISH, PATCH ALL HOLES, SAND SMOOTH, REPLACE DAMAGED SHEATHING, AND/OR FILL WITH LEVELING FLOOR COMPOUND AS REQUIRED TO PROVIDE AN ACCEPTABLE SURFACE FOR NEW FLOOR FINISH.

17. PATCH THE ROOFING SYSTEM AS REQUIRED BY THE DEMOLITION WORK. PATCHES ARE TO BE COMPATIBLE AND SHALL NOT DAMAGE THE INTEGRITY OF THE EXISTING ROOFING SYSTEM.

18. SAWCUT AND REMOVE PORTION OF EXISTING SUB-FLOOR AS REQUIRED FOR INSTALLATION OF NEW PLUMBING WORK, REFER TO PLUMBING DRAWINGS FOR EXTENT OF WORK. PLACE NEW SHEATHING AND FINISH AS REQUIRED TO PROVIDE AN ACCEPTABLE SURFACE FOR NEW FLOOR FINISHES.

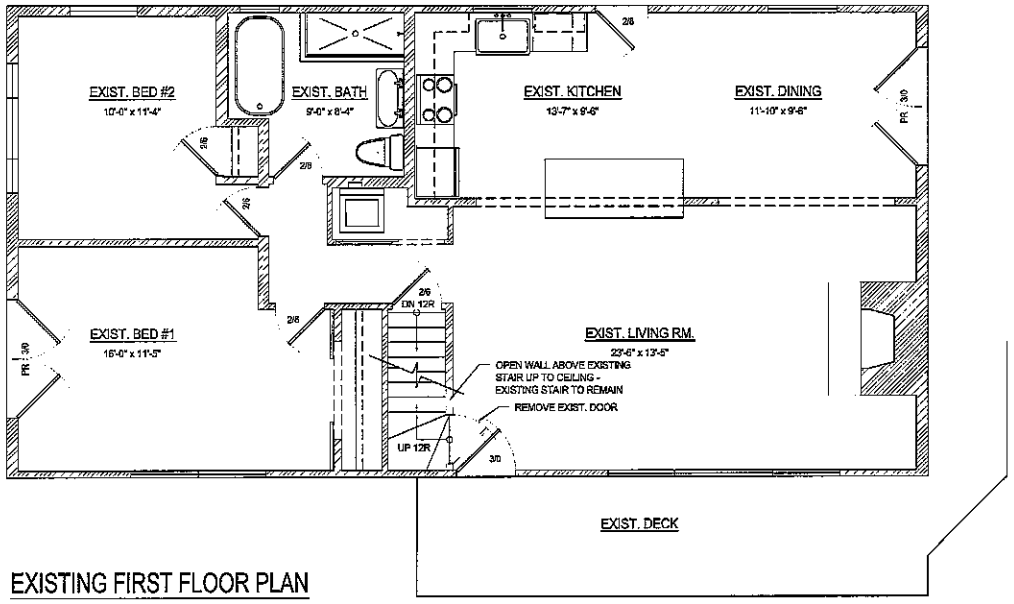
19. REMOVE ALL EXISTING MECHANICAL, ELECTRICAL AND PLUMBING EQUIPMENT NOT USED IN THE NEW PROJECT. COORDINATE WITH THE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS.

20. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL DEMOLITION THAT IS REQUIRED TO INSTALL NEW WORK.




## EXISTING ATTIC LEVEL / DEMO PLAN

SCALE: 1/4" = 1'-0"




## EXISTING FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

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# CARDWELL RESIDENCE

816 PINE TREE LANE,
LAKE GENEVA WI 53147

ISSUED FOR:
PERMIT / BID / CONST.

| REVISIONS | | | |
|---|---|---|---|
| NUMBER | DESCRIPTION | DATE | |

| | |
|---|---|
| Date: | 02-19-2026 |
| Project: | 2025-08.013 |
| Drawn by: | KRG |
| Checked by: | MAP |

SHEET NUMBER
D1.1

## SHEARWALL/ WALL BRACING LEGEND

SHEAR WALL / BRACED WALL PANEL

SHEAR WALL / BRACE PANEL TAG
LENGTH IN INCHES
PANEL EDGE BLOCKING IF REQ.

TAG
LENGTH
BLOCKING

PANELS w/ "BLOCKING" DESIGNATION: PROVIDE NOMINAL 2x SOLID BLOCKING AT ALL PANEL EDGE JOINTS WHICH DO NOT LINE UP WITH WALL OR FLOOR FRAMING. INSTALL EDGE FASTENING PER TYPICAL FASTENING INSTRUCTIONS.

### WALL BRACING TYPE ABBREVIATIONS

| TAG | DESCRIPTION |
|---|---|
| WSP | WOOD STRUCTURAL PANEL -ONE SIDE- ½" APA SPAN RATED WOOD SHEATHING |
| CS-WSP | WOOD STRUCTURAL PANEL IN CONTINOUS WOOD SHEATHED WALL |
| GB-1 | GYPSUM BOARD PANEL APPLIED ONE SIDE ONLY |
| GB-2 | GYPSUM BOARD PANEL APPLIED BOTH SIDES |
| CS-PF | PORTAL FRAME IN CONTINUOUS WOOD SHEATHED WALL AT LOCATION SPECIFIED ONLY; 1/2" THICK APA SPAN RATED WOOD SHEATHING. SEE WISCONSIN CODE DETAIL SPS321.25-A |
| PFH | PORTAL FRAME w/ HOLD-DOWNS - 1/2" THICK APA SPAN RATED WOOD SHEATHING. SEE DETAIL SHOWN |

### PANEL FASTENING SCHEUDLE

| SHEATHING TYPE | FASTENER | SPACING (EDGE / FIELD) |
|---|---|---|
| WOOD SUBFLOOR (⅝" THICK) | #8x 2.5" WOOD SCREW | 6" / 12" |
| WOOD WALL SHEATHING (⅜" THICK) | 0.131"x2.5" R.S. NAIL | 6" / 12" |
| WOOD ROOF SHEATHING (⅜" OR ½") | 0.0131"x2.5" R.S. NAIL | 6" / 12" TYPICAL 3" / 6" @ RIDGE AND OVERHANGS |
| GWB WALL | #6x 1⅝" TYPE W SCREW | 4" / 8" |

### LEGEND

WOOD BEAMS (# OF PLYS NOTED ON PLAN)

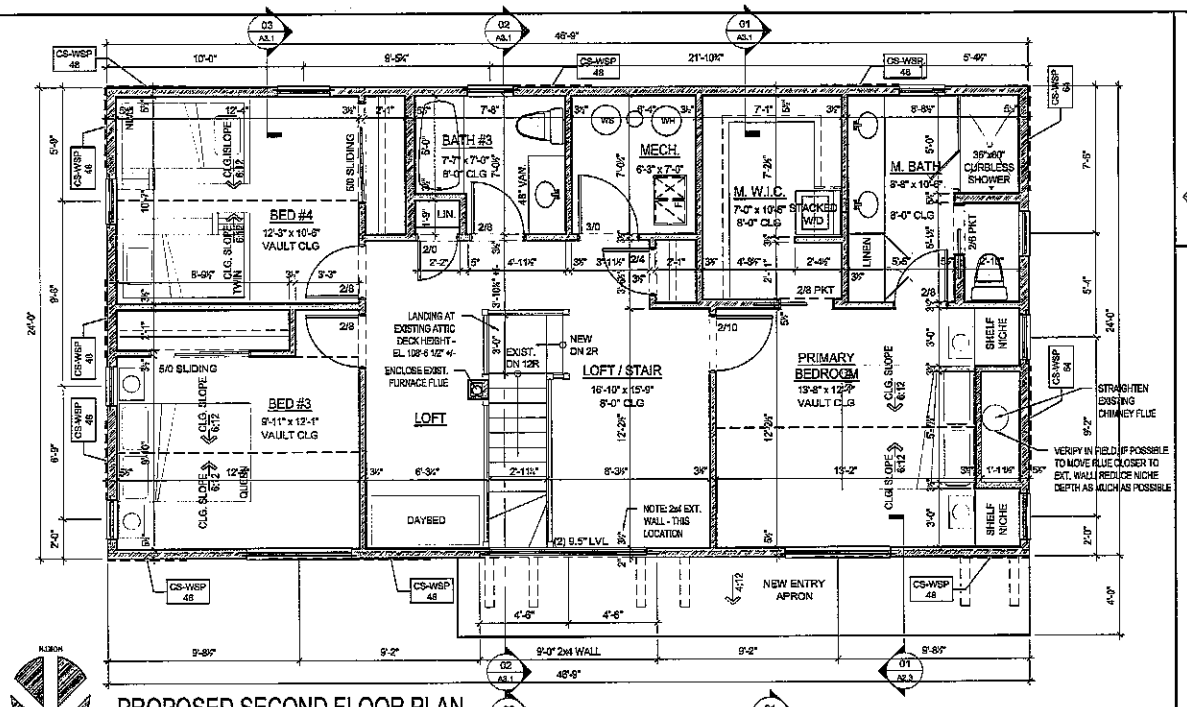
WOOD COLUMNS (# OF PLYS NOTED ON PLAN - UNLESS NOTED OTHERWISE, ALL COLUMNS ARE 3-PLY OF THE WALL FRAMING SHOWN)

POINT LOADS FROM ABOVE

JOIST CALL OUT & DIRECTION INDICATOR

SIZE
SPACING

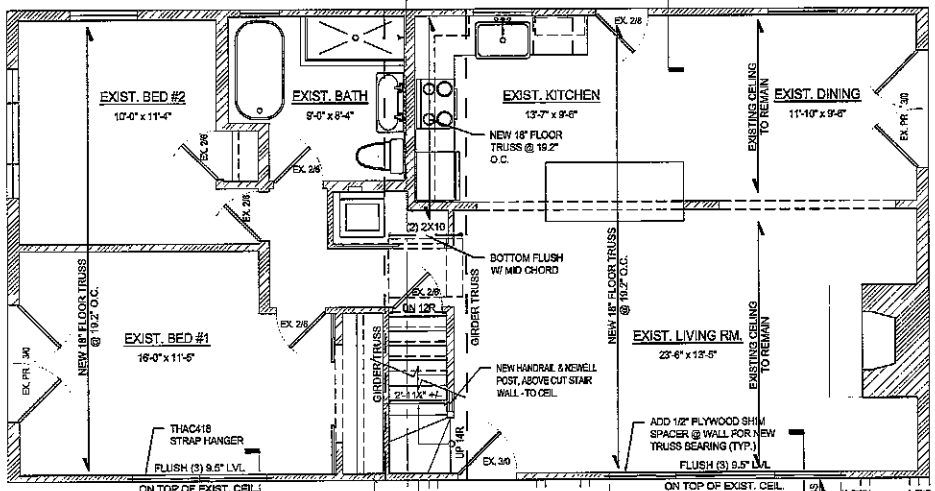
TYP. HEADER = (2) 2x10




## PROPOSED SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"

NOTE: ALL EXISTING HEADERS TO REMAIN - U.N.O.




## PROPOSED FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

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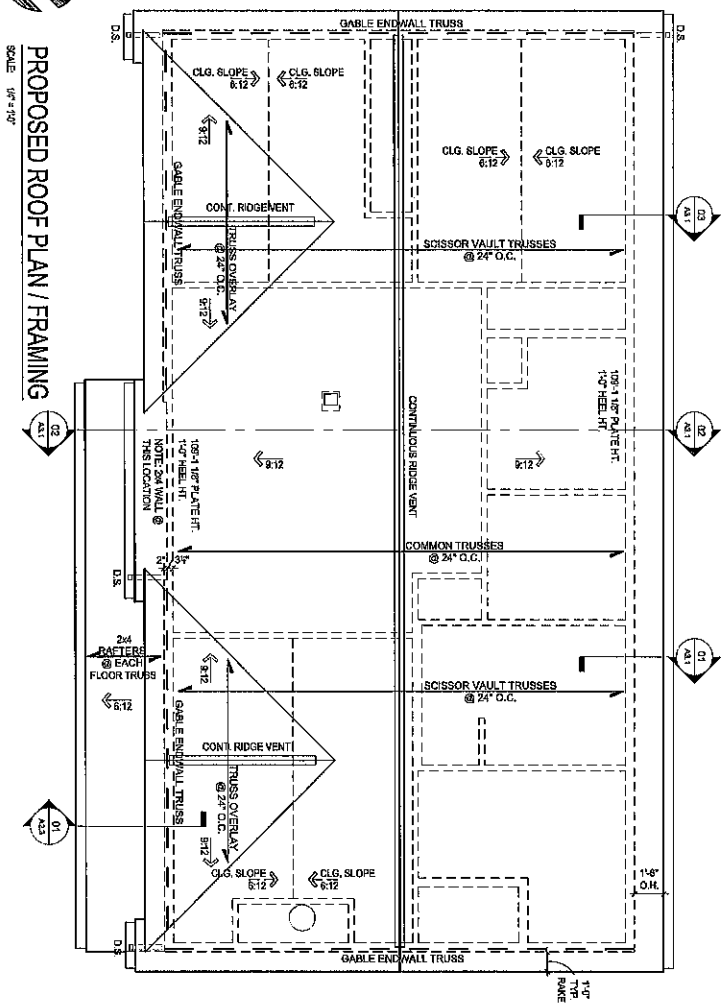
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# PROPOSED ROOF PLAN / FRAMING

SCALE: 1/4" = 1'-0"




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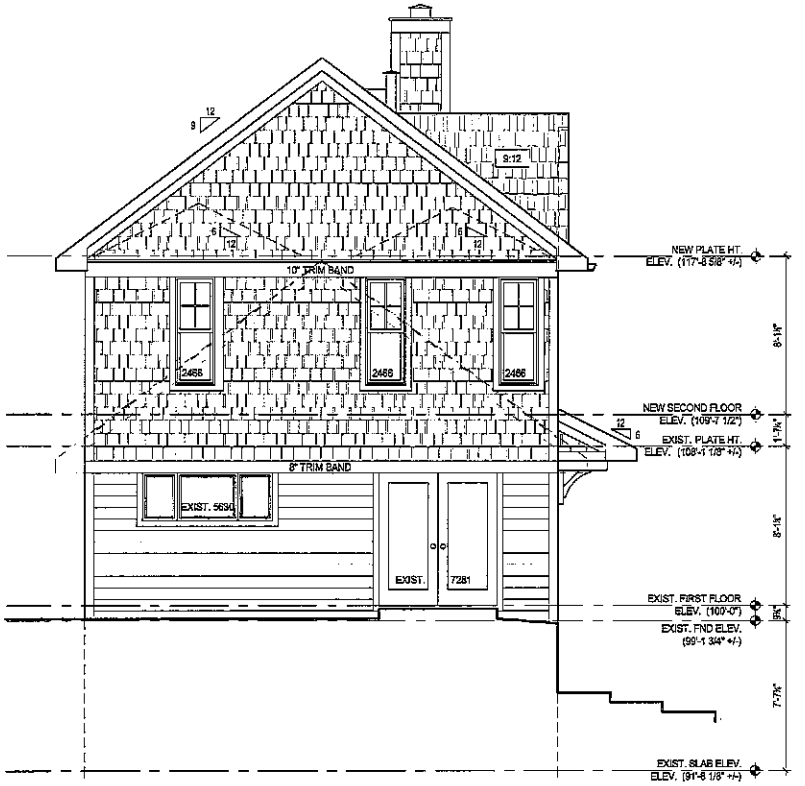
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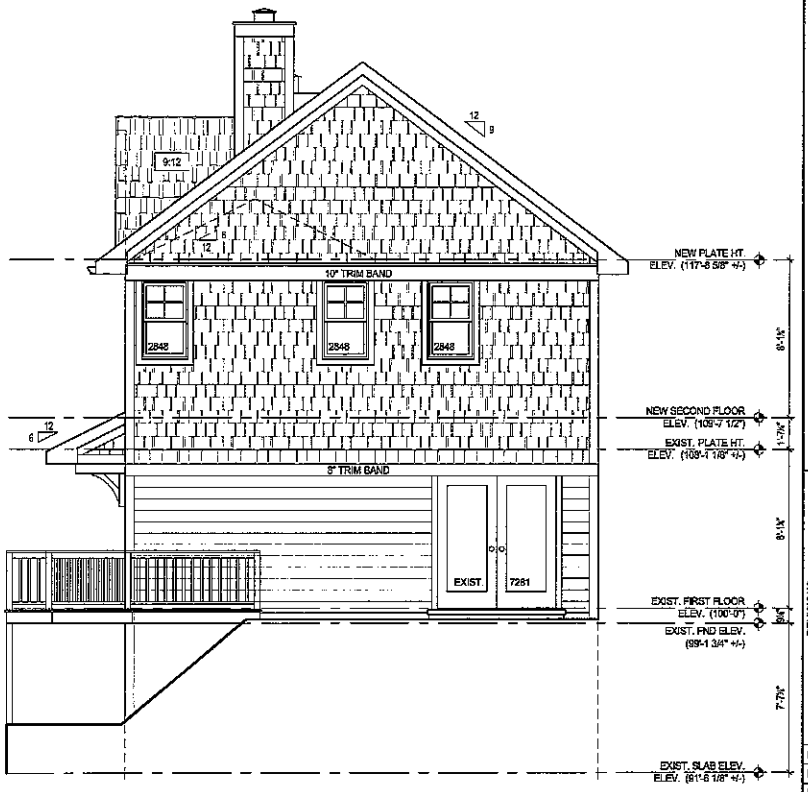
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| Project: | 2025-06-013 |
| Drawn by: | KRG |
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| SHEET NUMBER | A1.2 |

CARDWELL RESIDENCE
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Project: 2025-06.013
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A2.1
NEW PLATE HT. ELEV. (111'-3 3/8" +/-)
NEW SECOND FLOOR ELEV. (108'-7 1/2")
EXIST. PLATE HT. ELEV. (105'-1 1/8" +/-)
EXIST. FIRST FLOOR ELEV. (100'-0")
EXIST. FND ELEV. (99'-1 3/4" +/-)
WINDOW HEAD
NEW 24" OVERHANG
COMPOSITE ASPHALT SHINGLE ROOF (TYP.)
9:12
NEW ENTRY AWNING
EXIST. 3662
EXIST. 1656 W/ PR 2264
10" TRIM BAND
8" TRIM BAND
EXIST. SLAB ELEV. ELEV. (91'-6 1/2" +/-)
BOARD & BATTEN SIDING - AS SELECTED BY OWNER
SHAKE PATTERN CEMENT BOARD SIDING - MATCH EXISTING, OR AS SELECTED BY OWNER
EXIST.
NEW
EXISTING LAP SIDING TO REMAIN
NORTH (STREET) ELEVATON
SCALE: 1/4" = 1'-0"




PROPOSED EAST ELEVATON

SCALE: 1/4" = 1'-0"




PROPOSED WEST ELEVATON

SCALE: 1/4" = 1'-0"

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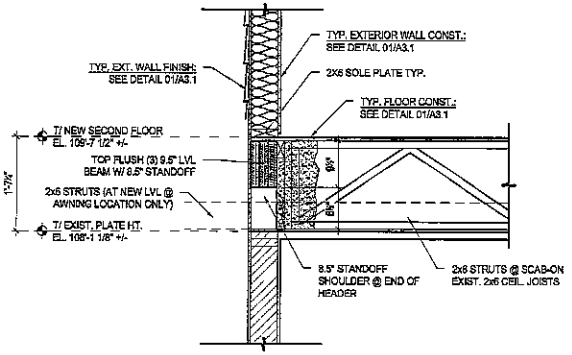
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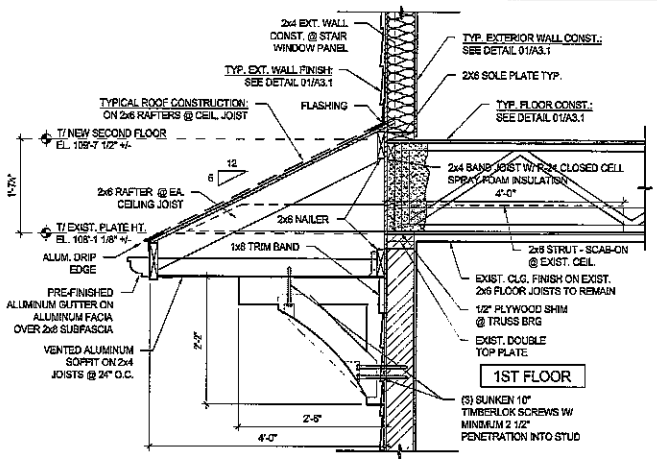
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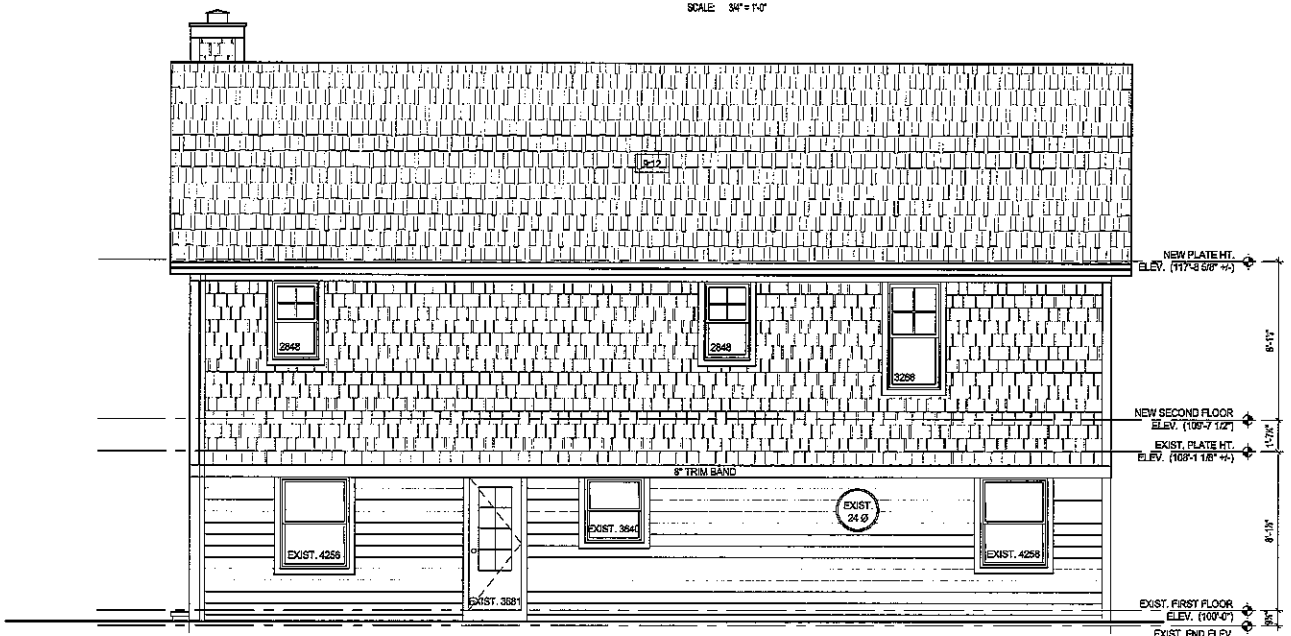

02 DETAIL @ FLUSH HEADER

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




01 TYP. AWNING DETAIL

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




SOUTH ELEVATON

SCALE: 1/4" = 1'-0"

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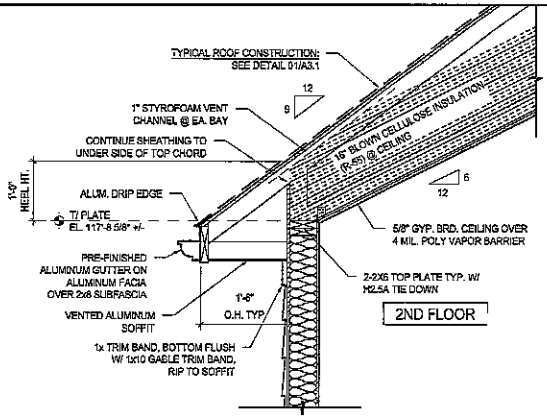
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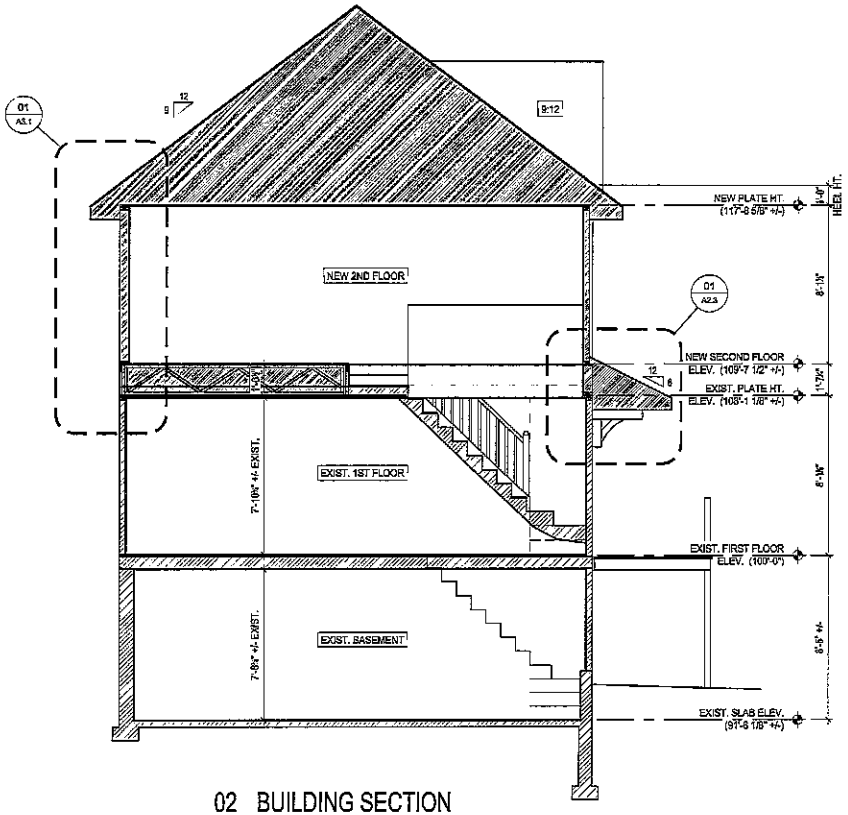
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A2.3



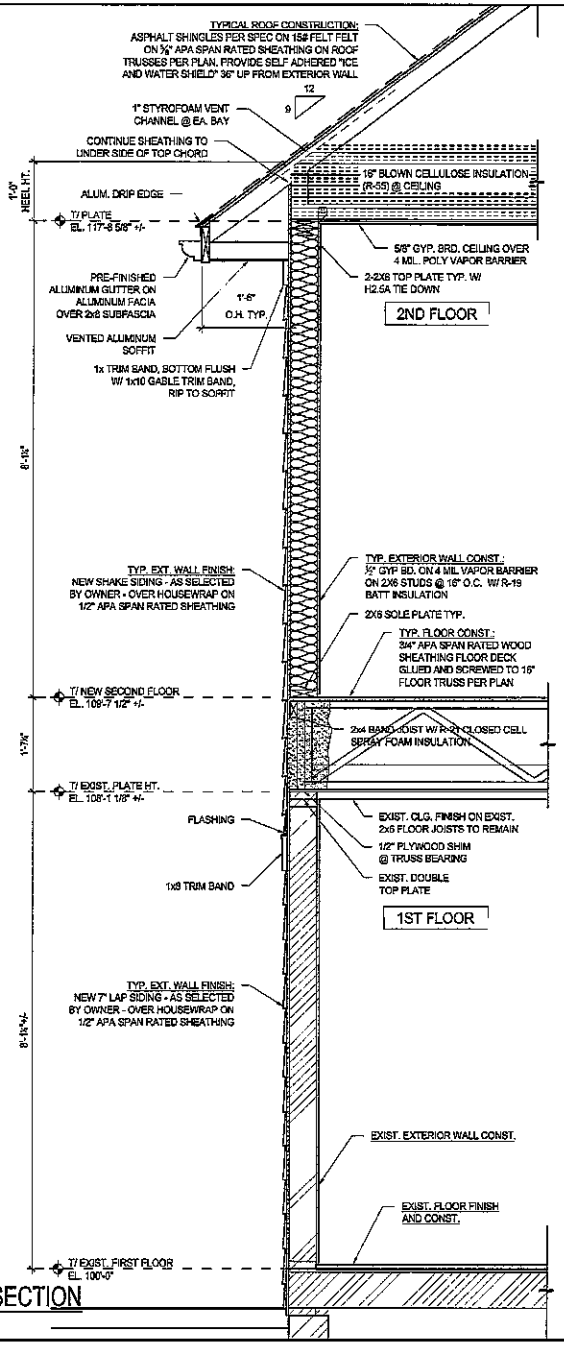

03 TYP. EAVE DTL. @ VAULTED CLG.

SCALE: 1/4" = 1'-0"




02 BUILDING SECTION

SCALE: 1/4" = 1'-0"




01 TYP. WALL SECTION

SCALE: 1/4" = 1'-0"

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SHEET NUMBER
A3.1

ZSY 00020, Chris and Lisa Cardwell. 816 Pinetree Ln, Lake Geneva, WI 53147

REQUESTED CONDITIONAL USE DESCRIPTON

Vertical expansion of an existing non-conforming single family home within an existing substandard lot. The existing building footprint will be maintained. Property is zoned ER-1. per Lake Geneva ordinance 98-407(3)(a) we wish to have zoning standards to conform to SR-4 zoning district.

## GENERAL CONSTRUCTION NOTES

1. NO CHANGES ARE TO BE MADE TO THESE PLANS WITHOUT THE KNOWLEDGE AND WRITTEN CONSENT OF THE ENGINEER.

2. ALL DIMENSIONS CONTROLLED BY EXISTING CONDITIONS SHALL BE VERIFIED BY THE CONTRACTOR AT THE SITE.

3. CONSTRUCTION AND MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH ALL THE REQUIREMENTS OF ALL LEGALLY CONSTITUTED PUBLIC AUTHORITIES HAVING JURISDICTION ON THE PROJECT, INCLUDING ALL COUNTY AND LOCAL ORDINANCES, AND THE SAFETY ORDERS OF THE STATE INDUSTRIAL ACCIDENT COMMISSION (OSHA).

4. THE GENERAL CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES FOUND WITHIN THE CONTRACT DOCUMENTS.

5. ALL WORK PERFORMED SHALL CONFORM WITH THE REQUIREMENTS OF THE CURRENT BUILDING CODE AND OTHER APPLICABLE GOVERNING CODES AND BUILDING ORDINANCES. REFER TO BUILDING DESIGN LOADS FOR ADDITIONAL INFORMATION.

6. ALL STRUCTURAL MATERIALS SHALL BE FURNISHED AS SHOWN IN THESE PLANS UNLESS ALTERNATES ARE APPROVED IN WRITING BY THE ENGINEER.

7. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SHORING AND PROVIDING BRACING DURING CONSTRUCTION ERECTION TO SUPPORT ALL CONSTRUCTION LOADS TO WHICH THE STRUCTURE MAY BE SUBJECTED.

8. THE DRAWINGS AND SPECIFICATIONS REPRESENT THE COMPLETED STRUCTURE AND DO NOT INDICATE THE METHOD OF CONSTRUCTION. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK AND SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES, INCLUDING, BUT NOT LIMITED TO BRACING AND SHORING. OBSERVATION VISITS TO THE SITE BY FIELD REPRESENTATIVES OF THE ENGINEER SHALL NOT INCLUDE INSPECTIONS OF THE PROTECTIVE MEASURES OR THE CONSTRUCTION PROCEDURES. ANY SUPPORT SERVICES PERFORMED BY THE ENGINEER DURING THE CONSTRUCTION SHALL BE DISTINGUISHED FROM CONTINUOUS AND DETAILED INSPECTION SERVICES WHICH ARE FURNISHED BY OTHERS. THESE SUPPORT SERVICES PERFORMED BY THE ENGINEER ARE FOR THE PURPOSE OF QUALITY CONTROL AND IN THE INTEREST OF ACHIEVING COMPLIANCE WITH THE CONTRACT DOCUMENTS. THEY DO NOT GUARANTEE THE CONTRACTORS PERFORMANCE AND SHALL NOT BE CONSTRUED AS CONSTRUCTION SUPERVISION.

9. THE SHOP DRAWING REVIEW PROCESS BY THE ENGINEER WILL ONLY COMMENCE AFTER THE PREPARATION OF SHOP DRAWINGS HAVE BEEN AS FOLLOWS:
   A. INITIALLY REVIEWED AND ACCEPTED AS CONFORMING WITH THE CONSTRUCTION DRAWINGS BY THE RESPONSIBLE SUPERVISOR AND DRAWING CHECKER WITH THEIR SIGNATURES.
   B. APPROVED AND ACCEPTED WITH A STAMP FROM THE GENERAL CONTRACTOR AS CONFORMING TO THE CONSTRUCTION DOCUMENTS.
   C. A MINIMUM OF 10 WORKING DAYS HAS BEEN ALLOCATED FOR THE REVIEW PROCESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF THE SHOP DRAWING REVIEW SCHEDULE.

10. SEE THE SPECIFICATIONS PACKAGE PRODUCED FOR ADDITIONAL REQUIREMENTS, IF APPLICABLE.

## METAL PLATE CONNECTED WOOD TRUSSES

1. PREFABRICATED ROOF AND FLOOR TRUSSES SHALL BE DESIGNED, FABRICATED AND ERECTED IN ACCORDANCE WITH THE W.T.C.A. "STANDARD RESPONSIBILITIES IN THE DESIGN PROCESS INVOLVING METAL PLATE CONNECTED WOOD TRUSSES" AND T.P.I.'s "NATIONAL DESIGN STANDARD FOR METAL PLATE CONNECTED WOOD TRUSS CONSTRUCTION".
2. TRUSS DESIGNER SHALL PROVIDE SHOP DRAWINGS AND TRUSS LAYOUT AND SUBMIT TO THE ENGINEER AND PERMIT AUTHORITY AS REQUIRED FOR REVIEW BEFORE FABRICATION. ALL DRAWINGS SHALL BE SEALED BY AN ENGINEER REGISTERED IN THE STATE WHERE THE PROJECT IS LOCATED.

3. ALL FLOOR TRUSSES SHALL BE DESIGNED FOR LIVE LOAD DEFLECTION OF L/600. ALL ROOF TRUSSES SHALL BE DESIGNED FOR A VERTICAL TRANSIANT LOAD DEFLECTION OF L/360. HORIZONTAL DEFLECTION LIMITS WILL BE SPECIFIED IF REQUIRED

4. ALL FRAMING DETAILS AND METHODS SHALL BE DONE IN STRICT CONFORMANCE WITH TRUSS MANUFACTURER AND APPLICABLE CODES.

5. FAILURE TO SUBMIT TRUSS DRAWINGS INDICATING DIMENSIONS, DEFLECTIONS AND REACTIONS TO THE ARCHITECT LEAVES THE TRUSS DESIGNER OR CONTRACTOR LIABLE FOR ENSURING ADEQUACY OF BUILDING STRUCTURAL DESIGN.

6. ALL TRUSS TO TRUSS CONNECTIONS SHALL BE SPECIFIED AND SUPPLIED BY THE TRUSS DESIGNER.

7. TRUSS DESIGNER AND G.C. SHALL VERIFY ALL DIMENSIONS PRIOR TO FABRICATION.

## WOOD CONNECTORS & FASTENERS

1. ALL PRE-ENGINEERED METAL CONNECTORS FOR WOOD CONSTRUCTION SHALL BE SUPPLIED AND INSTALLED AS NOTED ON PLANS AND SHALL BE MANUFACTURED BY 'SIMPSON STONG-TIE' U.N.O. OR UNLESS ACCEPTABLE ALTERNATIVES ARE APPROVED IN WRITING BY THE ENGINEER.

2. ALL PRE-ENGINEERED METAL CONNECTORS FOR WOOD CONSTRUCTION MUST BE CODE EVALUATED AND APPROVED BY THE PERMIT AUTHORITY OR HAVE SHOP DRAWINGS SEALED BY AN ENGINEER REGISTERED IN THE STATE WHERE THE PROJECT IS LOCATED.

3. ALL NAILS SHALL CONFORM TO ASTM F1667 AND ALL SCREWS SHALL CONFORM TO ANSI B18.6.1 OR HAVE CODE EVALUATIONS AND APPROVAL BY THE PERMIT AUTHORITY AS ALTERNATIVE FOR THE SPECIFIED FASTENER.

4. ALL BOLTS AND LAG SCREWS SHALL CONFORM TO ASTM A307 OR HAVE CODE EVALUATIONS AND APPROVAL BY THE PERMIT AUTHORITY AS ALTERNATE TO THE SPECIFIED FASTENER.

5. CUSTOM CONNECTOR FABRICATOR SHALL PROVIDE SHOP DRAWINGS AND SUBMIT TO THE ENGINEER FOR REVIEW PRIOR TO FABRICATION.

6. ALL FASTENERS USED TO INSTALL PRE-ENGINEERED METAL CONNECTORS FOR WOOD CONSTRUCTION SHALL STRICTLY FOLLOW MANUFACTURERS SPECIFICATIONS, U.N.O.

7. ALL CONNECTORS IN CONTACT WITH PRESERVATIVE TREATED WOOD MEMBERS SHALL HAVE A MINIMUM PROTECTION AS FOLLOWS:
   A. PRE-ENGINEERED METAL CONNECTORS SHALL MEET ASTM A635, CLASS G185 GALVANIZED SHEET.
   B. FASTENERS SHALL MEET ASTM A153 HOT DIPPED GALVANIZING
   C. CUSTOM METAL CONNECTORS OVER 1/4" PLATE SHALL BE SHOP PRIMED WITH RUST INHIBITIVE PRIMER.

## I-JOIST FRAMING NOTES

1. ALL I-JOISTS SHALL BE OF SIZE AND SERIES NOTED ON PLANS, AND SHALL BE MANUFACTURED BY "BOISE CASCADE" U.N.O. OR UNLESS ACCEPTABLE ALTERNATES ARE APPROVED IN WRITING BY THE ENGINEER.

2. SUPPLIER OF I-JOISTS SHALL PROVIDE A JOIST LAYOUT AND VERIFY ADEQUACY OF ALL FRAMING MEMBERS FOR SPANS AND LOAD CONDITIONS SHOWN. REFER TO GENERAL NOTES FOR BASE DESIGN LOADS. IF DISCREPANCIES ARE FOUND, NOTIFY ENGINEER IMMEDIATELY.

3. ALL FLOOR JOISTS SHALL BE DESIGNED FOR LIVE LOAD DEFLECTION OF L/480 U.N.O.

4. ALL FRAMING DETAILS AND METHODS SHALL BE DONE IN STRICT CONFORMANCE WITH JOIST MANUFACTURER AND APPLICABLE CODES.

5. I-JOIST FLOOR JOISTS SHOULD BE IN CONTINUOUS LENGTHS OVER ALL BEARING ELEMENTS. OPTIONAL AND REQUIRED SPLICE LOCATIONS WILL BE NOTED. JOIST ENDS @ SPLICE LOCATIONS MUST BE SOLID BLOCKED.

6. ALL JOIST ENDS SHALL BE SOLID BLOCKED OR SUPPORTED WITH LVL-RIMBOARD.

## NAILING SCHEDULE

| FRAMING CONNECTIONS | NAILING (SINKERS) | NAILING (COMMONS) |
|---|---|---|
| 1. FLOOR JOISTS SILL OR GIRDER, SLANTNAILED | (4) 10d | (3) 8d |
| 2. RIMBOARD TO PLATE OR GIRDER, SLANTNAILED | 10d @ 6" O.C. | 8d @ 6" O.C. |
| 3. RIM BOARD TO FLOOR JOISTS, FACENAILED | (2) 16d | (2) 10d |
| 4. FLOOR JOIST LAP JOINT (LUMBER ONLY), FACE NAIL | (7) 10d, EA SIDE | (4) 16d, EA SIDE |
| 5. BRIDGING OR BLOCKING TO JOIST, TOENAIL EA. END | (4) 10d | (3) 8d |
| 6. SOLE PLATE TO JOIST OR BLOCKING, TYP FACE NAIL | (2) 12d @ 24" O.C. | 16d @ 16" O.C. |
| SOLE PLATE TO JOIST OR BLOCKING, AT BRACED WALLS | (2) 12d @ 8" O.C. | (3) 16d @ 16" O.C. |
| 7. SOLE/TOP PLATE TO STUD, END NAIL | (3) 12d | (2) 16d |
| 8. STUD TO SOLE/TOP PLATE, TOENAIL | (4) 12d | (4) 8d |
| 9. DOUBLE STUDS, FACE NAIL | (2) 12d @ 24" O.C. | 16d @ 24" O.C. |
| 10. DOUBLE TOP PLATES, TYP FACE NAIL | (2) 12d @ 24" O.C. | 16d @ 16" O.C. |
| DOUBLE TOP PLATES, LAP SPLICE FACE NAIL | (12) 12d | (8) 16d |
| 11. TOP PLATES LAPS AND INTERSECTIONS, FACENAIL | (3) 12d | (2) 16d |
| 12. CEILING JOIST TO TOP PLATE, SLANTNAIL | (4) 10d | (3) 8d |
| 13. CEILING JOIST LAP JOINT, FACE NAIL | (6) 10d | (3) 16d |
| 14. CEILING JOIST TO PARALLEL RAFTER, FACE NAIL | (6) 10d | (3) 16d |
| 15. ROOF TRUSS / RAFTER TO TOP PLATE, SLANTNAILED | (3) 12d EA. SIDE | (2) 16d EA. SIDE |
| 16. 2x NAILERS (SOFFITS, OVERHANGS, ETC.) | (2) 20d EACH STUD | (2) 20d EACH STUD |
| 17. BUILT-UP WOOD BEAM: 2 & 3 Plys | | |
| 9 1/2" & 11 7/8" LVL 2 x 10 & 2 x 12 | (3) ROWS 16d @24" O.C. | (2) ROWS 16d @24" O.C. |
| 14", 16", & 18" LVL | (4) ROWS 16d @24" O.C. | (3) ROWS 16d @24" O.C. |
| 18. BUILT-UP WOOD BEAM: 4 Plys | | |
| All Material | 2 ROWS 1/2"Dia. Bolts @ 24" O.C. | |

## WOOD NOTES

1. THE DESIGN, FABRICATION AND CONSTRUCTION OF WOOD FRAMING SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT ADOPTED EDITION OF AF&PA/AWC "NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION & SUPPLEMENT" OR "LRFD MANUAL FOR ENGINEERED WOOD CONSTRUCTION & SUPPLEMENT"

2. FABRICATION AND ERECTION OF WOOD FRAMING SHALL CONFORM TO AF&PA WCD 1 DETAILS FOR CONVENTIONAL WOOD FRAME CONSTRUCTION, U.N.O.

3. LUMBER MATERIAL SPECIFICATIONS

| | |
|---|---|
| 2X4 & 2X6 PRE-CUT STUDS | STUD GRADE S.P.F. (N.L.G.A.) |
| 2X4 | STANDARD GRADE S.P.F. (N.L.G.A.) |
| 2X6, 2X8, 2X10 & 2X12 | #2 S.P.F. (N.L.G.A.) |
| P.T. 2X4 & 2X6 | #2 P.P. (W.W.P.A.) |
| P.T. 2X8, 2X10 & 2X12 | #2 S.Y.P. (S.P.I.B.) |
| ALL MATERIAL SHALL BE NOMINAL & S-DRY | |
| ALL MATERIAL SHALL BE OF EQUAL GRADE OR BETTER | |

4. ENGINEERED LUMBER MATERIAL SPECIFICATIONS

| | |
|---|---|
| LVL | MICROLAM 1.9E (TRUS JOIST) |
| PSL | PARALLAM 2.0E (TRUS JOIST) |
| LSL | TIMBERSTRAND 1.5E (TRUS JOIST) |
| LVL-RIMBOARD | 1-3/4" VERSA-LAM 2.0E (BCI) |
| OSB-RIMBOARD | 1-1/8" BC-RIM OSB (BCI) |
| GLULAM | 24F-V8 DF/DF |

5. WALL SHEATHING

| | |
|---|---|
| BRACED PANEL-WOOD SHEATHING | ½" NOMINAL APA RATED SHEATHING 32/16 EXPOSURE 1 |
| BRACED PANEL-GYPSUM WALL BOARD | ½" THICK GWB PER PLANS AND SPECIFICATIONS |
| UNBRACED WALL TYP. U.N.O. | EXTRUDED POLYSTYRENE SHEATHING, THICKNESS AS NOTED |

ALL BRACING NOTED AND SCHEDULED ON PLANS. EXTERIOR SHEATHING IS CONTINUOUS FROM SILL PLATES TO RAFTERS AND FASTENED PER NAILING SCHEDULE. SHEATHING SHALL LAP OVER SEAMS IN WALL FRAMING BY NOT LESS THAN 12" (I.E. STACKED WALL FRAMING AND PLATFORM FLOOR LINE FRAMING).

6. FLOOR DECKING: 23/32" APA RATED STURD-I-FLOOR 24-O.C. EXPOSURE-1 T&G PANELS, GLUED AND FASTENED PER SCHEDULE, U.N.O.

7. ROOF SHEATHING: 15/32" APA RATED SHEATHING 32/16 EXPOSURE-1 OVER STRUCTURAL MEMBERS AT 16" O.C. AND 19/32" APA RATED SHEATHING 40/ 20 EXPOSURE-1 OVER STRUCTURAL MEMBERS AT 24" O.C. PROVIDE PLYWOOD CLIPS AT 24" O.C. UNLESS T&G DECKING OR BLOCKING @PANEL EDGES IS PROVIDED.

8. TYPICAL STUD WALL FRAMING UP TO 10' IN HEIGHT (OVER 10' HIGH WALLS TO BE NOTED ON PLANS)
   A. EXTERIOR WALLS OF RESIDENCE
      1. 4" NOM. STUDS SHOWN
         A. BASEMENT
            -SUPPORTING TWO FLOORS AND A ROOF: 3X4 AT 16" O.C. OR 2X4 AT 12" O.C.
            -SUPPORTING ONE FLOOR AND A ROOF: 2X4 AT 16" O.C.
         B . FIRST FLOOR - 2X6 AT 16" O.C.
         C . SECOND FLOOR - 2X6 AT 16" O.C.
      2. 6" NOM. STUDS SHOWN - 2X6 AT 16" O.C.
   B. EXTERIOR WALL OF GARAGE: 2x4 OR 2x6 AS SHOWN AT 16"O.C.
   C. INTERIOR LOAD BEARING WALL (SHADED)
      1. 4" NOM. STUDS SHOWN
         A . BASEMENT
            -SUPPORTING TWO FLOORS AND A ROOF - 2x4 AT 12" O.C. OR 3x4 AT 16" O.C.
            -SUPPORTING ONE FLOOR AND ROOF- 2x4 AT 16" O.C.
         B FIRST AND SECOND FLOOR- 2x4 AT 16" O.C.
      2. 6" NOM. STUDS SHOWN - 2x6 AT 16" O.C.
   D. INTERIOR NON-LOAD BEARING WALL 2x4 OR 2x6 AS SHOWN AT 16" O.C.

9. ALL SPLICES IN TOP PLATE MUST BE CENTERED OVER STUD AND STAGGERED 48" MIN.

10. PROVIDE ONE JAMB STUD & ONE KING STUD @ HEADER SPANS LESS THAN 6'-0". PROVIDE TWO (2) JAMB STUDS PLUS TWO (2) KING STUDS FOR SPANS 6'-0" TO 12'-0". FOR WALLS TALLER THAN 10'-0" OR OPENINGS LARGER THAN 12'-0" FRAMING WILL BE NOTED.

11. ALL WOOD SILL PLATES BEARING ON CONCRETE SHALL BE TREATED FOR ROT AND TERMITE PROTECTION.

12. FIBERGLASS OR FOAM SILL SEALER SHALL BE INSTALLED UNDER ALL EXTERIOR WALL PLATES, INCLUDING GARAGE WALLS AND AT WALLS BETWEEN GARAGE AND HOUSE.

13. PROVIDE CODE APPROVED METAL JOIST HANGERS WHERE RAFTER OR JOISTS DO NOT BEAR ON PLATES, BEAMS OR LEDGERS.

14. PROVIDE BRIDGING FOR ALL TRUSSES AND JOISTS AT 8'-0" O.C. MAX. UNLESS APPROVED OTHERWISE BY GOVERNING AUTHORITIES OR TRUSS/ JOIST MANUFACTURER. DOUBLE JOISTS UNDER ALL PARTITIONS PARALLEL TO JOISTS FLOOR SPAN. SPACE JOISTS AT 12" CENTERS UNDER ALL BATH TUBS AND LAUNDRY TRAYS U.N.O. PROVIDE SOLID BRIDGING UNDER ALL PERPENDICULAR PARTITIONS.

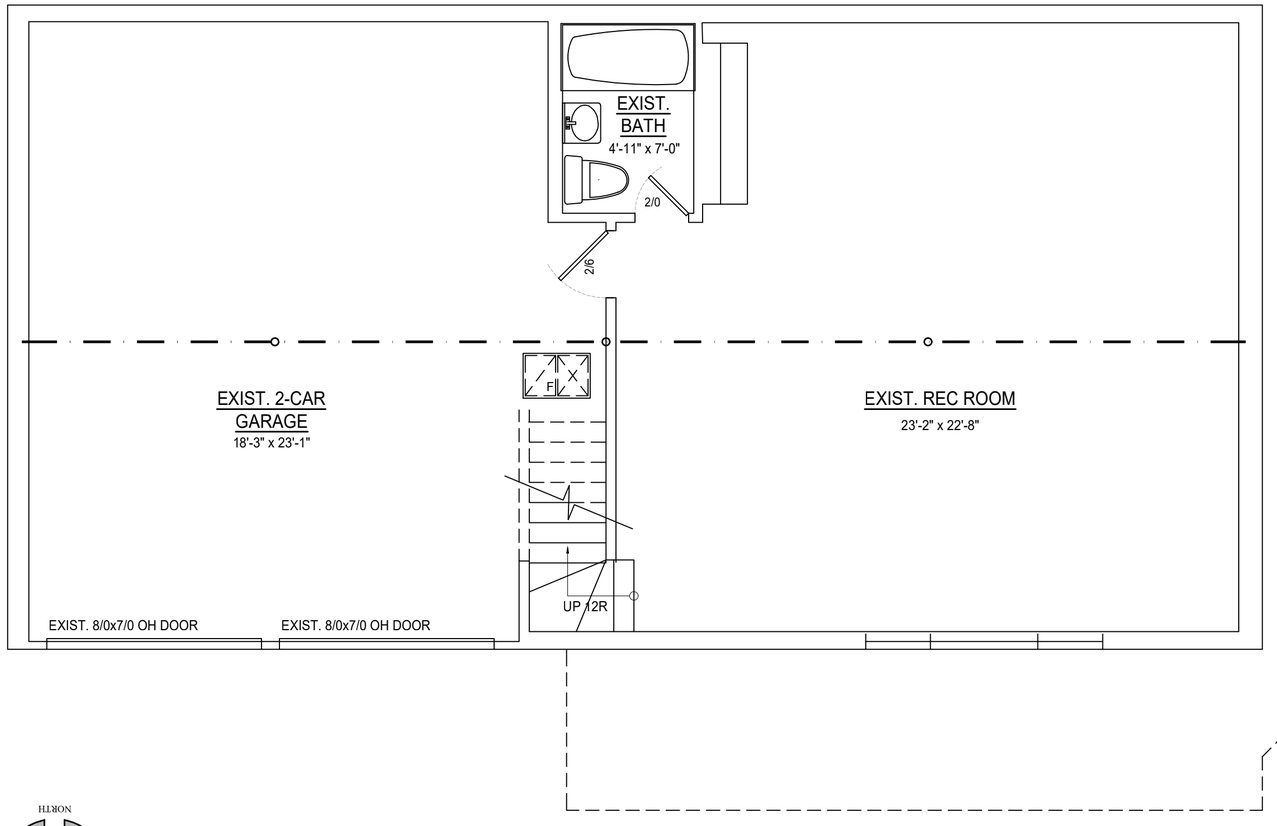
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16. PROVIDE 2" NOMINAL WOOD FIRE STOPPING TO CUT OFF ALL CONCEALED DRAFT OPENINGS BETWEEN FLOORS AND AT ATTIC PER APPLICABLE CODES.

17. EXTERIOR DECKING SHALL BE SPACED 1/8" TO 1/4" APART, U.N.O.

18. ALL BUILT-UP STUD COLUMNS MUST BE GLUED AND NAILED TO THE FULL LENGTH OF THE COLUMN.

19. PROVIDE SOLID BLOCKING OF SAME FRAMING MATERIAL OR VERTICAL SQUASH BLOCKING UNDER ALL COLUMN LOCATIONS.




NORTH

## EXISTING LOWER LEVEL PLAN

SCALE: 1/4" = 1'-0"

## SHEET INDEX


| | |
|---|---|
| D1.0 | GENERAL NOTES / SPEC.'S / EXIST. LOWER LEVEL PLAN |
| D1.1 | EXIST. & DEMO FIRST FLOOR / ATTIC LEVEL PLANS |
| A1.1 | PROPOSED FIRST / SECOND FLOOR PLANS |
| A1.2 | PROPOSED ROOF PLAN |
| A2.1 | PROPOSED NORTH (STREET) ELEVATION |
| A2.2 | PROPOSED EAST / WEST ELEVATONS |
| A2.3 | PROPOSED SOUTH ELEVATION |
| A3.1 | WALL SECTIONS / DETAILS |



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# CARDWELL RESIDENCE

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LAKE GENEVA WI 53147

ISSUED FOR:
PERMIT / BID / CONST.

REVISIONS

| NUMBER | DESCRIPTION | DATE |
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Date: 02-19-2026
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SHEET NUMBER
D1.0

## GENERAL DEMOLITION NOTES

1. INFORMATION SHOWN IN LIGHT LINEWORK IS EXISTING CONSTRUCTION TO REMAIN.

2. REMOVE EXISTING CONSTRUCTION SHOWN IN HEAVY DOTED LINEWORK.

3. COORDINATE WITH ALL FLOOR PLANS AND ELEVATIONS, DRAWINGS MAY CONTAIN ADDITIONAL WORK.

4. THE REFERENCE DRAWINGS GENERALLY INDICATE THE EXTENT AND CHARACTERISTICS OF EXISTING MATERIALS AND SYSTEMS. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS.

5. REMOVE ALL HANGERS, SUSPENSION SYSTEMS, SUPPORTS, FRAMING, EQUIPMENT PADS, ANCHORS, ATTACHMENT HARDWARE AND RELATED DEVICES CONNECTED WITH WORK TO BE REMOVED. IF COMPLETE REMOVAL IS NOT POSSIBLE, CUT DEVICES AS CLOSE AS POSSIBLE TO ADJOINING SURFACES OR ORIGIN OF SUPPORT.

6.ALL DEMOLITION WORK SHALL BE EXECUTED IN COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES, LAWS, AND REGULATIONS.

7. PRIOR TO THE DEMOLITION WORK, THE CONTRACTOR SHALL VISIT THE SITE AND HOME TO DETERMINE THE EXISTING CONDITIONS INVOLVED IN AND EXECUTED BY THE WORK INDICATED BY ALL CONTRACT DOCUMENTS. CONTRACTOR'S FAILURE TO REASONABLY DETERMINE AND/OR ANTICIPATE THE EFFECT OF EXISTING CONDITIONS AND THE WORK INVOLVED THEREBY SHALL NOT BE JUSTIFICATION FOR ADDITIONAL COMPENSATION. REPORT ANY DISCREPANCIES TO THE ARCHITECT.

8. UNLESS NOTED OTHERWISE, ALL DEMOLISHED MATERIAL AND EQUIPMENT IS TO BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE IN A SAFE AND LEGAL MANNER. NO ON SITE SALE OF MATERIAL IS ALLOWED.

9. ALL MATERIALS, EQUIPMENT, FIXTURES, SYSTEMS, AND ACCESSORIES WHICH ARE TO REMAIN IN SERVICE SHALL BE CLEANED, REPAIRED, ADJUSTED, RECONDITIONED, AND PLACED INTO PROPER OPERATIONS IN ALL MODES WITH THE ORIGINAL SYSTEM.

10. IF REQUIRED BY LAW, THE GENERAL CONTRACTOR SHALL RETAIN AND PAY FOR THE SERVICES OF A PROFESSIONAL ENGINEER, LICENSED TO PRACTICE IN THIS STATE, TO PREPARE DETAILED DRAWINGS OF ALL SHORING & BRACING ON THIS PROJECT. SEND (3) SETS OF SEALED DRAWINGS TO THE OWNER PRIOR TO ANY DEMOLITION.

11. IF INTERRUPTION OF ANY UTILITY SERVICES TO ANY ADJACENT HOMES OR BUSINESS OCCURS DURING CONSTRUCTION OR DEMOLITION, THE GENERAL CONTRACTOR SHALL NOTIFY THE AFFECTED HOMES, BUSINESS, AND THE OWNERS IN WRITING (7) DAYS PRIOR TO THE WORK. THE CONTRACTOR SHALL SCHEDULE THIS WORK TO BE COMPLETED IN A TIMELY MANNER AND DURING A REASONABLE TIME OF DAY.

12. ALL CONTRACTORS SHALL FOLLOW THE PROGRESS OF THE GENERAL DEMOLITION AND REMODELING WORK TO ASSURE THE ACCESSIBILITY AND SAFETY OF EQUIPMENT AND SYSTEMS TO REMAIN IN SERVICE AND TO PROVIDE FOR THE TIMELY REMOVAL AND/OR RELOCATION OF EQUIPMENT, PIPING, ETC.

13. ALL ABANDONED UTILITY LINES SHALL BE CAPPED IN A LEGAL MANNER BELOW THE FLOOR SLAB, ABOVE THE BOTTOM CHORD OF ROOF JOISTS, OR IN AN EXISTING WALL TO REMAIN.

14. IF REQUIRED, REMOVE ALL ABANDONED CONDUIT BOXES, CONDUCTORS, TELEPHONE LINES, ELECTRIC PANELS, AND ANY OTHER MISCELLANEOUS EQUIPMENT NOT REQUIRED FOR THE NEW CONSTRUCTION.

15. IF REQUIRED, REMOVE ALL RECESSED FLOOR BOXES, FLOOR SINKS, HUB DRAINS, ELECTRICAL RECEPTACLES, ETC. AND FILL VOIDS AS REQUIRED.

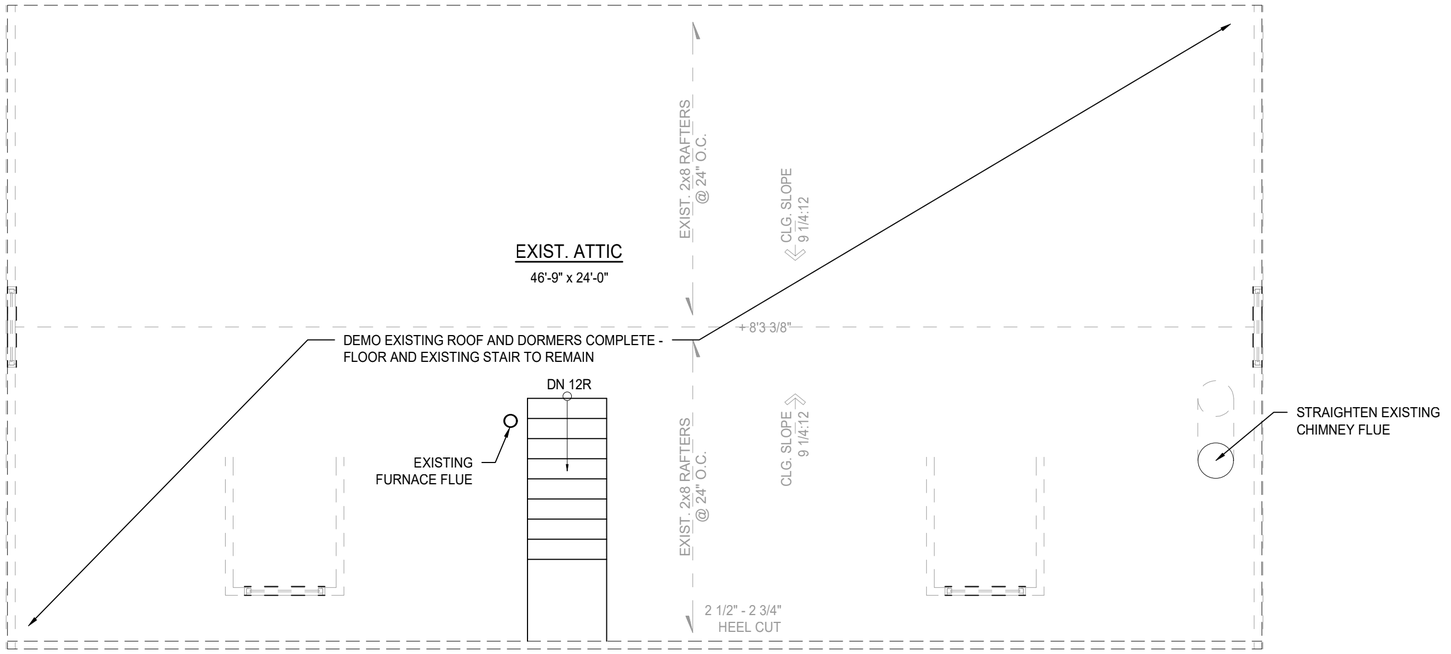
16. PREPARE EXISTING SUB-FLOOR TO RECEIVE NEW FLOOR FINISH, PATCH ALL HOLES, SAND SMOOTH, REPLACE DAMAGED SHEATHING, AND/OR FILL WITH LEVELING FLOOR COMPOUND AS REQUIRED TO PROVIDE AN ACCEPTABLE SURFACE FOR NEW FLOOR FINISH.

17. PATCH THE ROOFING SYSTEM AS REQUIRED BY THE DEMOLITION WORK. PATCHES ARE TO BE COMPATIBLE AND SHALL NOT DAMAGE THE INTEGRITY OF THE EXISTING ROOFING SYSTEM.

18. SAWCUT AND REMOVE PORTION OF EXISTING SUB-FLOOR AS REQUIRED FOR INSTALLATION OF NEW PLUMBING WORK, REFER TO PLUMBING DRAWINGS FOR EXTENT OF WORK. PLACE NEW SHEATHING AND FINISH AS REQUIRED TO PROVIDE AN ACCEPTABLE SURFACE FOR NEW FLOOR FINISHES.

19. REMOVE ALL EXISTING MECHANICAL, ELECTRICAL AND PLUMBING EQUIPMENT NOT USED IN THE NEW PROJECT. COORDINATE WITH THE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS.

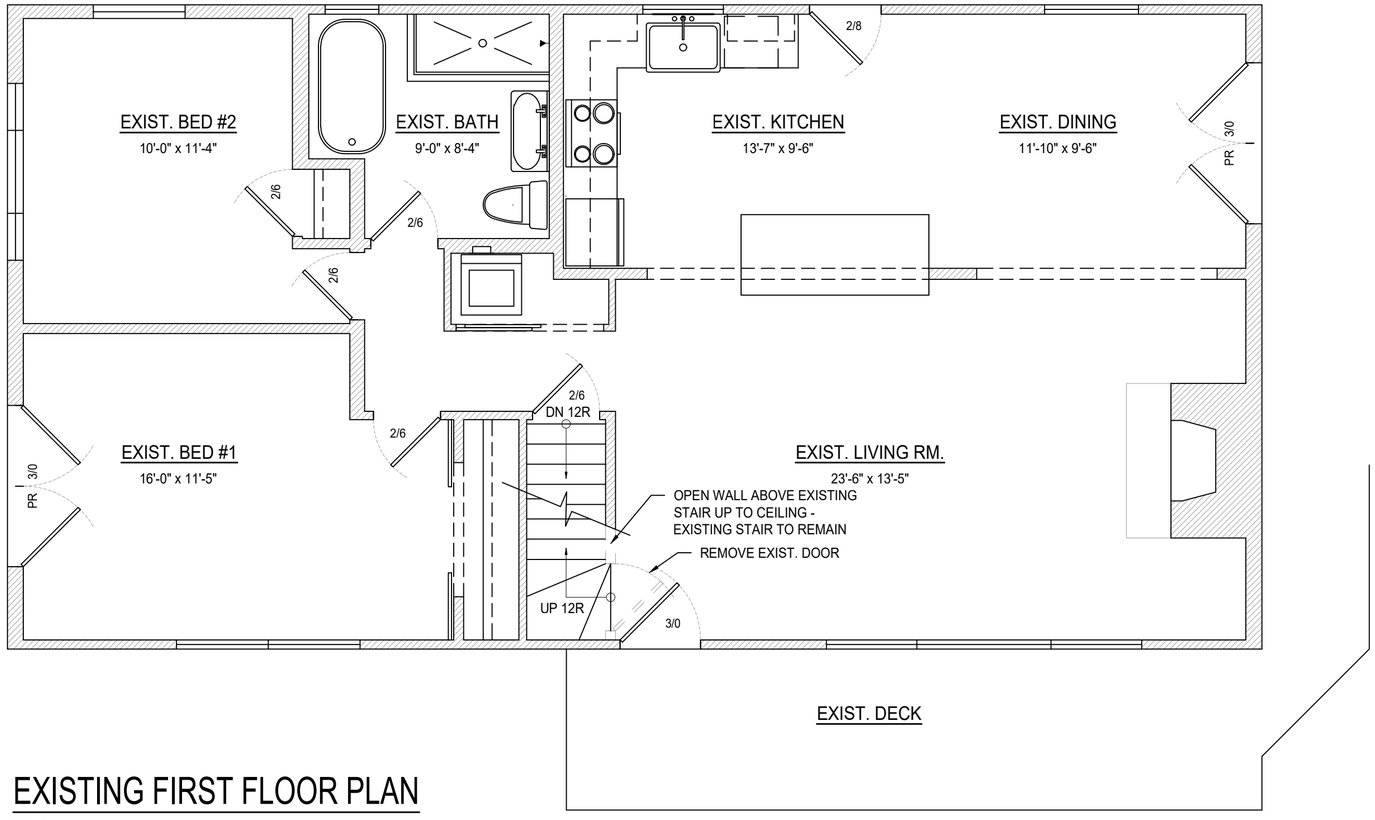
20. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL DEMOLITION THAT IS REQUIRED TO INSTALL NEW WORK.




NORTH

## EXISTING ATTIC LEVEL / DEMO PLAN

SCALE: 1/4" = 1'-0"




NORTH

## EXISTING FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

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D1.1

## SHEARWALL/ WALL BRACING LEGEND

SHEAR WALL / BRACED WALL PANEL

SHEAR WALL / BRACE PANEL TAG
LENGTH IN INCHES
PANEL EDGE BLOCKING IF REQ.

TAG
LENGTH
BLOCKING

PANELS w/ "BLOCKING" DESIGNATION: PROVIDE NOMINAL 2x SOLID BLOCKING AT ALL PANEL EDGE JOINTS WHICH DO NOT LINE UP WITH WALL OR FLOOR FRAMING. INSTALL EDGE FASTENING PER TYPICAL FASTENING INSTRUCTIONS.

### WALL BRACING TYPE ABBREVIATIONS

| TAG | DESCRIPTION |
|---|---|
| WSP | WOOD STRUCTURAL PANEL -ONE SIDE: ½" APA SPAN RATED WOOD SHEATHING |
| CS-WSP | WOOD STRUCTURAL PANEL IN CONTINOUS WOOD SHEATHED WALL |
| GB-1 | GYPSUM BOARD PANEL APPLIED ONE SIDE ONLY |
| GB-2 | GYPSUM BOARD PANEL APPLED BOTH SIDES |
| CS-PF | PORTAL FRAME IN CONTINUOUS WOOD SHEATHED WALL AT LOCATION SPECIFIED ONLY: 1/2" THICK APA SPAN RATED WOOD SHEATHING. SEE WISCONSIN CODE DETAIL SPS321.25-A |
| PFH | PORTAL FRAME w/ HOLD-DOWNS - 1/2" THICK APA SPAN RATED WOOD SHEATHING. SEE DETAIL SHOWN |

### PANEL FASTENING SCHEUDLE

| SHEATHING TYPE | FASTENER | SPACING (EDGE / FIELD) |
|---|---|---|
| WOOD SUBFLOOR (23/32" THICK) | #9x 2.5" WOOD SCREW | 6" / 12" |
| WOOD WALL SHEATHING (15/32" THICK) | 0.131"x2.5" R.S. NAIL | 6" / 12" |
| WOOD ROOF SHEATHING (15/32" OR 19/32") | 0.0131"x2.5" R.S. NAIL | 6" / 12" TYPICAL 3" / 8" @ RIDGE AND OVERHANGS |
| GWB WALL | #6x 1⅝" TYPE W SCREW | 4" / 8" |

## LEGEND

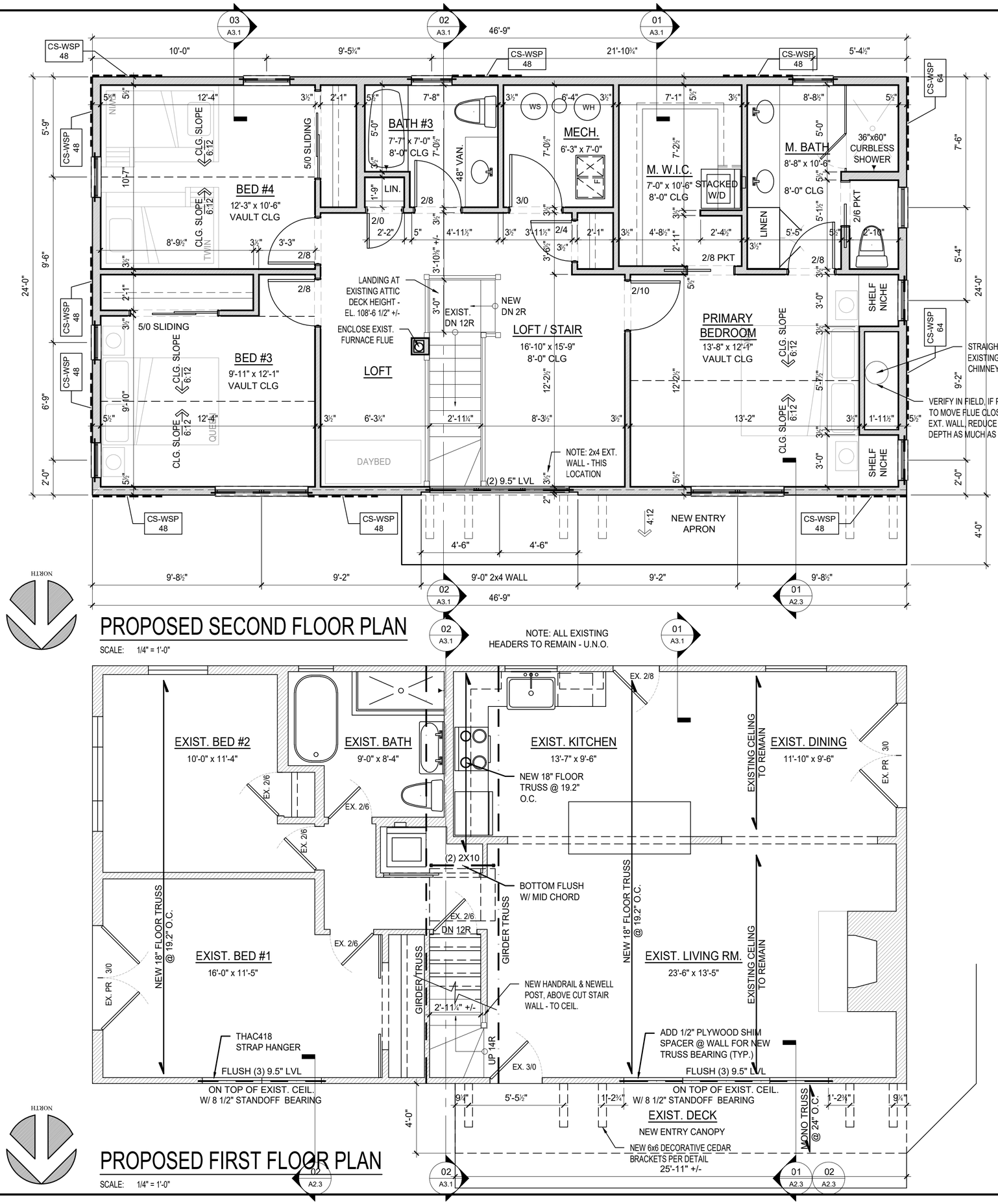
WOOD BEAMS (# OF PLYS NOTED ON PLAN)

WOOD COLUMNS (# OF PLYS NOTED ON PLAN - UNLESS NOTED OTHERWISE, ALL COLUMNS ARE 3-PLY OF THE WALL FRAMING SHOWN)

POINT LOADS FROM ABOVE

JOIST CALL OUT & DIRECTION INDICATOR
SIZE
SPACING

TYP. HEADER = (2) 2x10




NORTH

## PROPOSED SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"

NOTE: ALL EXISTING HEADERS TO REMAIN - U.N.O.




NORTH

## PROPOSED FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"


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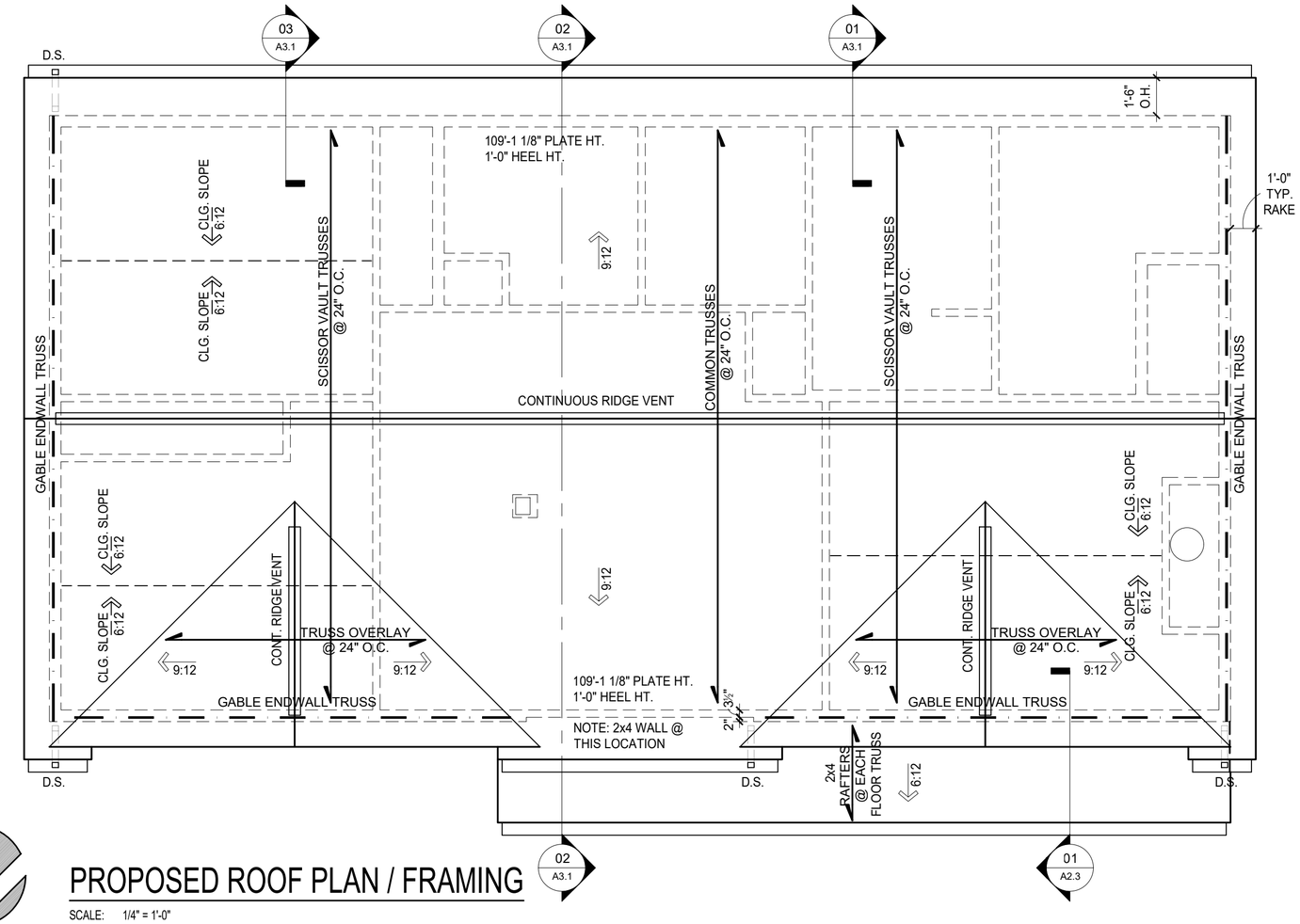
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NORTH

# PROPOSED ROOF PLAN / FRAMING

SCALE: 1/4" = 1'-0"

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# NORTH (STREET) ELEVATON

SCALE: 1/4" = 1'-0"

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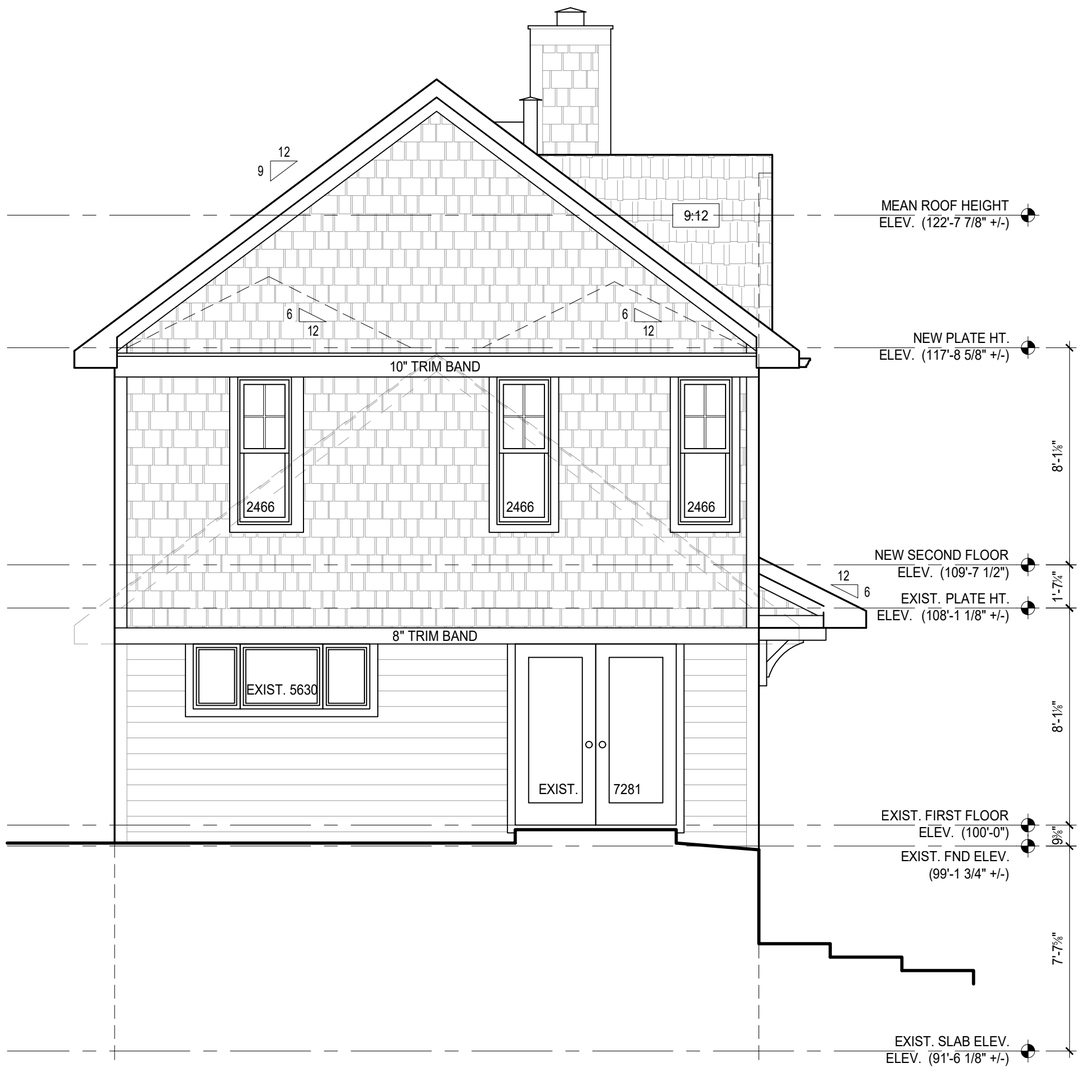
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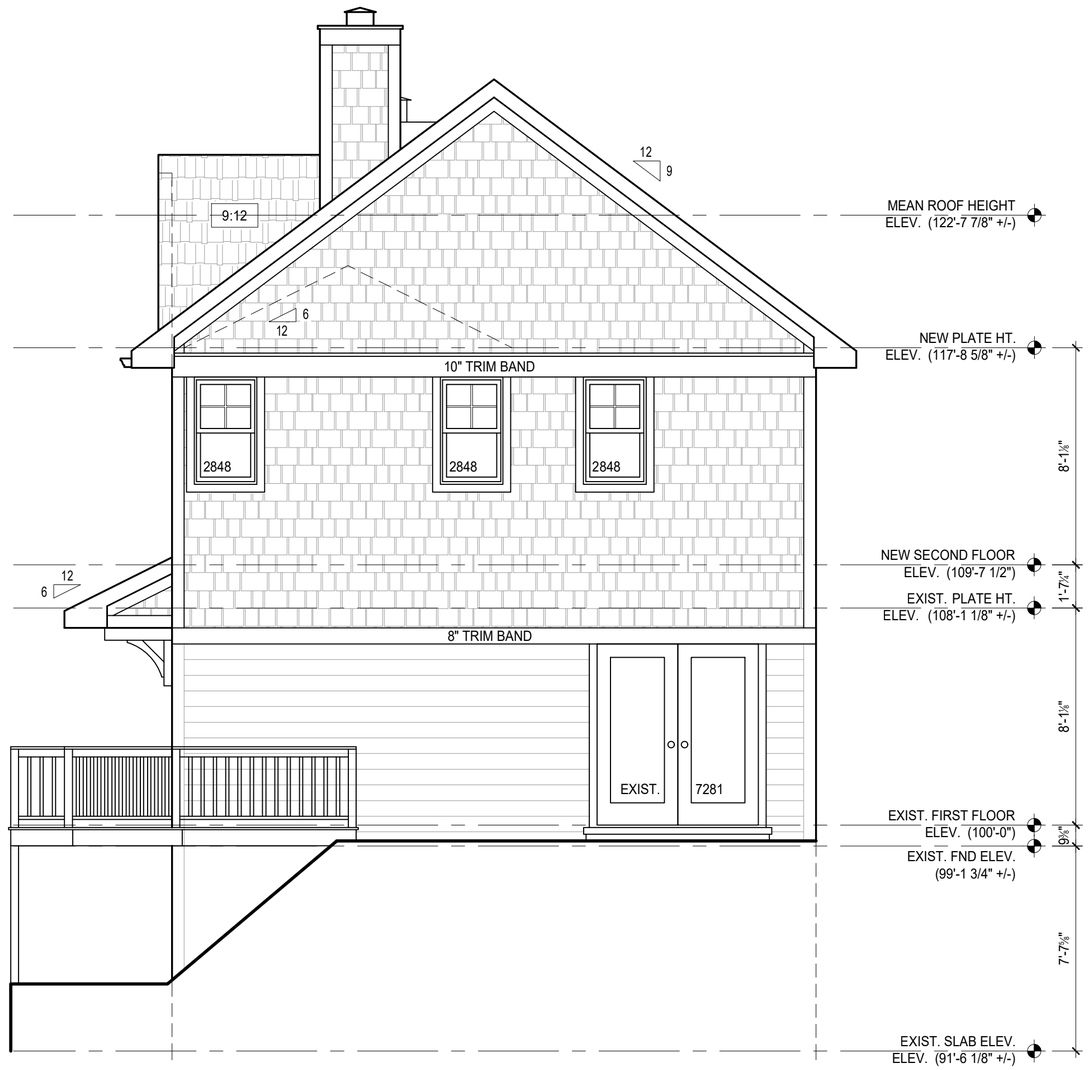
SHEET NUMBER

A2.1




## PROPOSED EAST ELEVATON

SCALE: 1/4" = 1'-0"




## PROPOSED WEST ELEVATON

SCALE: 1/4" = 1'-0"

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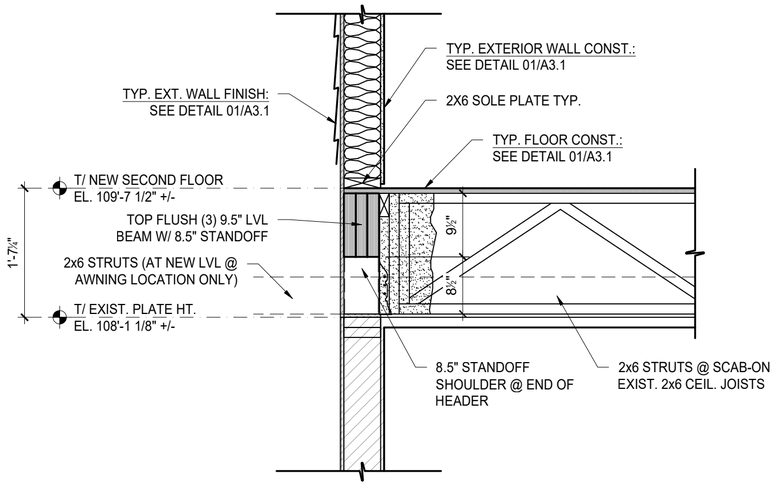
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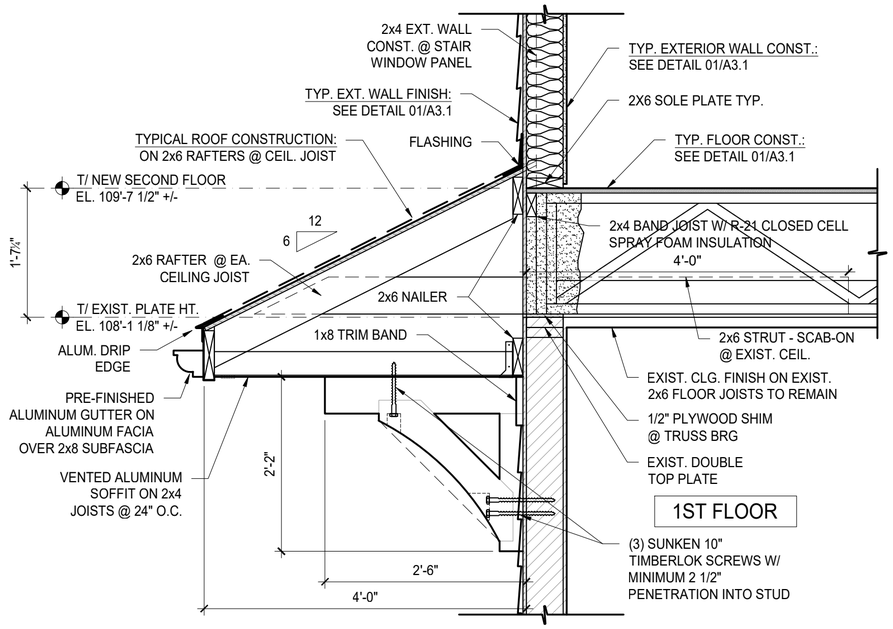
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Checked by: MAP

SHEET NUMBER
A2.2




## 02 DETAIL @ FLUSH HEADER

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




## 01 TYP. AWNING DETAIL

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




## SOUTH ELEVATON

SCALE: 1/4" = 1'-0"

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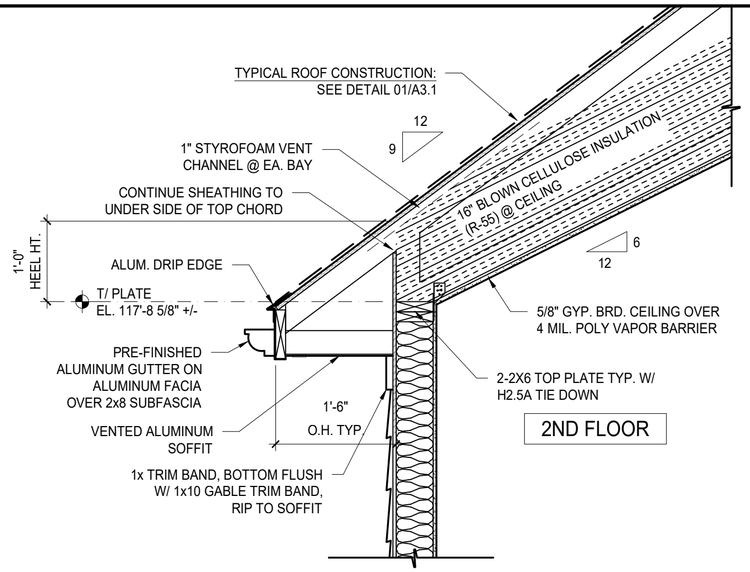
REVISIONS

| NUMBER | DESCRIPTION | DATE |
|---|---|---|
| 1 | ADDED BUILDING HEIGHT ON ELEVATIONS | 5-21-2026 |

Date: 02-19-2026
Project: 2025-06.013
Drawn by: KRG
Checked by: MAP

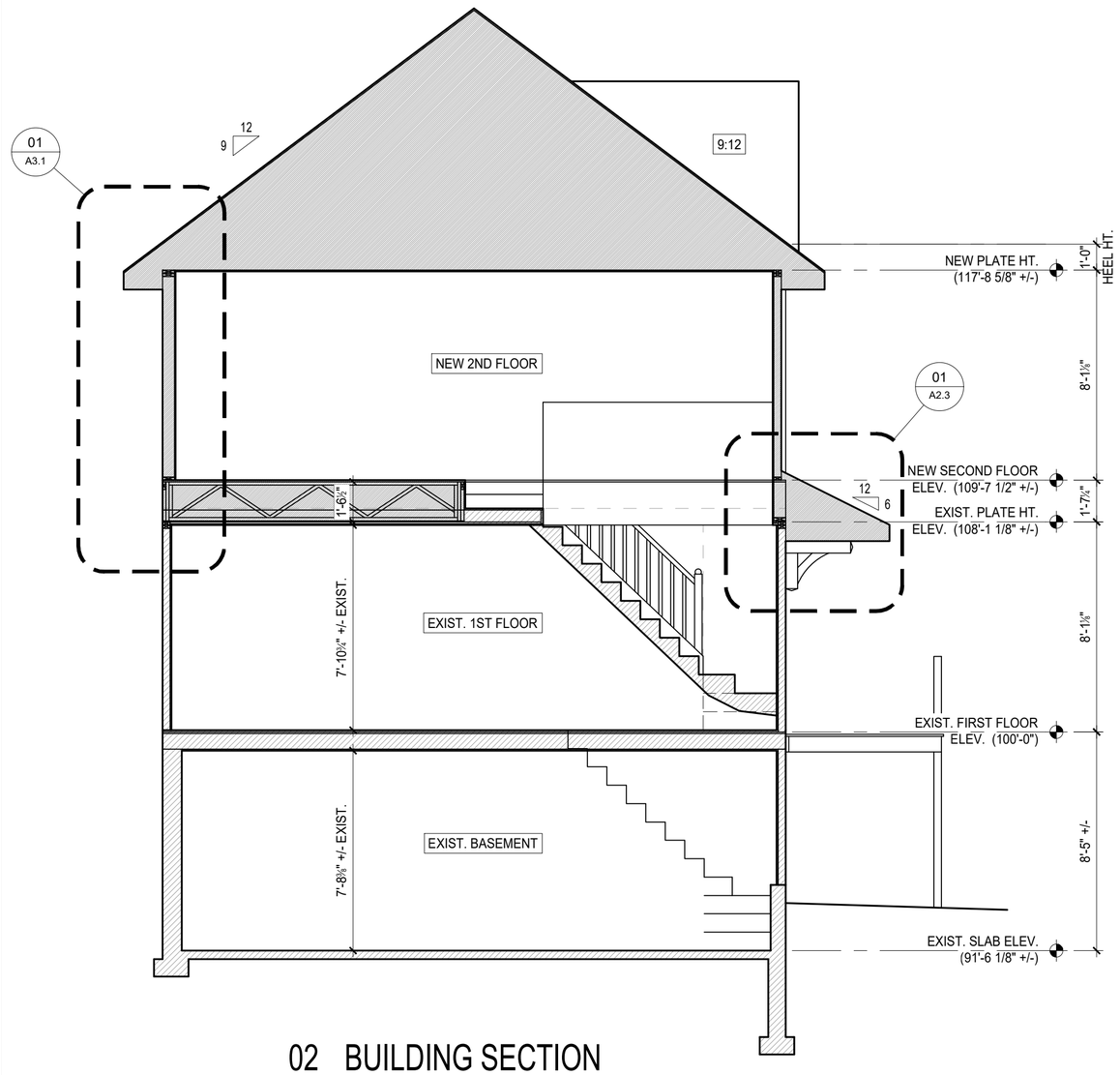
SHEET NUMBER

A2.3



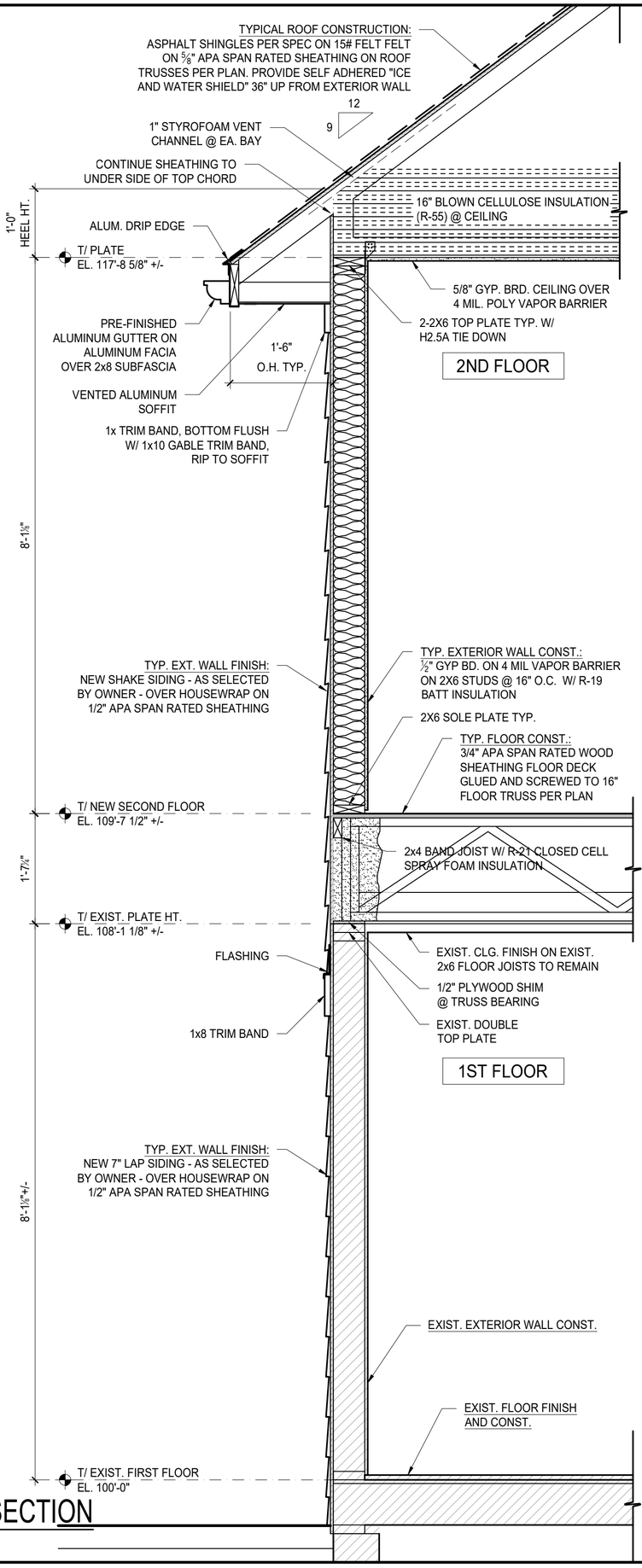

## 03 TYP. EAVE DTL. @ VAULTED CLG.

SCALE: 1/4" = 1'-0"




## 02 BUILDING SECTION

SCALE: 1/4" = 1'-0"




## 01 TYP. WALL SECTION

SCALE: 1/4" = 1'-0"

FOCUS
ENGINEERING LLC
607 Davis St., Elkhorn, WI 53121
(262) 215-9295
contact@focusengineeringllc.com
www.focusengineeringllc.com

# CARDWELL RESIDENCE

816 PINE TREE LANE,
LAKE GENEVA WI 53147

ISSUED FOR:
PERMIT / BID / CONST.

REVISIONS

| NUMBER | DESCRIPTION | DATE |
|---|---|---|
| 1 | ADDED BUILDING HEIGHT ON ELEVATIONS | 5-21-2026 |

Date: 02-19-2026
Project: 2025-06.013
Drawn by: KRG
Checked by: MAP

SHEET NUMBER
A3.1

| RESOLUTION OF THE PLAN COMMISSION | | | |
|---|---|---|---|
| Resolution recommending to the Common Council a Conditional Use Permit (CUP) filed by Chris and Lisa Cardwell, 816 Pinetree Lane, Lake Geneva, WI for a request to construct an addition to the single-family home within the Estate Residential-1 (ER-1) zoning district located at 816 Pinetree Lane, Tax Key No. ZSY 00020. | | | |
| Committee: | N/A | | |
| Fiscal Impact: | N/A | | |
| **File Number:** | **PC-2026-024** | **Date:** | June 15, 2026 |

WHEREAS, the City of Lake Geneva Plan Commission has considered a Conditional Use Permit application filed by Chris and Lisa Cardwell, 816 Pinetree Lane, Lake Geneva, WI for a request to construct an addition to the single-family home within the Estate Residential-1 (ER-1) zoning district located at 816 Pinetree Lane, Tax Key No. ZSY 00020, and

WHEREAS, the Plan Commission held a Public Hearing thereon pursuant to proper notice given, 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 conformation to the submitted plans.
2. All required permits shall be secured prior to start of construction.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby recommends to the Common Council of the Conditional Use Permit filed by Chris and Lisa Cardwell, 816 Pinetree Lane, Lake Geneva, WI for a request to construct an addition to the single-family home within the Estate Residential-1 (ER-1) zoning district located at 816 Pinetree Lane, Tax Key No. ZSY 00020, per the findings of fact stated above and one condition of approval stated above.

Recommended to the Common Council of the City of Lake Geneva this 15th day of June, 2026.

**PC Action:** ☒ **Adopted** ☐ **Failed** **Vote** 7-0

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

6/16/26

Todd Krause, Plan Commission Chair Date

*Official Stamp*
Todd Krause
**Mayor**

Attest:

6/16/26

Amanda Rotondi, Building and Zoning Clerk Date

# Agenda Item Memo

## City of Lake Geneva

**Committee:** Common Council

**Meeting Date:** June 27, 2026,

**Subject / Title:** Discussion/Recommendation approval of the 2026 Tapco Contract

**Submitted By:** Tom Earle

**Background / Request**

**Approval of the 2026 Tapco Traffic Signal Preventive Maintenance Contract.**

**Fiscal Impact / Budget**

- **Estimated Cost: $3,668.00 once per year and Services $217.50 per hr/ $290.00 pr hr on Sunday & Holidays**
- **Funding Source:** (e.g., General Fund, TID, Water Utility, Grants) Repairs-Traffic Signals Etc.
- **Budget Status:** ☒ Within Budget _____ ☐ Over Budget _____

  ☐ Budget Amendment Required _____
- **GL Number: 11-34-10-52600**

*(If applicable, note grant awards, cost-sharing, or capital plan references.)*

**Ordinance/Policy Implications/Changes:**

**Recommendation:**

**Approval**

**Implementation/Next Steps**

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|---|---|---|---|
| PWC | 05/22/2026 | Item # 7 | Approved |
| | | | |
| | | | |

**Attachments (list any and all attachments that go with this item and memo)**

Tapco Contract

| Reviewed by | Date: | Comments |
|---|---|---|
| | | |
| | | |

1

Phone 1-800-236-0112
5100 West Brown Deer Road
Brown Deer, Wisconsin 53223

# TRAFFIC SIGNAL PREVENTIVE MAINTENANCE CONTRACT

## The "PRO-TECH" Contract

This contract is between the City of Lake Geneva, the customer and Traffic and Parking Control Company, LLC. 5100 W. Brown Deer Rd., Brown Deer, Wisconsin (TAPCO), the contractor.

This contract covers the period of time from midnight, April 1, 2026 to midnight, March 31, 2027.

The intersections covered by this contract are listed in Exhibit A, accompanying this contract.

The contractor (TAPCO) agrees to provide full preventive maintenance under the following terms and conditions;

TAPCO shall inspect the covered signalized intersection(s) and their control equipment to verify proper operation. This inspection shall take place once a year.

TAPCO shall check the following items at the covered signalized intersection(s). These checks have been developed by employing current engineering practices. These professional standards will be applied to not only the signal maintenance but signal timing and traffic operations as well.

1.) Verify proper operation of the Controller Unit. This shall consist of verifying that the controller is correctly programmed per the controller database records and that the controller is correctly executing its program. This service is only applies to TAPCO supported brands of controllers.

2.) TAPCO will maintain the intersection documentation consisting of signal plan charts, cabinet blueprints and timing plan charts.

3.) Verify proper operation of the NEMA Conflict Monitor Unit. This shall consist of testing the NEMA Conflict Monitor on an automatic NEMA monitor test set. The test set shall be capable of testing all aspects of monitor operation for conformance with NEMA specifications.

4.) Check AC power feed at the control cabinet. Record measured voltage from Hot to Neutral, from Hot to Ground, and from Neutral to Ground. Record measured current flowing in the Hot and Neutral conductors.

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5100 West Brown Deer Road

Brown Deer, Wisconsin 53223

5.) Check and record inductance, series resistance and leakage resistance for each loop detector circuit at the control cabinet. Verify the proper operation associated with each detector amplifier.

6.) Check all terminal screws in the control cabinet for tightness.

7.) Verify operation of control cabinet heater and fan. Verify correct settings of their respective thermostats.

8.) Verify correct flash operation at the control cabinet. Also verify operation of any control switches in the control cabinet.

9.) Verify operation of all pedestrian pushbuttons and check for the presence and orientation of the pushbutton signs.

10.) Check all signal head indications for proper aiming and proper operation.

11.) TAPCO shall visually inspect the control cabinet, meter pedestal, pull boxes, signal poles, signal bases, and signal heads for any signs of damage or vandalism.

12.) TAPCO will check operation of the lighting control circuit if housed within the traffic signal cabinet and check luminaires for proper operation.

13.) TAPCO shall replace the control cabinet air filter element, vacuum inside the cabinet, and lubricate the cabinet door hinges and locks once per year.

14.) TAPCO will verify proper operation of optical preemption, and if installed, confirmation lights.

15.) TAPCO shall check for proper grounding of unused conductors within the traffic control cabinet.

16.) TAPCO will verify proper operation of vehicle detection systems to include video detection, microwave detection, and wireless sensors. This service only applies to TAPCO supported brands of detection systems.

17.) TAPCO will provide, where necessary, firmware upgrades to video, microwave, and Accessible Pedestrian Push button systems. This service only applies to TAPCO supported brands of detection systems.

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Brown Deer, Wisconsin 53223

18.) TAPCO will inspect and verify proper operation of the battery backup system. If installed, TAPCO will record battery admittance values using the associated Remote Battery Management System. TAPCO will provide, where necessary, firmware upgrades to the UPS module and Battery Management System. This service only applies to TAPCO supported brands of battery backup systems.

19.) TAPCO shall supply the customer completed documentation of all preventive maintenance performed.

The contractor (TAPCO) agrees to provide preventive maintenance under the terms of this contract during normal business hours. Normal business hours are defined as 8:00 a.m. to 5:00 p.m., Monday through Friday, excluding Saturdays, Sundays and Holidays.

TAPCO shall invoice the customer the amount of $3668.00 for preventive maintenance, once per year, after work is completed. The customer agrees to pay invoice within 30 days of receipt.

The contractor (TAPCO) further agrees to provide response maintenance and/or design modification maintenance, as authorized by the customer.

Response maintenance, under the terms of this contract, will be limited to "at random failures", accidents or "knockdowns" or vandalism, or acts of God such as lightning damage, flood, etc.

Design modification maintenance, under the terms of this contract, will include, but not be limited to changes in signal sequence or timings that are required or desired.

TAPCO shall provide response maintenance and/or design modification maintenance under the terms of this contract during normal business hours. The regular hourly rate for these services shall be $145.00 per hour, portal-to-portal. Any parts required will be charged for according to the manufacturer's current price list.

Current engineering practices and professional standards shall be applied to not only the response maintenance, but to the design modification maintenance as well.

Should design modification maintenance be desired or emergency response maintenance be required outside of normal business hours, such service will be billed at time and a half the regular hourly rate or $217.50 per hour. An hourly rate of $290.00 per hour will be charged on Sundays and Holidays.

No additional charges will be made for the use of regular service vehicles or service equipment.

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TAPCO shall supply the customer completed documentation of all response maintenance and/or design modification maintenance performed. Copies of this documentation shall be kept in a unique intersection file at TAPCO.

If loaner equipment is required to restore the intersection to proper operation until equipment is discovered to be malfunctioning, can be repaired and returned to service, that loaner equipment shall be charged for. The rental rate for loaner equipment shall not exceed 10% of list price per month pro-rated weekly. Loaner equipment is subject to availability.

TAPCO shall also invoice the customer for response maintenance and/or design modification maintenance after the work is complete. The customer agrees to pay invoice within 30 days of receipt.

Limitation of Liability-TAPCO shall have no liability with respect to its obligations under this agreement or otherwise for consequential, compensatory, exemplary, special, indirect, incidental or punitive damages even if it has been advised of the possibility of such damages. In any event, the liability of TAPCO to customer for any reason and upon any cause of action or claim in contract, tort or otherwise with respect to the services shall be limited to the amount paid to TAPCO by customer hereunder for such services. This limitation applies to all causes of action or claims in the aggregate, including without limitation, breach of contract, breach of warranty, negligence. Strict liability, misrepresentation, claims for failure to exercise due care in the performance of services hereunder and any other torts. Further, no cause of action which accrued more than one year prior to the filing of a suit alleging such cause of action may be asserted against TAPCO. Both parties understand and agree that the limitations and exclusions set forth herein represent the parties agreement as to the allocation of risk between the parties in connection with TAPCO's obligations under this agreement. The fees payable to TAPCO hereunder reflect, and are set in reliance upon, the allocation of risk set forth herein and the exclusion of the damages described herein and limitations of liability set forth in this agreement.

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Brown Deer, Wisconsin 53223

# Video Detection Maintenance

Under this contract option for each intersection listed in Exhibit A utilizing a video detection system TAPCO will provide the following services for each video detection camera.

1.) Inspect camera and mounting assemblies for signs of wear or damage.

2.) Clean and inspect the camera lens.

3.) Inspect coax and power cable connections for any signs of deterioration.

4.) Check mounting assemblies and hardware for tightness.

5.) If necessary, re-aim camera to provide proper field-of-view

6.) Check position and, if necessary, adjust camera sun shield

This service will be provided at each video detection intersection once per year around the same time as the traffic signal preventive maintenance. If these services are needed more than once per year on a specific camera, at the customer's request, TAPCO agrees to provide these services at the response maintenance hourly rate specified in the Traffic Signal Preventive Maintenance Contract.

City of Lake Geneva

Accepted by: Date:

Name and Title:

(TAPCO) Traffic and Parking Control Company, LLC.

By: Tim Felhofer Date: 2/13/26

Name and Title: Tim Felhofer – Traffic Signal Service Supervisor

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5100 West Brown Deer Road
Brown Deer, Wisconsin 53223

Exhibit A

List of covered Signalized Intersections

1.) Edwards & Walmart
2.) Interchange North & Geneva Square
3.) Interchange North & Sheridan Springs
4.) Main & Broad
5.) Main & Center
6.) Main & Cook
7.) Main & Wells
8.) STH 50 & Edwards
9.) USH 12 & STH 50 Ramps

# Agenda Item Memo

**Committee:** Common Council

**Meeting Date:** July 13, 2026,

**Subject / Title:** Discussion/Recommendation approval move-up of (1) heavy plow and (1) bucket truck from 2027 to 2026 in Equipment Replacement Fund

**Submitted By:** Tom Earle

**Background / Request**

The City has the opportunity to evade potential tens of thousands of dollars in purchase costs of one heavy plow and a bucket truck. The heavy plow is 2 years over the amortization schedule, and the bucket truck is due in 2027. See memo by DPW.

**Fiscal Impact / Budget**

- **Estimated Cost:** $700,000
- **Funding Source:** Equipment Replacement Fund
- **Budget Status:** ☐ Within Budget _____ ☒ Over Budget _____

  ☐ Budget Amendment Required _____
- **GL Number:** 50-32-00-58000

*(If applicable, note grant awards, cost-sharing, or capital plan references.)*

**Ordinance/Policy Implications/Changes:**

Move purchase of bucket truck and heavy plow from 2027 to 2026. Payment will be made in 2027 when delivery is taken, however ordering at this time will allow for approximately up to a $50,000 savings.

**Recommendation:**

Approval

**Implementation/Next Steps**

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|---|---|---|---|
| PWC | 05/22/2026 | Item # 8 | Approved |
| | | | |
| | | | |

**Attachments (list any and all attachments that go with this item and memo)**

Memo, Equipment Schedule, Pictures of replacement vehicles

| Reviewed by | Date: | Comments |
|---|---|---|
| | | |
| | | |

# City of Lake Geneva Public Works

Streets/Parks/Forestry/Cemeteries/Buildings and Grounds
1065 Carey St. Lake Geneva WI. 53147 (262)248-6644
dpwoffice@cityoflakegeneva.gov

City of Lake Geneva Public Works Committee 17 June 2026
Re; 2027 Heavy Plow Purchase
2027 Bucket truck Purchase

DPW has 2 heavy vehicles on the Equipment Replacement list for 2027, one heavy plow and one bucket truck. These are substantial purchases with price tags of apx. $360k and $300k respectively.

The heavy plow, #27, is a 2004 IH 7400 with wing, DT530 8.6L Navistar engine and Allison 6sp auto trans. The unit currently is inoperable due to a faulty hydraulic master valve. DPW has been unable to purchase a new one due to the valve being discontinued. A retrofit valve, which would require substantial refitting of the electrical and hydraulic components is roughly $16-22k. The application controller is also inoperable; it will dispense material but does not track pounds per mile. This unit is also discontinued and a complete retrofit to an EX5100 would be needed with a price of apx. $9000. All our heavy plows are outfitted with EX5100 controllers or later, so all operators are familiar in case of a need. The truck currently serves as the #1 backup unit in winter, hauls snow/logs and has many mechanical and rust issues. Replacement would place the new truck at the top and move #23, a 2012 Freightliner, to the #1 backup spot. The backup truck must be a reliable unit. Apx price of replacement $360,000.00. The amortization schedule when purchased was 20 years.

The bucket truck, #31, is a 2007 IH4300 with a Navistar DT466 7.6L engine and Eaton 5 speed manual transmission. It has a 60’ boom with a 10’ elevator and a working height of apx. 75’. Currently the unit is experiencing controller issues and we had to send the smaller bucket to Oak Hill to rescue the Arborist when the boom would not come down. The amortization schedule when purchased was 20 years.

The issue; New emission standards have driven the price for heavy trucks up substantially in the post COVID economy. Cummins has decided to discontinue its tried-and-true L9 engine and replace it in 2027 with the X10 platform in response to the Biden era emission standards. As of now 6 of our main heavy plows have the L9, and 1, number 27, has the older Navistar 530.

Concerns we have with this change; The L9 is an industry standard for most medium to heavy duty truck manufacturers, parts are readily available, and service is very good. The new X10 is a fuel-agnostic platform which is concerning. Basically, the lower end of the motor is the same, while the top end is reconfigured based on type of fuel. This is a great idea to comply with the new EPA regulations, but in reality, can cause huge headaches. This is a Gen 1 design and we are concerned the "bugs" are not yet worked out, as was the case when #23 was purchased. Hopefully they figure out how to pair it well with the current Eaton or Allison transmissions as well. The X10 also comes with an apx $15-23k higher cost than the L9 not including the 7-9% increase in the cab and chassis for 2027.

Concerns with the bucket truck are similar regarding the cost increases. We are unable to secure an L9 for this unit and it will most likely be installed with a Cummins B6.7L Turbo Diesel. This truck does not see the hardships the plow trucks encounter but does run all day when used. The 6.7L is a parent block platform unlike the wet sleeve L9 although this is not as concerning with the use of the unit and it does have forged steel connecting rods.

Salesmen have been informing us of these upcoming issues, and we are working on solutions. Lakeside International, our heavy plow dealer, has secured a spec unit for us with an L9 until July 20th, after that the offer is void. The bucket truck dealers are working on units for 2026 as well. +
+

Bottom line;

If we wait until 2027 to order these trucks we will see,

$15-23k increase for engine and 7-9% increase in cab and chassis for the heavy plow.
$7-9k increase for engine and 7-9% increase in cab and chassis for bucket truck.

Recommend moving purchase of the heavy plow and bucket truck to 2026, they would be ordered in 2026 and payment in 2027 when delivered.

Respectfully,

Tom Earle. DPW

City of Lake Geneva

## Equipment Replacement Fund - Equipment Amortization Schedule

575,000

| Department | Description | Est. Replace $ | | Year | Amortization | Replace Year | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Street: | | | | | | | | | | | | | | | | |
| **24** | **Lift All GMC 6000** | **45,000** | **1GDG6D1P9LV504498** | **1991** | **15 years** | **2016** | **5,000** | **35,000** | **45,000** | **3,000** | **3,000** | **3,000** | **3,000** | **3,000** | **3,000** | **3,000** |
| 61 | Toro Sand Pro | 16,000 | 08886-90480 | 1998 | 15 years | 2016 | | | 16,000 | 1,067 | 1,067 | 1,067 | 1,067 | 1,067 | 1,067 | 1,067 |
| **Giant Vac #41** | **Leaf Vac 25 Yd** | **65,000** | | **2001** | **15 years** | **2015** | **25,000** | **25,000** | **65,000** | **4,333** | **4,333** | **4,333** | **4,333** | **4,333** | **4,333** | **4,333** |
| **Giant Vac - #42** | **Leaf Vac 25 Yd** | **65,000** | **92804002** | **2004** | **15 years** | **2016** | **8,333** | **8,333** | **65,000** | **4,333** | **4,333** | **4,333** | **4,333** | **4,333** | **4,333** | **4,333** |
| **Tractor #53** | **John Deere 2750** | **75,000** | **L02750U555718** | **1976** | **20 years** | **2016** | | | **75,000** | **3,750** | **3,750** | **3,750** | **3,750** | **3,750** | **3,750** | **3,750** |
| **56** | **Chevy 3500 Truck** | **55,000** | **1GBJK34NXSE200125** | **1995** | **15 years** | **2016** | | | **55,000** | **3,667** | **3,667** | **3,667** | **3,667** | **3,667** | **3,667** | **3,667** |
| **26** | **5-Ton International** | **170,000** | **1HTSDAAROTH353444** | **1996** | **20 years** | **2016** | **46,667** | **46,667** | **170,000** | **8,500** | **8,500** | **8,500** | **8,500** | **8,500** | **8,500** | **8,500** |
| **22** | **5-Ton International 4900** | **165,000** | **1HTSDAAR9VH60477** | **1997** | **20 years** | **2016/2017** | **35,000** | **35,000** | **165,000** | **8,250** | **8,250** | **8,250** | **8,250** | **8,250** | **8,250** | **8,250** |
| 10 | Case Backhoe | 70,000 | 8987310 | 1979 | 20 years | 2017 | 5,786 | 5,786 | 35,000 | 35,000 | 3,500 | 3,500 | 3,500 | 3,500 | 3,500 | 3,500 |
| Mower-Rider #44 | Jacobsen HR 9016 | 80,000 | | 2007 | 10 years | 2017 | 40,000 | 40,000 | 40,000 | 40,000 | 8,000 | 8,000 | 8,000 | 8,000 | 8,000 | 8,000 |
| Mower-Rider #9 | Scag Tiger | 10,000 | 7210079 | 2000 | 10 years | 2017 | | 5,000 | 5,000 | 5,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| Tractor #52 | John Deere 850 1972 | 16,000 | CH0850S016090 | 2004 | 20 years | 2017 | | | 8,000 | 8,000 | 800 | 800 | 800 | 800 | 800 | 800 |
| Fork Lift #60 | Komatsu | 17,000 | 490661A | 1994 | 25 years | 2018 | | 680 | 5,667 | 5,667 | 5,667 | 680 | 680 | 680 | 680 | 680 |
| Trailer #2 | 6 1/2 Ft X 16 Ft | 4,000 | | 1995 | 15 years-Used | 2018 | 1,000 | 1,000 | 1,333 | 1,333 | 1,333 | 267 | 267 | 267 | 267 | 267 |
| Fleet # 19 | International 4900 Vac-All | 225,000 | | 1998 | 20 years | 2018 | | | 75,000 | 75,000 | 75,000 | 11,250 | 11,250 | 11,250 | 11,250 | 11,250 |
| 25 | 5-Ton International | 190,000 | 1HTSDAAR2YH213046 | 1999 | 20 years | 2019 | 23,333 | 23,333 | 47,500 | 47,500 | 47,500 | 47,500 | 9,500 | 9,500 | 9,500 | 9,500 |
| Giant Vac - #43 | Leaf Vac 25 Yd | 70,000 | 91401033 | 2006 | 10 years | 2019 | **25,000** | **25,000** | 17,500 | 17,500 | 17,500 | 17,500 | 7,000 | 7,000 | 7,000 | 7,000 |
| Mower-Rider #8 | Toro Turf Mower Stand-up | 15,000 | 310000143 | 2010 | 10 years | 2019 | 2500 | 2500 | 37,500 | 37,500 | 37,500 | 37,500 | 1,500 | 1,500 | 1,500 | 1,500 |
| 5 | Graco Laser Painter | 6,000 | BA-1919 | 2000 | 20 years | 2020 | 3,500 | 3,500 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 300 | 300 | 300 |
| 7 | Toro Turf Mower Stand-up | 15,000 | 310000142 | 2010 | 10 years | 2020 | 7,500 | 7,500 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 1,500 | 1,500 | 1,500 |
| Trailer #1 | Redi Haul | 3,500 | 47SS122T5S1010385 | 1995 | 25 years | 2020 | 315 | 315 | 700 | 700 | 700 | 700 | 700 | 140 | 140 | 140 |
| #3 | Toro Turf Sweeper 4800 | 22,500 | 44-045 50121 | 1995 | 25 years | 2020 | 1,420 | 1,420 | 4,500 | 4,500 | 4,500 | 4,500 | 4,500 | 900 | 900 | 900 |
| 54 | Chevy Van 1500 | 40,000 | 1GCEG15W6T1041784 | 1996 | 25 years | 2021 | 3,750 | 3,750 | 6,667 | 6,667 | 6,667 | 6,667 | 6,667 | 6,667 | 1,600 | 1,600 |
| Snow Bully #34 | For Loader - From Monroe | 12,000 | SB/BH12 | 2002 | 20 years | 2022 | 1333 | 1333 | 1,714 | 1,714 | 1,714 | 1,714 | 1,714 | 1,714 | 1,714 | 600 |
| 28 | Pelican Vacuum St Sweeper | 200,000 | P Series 4026S | 2003 | 20 years | 2023 | 17,000 | 17,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| 30 | IHC Garbage Truck 4900 | 120,000 | 1HTSDTVR2LH256199 | 1990 | 20 years | 2023 | 12,000 | 12,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 |
| 11 | Bobcat Skidteer S 205 | 125,000 | A3LJ35447 | 2009 | 15 years | 2024 | 12,500 | 12,500 | 13,889 | 13,889 | 13,889 | 13,889 | 13,889 | 13,889 | 13,889 | 13,889 |
| 15 | 1-Ton Ford F 550 | 70,000 | 1FDAF57Y59EA62064 | 2009 | 15 years | 2024 | 6,000 | 6,000 | 7,778 | 7,778 | 7,778 | 7,778 | 7,778 | 7,778 | 7,778 | 7,778 |
| 27 | 5-Ton International | 195,000 | 1HTWDADR44J016007 | 2004 | 20 years | 2024 | 20,000 | 20,000 | 21,667 | 21,667 | 21,667 | 21,667 | 21,667 | 21,667 | 21,667 | 21,667 |
| 33 | IHC Garbage Truck 4900 | 120,000 | 1HTSHADRXXH656592 | 1999 | 25 years | 2024 | 10,909 | 10,909 | 13,333 | 13,333 | 13,333 | 13,333 | 13,333 | 13,333 | 13,333 | 13,333 |
| Mower-Rider #37 | John Deere Turbo | 65,000 | 1TC1600TVDF150289 | 2014 | 10 years | 2024 | 60,000 | 6,000 | 7,222 | 7,222 | 7,222 | 7,222 | 7,222 | 7,222 | 7,222 | 7,222 |
| Welder #48 | Hobart Wire Feed 210 | 4,000 | | 2009 | 15 years | 2024 | 365 | 365 | 444 | 444 | 444 | 444 | 444 | 444 | 444 | 444 |
| 16 | 1-Ton Ford F 550 | 70,000 | 1FDAF57Y79EA62064 | 2009 | 16 years | 2025 | 5,455 | 5,455 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 |
| 21 WWTF | 5-Ton International 2554 | 195,000 | 1HTGAAR1TH221921 | 1995 | 25 years | 2025 | 15,000 | 15,000 | 19,500 | 19,500 | 19,500 | 19,500 | 19,500 | 19,500 | 19,500 | 19,500 |
| 29 | Deere 544H - Loader | 175,000 | DW544HX578772 | 2000 | 25 years | 2025 | 6,400 | 6,400 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 |
| 6 | Graco Laser Painter | 7,000 | | 2014 | 12 years | 2026 | | | 636 | 636 | 636 | 636 | 636 | 636 | 636 | 636 |
| Blower Snow #12 | SNOGO Model WK 800 | 90,000 | 84638 | 2001 | 25 years | 2026 | 5,385 | 5,385 | 8,182 | 8,182 | 8,182 | 8,182 | 8,182 | 8,182 | 8,182 | 8,182 |
| 31 | IHC Bucket Truck 4300 | 150,000 | 1HTMMAARX7H433977 | 2007 | 20 years | 2027 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 |
| RTV #58 | Kubota | 15,000 | KRTV110081011287 | 2007 | 20 years | 2027 | | 1,000 | 1,250 | 1,250 | 1,250 | 1,250 | 1,250 | 1,250 | 1,250 | 1,250 |
| mowing Deck #57 | Rhino | 17,000 | 11172R | 2013 | 15 years | 2028 | | 1,133 | 1,308 | 1,308 | 1,308 | 1,308 | 1,308 | 1,308 | 1,308 | 1,308 |
| 17 | 1-Ton Ford F 550 Chipper | 60,000 | | 2014 | 15 years | 2029 | | 3,100 | 4,286 | 4,286 | 4,286 | 4,286 | 4,286 | 4,286 | 4,286 | 4,286 |
| 18 | F-350 Ford | 40,000 | | 2014 | 15 years | 2029 | | 2,340 | 2,857 | 2,857 | 2,857 | 2,857 | 2,857 | 2,857 | 2,857 | 2,857 |
| 36 | Pickup Ford F150 | 35,000 | 1FTFW1ET8EFB11062 | 2014 | 15 years | 2029 | | | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 |
| Trailer #47 | Load Trail 3175 KG 7000 LB | 6,000 | 4ZESH122911144952 | | 14 years | 2029 | 438 | 438 | 429 | 429 | 429 | 429 | 429 | 429 | 429 | 429 |
| 45 | Vermeer Stumper | 47,000 | shared 50%-Geneva | 2008 | 22 years | 2030 | 1,875 | 2,100 | 3,133 | 3,133 | 3,133 | 3,133 | 3,133 | 3,133 | 3,133 | 3,133 |
| 59 | Caterpiller Mini-Excavator | 40,000 | CAT0303CJBXT04115 | 2015 | 15 years | 2030 | | | 2,667 | 2,667 | 2,667 | 2,667 | 2,667 | 2,667 | 2,667 | 2,667 |
| 23 | 5-Ton International | 190,000 | 1FBAC3BS2CHBU4447 | 2012 | 20 years | 2031 | 7,000 | 7,000 | 11,875 | 11,875 | 11,875 | 11,875 | 11,875 | 11,875 | 11,875 | 11,875 |
| 4 | Vermeer | 50,000 | 1VR2161V4V1005298 | 2012 | 20 years | 2032 | 2,750 | 2,750 | 2,941 | 2,941 | 2,941 | 2,941 | 2,941 | 2,941 | 2,941 | 2,941 |
| Tractor #49 | Ford 3930 | 75,000 | 4451 | 2014 | 20 years | 2034 | | | 3,947 | 3,947 | 3,947 | 3,947 | 3,947 | 3,947 | 3,947 | 3,947 |
| 32 | Pelican Street Sweeper | 200,000 | NP12490 | 2009 | 30 years | 2039 | 6,800 | 6,800 | 8,333 | 8,333 | 8,333 | 8,333 | 8,333 | 8,333 | 8,333 | 8,333 |
| Barber #46 | Beach Groomer | 50,000 | 4512 | 2010 | 30 years | 2040 | 1,668 | 1,668 | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 |
| **Street Dept Total/Yearly Amortization** | | **3,863,000** | | | | | | | **1,163,458** | **544,358** | **469,658** | **399,855** | **315,355** | **308,795** | **303,728** | **302,614** |


TEREX
31-08
City of Lake Geneva
STREET DEPT.
DPW


CAUTION
Down
Left
up
up


City of
Lake Geneva
DPW

# Agenda Item Memo

**Committee:** Common Council
**Meeting Date:** July 27, 2026
**Subject / Title:** Discussion/Recommendation regarding the Maximum Extent Feasible for the Bike Path on Townline Rd and Edwards Blvd.
**Submitted By:** Kapur

**Background / Request**

The NW corner of Townline and Edwards is currently steeper than the ADA limit of 8.33%, however we are recommending that we invoke the Maximum Extents Feasible (MEF) rule. If the council votes to not allow MEF, we would have to remove at least 300' of perfectly healthy bike path, and go over on time, budget, and scope.

**Fiscal Impact / Budget**

- **Estimated Cost:** $50,000 plus land fees and extra surveying and engineering time
- **Funding Source:** (e.g., General Fund, TID, Water Utility, Grants) Equipment Replacement Fund
- **Budget Status:** ☐ Within Budget _____ ☐ Over Budget _____
  ☐ Budget Amendment Required _____
- **GL Number:**

*(If applicable, note grant awards, cost-sharing, or capital plan references.)*

**Ordinance/Policy Implications/Changes:**

**Recommendation:**

Recommend to allow the use of the MEF rule, going over 8.33% slope for a portion of the bike path. If in the future, the property on the NW corner is developed, we will have a much easier time adjusting the bike path then to be below 8.33% if the developer lowers the hill. This is all in accordance with the ADA.

**Implementation/Next Steps**

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|---|---|---|---|
| PWC | 05/22/2026 | Item # 9 | Motion by Fesenmaier to forward to City Council without recommendation, Second by Frame. Fesenmaier recommended obtaining additional information, so the matter can be reviewed by the full council. Voice vote, approved, motion carried. |

**Attachments (list any and all attachments that go with this item and memo)**

Max Extents Feasible Memo

| Reviewed by | Date: | Comments |
|---|---|---|
| | | |

# MEMO TO PUBLIC WORKS COMMITTEE

**To:** Tom Earle, Director of Public Works **Date:** June 18, 2026

**From:** Neal Styka, P.E., P.T.O.E., R.S.P.1
Bridget Barry, P.E.

**CC:** Kassandra Vina, Public Works
Dave De Angelis, City Administrator
Neil Waswo, Streets Superintendent
Naomi Rauch, P.E. – Kapur and Associates

**Subject:** Maximum Extent Feasible Curb Ramp: Townline Rd. and Edwards Blvd.

**Background:**
This memo seeks to explain any areas of multi-use path or sidewalk that are outside of the standards defined in the Public Right of Way Accessibility Guidelines (PROWAG) and the Americans with Disabilities Act (ADA). It will explain what measures were considered and where the design has been done to the maximum extent feasible.

**28 CFR §36.402(c)**:
"The phrase 'to the maximum extent feasible' applies to the occasional case where the nature of an existing facility makes it virtually impossible to comply fully with applicable accessibility standards through a planned alteration. In these circumstances, the alteration shall provide the maximum physical accessibility feasible. Any altered features that can be made accessible shall be made accessible."

**28 CFR §35.151(b)(1) (Title II – public entities like trails and paths):**
"Each facility altered shall, to the maximum extent feasible, be altered in such manner that the altered portion is readily accessible to and usable by individuals with disabilities."

**Proposed Design:**
The multi-use path in the northwest quadrant of Townline Road and Edwards Boulevard is designed to the maximum extent feasible. See **Figure 1** with the subject area highlighted and labeled as MEF (Maximum Extents Feasible). The path has a running slope between 9.5% and 10.5%. The maximum running slope allowed is 8.3% per ADA and would require level landings. To match into the existing path the project is currently replacing approximately 95' beyond the level landing at the curb ramps.

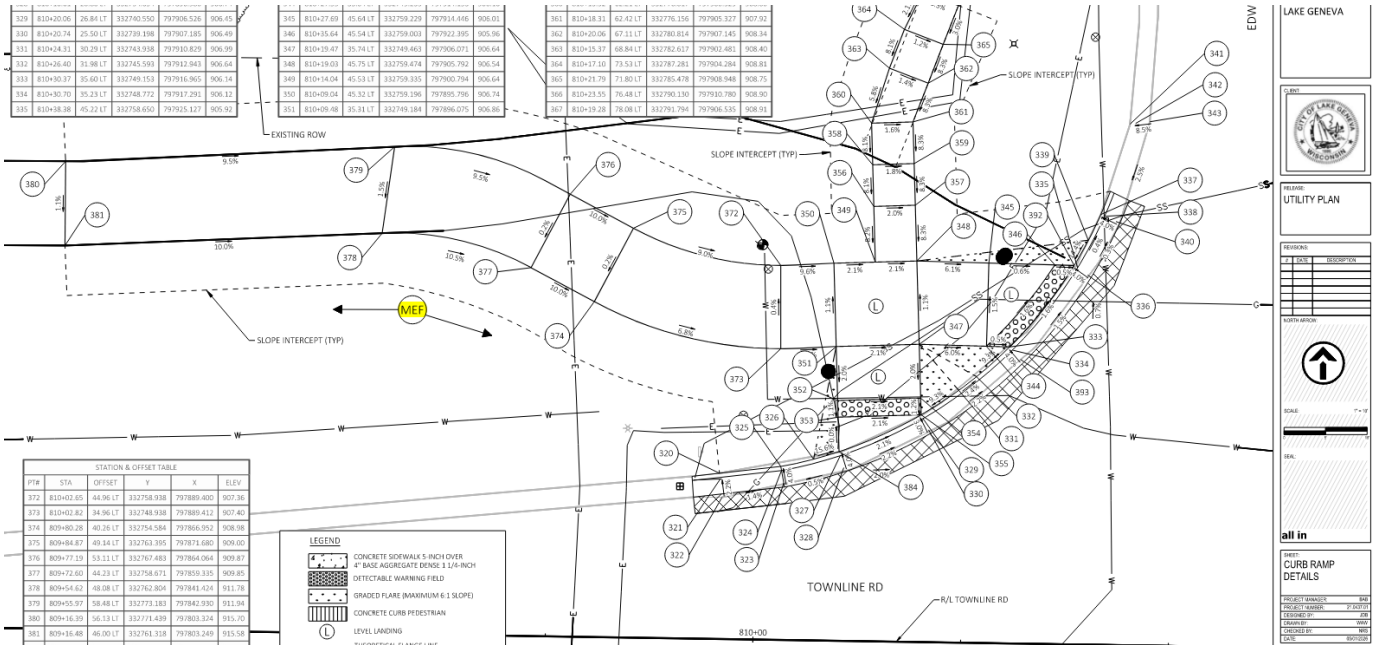



*Figure 1- Curb Ramp Details Showing Area of MEF*

**Why We are Invoking Maximum Extents Feasible:**

1. Recently Repaved Bike Path
    a. Due to the roadway slope being between 6-11% and the path going up a steep hill (see **Figure 2** below) it is not possible to achieve a desirable slope without significant earthwork to lower the hill that the path is going up to the west of the intersection. The team looked at going 225' from where we currently match in and the slope would still be around 10%. Grading and reshaping the path is not within the scope of this project. It would add time and cost to the project that would not be reimbursed by WisDOT. This was reconstructed only two years ago with the 2024 Street program.




*Figure 2 - Townline Road Looking West at the Existing Path and Hill*

2. Property Acquisition
    a. It is likely that in order to reduce the grade of the bike path, grading into the property on the NW corner of the intersection.
3. Cost
    a. The reconstruction would have to extend further than 225'. An estimated 300' of reconstructed bike path as well as re-grading the steep slope would likely be approximately $50,000. This does not include potential property acquisition costs.

**Conclusion and Summary:**
The multi-use path in the northwest quadrant of Townline Road and Edwards Boulevard is designed to the maximum extent feasible. The path has a running slope between 9.5% and 10.5%. The maximum running slope allowed is 8.3% per ADA and would require level landings. We do not recommend adding the work to reach 8.3% for the running slope because the bike path is in good condition, we would likely need to acquire property, and the cost would not be reimbursable by WisDOT.

# Agenda Item Memo

## City of Lake Geneva

**Committee:** Common Council

**Meeting Date:** July 13, 2026,

**Subject / Title:** Discussion/Recommendation regarding Approval of the Sherrer Columbarium bid in the amount of $62,327.00

**Submitted By:** Tom Earle

**Background / Request**

**Approved by Cemetery Board.**

**Fiscal Impact / Budget**

- **Estimated Cost: $62,327.00**
- **Funding Source:** (e.g., General Fund, TID, Water Utility, Grants) Equipment Replacement Fund
- **Budget Status:** ☒ Within Budget _43-48-00-17010_____ ☐ Over Budget _____

  ☐ Budget Amendment Required _____
- **GL Number:**

*(If applicable, note grant awards, cost-sharing, or capital plan references.)*

**Ordinance/Policy Implications/Changes:**

**Recommendation:**

**Approval.**

**Implementation/Next Steps**

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|---|---|---|---|
| Cemetery Board | 06/17/2026 | Item # 7 | Approved |
| | | | |
| | | | |

**Attachments (list any and all attachments that go with this item and memo)**

Bid Tab, Scherrer Bid, Ad, Bid RFB

| Reviewed by | Date: | Comments |
|---|---|---|
| | | |
| | | |

1

# City of Lake Geneva Public Works

Streets/Parks/Forestry/Cemeteries/Buildings and Grounds

1065 Carey St. Lake Geneva WI. 53147 (262)248-6644 dpwoffice@cityoflakegeneva.gov

Common Council

Re; Surplus CIP Funding for Oak Hill Columbarium

In the CIP for 2026 the City placed $105,000 to add a 160 niche columbarium at Oak Hill. The project was bid out as a Class II notice as project 2026-01. Several bids were received with the lowest from Scherrer Construction from Burlington for $61339.00. The bid was approved by Council.

Dept. Heads were then asked at Staff Meeting to find planned CIP projects from 2027 that would be easily completed by the end of the CIP borrowing 2026. As DPW was planning on adding another columbarium through CIP funds in 2027, it seemed a logical choice as the RFB and specs were current.

Cemetery Board would like to purchase another columbarium with the remainder of the $105,000, This would leave $43,661 towards the purchase, to which additional funds would come from the 2026 surplus CIP funds. As the purchase would be greater than 15% of the original bid, we must place a new Class II notice for the new project 2026-01A which is an exact replica of 2026-01.

With this project it is hoped the concrete walks to the 2 new columbaria could be completed as well and we are asking for a Do Not Exceed number of $70,000 for the columbaria and walks. If the Council approves, this number could be increased to $80,000 to ensure all concrete is completed. If not, we would look to place apx. $10-12k in the next round of CIP for the additional concrete.

If Council approves the $70k it would be offset by the remaining balance of $43661 meaning $26339 would be transferred to the project from surplus funds. If the Do Not Exceed number is increased to $80k, $36339 would be transferred.

This plan was approved at the 17 June Cemetery Board and DPW recommends approval.

Respectfully, Tom Earle, DPW.

# City of Lake Geneva Public Works

Streets/Parks/Forestry/Cemeteries/Buildings and Grounds

1065 Carey St. Lake Geneva WI. 53147 (262)248-6644

**City of Lake Geneva Oak Hill Cemetery**

**Request for Bids, Project 2026-01A Columbarium**

**1101 Cemetery Rd. LG Wi.**

**Sec. 1. General**

1. Fabricate, ship and install (F.O.B. Lake Geneva, WI), at location directed by the City in Oak Hill Cemetery, One (1), one hundred (100) door Pre-Assembled 4-Sided Columbarium. Two sides opposite each other will be six niches wide by five niches high with double depth niches (12"x24") and the other two opposite sides will be four niches wide by five niches high with single depth (12"x12") niches.

2. All granite design with non- predrilled holes in doors.

3. Corner posts and niche doors to be polished India black, premium grade granite. Doors hung with bronze rosette hangers. To match existing.

4. Lid and base to be premium polished Dakota Mahogony. Base edge shall be rock-pitched.

5. Twenty-four (24) extra doors to be supplied, a combination of outside and inside.

6. Bidder is responsible for delivery and freight, installation of foundation, unloading the unit (including the use of a transfer truck due to difficult site access if needed), and installation of unit (crane service and setting) to furnish to the City a fully functional unit.

7. 5-year workmanship and 50-year material Warranty included.

8. Route to construction site in the City limits will be provided and be free of obstruction. Bidder will not be responsible for damage to roadways required for construction access in City limits but will make every effort to avoid unusual damage.

9. It is the bidders responsibility to determine if a site visit is needed. There will be no concessions given for issues that arise after the bids are submitted. The City will be available during normal working hours for site visits.

10. Unusable soil and excavation materials can be disposed of at the cemetery. The City accepts reasonable disturbances during construction, however contractor shall make every effort to not damage landscaping, roadways, turf, etc.

11. Bidder shall make this bid all-inclusive with no part of a full installation to be deemed 'done by others' unless specifically listed in this form.

12. Bidder shall turn over to the City a fully functional unit.

13. All bids shall be submitted on this form. No bidder shall contact any City official regarding this project other than those listed on bid form or advertisement for project. Doing so shall be grounds for disqualification. Advertisements for project shall be considered part of this bid form. The City of Lake Geneva is a Tax-Exempt municipality, proper tax-exempt certificates shall be provided to successful bidder. Bid shall be submitted with no sales tax.

14. Project shall be completed by 15 Dec. 2026 with extensions at the sole discretion of the City DPW.

15. Contact for the City shall be Public Works Administrative Specialist Ms. Kassandra Vina. (262)248-6644 dpwoffice@cityoflakegeneva.gov

16. A bid bond or check for 5% of the total price must accompany the bid, Wi State Statute 62.15

**Sec. 2. Payments.**

1. 15% down prior to start.
2. Monthly draws approved by City.
3. Minimum 5% retainage until final approval.

**Sec. 3. Agreement**

1. The proposer shall hereby agree to provide to the City all of the items in the request for bids including the advertisement for the project.

2. Total contract price in numbers
   $62,327.00
3. Total contract price in words
   Sixty Two Thousand Three Hundred Twenty Seven Dollars
4. Surety bond/check included. 5%. X Yes ___No.
   Amount $ 5% of Bid Amount
5. Submitted by, Company,
   Scherrer Construction Company, Inc.
6. Representative (print name)
   Joe Ehlen
7. Position in company:
   VP of Field Operations
8. Contact information:
   Email: Larry Robers - lrobers@scherrerconstruction.com
   Phone: 262-734-9307

Signature of Company representative

_____ Date 06 / 29 /2026

9. Acceptance by the City of Lake Geneva.
   a. City Clerk or authorized representative.
      Signature:_____ Date ____/____/2026
   b. Administrator.
      Signature:_____ Date ____/____/2026

10. Witnesseth that whereas the City, under provision of Sec.62.29 wis stats, and by virtue of authority vested in the said City Council has awarded the contractor the work.

11. The City confirms that adequate funds are available and dedicated for this project.
    a. City of Lake Geneva Comptroller.
       Signature: _____ Date ____/____/2026

Note: Tree trimming or removal and any fencing in conflict with project will be the responsibility of the City. Contractor will make every effort to work with the Cemetery Sexton to minimize disruption of funeral operations.

***Absolutely no exterior work shall be performed during Military or Protective Service Honors of any kind.*** Saturday work from 7am-5pm is allowed.







**Si tienen cualquier preguntar sobre la propuesta o ocupa la forma en espanol porfavor comunicarse con la especialista adminstrativa.**

Oak Hill Columbarium Project 2026-1A Bid Opening

July 1st, 2026, 10AM

626 Geneva Street Lake Geneva WI

| Bidder | Bid Total | Bid Bond |
|---|---|---|
| Scherrer | $62,327.00 | Included 5% |

# City of Lake Geneva Public Works

Streets/Parks/Forestry/Cemeteries/Buildings and Grounds

1065 Carey St. Lake Geneva WI. 53147 (262)248-6644

**City of Lake Geneva Oak Hill Cemetery**

**Request for Bids, Project 2026-01A Columbarium**

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14. Project shall be completed by 15 Dec. 2026 with extensions at the sole discretion of the City DPW.

15. Contact for the City shall be Public Works Administrative Specialist Ms. Kassandra Vina. (262)248-6644 dpwoffice@cityoflakegeneva.gov

16. A bid bond or check for 5% of the total price must accompany the bid, Wi State Statute 62.15

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2. Monthly draws approved by City.
3. Minimum 5% retainage until final approval.

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2. Total contract price in numbers
   $_____
3. Total contract price in words
   _____
4. Surety bond/check included. 5%. ___Yes ____No.
   Amount $_____

5. Submitted by, Company,
   _____
6. Representative (print name)
   _____
7. Position in company:
   _____
8. Contact information:
   Email: _____

   Phone: _____

Signature of Company representative

_____Date_____/_____/2026

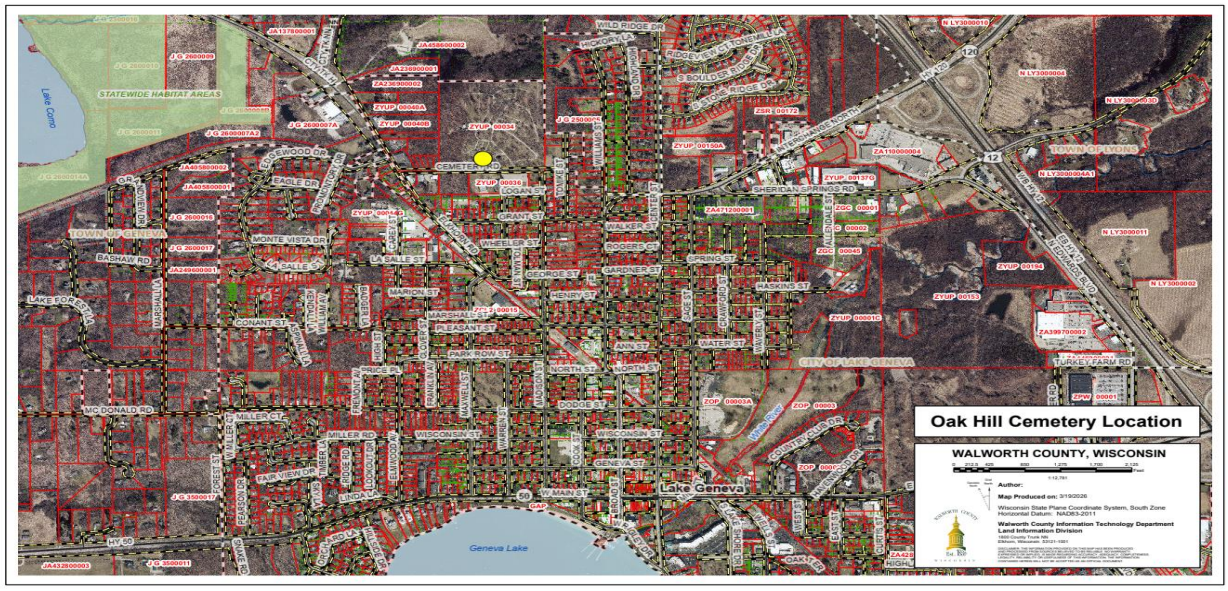
9. Acceptance by the City of Lake Geneva.
   a. City Clerk or authorized representative.
      Signature:_____Date _____/_____/2026
   b. Administrator.
      Signature:_____Date _____/_____/2026

10. Witnesseth that whereas the City, under provision of Sec.62.29 wis stats, and by virtue of authority vested in the said City Council has awarded the contractor the work.

11. The City confirms that adequate funds are available and dedicated for this project.
    a. City of Lake Geneva Comptroller.
       Signature: _____Date _____/_____/2026

Note: Tree trimming or removal and any fencing in conflict with project will be the responsibility of the City. Contractor will make every effort to work with the Cemetery Sexton to minimize disruption of funeral operations.

***Absolutely no exterior work shall be performed during Military or Protective Service Honors of any kind.*** Saturday work from 7am-5pm is allowed.






# City of Lake Geneva Project 2026-01A Oak Hill Cemetery Columbarium.

The City of Lake Geneva WI is soliciting bids for project 2026-01A, purchase and installation of a new Columbarium for Oak Hill Cemetery. Sealed bids will be accepted in the City Clerk's office at 626 Geneva Street, Lake Geneva, Wisconsin, until 10am Wednesday 01 July 2026 for project as specified in the official documents. Bids must be sealed and submitted on the official proposal forms and returned clearly marked 'City of Lake Geneva 2026-01A Oak Hill Cemetery Columbarium Purchase' with name of bidder, date and time of opening. Undated, unsigned, late, incomplete, emailed or faxed documents will not be considered.

The City is not responsible for late or misdirected mail or cartage therefore hand delivery is advised. Bidders must submit a pre-qualification packet prior to the opening of bids by visiting the City website. Bid will not be awarded until pre-qual is approved. A 5% surety bond may be required. All bids shall be F.O.B. destination, prepaid and allowed to the Clerk's Office with no charges for packing or cartage.

The City reserves the right to reject any or all bids and to accept any bid deemed most advantageous to the City of Lake Geneva. Bidding and prequalification documents are available by emailing the DPW Administrative Specialist Ms. Kassandra Vina-Gutierrez. dpwoffice@cityoflakegeneva.gov

The City of Lake Geneva is exempt from Federal Excise Tax and State Sales Tax; therefore, proposals should be made exclusive of these taxes. Exemption Registry number will be furnished to the successful proposer. Additional requirements included in the project packet. Bidders shall not contact any City Staff or Elected Official other than those listed as a contact in the official project packet regarding this project, doing so shall be grounds for disqualification.

**Department of Public Works**
Email: dpwoffice@cityoflakegeneva.gov
Phone number: 262.248.6644
Address: 1065 Carey Street, Lake Geneva Wi 53147

## Espanol

La Ciudad de Lake Geneva, Wisconsin, solicita ofertas para el proyecto 2026-01A, que consiste en la compra e instalacion de un nuevo columbario para el cementerio Oak Hill. Se aceptaran ofertas selladas en la oficina del Secretario Municipal, ubicada en 626 Geneva Street, Lake Geneva, Wisconsin has las 10:00 am. Del miercoles 1 de Julio de 2026, para el proyecto especificado en los documentos oficiales. Las ofertas deben presentarse oficials, claramente marcadas como 'City of Lake Geneva 2026-01A Oak Hill Cemetery Columbarium Purchase' indicando el nombre del licitador, la fecha y la hora de apertura. No se considerarán los documentos sin fecha, sin firma, presentados fuera de plazo, incompletos, enviados por correo electrónico o fax.

La ciudad no se hace responsable de los envíos tardíos o extraviados, por lo que se recomienda la entrega en mano. Los licitadores deben presentar un paquete de precalificación antes de la apertura de las ofertas, visitando el sitio web de la ciudad. La adjudicación de la oferta no se realizará hasta que se apruebe la precalificación. Es posible que se requiera una fianza del 5%. Todas las ofertas deberán ser entregadas en destino (FOB destino), con portes pagados, en la oficina del secretario Municipal, sin cargos adicionales por embalaje o transporte.

La ciudad se reserva el derecho de rechazar cualquiera o todas las ofertas y de aceptar la oferta que considere más ventajosa para la Ciudad de Lake Geneva. Los documentos de licitación y precalificación están disponibles enviando un correo electrónico a la Sra. Kassandra Vina-Gutiérrez, Especialista Administrativa del Departamento de Obras Públicas, a la siguiente dirección: dpwoffice@cityoflakegeneva.gov

La Ciudad de Lake Geneva está exenta del Impuesto Federal sobre el Consumo y del Impuesto Estatal sobre las Ventas; por lo tanto, las propuestas deben presentarse sin incluir estos impuestos. El número de registro de exención se proporcionará al licitador seleccionado. Los requisitos adicionales se incluyen en el paquete del proyecto. Los licitadores no deberán contactar a ningún miembro del personal municipal ni a ningún funcionario electo, excepto a las personas de contacto indicadas en el paquete oficial del proyecto. El incumplimiento de esta norma será motivo de descalificación.

**Department of Public Works**
Email: dpwoffice@cityoflakegeneva.gov
Phone number: 262.248.6644
Address: 1065 Carey Street, Lake Geneva Wi 53147

**Excerpt from the May 11, 2026 Approved Common Council Minutes**

**Discussion/Action regarding the purchase of 1103 S. Edwards Boulevard, in the City of Lake Geneva, for a future Police and/or Fire Facility**

Attorney Draper reviewed the paperwork sent to the property owner. Motion by Hoiland to authorize staff to solicit proposals to retain an independent municipal real estate advisor or owners representative with experience in public sector land acquisition and site selection to assist the city in evaluating and negotiating potential sites for a future public safety facility. The final decision to be made by the Common Council, will include qualifications, expertise, cost and availability. The advisor's scope of work shall include: identification and evaluation of all viable site options including publicly owned and already tax-exempt properties; comparative analysis of sites based on cost, response time coverage, infrastructure requirements, environmental constraints and long-term financial impact; preliminary market valuation acquisition strategy of potential sites; assistance with negotiations strategy and coordination with legal counsel as appropriate and development of a recommendation based on objective data driven criteria aligned with the City's comprehensive plan and long term fiscal sustainability, second by Smith.
Discussion took place. Motion by Fesenmaier to continue to May 26th, second by Smith. Voice vote, approved, motion carried.

# CITY OF LAKE GENEVA
## AGENDA ITEM REQUEST FORM

*PLEASE ATTACH ANY INFORMATION THAT YOU WOULD LIKE INCLUDED IN THE AGENDA PACKET.*

1. **Name of individual(s) requesting agenda item. (Per § 2.42(c) of the municipal code, agenda item request must be submitted by two Aldermen, Mayor or Administrator and must be received by the City Clerk at least two Fridays prior to the scheduled City Council meeting.)**

Joel Hoiland, Alder 3rd District
Brian Smith, Alder 3rd District

2. **Item requested to be placed on agenda. (Please list as you would like to see it on the agenda.)**

Discussion/Action to consider Separate facilities for police and fire stations, incorporating the YMCA plans for relocating

3. **Committee, Board or Commission which you are asking to review this item.**

Common Council

4. **Date of meeting(s).**

July 13, 2026

Signature: _____ Date: 6-26-26

Signature: _____ Date: 6-26-26

*For Office Use Only*

Date Received by Clerk: _____
Committee/Council and Meeting Date Scheduled: _____
Notes: _____

Copies Provided to: City Administrator

# MEMORANDUM

TO: City Council, Mayor, City Administrator, and City Clerk

FROM: City Attorney, Daniel S. Draper

DATE: July 8, 2026

RE: Appointment of Weed Commissioner

Sec. 82-1 of the Municipal Code contains provisions for the control of grass and noxious weeds in the City of Lake Geneva. The official designated to enforce this ordinance is the "Weed Commissioner."

The ordinance, Sec. 82-1 references §§66.0407 and 66.0517 of the Wisconsin Statutes. The first statute defines noxious weeds that are prohibited under our ordinance. The statute further states that noxious weeds include "…any other weed the governing body of any municipality or the county bord of any county by ordinance or resolution declares to be noxious within its respective boundaries." §66.0407(b), *Wis. Stats.* The City of Lake Geneva has declared "…any grasses, lawns or weeds exceeding one foot in height…" to be noxious weeds.

§66.0517, *Wis. Stats*., provides that the mayor is to appoint a weed commissioner annually. A previous code enforcer for the city served as weed commissioner, however, that person is no longer employed by the city. Since the weed commissioner is to be appointed annually and no Weed Commissioner has been appointed for the year 2026, it is necessary to appoint a Weed Commissioner to fill the vacancy and serve this year.

While §66.0517 states that the Weed Commissioner is to be appointed by the mayor and no mention is made that the appointment is to be confirmed by the city council, Wisconsin state statute 62.09(3)(e) requires appointments by the mayor to be confirmed by the city council. That section of the statute reads as follows: "Appointments by the mayor shall be subject to confirmation by the council unless otherwise provided by law."

I have attached for reference Sec. 82-1 of the Municipal Code, and §§66.0407 and 66.0517 of the Wisconsin Statutes.

DSD

Sec. 82-1. Control of weeds and grasses.

[Code 1992, § 15.10; amended 8-22-2022 by Ord. No. 22-06]

(a) Mowing required. No person owning, leasing or otherwise controlling property within the City shall permit to grow noxious weeds and grasses as defined in W.S.A. § 66.0407. In addition, any grasses, lawns or weeds exceeding one foot in height are declared to be noxious weeds. To prevent such growth and pollination, every property owner, lessee or person in control of property shall mow or cause to be mowed upon such premises all grasses or weeds exceeding one foot in height, regardless of such weeds' nature or effect on the environment.

(b) Mowing by city; costs; collection. The Weed Commissioner shall enforce this section from June 1 to December 31 each year, and if any person fails to comply, the Commissioner shall, after five days' written notice to the owner, lessee or person in control of such property, cause the premises to be mowed and report the cost in writing to the City Clerk in the manner provided in W.S.A. § 66.0517. Such charge shall be spread on the tax roll as a special tax to be collected in the same manner as other taxes, unless such lands are exempt from taxation.

(c) This section shall not apply to "natural areas," which shall be defined as densely wooded areas, wetlands, marshes, floodplains or City-approved conservancy areas, certain DNR land exempted in W.S.A. § 66.0407 and managed natural landscape areas as defined in Subsection (d) below. Stormwater pond areas are exempted as to the length of the grass if the grass conforms to the approved plans for the stormwater pond, but noxious weeds shall be controlled within the stormwater pond areas.

(d) Right to install and maintain a managed natural landscape. An owner, authorized agent, or authorized occupant of any privately owned lands or premises may, consistent with this subsection and all other applicable laws, statutes, rules and ordinances, install and maintain a managed natural landscape.

(1) Definitions. As used in this section, the following terms shall have the meanings indicated:

MANAGED NATURAL LANDSCAPE

A planned, intentional and maintained planting of native or nonnative grasses, wildflowers, forbs, ferns, shrubs or trees, including but not limited to rain gardens, meadow vegetation, and ornamental plantings.

MEADOW VEGETATION

Grasses and flowering broad-leaf plants that are native to, or adapted to, the State of Wisconsin and that are commonly found in meadow and prairie plant communities, not including noxious weeds.

ORNAMENTAL PLANT

Grasses, perennials, annuals and groundcovers purposefully planted for aesthetic reasons.

RAIN GARDEN

A native plant garden that is designed not only to aesthetically improve properties, but also to reduce the amount of stormwater and accompanying pollutants from entering streams, lakes and rivers.

TURF-GRASS LAWN

A lawn comprised mostly of grasses commonly used in regularly cut lawns or play areas (such as but not limited to bluegrass, fescue, and ryegrass blends), intended to be maintained at a height of no more than one foot.

(2) Findings. The City Council finds that the installation and maintenance of managed natural landscapes is beneficial to the City's environment and its residents and serves to further adopted City goals in that managed natural landscapes require fewer potentially harmful and costly inputs, improve stormwater retention, increase water quality and biodiversity, reduce greenhouse gas emissions, and provide habitat for wildlife, such as birds, butterflies and other beneficial insects and species.

(3) Requirements.

a. Managed natural landscapes may include plants and grasses in excess of one foot in height and which have gone to seed, but may not include any noxious weeds and must be maintained so as to not include unintended vegetation.

b. Managed natural landscapes may not include any plantings which, due to location and manner of growth, constitute a hazard to the public or may cause injury or damage to persons or property.

c. Managed natural landscapes shall not include turf-grass lawns left unattended for the purpose of returning to a natural state.

d. Natural landscape management.

1. Natural landscape management as used in this section shall mean the management and maintenance of a lawn upon which the plantings will exceed 12 inches in length. Proper management and maintenance techniques shall be employed.

2. Property owners who wish to plant and cultivate a natural landscape area may do so in accordance with State of Wisconsin Department of Natural Resources Publication PUB-NH-936. "Property owner" shall be defined to include the legal titleholder and/or the beneficial owner of any such lot according to most current City records. Natural landscape management shall include the planting and cultivating of natural lawns or landscapes on property legally owned by the property owner. The installation of a natural lawn or landscaping on any City-owned property, including street rights-of-way, which shall include at a minimum property located between the sidewalk and the street or a strip not less than 10 feet adjacent to the street where there is no sidewalk whether the area is under public or private ownership, shall be limited to the following:

[a] Plantings shall not exceed 24 inches in height and obstruct curbs, gutters, roadways or sidewalks.

[b] Permanently installed irrigation systems are not allowed.

[c] Sight distances must be maintained at all times.

[d] Trees or bushes planted in the City-owned property or right-of-way area, as described above, shall have written approval from the City Arborist prior to planting.

## 66.0407 Noxious weeds.

**(1)** In this section:

**(a)** "Destroy" means the complete killing of weeds or the killing of weed plants above the surface of the ground by the use of chemicals, cutting, tillage, cropping system, pasturing livestock, or any or all of these in effective combination, at a time and in a manner as will effectually prevent the weed plants from maturing to the bloom or flower stage.

**(b)** "Noxious weed" means Canada thistle, leafy spurge, field bindweed, any weed designated as a noxious weed by the department of natural resources by rule, and any other weed the governing body of any municipality or the county board of any county by ordinance or resolution declares to be noxious within its respective boundaries.

**(3)** A person owning, occupying or controlling land shall destroy all noxious weeds on the land. The person having immediate charge of any public lands shall destroy all noxious weeds on the lands. The highway patrolman on all federal, state or county trunk highways shall destroy all noxious weeds on that portion of the highway which that highway patrolman patrols. The town board is responsible for the destruction of all noxious weeds on the town highways.

**(4)** The chairperson of each town, the president of each village and the mayor or manager of each city may annually on or before May 15 publish a class 2 notice, under ch. 985, that every person is required by law to destroy all noxious weeds, as defined in this section, on lands in the municipality which the person owns, occupies or controls. A town, village or city which has designated as its official newspaper or which uses for its official notices the same newspaper as any other town, village or city may publish the notice under this subsection in combination with the other town, village or city.

**(5)** This section does not apply to Canada thistle or annual noxious weeds that are located on land that the department of natural resources owns, occupies or controls and that is maintained in whole or in part as habitat for wild birds by the department of natural resources.

**History:** 1975 c. 394 s. 12; 1975 c. 421; Stats. 1975 s. 66.96; 1983 a. 112, 189; 1989 a. 56 s. 258; 1991 a. 39, 316; 1997 a. 287; 1999 a. 150 ss. 617 to 619; Stats. 1999 s. 66.0407; 2009 a. 55.

## 66.0517 Weed commissioner.

**(1)** Definition. In this section, "noxious weeds" has the meaning given in s. 66.0407 (1) (b).

**(2)** Appointment.

**(a)** *Town, village and city weed commissioner.* The chairperson of each town, the president of each village and the mayor of each city may appoint one or more commissioners of noxious weeds on or before May 15 in each year. A weed commissioner shall take the official oath and the oath shall be filed in the office of the town, village or city clerk. A weed commissioner shall hold office for one year and until a successor has qualified or the town chairperson, village president or mayor determines not to appoint a weed commissioner. If more than one commissioner is appointed, the town, village or city shall be divided into districts by the officer making the appointment and each commissioner shall be assigned to a different district. The town chairperson, village president or mayor may appoint a resident of any district to serve as weed commissioner in any other district of the same town, village or city.

**(b)** *County weed commissioner.* A county may by resolution adopted by its county board provide for the appointment of a county weed commissioner and determine the duties, term and compensation for the county weed commissioner. When a weed commissioner has been appointed under this paragraph and has qualified, the commissioner has the powers and duties of a weed commissioner described in this section. Each town chairperson, village president or mayor may appoint one or more deputy weed commissioners, who shall work in cooperation with the county weed commissioner in the district assigned by the appointing officer.

**(3)** Powers, duties and compensation.

**(a)** *Destruction of noxious weeds.* A weed commissioner shall investigate the existence of noxious weeds in his or her district. If a person in a district neglects to destroy noxious weeds as required under s. 66.0407 (3), the weed commissioner shall destroy, or have destroyed, the noxious weeds in the most economical manner. A weed commissioner may enter upon any lands that are not exempt under s. 66.0407 (5) and cut or otherwise destroy noxious weeds without being liable to an action for trespass or any other action for damages resulting from the entry and destruction, if reasonable care is exercised.

**(b)** *Compensation of weed commissioner.*

**1.** Except as provided in sub. (2) (b), a weed commissioner shall receive compensation for the destruction of noxious weeds as determined by the town board, village board, or city council upon presenting to the proper treasurer the account for noxious weed destruction,

verified by oath and approved by the appointing officer. The account shall specify by separate items the amount chargeable to each piece of land, describing the land, and shall, after being paid by the treasurer, be filed with the town, village, or city clerk. The clerk shall enter the amount chargeable to each tract of land in the next tax roll in a column headed “For the Destruction of Weeds”, as a tax on the lands upon which the weeds were destroyed. The tax shall be collected under ch. 74, except in case of lands which are exempt from taxation, railroad lands, or other lands for which taxes are not collected under ch. 74. A delinquent tax may be collected as is a delinquent real property tax under chs. 74 and 75 or as is a delinquent personal property tax under ch. 74. In case of railroad lands or other lands for which taxes are not collected under ch. 74, the amount chargeable against these lands shall be certified by the town, village, or city clerk to the secretary of administration who shall add the amount designated to the sum due from the company owning, occupying, or controlling the lands specified. The secretary of administration shall collect the amount chargeable as prescribed in subch. I of ch. 76 and return the amount collected to the town, city, or village from which the certification was received.

**2.** For the performance of duties other than the destruction of noxious weeds, a weed commissioner shall receive compensation to be determined by the town board, village board or city council.

**History:** 1999 a. 150; 2003 a. 33.