

TRAFFIC IMPACT ANALYSIS

WCL New Richmond Automotive Facility

Town of Richmond
St. Croix County, WI

Wisconsin Central Limited

17641 South Ashland Avenue
Homewood, IL 60430

July 2019

TRAFFIC IMPACT ANALYSIS

for

WCL New Richmond Automotive Facility Town of Richmond, St. Croix County, WI

Date Submitted: July 30, 2019

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

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CHAPTER 1 – INTRODUCTION

The Wisconsin Central Limited (WCL) is proposing an automotive transload facility to be located in the town of Richmond, St. Croix County, Wisconsin. The site is located 0.3 miles southeast of Wisconsin State Highway (WIS) 64 on the south side of County Highway A (County A)/Business 64 (BUS 64), at the intersection with 105th Street. A site location map is provided in Exhibit 1.

The site is comprised of two parcels, totaling approximately 76 acres, as identified below by Tax Parcel ID:

- 026-1016-60-000
- 026-1016-70-000

Alfred Benesch & Company prepared this traffic impact analysis (TIA) to determine the operating conditions in the weekday AM and PM peak hours, for the existing (base) year with and without the proposed development. This report documents the procedures, findings and conclusions of the analysis, as well as recommended modifications based on existing roadway conditions, forecast traffic volumes, and additional traffic generated by the proposed transload facility.



Exhibit 1: Site Location Map

CHAPTER 2 – PROPOSED DEVELOPMENT

A. On Site Development

1. Development Description and Site Location

The proposed rail transload facility is located on the south side of County A/BUS 64, at the intersection with 105th Street and adjacent to the WCL mainline railroad corridor that runs between Chippewa Falls, WI and Minneapolis, MN. A site plan is provided in Exhibit 2.

Site improvements include an auto parking and transload area (2,328 spaces, 34 acres) and a facility office building (~1,400 SF) with employee parking (10 spaces). As per the site plan, the intersection of County A/BUS 64 and 105th Street will be relocated 1,400 feet to the east of its current location. 105th Street will be realigned along the south and east boundaries of the property.

2. Development Phasing and Timing

The transload facility will be constructed in one phase. Construction will commence in 2019 and the facility is anticipated to be open in June 2020.

B. Area of Significant Traffic Impact

The primary influence area for the traffic study is County A/BUS 64, between the 105th Street and WIS 64. All truck traffic generated by the transload facility will transit between the site and Minneapolis, via WIS 64. No trucks will go east on County A/BUS 64.

C. Off-Site Land Use and Development

Surrounding current land use is rural residential and agricultural. As per the Traffic Impact Analyses Status Map for St. Croix County¹, no off site developments have been identified within the immediate study area.

D. Site Accessibility

Vehicular access to the site will be via 105th Street, which will be realigned as discussed in the above Section 2.A.1. There will be two driveways on the southern property boundary, opening onto 105th Street. The western driveway will service trucks to and from the auto parking and transload area. The eastern driveway will serve the employee parking lot.

¹ <https://wisconsindot.gov/dtsdManuals/traffic-ops/programs/analysis/tiamaps/stcroix.pdf>



Exhibit 2: Site Plan

CHAPTER 3 – ANALYSIS OF EXISTING CONDITIONS

A. Physical Characteristics

105th Street is a two-lane undivided north-south rural road which extends between County A/BUS 64 and 170th Avenue. The posted speed limit is assumed to be 45 miles per hour (MPH). Based on a 13-hour turning movement count conducted for this TIA (see Appendix A), the facility has an estimated Annual Average Daily Traffic (AADT) volume of 583 vehicles per day (vpd) and a peak volume of 55 vehicles per hour. The realigned segment of 105th Street will have a 22-foot paved cross section, with 3-foot gravel shoulders.

County A/BUS 64 is a two-lane undivided east-west local roadway which extends between WIS 64 and South Knowles Avenue in the Town of New Richmond. At its intersection with 105th Street, the posted speed limit is 50 MPH. As per the WisDOT traffic count map, it has an AADT of 7,300 vpd (2018). The road has a 22-foot paved cross section with 3-foot gravel shoulders. The terrain is gently rolling, and the road slopes down from the bridge at WIS 64 to just east of 105th Street before cresting at the County K/115th Street intersection.

There are no bicycle or pedestrian facilities on either County A/BUS 64 or 105th Street. There is no public transit service.

The intersection of County A/BUS 64 and 105th Street operates under two-way stop control. There are no turn lanes on either the major or minor streets.

The transportation network is detailed in Exhibit 3.

B. Traffic Volumes

A 13-hour turning movement count was conducted on July 9, 2019 (Tuesday) at the intersection of County A/BUS 64 and 105th Street. The count was conducted from 6:00 AM to 7:00 PM and was seasonally adjusted using WisDOT factors.

The vehicular count volumes by period are provided in Exhibit 3. As indicated in Table 1, the greatest volume of vehicles through the intersection was during the evening from 4:00 to 5:00. The morning peak generally occurs from 7:00 to 8:00 AM with an afternoon peak from 1:00-2:00 PM. The traffic count, which includes calculated peak hour factors and truck percentages used in the analysis, has been provided as Appendix A.

Overall, heavy trucks represented about 4.5 percent of the vehicle volume. During the midday peak hour, a greater percentage of trucks (9 percent) was observed through the intersection.

No bicyclists or pedestrians were observed during the count period.

Table 1 – Summary of Peak Traffic Periods

Period	Time	Entering Volume
AM Peak Hour	7:00-8:00	590
Midday Peak Hour	1:00-2:00	470

PM Peak Hour	4:00-5:00	775
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C. Capacity/Level of Service

The intersection of County A/BUS 64 and 105th Street was analyzed using the McTrans Highway Capacity Software (HCS), which is based on the procedures set forth in the 2010 Highway Capacity Manual (HCM). As per the HCM, intersection operation is defined by “level of service” (LOS), which is a quantitative measure that refers to the overall quality of flow at an intersection ranging from little to no delay, represented by LOS A, to failing, represented by LOS F.

Descriptions of the various levels of service are as follows:

- LOS A: free flow. At unsignalized intersections, average delays are less than 10 seconds.
- LOS B: reasonably free flow. Average vehicle delays at unsignalized intersections are 10 to 15 seconds.
- LOS C: stable flow, at or near free flow. At unsignalized intersections, average delays are 15 to 25 seconds.
- LOS D: stable flow, at or near free flow. At unsignalized intersections, average delays are 25 to 35 seconds.
- LOS E: unstable flow, operating at capacity. At unsignalized intersections, average delays are 35 to 50 seconds.
- LOS F: forced or breakdown flow. At unsignalized intersections, average delays exceed 50 seconds.

The AM, Midday and PM peak hours were analyzed and the results summarized in Table 2. With an abundant number of gaps in the east/west traffic stream along County A/BUS 64 during the peak periods, all turning movements are currently operating at LOS B or better at the intersection and with minimal to no queues (less than one vehicle) expected on the south and east approaches during the peak periods.

The HCS worksheets are provided in Appendix B.

D. Sources of Data

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

- AADT counts – WisDOT
- Turning movement traffic counts – Traffic Analysis and Design, Inc. (TADI)
- Intersection Sight Distance (ISD) analysis – Benesch
- Seasonal adjustment factors – WisDOT
- Traffic forecasts – Benesch
- Existing transportation detail – Benesch, GoogleEarth™
- Proposed development information – Wisconsin Central Ltd. (WCL)
- Off-site development information – WisDOT

Table 2 – Existing Intersection LOS (County A/BUS 64 at 105th St)

MOE ¹	LOS per Movement by Approach				
	Peak Hour	Eastbound (LT-TH)	Westbound (TH-RT)	Northbound (LT-RT)	Southbound
LOS	AM	-	A	B	
Delay ²		-	7.8	11.3	
Queue ³		-	25	25	
LOS	Midday	-	A	B	
Delay		-	7.8	10.2	
Queue		-	25	25	
LOS	PM	-	A	B	
Delay		-	8.4	11.4	
Queue		-	25	25	

¹ Measure of Effectiveness

² Seconds

³ Feet; assume 1 vehicle = 25 feet

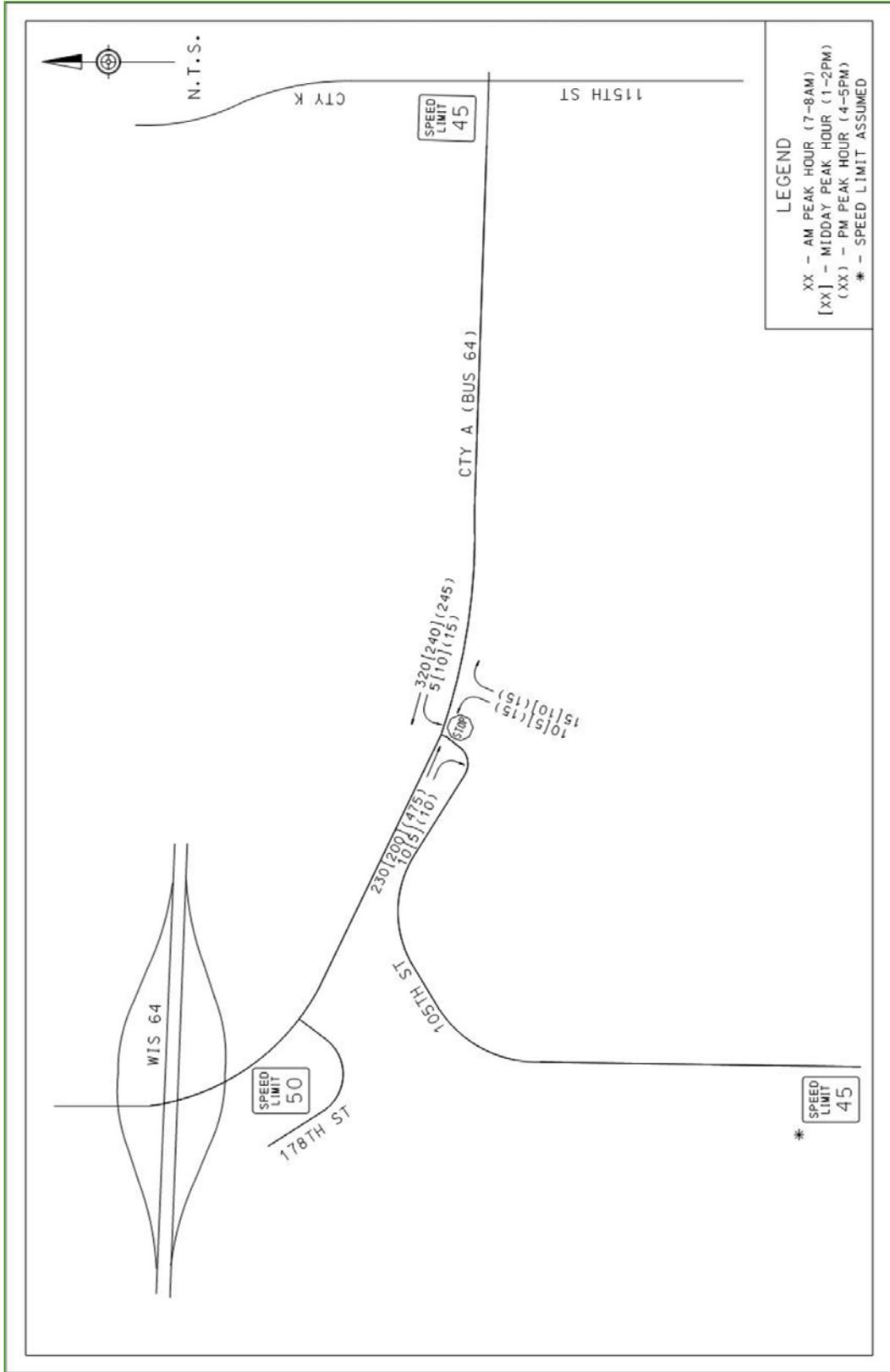


Exhibit 3: Existing (Background) Traffic Volumes

CHAPTER 4 – ANALYSIS OF EXISTING CONDITIONS

A. Background Traffic Forecasting

The transload facility is projected to begin operations in June 2020, which is less than one year from the date of the turning movement count (July 9, 2019). Therefore, the count remains valid for use as Opening Year background traffic, without application of an annual growth rate.

B. On-Site and Off-Site Development Traffic Forecasting

1. Trip Generation

Trip generation information for an Intermodal Truck Terminal, Land Use Code (LUC) 030, is provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition). However, the trip generation equations are based on a small sample size and there is no data for the daily number of trips. Users are cautioned in their use. Therefore, in order to provide a more accurate portrayal of proposed operations at the facility, data from the WCL regarding anticipated operations was obtained and reviewed.

The transload facility will operate from Monday through Friday. Assuming an even distribution of traffic throughout the week, the site will receive 40 rail cars per day, each of which carries 12 automobiles. The cars will be transferred to auto carriers, each of which can hold 12 vehicles. At the rate of 480 automobiles per day, there will be a projected total of 40 one way truck trips per day or 80 two-way truck trips (in and out).

In addition to the truck traffic, WCL estimates that six employees will be assigned to the facility. It's assumed that a majority of employees arrive before opening and depart after closing. A fuel truck will also sporadically use the site as required to refuel the loading equipment.

As detailed in Table 3, the estimated WCL daily volume data was broken down across the hours during which the truck traffic is expected to occur. The site is expected to generate approximately 100 daily trips and 10-12 peak hour trips. Unlike a residential or business development that experiences a high morning and evening peak hour, the proposed transload facility will generate traffic fairly evenly throughout the day as trucks arrive, are loaded and depart. This results in relatively low volume of site traffic impacting County A/BUS 64 during the peak hours of that roadway.

2. Mode Split

All trips to/from the proposed development are assumed to occur via motor vehicles.

3. Determination of Pass-By and Linked-Trip Traffic

There are no linked or pass-by trips associated with the transload facility.

Table 3 – Trip Generation Estimates (Weekday)

Hour of Day	Passenger Vehicles		Trucks		Total
	In	Out	In	Out	
6:00 - 7:00	4	0	0	0	4
7:00 - 8:00	2	0	4	4	10
8:00 - 9:00	0	0	4	4	8
9:00 - 10:00	0	0	4	4	8
10:00 - 11:00	0	0	4	4	8
11:00 - 12:00	0	0	4	4	8
12:00 - 1:00	2	2	4	4	12
1:00 - 2:00	0	0	4	4	8
2:00 - 3:00	0	0	4	4	8
3:00 - 4:00	0	0	4	4	8
4:00 - 5:00	0	2	4	4	10
5:00 - 6:00	0	4	0	0	4
TOTAL					
	8	8	40	40	96

4. Trip Distribution

Based on preliminary discussions with WCL, it's assumed that all of the truck traffic will transit between the proposed transload facility and Minneapolis, via WIS 64 to the west. It's also assumed that employee traffic will utilize County A/BUS 64 from the east to access the site. No site traffic will utilize 105th Street to the south.

5. Trip Assignment

New trips (AM, Midday and PM) were assigned to the road network, based on the trip distribution outlined in the above section. The project trip assignment is depicted in

Exhibit 4.

C. Build and Total Traffic

The total traffic assignment (Background + Project) is depicted in Exhibit 5.

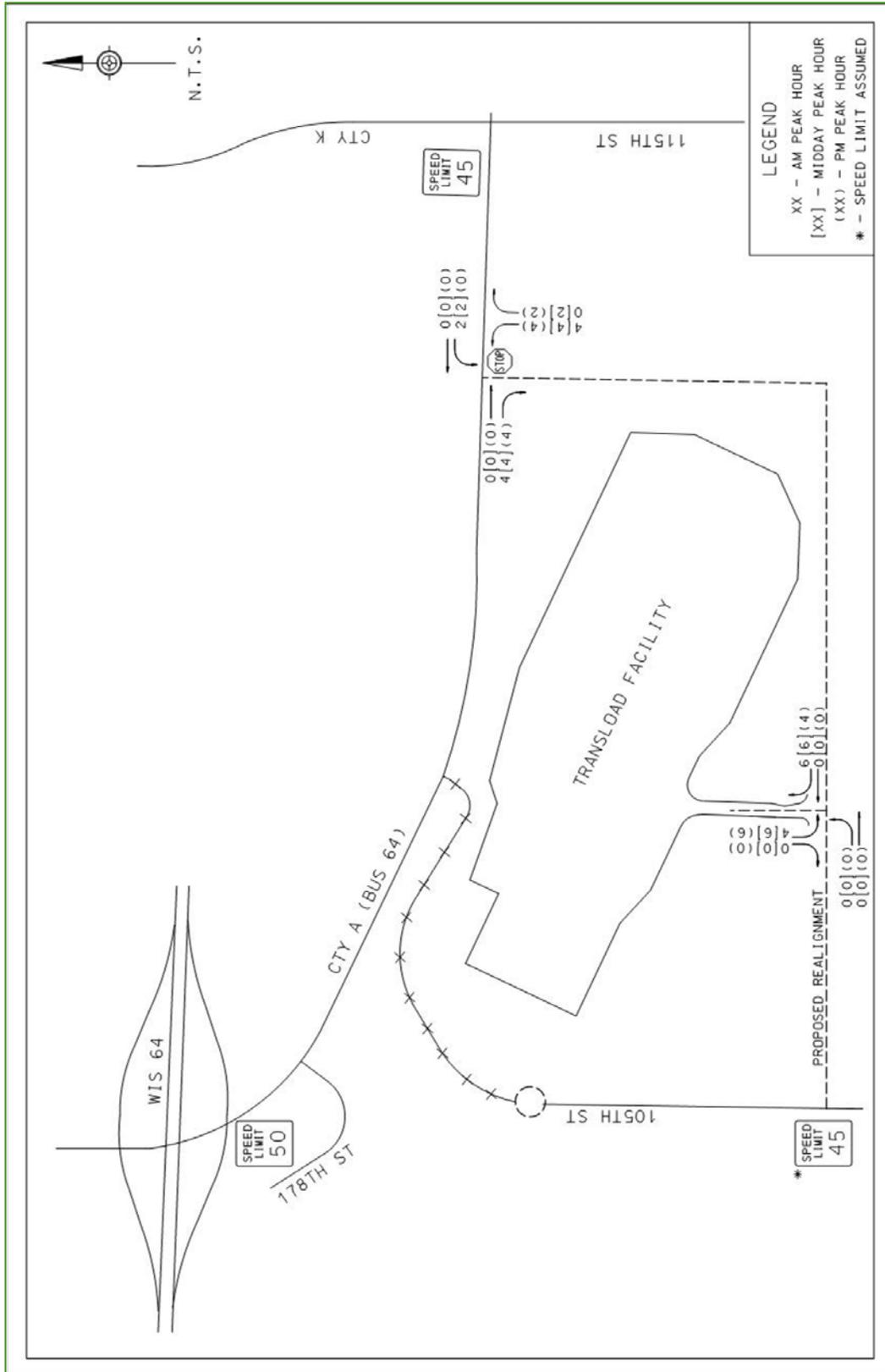


Exhibit 4: Project Traffic Volumes

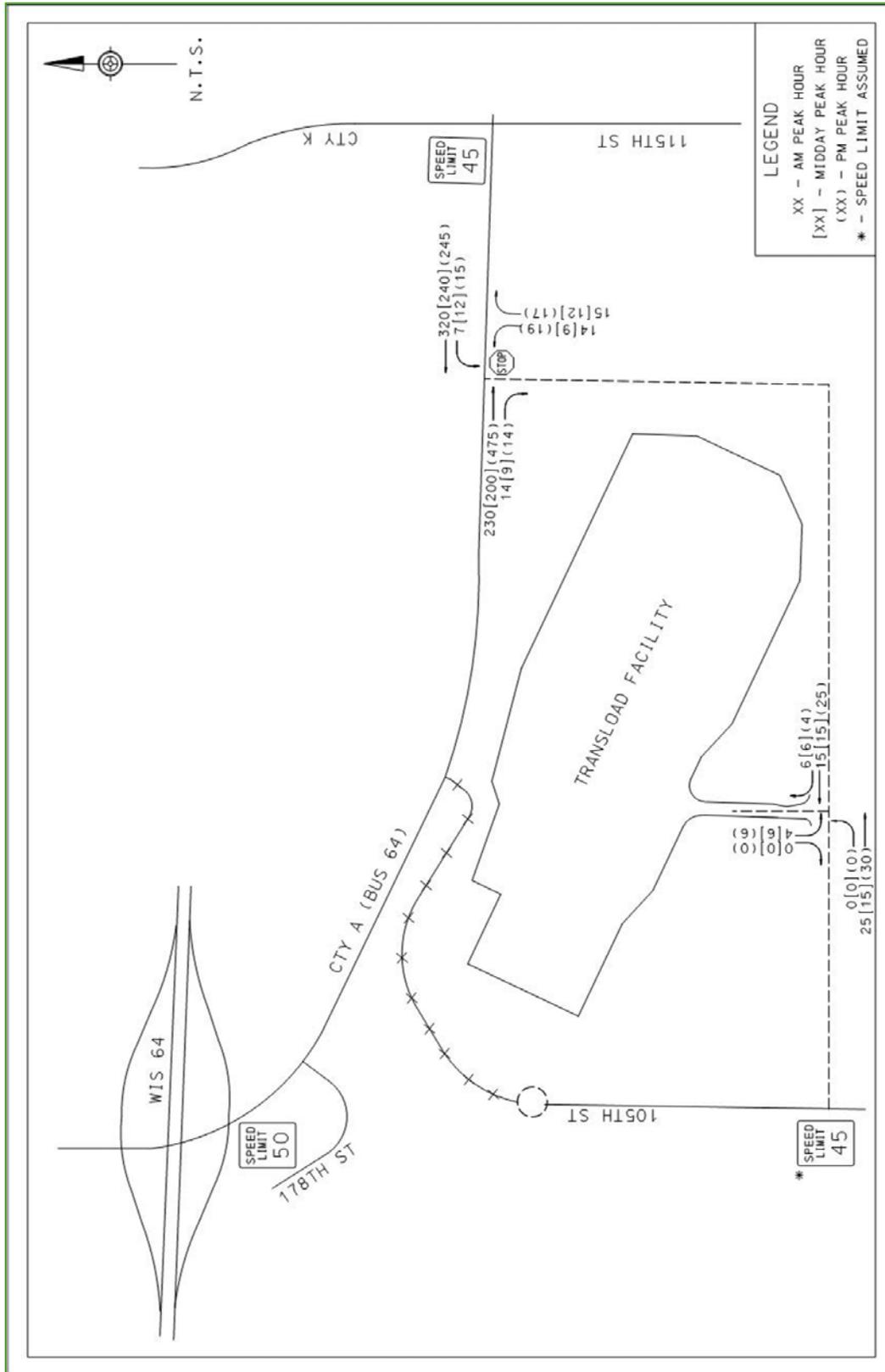


Exhibit 5: Build Traffic Volumes

CHAPTER 5 – TRAFFIC AND IMPROVEMENT ANALYSIS

A. Site Access

As previously stated in Section 2.A.D, vehicular access to the automotive transload facility from 105th Street will be via two driveways on the southern property boundary. The western driveway will service trucks to and from the auto parking and transload area. The eastern driveway will serve the employee parking lot. For the purposes of this study, the driveways will be analyzed as a single access point.

The truck gate to the proposed transload facility is offset into the site approximately 350 feet from 105th Street. Prior to entry, trucks will be required to stop and check in. Based on coordination with WCL, the check in process could take up to 3 minutes. A standard automotive car carrier will occupy approximately 65 feet of pavement (allowing for several feet between vehicles). Therefore, the access roadway will provide storage for approximately five trucks outside of the gate.

At peak daily conditions, an estimated four trucks per hour may arrive at the facility. This distance will be adequate for the anticipated volume of trucks utilizing the facility.

B. Capacity/Level of Service Analysis

Exhibit 5 shows the Opening Year (2020) total traffic volumes for peak hour operating conditions. The Opening Year traffic analysis was performed using existing intersection geometrics. The results of the analysis are summarized in Table 4.

The intersection of Cty A/BUS 64 and 105th Street is anticipated to continue to operate at LOS B or better, with delay on 105th Street increasing by approximately one to three seconds in the peak hours. Queues on the north and east approaches are not expected to increase.

The intersection of 105th Street at the project access is anticipated to operate at LOS B or better conditions with no queues expected on 105th Street on the west approach during the peak periods. The southbound queue is anticipated to be minimal and will be accommodated on site within the project access drive.

The HCS worksheets are provided in Appendix C.

C. Queuing Analysis

Queue lengths were examined as part of the operational capacity analysis of the study intersections. and discussed in the

Table 4 – Opening Year (2020) Intersection Operation

MOE ¹	LOS per Movement by Approach				
	Peak Hour	Eastbound (LT-TH)	Westbound (TH-RT)	Northbound (LT-RT)	Southbound (LT-RT)
County A/BUS 64 at 105th St					
LOS	AM	-	A	B	
Delay ²		-	7.8	12.1	
Queue ³		-	25	25	
LOS	Midday	-	A	B	
Delay		-	7.7	11.3	
Queue		-	25	25	
LOS	PM	-	A	B	
Delay		-	8.4	14.4	
Queue		-	25	25	
105th St at Project Access					
LOS	AM	A-	-		A
Delay		7.2	-		9.5
Queue		0	-		25
LOS	Midday	A	-		A
Delay		7.2	-		9.3
Queue		0	-		25
LOS	PM	A	-		A
Delay		7.3	-		9.5
Queue		0	-		25

¹ Measure of Effectiveness

² Seconds

³ Feet; assume 1 vehicle = 25 feet

D. Speed Considerations/Sight Distance

All new or improved intersections throughout the study area should be designed for intersection sight distance (ISD) in accordance with the latest edition of the American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets. All WisDOT controlled intersections throughout the study area should be designed for ISD in accordance with the latest Facilities Development Manual (FDM) design guidelines (Procedure 11-10-5).

Both the minimum and desirable ISDs were determined for the intersection of CTY A/BUS 64 and for 105th Street at the site access drive. The ISD analysis is based on the following parameters:

- For CTY A/BUS 64, a design speed of 5 mph above the posted speed limit, or 55 mph. For 105th Street, a 45 mph speed limit was assumed, with a design speed of 50 mph
- A semi-trunk (WB vehicle) eye height of 7.6 feet.
- The height of the object to be seen on CTY A/BUS 64 of 3.5 feet.
- Grade is 3 percent or less.
- Intersection Control Cases B1, B2 and F.

The minimum and desirable minimum values for ISD are presented in Table 5. The WisDOT Facility Design Manual guidance on Vision Triangles should be followed and verified as the site plans are developed.

No speed limit changes were evaluated as a part of this TIA.

Table 5 – Opening Year (2020) Intersection Operation

Intersection	Design Speed	Case B1 ¹ LT Turn from Minor Rd		Case B2 ¹ RT Turn from Minor Rd		Case F ² LT Turn from Major Rd	
		Desirable Min	Min	Desirable Min	Min	Desirable Min	Min
105 th St at Site Access	50	960	850	885	775	590	555
CTY A/BUS 64 at 105 th St	55	1,055	930	975	850	65	610

¹FDM 11-10, Design Controls Table 5.2 (Intersection Sight Distance A Criteria for Intersection Control Cases B1, B2, and B3 - Stop on Minor Road)

²FDM 11-10, Table 5.3 (Intersection Sight Distance (ISD) Criteria for Case F - Left Turn from Major Road)

E. Traffic Control Needs

As per the analysis conducted within this TIA, no changes to intersection control are expected.

CHAPTER 6 – CONCLUSIONS AND RECOMMENDATIONS

The following conclusions and recommendations are based on the traffic impact analysis conducted for the proposed WCL New Richmond Automotive Facility.

A. Conclusions

In general, the traffic estimated to be generated from the proposed facility will not result in significant delays or congestion on the adjacent roadways, 105th Street and CTY A/BUS 64, nor on the study intersections:

- CTY A/BUS 64 and 105th Street
- 105th Street and Project Access Drive

B. Recommendations

The following recommendations are provided for consideration:

- The relatively low volume of traffic does not warrant the construction of left or right turn lanes on CTY A/BUS 64.
- The project truck access should function acceptably, due to the depth of the drive, with a single entrance lane and a single exit lane.
- A clear vision triangle should be provided at the intersection of the proposed access drive and 105th Street. Grading, landscaping and signage plans should address the recommended distances so as to not create any obstructions within this area.

APPENDIX A

TURNING MOVEMENT VOLUME COUNT

Intersection Traffic Volume Report

Count Basics		Version 2013.14.1		Page 1 of 13	
Start Date:	Tuesday, July 9, 2019	Weekday		Schools in Session	
Total Number of Hours Counted:	13	Non-Holiday		No Special Events	

Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **105th Street and STH 64**

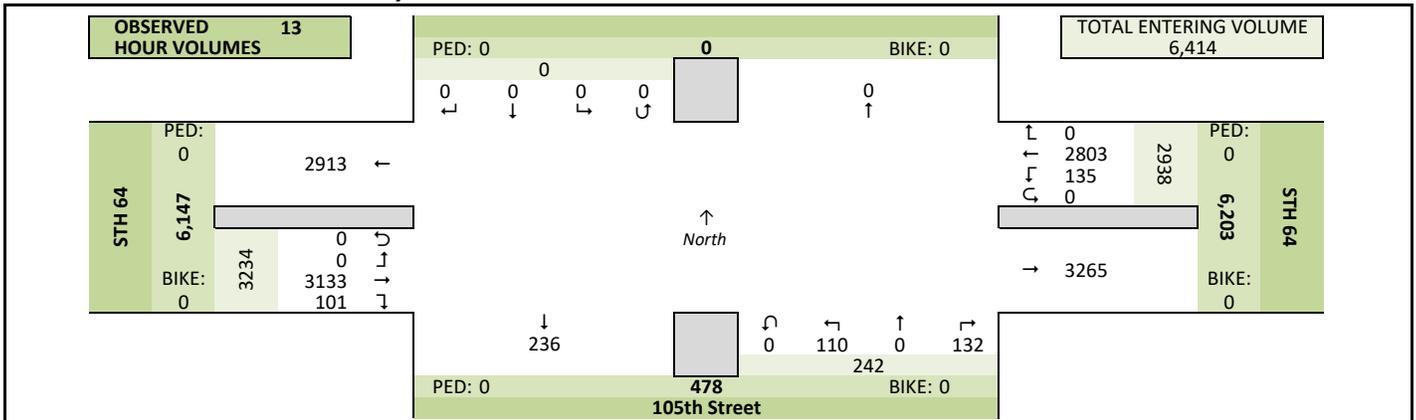
Site Information

Municipality	City of New Richmond		
County	St. Croix	WisDOT Region	NW
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg			
East Leg	STH 64		
South Leg	105th Street		
West Leg	STH 64		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementary school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

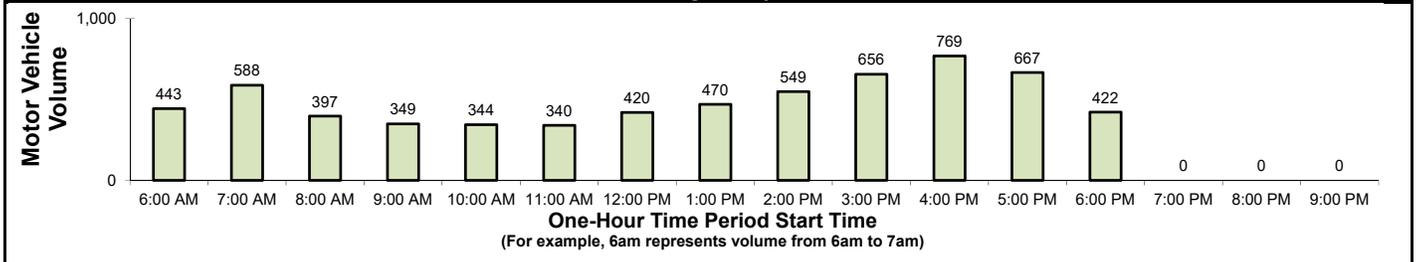
Count Information

Hrs Counted:	6:00 AM-7:00 PM			
1st Day of Count	Tuesday, July 9, 2019		Weather	
AM Peak Period	Tuesday, July 9, 2019		Clear & Dry	
Midday Peak Period	Tuesday, July 9, 2019		Clear & Dry	
PM Peak Period	Tuesday, July 9, 2019		Clear & Dry	
Calculated Peak Hours				
	AM	7:00-8:00am	MD 1:00-2:00pm	PM 4:00-5:00pm
Peak Hours Selected for Analysis				
	AM	7:00-8:00am	MD 1:00-2:00pm	PM 4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors			
Count Expansion Group	(2) Urban Arterials & Collectors			
Daily/Seasonal Adjustment Factor	0.992	Count Expansion Factor	1.230	
Company Name	TADI, Inc		Manual Adj. 1.000	
Observers	AM Peak Period	David Lundberg		
	Midday Peak Period	Paul Goplin		
	PM Peak Period	Paul Goplin		
Comments	2017 DOT Seasonal Factors			

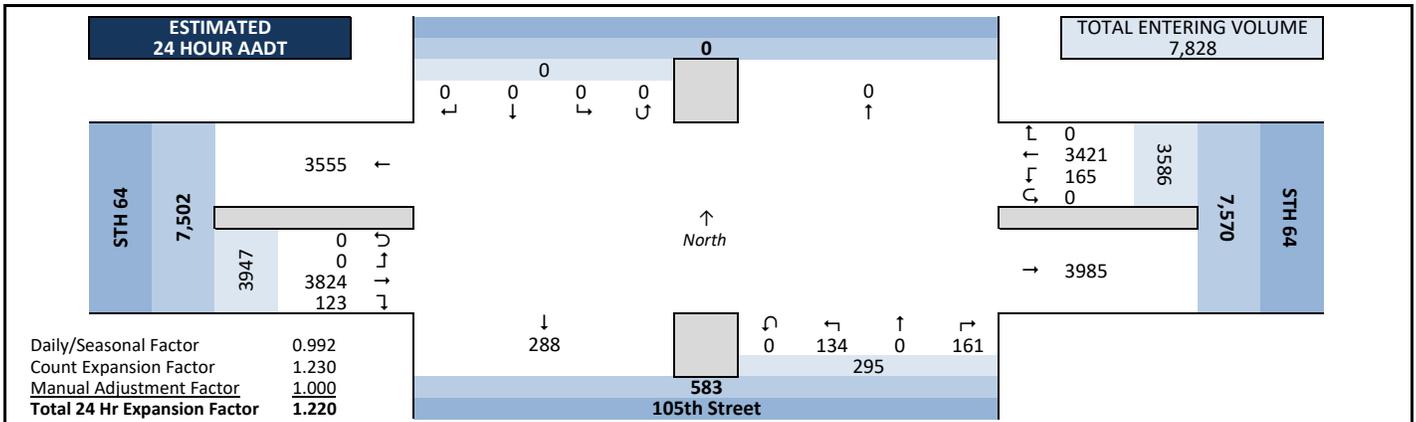
Observed 13 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

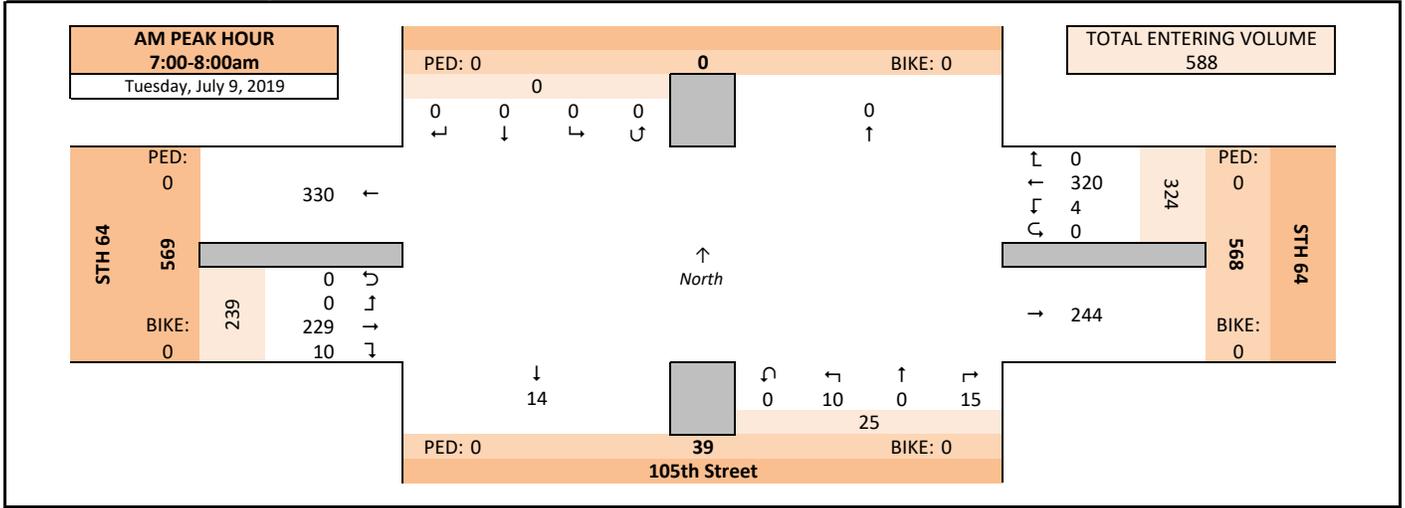
Count Basics		Page 2 of 13	
Start Date:	Tuesday, July 9, 2019	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

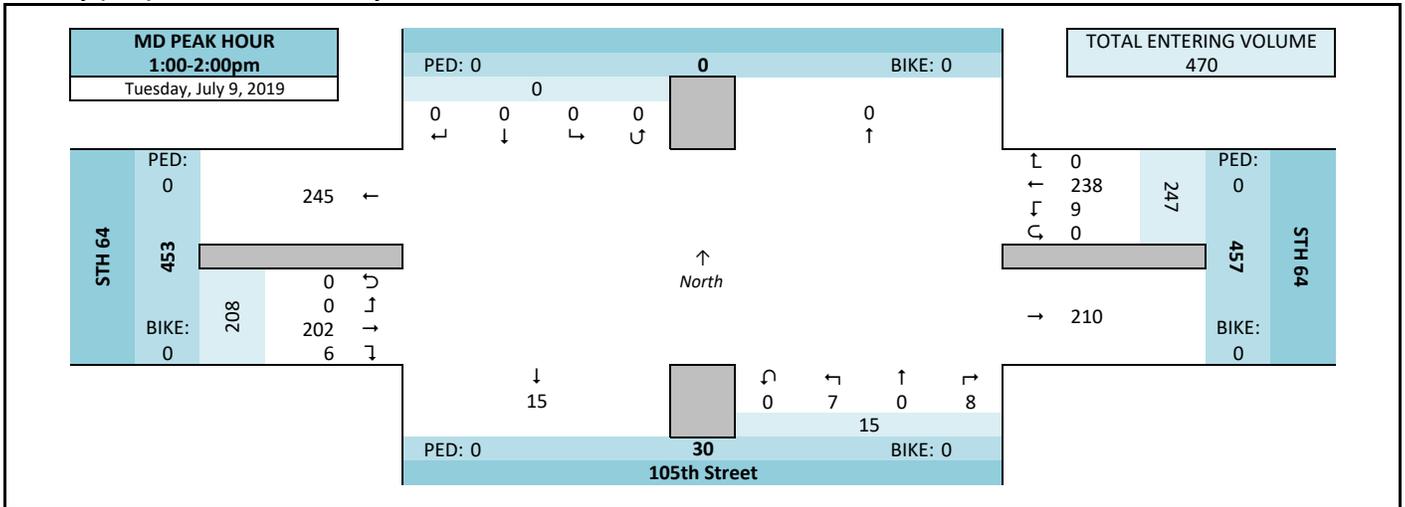
105th Street and STH 64



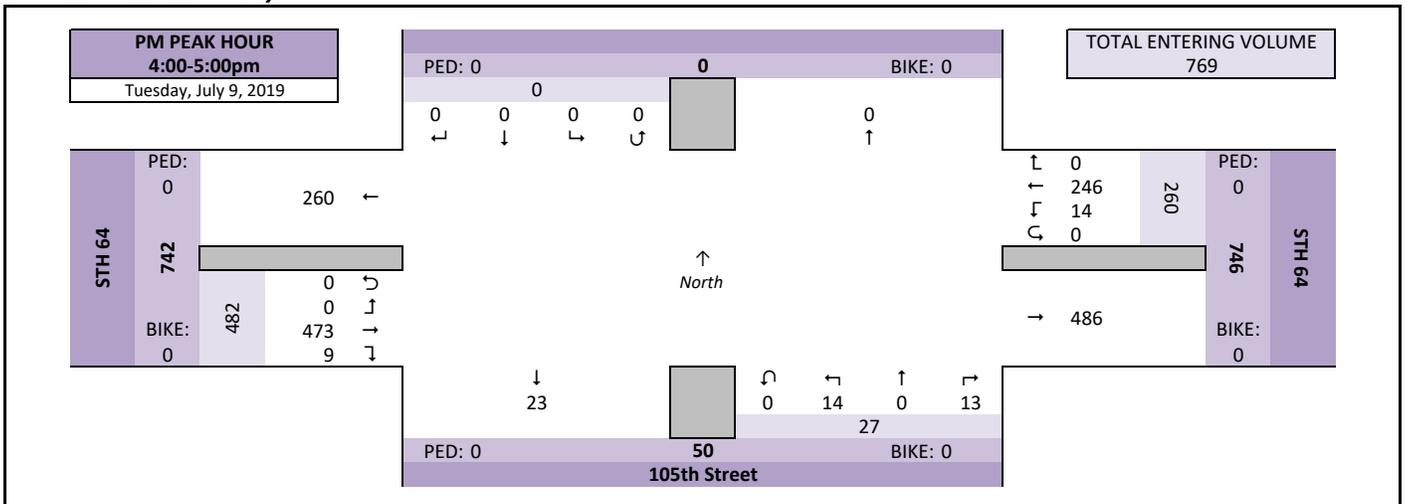
AM Peak Hour Summary



Middy (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		Page 4 of 13	
Start Date:	Tuesday, July 9, 2019	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

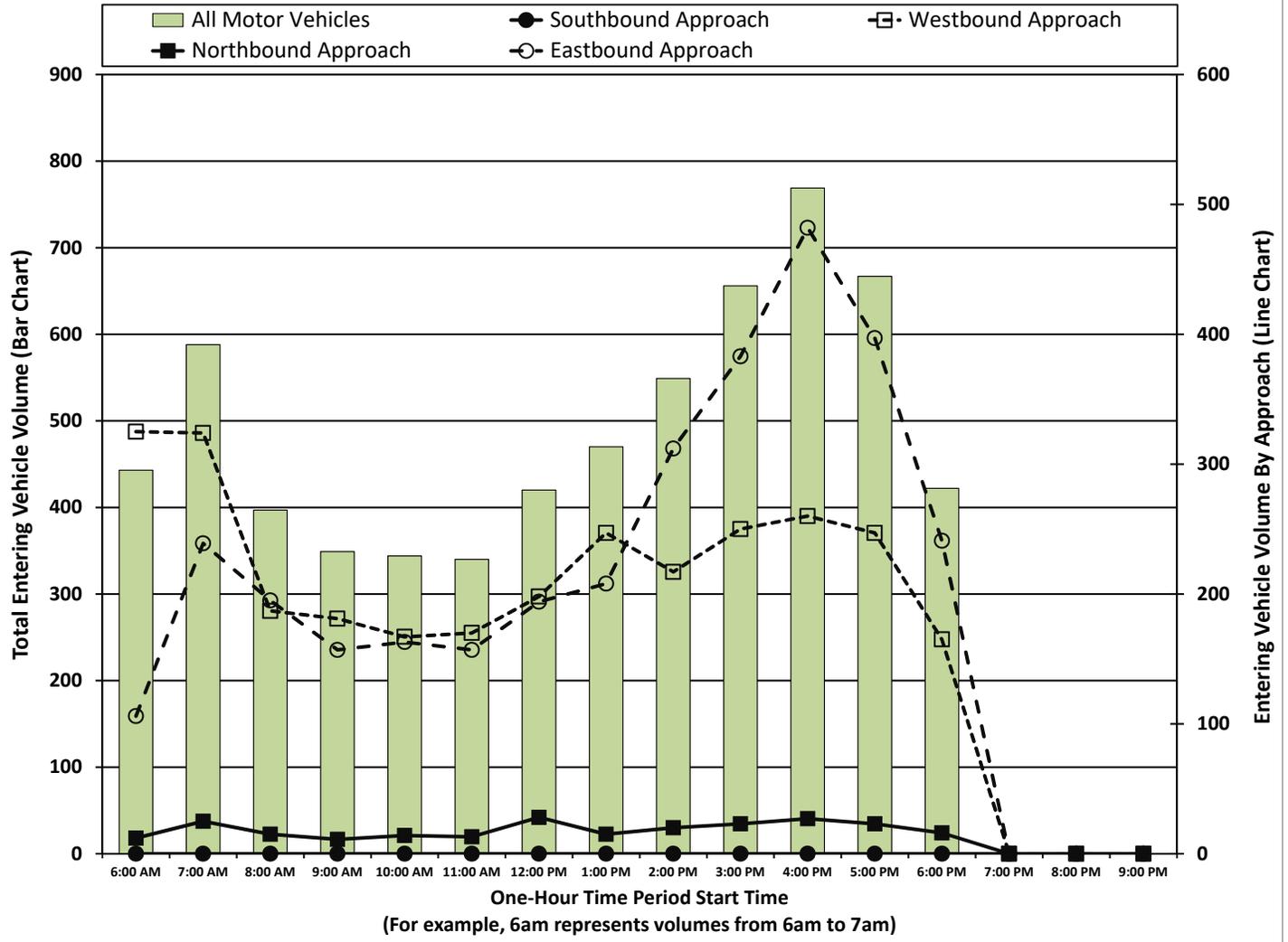
105th Street and STH 64



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
	STH 64					105th Street					STH 64					E/W	N/S						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			Right	Thru	Left		U-Tn	Total
6:00 AM	0	0	0	0	0	0	322	3	0	325	7	0	5	0	12	7	99	0	0	106	443	431	12
7:00 AM	0	0	0	0	0	0	320	4	0	324	15	0	10	0	25	10	229	0	0	239	588	563	25
8:00 AM	0	0	0	0	0	0	178	9	0	187	10	0	5	0	15	4	191	0	0	195	397	382	15
9:00 AM	0	0	0	0	0	0	176	5	0	181	5	0	6	0	11	7	150	0	0	157	349	338	11
10:00 AM	0	0	0	0	0	0	162	5	0	167	10	0	4	0	14	6	157	0	0	163	344	330	14
11:00 AM	0	0	0	0	0	0	163	7	0	170	8	0	5	0	13	4	153	0	0	157	340	327	13
12:00 PM	0	0	0	0	0	0	184	14	0	198	19	0	9	0	28	11	183	0	0	194	420	392	28
1:00 PM	0	0	0	0	0	0	238	9	0	247	8	0	7	0	15	6	202	0	0	208	470	455	15
2:00 PM	0	0	0	0	0	0	209	8	0	217	11	0	9	0	20	5	307	0	0	312	549	529	20
3:00 PM	0	0	0	0	0	0	232	18	0	250	7	0	16	0	23	11	372	0	0	383	656	633	23
4:00 PM	0	0	0	0	0	0	246	14	0	260	13	0	14	0	27	9	473	0	0	482	769	742	27
5:00 PM	0	0	0	0	0	0	223	24	0	247	11	0	12	0	23	11	386	0	0	397	667	644	23
6:00 PM	0	0	0	0	0	0	150	15	0	165	8	0	8	0	16	10	231	0	0	241	422	406	16
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	2803	135	0	2938	132	0	110	0	242	101	3133	0	0	3234	6414	6172	242

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

105th Street and STH 64



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF
	STH 64					105th Street					STH 64												
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	66	1	0	67	1	0	0	0	2	1	21	0	0	22	91	443	0.82
6:15 AM	0	0	0	0	0	0	71	1	0	72	2	0	2	0	4	2	16	0	0	18	94	479	0.89
6:30 AM	0	0	0	0	0	0	88	1	0	89	2	0	0	0	2	1	31	0	0	32	123	543	0.86
6:45 AM	0	0	0	0	0	0	97	0	0	97	2	0	2	0	4	3	31	0	0	34	135	584	0.89
7:00 AM	0	0	0	0	0	0	77	0	0	77	3	0	6	0	9	1	40	0	0	41	127	588	0.90
7:15 AM	0	0	0	0	0	0	93	2	0	95	4	0	2	0	6	2	55	0	0	57	158	576	0.88
7:30 AM	0	0	0	0	0	0	94	0	0	94	4	0	0	0	4	4	62	0	0	66	164	510	0.78
7:45 AM	0	0	0	0	0	0	56	2	0	58	4	0	2	0	6	3	72	0	0	75	139	449	0.81
8:00 AM	0	0	0	0	0	0	58	3	0	61	1	0	1	0	2	2	50	0	0	52	115	397	0.86
8:15 AM	0	0	0	0	0	0	39	3	0	42	4	0	2	0	6	2	42	0	0	44	92	363	0.88
8:30 AM	0	0	0	0	0	0	49	1	0	50	5	0	1	0	6	0	47	0	0	47	103	359	0.87
8:45 AM	0	0	0	0	0	0	32	2	0	34	0	0	1	0	1	0	52	0	0	52	87	335	0.95
9:00 AM	0	0	0	0	0	0	34	1	0	35	1	0	1	0	2	3	41	0	0	44	81	349	0.86
9:15 AM	0	0	0	0	0	0	44	3	0	47	1	0	1	0	2	0	39	0	0	39	88	351	0.87
9:30 AM	0	0	0	0	0	0	50	0	0	50	1	0	1	0	2	2	25	0	0	27	79	347	0.86
9:45 AM	0	0	0	0	0	0	48	1	0	49	2	0	3	0	5	2	45	0	0	47	101	345	0.85
10:00 AM	0	0	0	0	0	0	39	1	0	40	3	0	1	0	4	2	37	0	0	39	83	344	0.86
10:15 AM	0	0	0	0	0	0	46	1	0	47	3	0	1	0	4	2	31	0	0	33	84	352	0.88
10:30 AM	0	0	0	0	0	0	31	0	0	31	0	0	1	0	1	1	44	0	0	45	77	354	0.89
10:45 AM	0	0	0	0	0	0	46	3	0	49	4	0	1	0	5	1	45	0	0	46	100	353	0.88
11:00 AM	0	0	0	0	0	0	45	4	0	49	4	0	1	0	5	0	37	0	0	37	91	340	0.93
11:15 AM	0	0	0	0	0	0	35	2	0	37	2	0	1	0	3	2	44	0	0	46	86	352	0.85
11:30 AM	0	0	0	0	0	0	41	1	0	42	2	0	1	0	3	1	30	0	0	31	76	387	0.80
11:45 AM	0	0	0	0	0	0	42	0	0	42	0	0	2	0	2	1	42	0	0	43	87	403	0.83
12:00 PM	0	0	0	0	0	0	48	5	0	53	0	0	3	0	3	3	44	0	0	47	103	420	0.87
12:15 PM	0	0	0	0	0	0	59	1	0	60	7	0	4	0	11	4	46	0	0	50	121	441	0.89
12:30 PM	0	0	0	0	0	0	37	4	0	41	5	0	1	0	6	2	43	0	0	45	92	440	0.89
12:45 PM	0	0	0	0	0	0	40	4	0	44	7	0	1	0	8	2	50	0	0	52	104	456	0.92
1:00 PM	0	0	0	0	0	0	63	4	0	67	3	0	2	0	5	1	51	0	0	52	124	470	0.95
1:15 PM	0	0	0	0	0	0	62	1	0	63	2	0	2	0	4	4	49	0	0	53	120	469	0.95
1:30 PM	0	0	0	0	0	0	55	1	0	56	2	0	1	0	3	1	48	0	0	49	108	470	0.96
1:45 PM	0	0	0	0	0	0	58	3	0	61	1	0	2	0	3	0	54	0	0	54	118	520	0.82
2:00 PM	0	0	0	0	0	0	61	0	0	61	2	0	1	0	3	1	58	0	0	59	123	549	0.87
2:15 PM	0	0	0	0	0	0	46	2	0	48	2	0	3	0	5	1	67	0	0	68	121	588	0.91
2:30 PM	0	0	0	0	0	0	48	4	0	52	3	0	3	0	6	2	98	0	0	100	158	620	0.96
2:45 PM	0	0	0	0	0	0	54	2	0	56	4	0	2	0	6	1	84	0	0	85	147	633	0.93
3:00 PM	0	0	0	0	0	0	51	4	0	55	3	0	4	0	7	4	96	0	0	100	162	656	0.96
3:15 PM	0	0	0	0	0	0	62	4	0	66	1	0	6	0	7	4	76	0	0	80	153	679	0.92
3:30 PM	0	0	0	0	0	0	63	6	0	69	1	0	2	0	3	0	99	0	0	99	171	723	0.92
3:45 PM	0	0	0	0	0	0	56	4	0	60	2	0	4	0	6	3	101	0	0	104	170	740	0.94
4:00 PM	0	0	0	0	0	0	66	4	0	70	0	0	1	0	1	4	110	0	0	114	185	769	0.97
4:15 PM	0	0	0	0	0	0	59	3	0	62	3	0	4	0	7	3	125	0	0	128	197	766	0.96
4:30 PM	0	0	0	0	0	0	60	2	0	62	4	0	3	0	7	1	118	0	0	119	188	757	0.95
4:45 PM	0	0	0	0	0	0	61	5	0	66	6	0	6	0	12	1	120	0	0	121	199	733	0.92
5:00 PM	0	0	0	0	0	0	63	5	0	68	5	0	4	0	9	1	104	0	0	105	182	667	0.89
5:15 PM	0	0	0	0	0	0	70	5	0	75	1	0	4	0	5	5	103	0	0	108	188	614	0.82
5:30 PM	0	0	0	0	0	0	52	9	0	61	3	0	3	0	6	2	95	0	0	97	164	532	0.81
5:45 PM	0	0	0	0	0	0	38	5	0	43	2	0	1	0	3	3	84	0	0	87	133	474	0.89
6:00 PM	0	0	0	0	0	0	48	5	0	53	1	0	2	0	3	4	69	0	0	73	129	422	0.82
6:15 PM	0	0	0	0	0	0	35	4	0	39	1	0	1	0	2	4	61	0	0	65	106		
6:30 PM	0	0	0	0	0	0	35	4	0	39	2	0	4	0	6	1	60	0	0	61	106		
6:45 PM	0	0	0	0	0	0	32	2	0	34	4	0	1	0	5	1	41	0	0	42	81		
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	2803	135	0	2938	132	0	110	0	242	101	3133	0	0	3234	6414		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF
	STH 64					105th Street					STH 64											
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:00 AM	0	0	0	0	0	0	320	4	0	324	15	0	10	0	25	10	229	0	0	239	588	0.90
MD 1:00 PM	0	0	0	0	0	0	238	9	0	247	8	0	7	0	15	6	202	0	0	208	470	0.95
PM 4:00 PM	0	0	0	0	0	0	246	14	0	260	13	0	14	0	27	9	473	0	0	482	769	0.97

Intersection Traffic Volume Report

15-Minute Automobile Data

105th Street and STH 64



15-Minute Automobile Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
						STH 64					105th Street					STH 64						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	64	1	0	65	1	0	1	0	2	1	21	0	0	22	89	429
6:15 AM	0	0	0	0	0	0	68	1	0	69	2	0	2	0	4	2	16	0	0	18	91	465
6:30 AM	0	0	0	0	0	0	84	1	0	85	2	0	0	0	2	1	31	0	0	32	119	527
6:45 AM	0	0	0	0	0	0	92	0	0	92	2	0	2	0	4	3	31	0	0	34	130	566
7:00 AM	0	0	0	0	0	0	77	0	0	77	3	0	6	0	9	1	38	0	0	39	125	573
7:15 AM	0	0	0	0	0	0	91	2	0	93	4	0	2	0	6	2	52	0	0	54	153	558
7:30 AM	0	0	0	0	0	0	91	0	0	91	4	0	0	0	4	4	59	0	0	63	158	495
7:45 AM	0	0	0	0	0	0	54	2	0	56	4	0	2	0	6	3	72	0	0	75	137	432
8:00 AM	0	0	0	0	0	0	54	3	0	57	1	0	1	0	2	2	49	0	0	51	110	371
8:15 AM	0	0	0	0	0	0	38	3	0	41	4	0	2	0	6	2	41	0	0	43	90	337
8:30 AM	0	0	0	0	0	0	44	1	0	45	5	0	1	0	6	0	44	0	0	44	95	333
8:45 AM	0	0	0	0	0	0	29	2	0	31	0	0	1	0	1	0	44	0	0	44	76	312
9:00 AM	0	0	0	0	0	0	34	1	0	35	1	0	1	0	2	3	36	0	0	39	76	334
9:15 AM	0	0	0	0	0	0	43	3	0	46	1	0	1	0	2	0	38	0	0	38	86	337
9:30 AM	0	0	0	0	0	0	49	0	0	49	1	0	1	0	2	2	21	0	0	23	74	325
9:45 AM	0	0	0	0	0	0	47	1	0	48	2	0	3	0	5	2	43	0	0	45	98	324
10:00 AM	0	0	0	0	0	0	36	1	0	37	3	0	1	0	4	2	36	0	0	38	79	319
10:15 AM	0	0	0	0	0	0	42	1	0	43	3	0	0	0	3	1	27	0	0	28	74	322
10:30 AM	0	0	0	0	0	0	29	0	0	29	0	0	1	0	1	1	42	0	0	43	73	330
10:45 AM	0	0	0	0	0	0	43	3	0	46	4	0	0	0	4	1	42	0	0	43	93	327
11:00 AM	0	0	0	0	0	0	41	4	0	45	4	0	1	0	5	0	32	0	0	32	82	313
11:15 AM	0	0	0	0	0	0	32	2	0	34	2	0	1	0	3	2	43	0	0	45	82	324
11:30 AM	0	0	0	0	0	0	37	1	0	38	2	0	1	0	3	0	29	0	0	29	70	353
11:45 AM	0	0	0	0	0	0	39	0	0	39	0	0	2	0	2	0	38	0	0	38	79	367
12:00 PM	0	0	0	0	0	0	41	5	0	46	0	0	2	0	2	3	42	0	0	45	93	387
12:15 PM	0	0	0	0	0	0	54	1	0	55	6	0	3	0	9	3	44	0	0	47	111	407
12:30 PM	0	0	0	0	0	0	32	3	0	35	4	0	1	0	5	2	42	0	0	44	84	404
12:45 PM	0	0	0	0	0	0	38	4	0	42	7	0	1	0	8	2	47	0	0	49	99	419
1:00 PM	0	0	0	0	0	0	58	4	0	62	3	0	1	0	4	1	46	0	0	47	113	428
1:15 PM	0	0	0	0	0	0	55	1	0	56	2	0	2	0	4	3	45	0	0	48	108	432
1:30 PM	0	0	0	0	0	0	50	1	0	51	2	0	0	0	2	1	45	0	0	46	99	441
1:45 PM	0	0	0	0	0	0	52	3	0	55	1	0	2	0	3	0	50	0	0	50	108	494
2:00 PM	0	0	0	0	0	0	58	0	0	58	2	0	1	0	3	1	55	0	0	56	117	530
2:15 PM	0	0	0	0	0	0	46	2	0	48	2	0	3	0	5	1	63	0	0	64	117	564
2:30 PM	0	0	0	0	0	0	47	4	0	51	3	0	2	0	5	2	94	0	0	96	152	593
2:45 PM	0	0	0	0	0	0	53	2	0	55	4	0	2	0	6	1	82	0	0	83	144	607
3:00 PM	0	0	0	0	0	0	44	4	0	48	3	0	4	0	7	3	93	0	0	96	151	622
3:15 PM	0	0	0	0	0	0	59	4	0	63	1	0	5	0	6	4	73	0	0	77	146	652
3:30 PM	0	0	0	0	0	0	61	6	0	67	1	0	2	0	3	0	96	0	0	96	166	701
3:45 PM	0	0	0	0	0	0	52	4	0	56	2	0	4	0	6	2	95	0	0	97	159	719
4:00 PM	0	0	0	0	0	0	63	4	0	67	0	0	1	0	1	4	109	0	0	113	181	756
4:15 PM	0	0	0	0	0	0	59	3	0	62	3	0	4	0	7	3	123	0	0	126	195	752
4:30 PM	0	0	0	0	0	0	60	2	0	62	4	0	3	0	7	1	114	0	0	115	184	740
4:45 PM	0	0	0	0	0	0	61	5	0	66	6	0	6	0	12	1	117	0	0	118	196	716
5:00 PM	0	0	0	0	0	0	63	5	0	68	5	0	3	0	8	1	100	0	0	101	177	649
5:15 PM	0	0	0	0	0	0	68	5	0	73	1	0	4	0	5	5	100	0	0	105	183	598
5:30 PM	0	0	0	0	0	0	50	9	0	59	3	0	3	0	6	2	93	0	0	95	160	519
5:45 PM	0	0	0	0	0	0	36	5	0	41	2	0	1	0	3	3	82	0	0	85	129	464
6:00 PM	0	0	0	0	0	0	47	5	0	52	1	0	2	0	3	4	67	0	0	71	126	413
6:15 PM	0	0	0	0	0	0	34	4	0	38	1	0	1	0	2	4	60	0	0	64	104	
6:30 PM	0	0	0	0	0	0	34	4	0	38	2	0	4	0	6	1	60	0	0	61	105	
6:45 PM	0	0	0	0	0	0	32	2	0	34	4	0	1	0	5	1	38	0	0	39	78	
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	2665	134	0	2799	130	0	101	0	231	94	3000	0	0	3094	6124	

Peak Hour Automobile Volume Summary

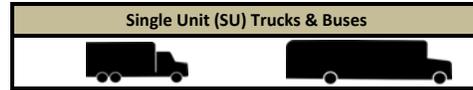
Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
						STH 64					105th Street					STH 64					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	0	0	0	0	0	0	313	4	0	317	15	0	10	0	25	10	221	0	0	231	573
MD 1:00 PM	0	0	0	0	0	0	215	9	0	224	8	0	5	0	13	5	186	0	0	191	428
PM 4:00 PM	0	0	0	0	0	0	243	14	0	257	13	0	14	0	27	9	463	0	0	472	756

Intersection Traffic Volume Report

Count Basics		Page 7 of 13	
Start Date:	Tuesday, July 9, 2019	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

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

105th Street and STH 64



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

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	10
6:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9
6:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	11
6:45 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	11
7:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	14
7:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	13
7:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	15
8:00 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	22
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	23
8:30 AM	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	0	2	23
8:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	0	7	20
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	12
9:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	10
9:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	17
9:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	17
10:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	19
10:15 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	1	3	0	0	0	4	22
10:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	16
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	2	15
11:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	15
11:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	17
11:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	1	23
11:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	2	26
12:00 PM	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	2	0	0	0	2	27
12:15 PM	0	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	1	2	0	0	0	3	28
12:30 PM	0	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	1	0	0	0	1	27
12:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	28
1:00 PM	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	0	4	32
1:15 PM	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	2	0	0	0	3	27
1:30 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	2	0	0	0	2	21
1:45 PM	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	0	2	19
2:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	14
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	19
2:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	0	0	0	3	22
2:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	21
3:00 PM	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	2	0	0	0	3	27
3:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	0	2	22
3:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	19
3:45 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	0	5	17
4:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	11
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	12
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	14
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	15
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	4	15
5:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	13
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	10
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	8
6:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	7
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	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	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	108	0	0	108	2	0	8	0	10	6	98	0	0	104	222	

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

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM 7:00 AM	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	4	0	0	4	11
MD 1:00 PM	0	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	1	1	10	0	0	11	32
PM 4:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	8	0	0	8	11

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Tuesday, July 9, 2019	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

105th Street and STH 64



15-Minute Semi-Truck Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
						STH 64					105th Street					STH 64							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5
6:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
6:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
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	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
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	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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	4
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	4
10:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	8
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	11
11:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	12
11:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11
11:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	11
11:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	10
12:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6
12:30 PM	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	9
12:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	10
1:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	10
1:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	7
2:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	5
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	5
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
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	5
3:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	7
3:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	5
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	4
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	2
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	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	3
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	2
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	3
5:15 PM	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
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	2
6:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	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	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	30	1	0	31	0	0	1	0	1	1	35	0	0	36	68	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
						STH 64					105th Street					STH 64						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
MD 1:00 PM	0	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	0	1	0	0	1	6
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	4

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Tuesday, July 9, 2019	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

105th Street and STH 64



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
						STH 64					105th Street					STH 64							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14
6:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	14
6:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	16
6:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	18
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	15
7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	3	5	18
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	0	0	3	6	15
7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17
8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	1	0	0	1	5	26
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2	26
8:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	3	0	0	3	8	26
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	8	0	0	8	11	23
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	15
9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2	14
9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	0	4	5	22
9:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	2	3	21
10:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	1	4	25
10:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	1	4	0	0	0	5	10	30
10:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	4	24
10:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	3	0	0	0	3	7	26
11:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	0	5	9	27
11:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	1	4	28
11:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	1	0	0	2	6	34
11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	4	0	0	5	8	36
12:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	1	0	2	0	0	2	10	33
12:15 PM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	1	2	0	0	0	3	10	34
12:30 PM	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	0	1	0	0	0	1	8	36
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5	37
1:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	5	0	0	0	5	11	42
1:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	4	0	0	0	5	12	37
1:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	3	0	0	0	3	9	29
1:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	0	4	10	26
2:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3	6	19
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	24
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	4	0	0	0	4	6	27
2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3	26
3:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	3	0	0	4	11	34
3:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	3	0	0	0	3	7	27
3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5	22
3:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	6	0	0	7	11	21
4:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4	13
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	14
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	17
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	4	5	18
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5	16
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4	13
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4	10
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3	9
6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2	
6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	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	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	0	0	0	0	0	138	1	0	139	2	0	9	0	11	7	133	0	0	0	140	290	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
						STH 64					105th Street					STH 64						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	0	8	15
MD 1:00 PM	0	0	0	0	0	0	23	0	0	23	0	0	2	0	2	1	16	0	0	0	17	42
PM 4:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10	0	0	0	10	13

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

105th Street and STH 64



15-Minute Pedestrian and Bicyclist Data

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

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Page 12 of 13	
Start Date:	Tuesday, July 9, 2019	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

105th Street and STH 64



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
Start Time	STH 64			105th Street			STH 64			STH 64				
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

105th Street and STH 64



15-Minute Bicycle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
						STH 64					105th Street					STH 64						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM					0					0					0					0	0	
6:15 AM					0					0					0					0	0	
6:30 AM					0					0					0					0	0	
6:45 AM					0					0					0					0	0	
7:00 AM					0					0					0					0	0	
7:15 AM					0					0					0					0	0	
7:30 AM					0					0					0					0	0	
7:45 AM					0					0					0					0	0	
8:00 AM					0					0					0					0	0	
8:15 AM					0					0					0					0	0	
8:30 AM					0					0					0					0	0	
8:45 AM					0					0					0					0	0	
9:00 AM					0					0					0					0	0	
9:15 AM					0					0					0					0	0	
9:30 AM					0					0					0					0	0	
9:45 AM					0					0					0					0	0	
10:00 AM					0					0					0					0	0	
10:15 AM					0					0					0					0	0	
10:30 AM					0					0					0					0	0	
10:45 AM					0					0					0					0	0	
11:00 AM					0					0					0					0	0	
11:15 AM					0					0					0					0	0	
11:30 AM					0					0					0					0	0	
11:45 AM					0					0					0					0	0	
12:00 PM					0					0					0					0	0	
12:15 PM					0					0					0					0	0	
12:30 PM					0					0					0					0	0	
12:45 PM					0					0					0					0	0	
1:00 PM					0					0					0					0	0	
1:15 PM					0					0					0					0	0	
1:30 PM					0					0					0					0	0	
1:45 PM					0					0					0					0	0	
2:00 PM					0					0					0					0	0	
2:15 PM					0					0					0					0	0	
2:30 PM					0					0					0					0	0	
2:45 PM					0					0					0					0	0	
3:00 PM					0					0					0					0	0	
3:15 PM					0					0					0					0	0	
3:30 PM					0					0					0					0	0	
3:45 PM					0					0					0					0	0	
4:00 PM					0					0					0					0	0	
4:15 PM					0					0					0					0	0	
4:30 PM					0					0					0					0	0	
4:45 PM					0					0					0					0	0	
5:00 PM					0					0					0					0	0	
5:15 PM					0					0					0					0	0	
5:30 PM					0					0					0					0	0	
5:45 PM					0					0					0					0	0	
6:00 PM					0					0					0					0	0	
6:15 PM					0					0					0					0	0	
6:30 PM					0					0					0					0	0	
6:45 PM					0					0					0					0	0	
7:00 PM					0					0					0					0	0	
7:15 PM					0					0					0					0	0	
7:30 PM					0					0					0					0	0	
7:45 PM					0					0					0					0	0	
8:00 PM					0					0					0					0	0	
8:15 PM					0					0					0					0	0	
8:30 PM					0					0					0					0	0	
8:45 PM					0					0					0					0	0	
9:00 PM					0					0					0					0	0	
9:15 PM					0					0					0					0	0	
9:30 PM					0					0					0					0	0	
9:45 PM					0					0					0					0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	Start Time	From North					From East					From South					From West					Total Hourly Volume
							STH 64					105th Street					STH 64					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	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
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX B

INTERSECTION ANALYSIS (EXISTING)

TWO-WAY STOP CONTROL SUMMARY

Analyst: VBP
 Agency/Co.: Benesch
 Date Performed: 7/22/2019
 Analysis Time Period: AM Peak Hour
 Intersection: CTY A/BUS 64 & 105th St
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2019
 Project ID: CTY A /BUS 64 & 105TH ST
 East/West Street: CTY A/BUS 64
 North/South Street: 105 St
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		230	10		5	320	
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.90	
Hourly Flow Rate, HFR		255	11		5	355	
Percent Heavy Vehicles		--	--		0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR			LT	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		10		15			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		11		16			
Percent Heavy Vehicles		0		0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Config		LT		LR				
v (vph)		5		27				
C(m) (vph)		1310		602				
v/c		0.00		0.04				
95% queue length		0.01		0.14				
Control Delay		7.8		11.3				
LOS		A		B				
Approach Delay				11.3				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: VBP
 Agency/Co.: Benesch
 Date Performed: 7/22/2019
 Analysis Time Period: MIDDAY Peak Hour
 Intersection: CTY A/BUS 64 & 105th St
 Jurisdiction: Richmond, WI
 Units: U. S. Customary
 Analysis Year: 2019
 Project ID: CTY A/BUS 64 & 105TH ST
 East/West Street: CTY A /BUS 64
 North/South Street: 105 St
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		200	5	10	240		
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR		210	5	10	252		
Percent Heavy Vehicles		--	--	0	--	--	
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		5		10			
Peak Hour Factor, PHF		0.95		0.95			
Hourly Flow Rate, HFR		5		10			
Percent Heavy Vehicles		29		0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Config		LT		LR				
v (vph)		10		15				
C(m) (vph)		1367		677				
v/c		0.01		0.02				
95% queue length		0.02		0.07				
Control Delay		7.7		10.4				
LOS		A		B				
Approach Delay				10.4				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: VBP
 Agency/Co.: Benesch
 Date Performed: 7/22/2019
 Analysis Time Period: PM Peak Hour
 Intersection: CTY A/BUS 64 & 105th St
 Jurisdiction: Richmond, WI
 Units: U. S. Customary
 Analysis Year: 2019
 Project ID: CTY A/BUS 64 & 105TH ST
 East/West Street: CTY A /BUS 64
 North/South Street: 105 St
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		475	10	15	245		
Peak-Hour Factor, PHF		0.97	0.97	0.97	0.97		
Hourly Flow Rate, HFR		489	10	15	252		
Percent Heavy Vehicles		--	--	0	--	--	
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		0		15			
Peak Hour Factor, PHF		0.97		0.97			
Hourly Flow Rate, HFR		0		15			
Percent Heavy Vehicles		5		0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Config		LT		LR				
v (vph)		15		15				
C(m) (vph)		1075		579				
v/c		0.01		0.03				
95% queue length		0.04		0.08				
Control Delay		8.4		11.4				
LOS		A		B				
Approach Delay				11.4				
Approach LOS				B				

APPENDIX C

INTERSECTION ANALYSIS (OPENING)

CTY A/BUS 64 at 105th St

TWO-WAY STOP CONTROL SUMMARY

Analyst: VBP
 Agency/Co.: Benesch
 Date Performed: 7/22/2019
 Analysis Time Period: AM Peak Hour (Build)
 Intersection: CTY A/BUS 64 & 105th St
 Jurisdiction: Richmond, WI
 Units: U. S. Customary
 Analysis Year: 2020 (Opening Year)
 Project ID: CTY A /BUS 64 & 105TH ST
 East/West Street: CTY A/BUS 64
 North/South Street: 105 St
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		230	14		7	320	
Peak-Hour Factor, PHF		0.90	0.90		0.90	0.90	
Hourly Flow Rate, HFR		255	15		7	355	
Percent Heavy Vehicles		--	--		0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR			LT	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		14		15			
Peak Hour Factor, PHF		0.90		0.90			
Hourly Flow Rate, HFR		15		16			
Percent Heavy Vehicles		29		0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Config		LT		LR				
v (vph)		7		31				
C(m) (vph)		1305		537				
v/c		0.01		0.06				
95% queue length		0.02		0.18				
Control Delay		7.8		12.1				
LOS		A		B				
Approach Delay				12.1				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: VBP
 Agency/Co.: Benesch
 Date Performed: 7/22/2019
 Analysis Time Period: MIDDAY Peak Hour (Build)
 Intersection: CTY A/BUS 64 & 105th St
 Jurisdiction: Richmond, WI
 Units: U. S. Customary
 Analysis Year: 2020 (Opening Year)
 Project ID: CTY A/BUS 64 & 105TH ST
 East/West Street: CTY A /BUS 64
 North/South Street: 105 St
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		200	9		12	240	
Peak-Hour Factor, PHF		0.95	0.95		0.95	0.95	
Hourly Flow Rate, HFR		210	9		12	252	
Percent Heavy Vehicles		--	--		0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR			LT	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		9		12			
Peak Hour Factor, PHF		0.95		0.95			
Hourly Flow Rate, HFR		9		12			
Percent Heavy Vehicles		67		0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Config		LT		LR				
v (vph)		12		21				
C(m) (vph)		1362		596				
v/c		0.01		0.04				
95% queue length		0.03		0.11				
Control Delay		7.7		11.3				
LOS		A		B				
Approach Delay				11.3				
Approach LOS				B				

TWO-WAY STOP CONTROL SUMMARY

Analyst: VBP
 Agency/Co.: Benesch
 Date Performed: 7/22/2019
 Analysis Time Period: PM Peak Hour (Build)
 Intersection: CTY A/BUS 64 & 105th St
 Jurisdiction: Richmond, WI
 Units: U. S. Customary
 Analysis Year: 2020 (Opening Year)
 Project ID: CTY A/BUS 64 & 105TH ST
 East/West Street: CTY A /BUS 64
 North/South Street: 105 St
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		475	14	15	245		
Peak-Hour Factor, PHF		0.97	0.97	0.97	0.97		
Hourly Flow Rate, HFR		489	14	15	252		
Percent Heavy Vehicles		--	--	0	--	--	
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		1	0		0	1	
Configuration			TR		LT		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		19		17			
Peak Hour Factor, PHF		0.97		0.97			
Hourly Flow Rate, HFR		19		17			
Percent Heavy Vehicles		21		0			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage				No	/		/
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Config		LT		LR				
v (vph)		15		36				
C(m) (vph)		1072		417				
v/c		0.01		0.09				
95% queue length		0.04		0.28				
Control Delay		8.4		14.4				
LOS		A		B				
Approach Delay				14.4				
Approach LOS				B				

105th St at Project Access

TWO-WAY STOP CONTROL SUMMARY

Analyst: VBP
 Agency/Co.: Benesch
 Date Performed: 7/22/2019
 Analysis Time Period: AM Peak Hour (Build)
 Intersection: 105th St @ Project Access
 Jurisdiction: Richmond, WI
 Units: U. S. Customary
 Analysis Year: 2020 (Opening Year)
 Project ID: 105th St @ Project Access
 East/West Street: 105th St
 North/South Street: Project Access
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		0	25			15	6
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90
Hourly Flow Rate, HFR		0	27			16	6
Percent Heavy Vehicles		0	--	--		--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					4		0
Peak Hour Factor, PHF					0.90		1.00
Hourly Flow Rate, HFR					4		0
Percent Heavy Vehicles					100		0
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		No /
Lanes					0		0
Configuration						LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound				
			1	4	7	8	9	10	11	12
Movement	1	4								
Lane Config	LT							LR		
v (vph)	0							4		
C(m) (vph)	1607							765		
v/c	0.00							0.01		
95% queue length	0.00							0.02		
Control Delay	7.2							9.7		
LOS	A							A		
Approach Delay								9.7		
Approach LOS								A		

