

TRAFFIC IMPACT ANALYSIS

Ironstone Commercial Park and Viney Acres

Madison, Wisconsin | January 16, 2025

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CHAPTER 1. INTRODUCTION AND EXECUTIVE SUMMARY

Snyder & Associates, Inc. has prepared this Traffic Impact Analysis (TIA) to provide information to accompany the rezoning and preliminary plat submittal of Ironstone Commercial Park and Viney Acres in the Town of Cottage Grove. This report will evaluate the potential transportation impacts associated with the proposed development within the study area, including sections of US Highway 12/18, North Star Rd, and CTH N.

This chapter includes:

- Purpose of report and study objectives
- Executive summary

A. Purpose of Report and Study Objectives

The purpose of this report is to document the existing traffic conditions, forecast future travel demand, assess the capacity of the surrounding roadway network to accommodate the forecasted traffic volumes, and make recommendations for improvements. The analysis follows *WisDOT's Traffic Impact Analysis Guidelines (2024)* and includes recommendations for improvements to maintain safe and efficient operations.

The primary objectives of this study are:

- Identify existing roadway and intersection conditions within the study area
- Evaluate the existing roadway network's capacity
- Estimate trip generation and distribution/assignment of the proposed on-site development and off-site developments
- Identify potential impacts of the proposed development on traffic safety
- Evaluate current, interim and horizon year traffic volumes and level of service (LOS)
- Recommend mitigation measures to enhance levels of safety and service

B. Executive Summary

This Traffic Impact Analysis (TIA) has been prepared to evaluate the transportation impacts associated with the proposed Ironstone Commercial Park and Viney Acres developments in the Town of Cottage Grove, Dane County, Wisconsin. This development is approximately 134 acres. The proposed development sites are north of US Highway 12/18, between CTH N and North Star Road. The planned land use consists primarily of contractor-focused area with large equipment sales/rental businesses, equipment service shops, and storage facilities.

This analysis documents the existing traffic conditions, forecasts future travel demand, and assesses the capacity of the surrounding roadway network to accommodate anticipated traffic volumes. The analysis follows *WisDOT's Traffic Impact Analysis Guidelines (2024)* and considers background traffic, build traffic, and total traffic scenarios for the base year (2026), interim year (2036), and horizon year (2056).

The study area includes USH 12/18, CTH N, CTH MN, North Star Rd, Fieldview Ln, and the following intersections:

- USH 12/18 Westbound ramp & CTH N
- USH 12/18 Eastbound ramp & CTH N
- CTH N & Natvig Rd/Theodore Lane
- CTH N & Development Access
- CTH N & CTH MN
- CTH MN & Fieldview Ln
- USH 12/18 & N Star Rd
- North Star Rd & Development Access (new intersection)
- North Star Rd & Theodore Lane (new intersection)

This area was selected based on its proximity and sensitivity to development-related traffic, as well as its regional connectivity.

Traffic forecasts were developed using a combination of WisDOT planning level traffic forecasting, historical growth trends, and trip generation estimates based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. The Industrial Park land use (ITE Code 130) was applied to both on-site and off-site developments for a projected build-out of approximately 660,000 square feet on-site and an additional 1,564,000 square feet off-site. The Industrial Park land use was selected for the developments as the developments are planned for more contractor-focused service/retail and storage businesses. A linked-trip reduction of 5% was applied to account for internal circulation between businesses due to the contractor focused business nature. Trip distribution and assignments were adjusted using engineering judgment to reflect likely travel patterns.

The analysis of the existing conditions indicates that intersections currently operate at acceptable levels of service (LOS), except the northbound movement at USH 12/18 & North Star Road, which experiences LOS E during the PM peak hour. By 2036, operational performance begins to deteriorate, with a LOS F observed at North Star Road and LOS E at the eastbound ramp terminal during peak periods. By 2056, without improvements, multiple intersections experience LOS F and excessive delays with the background traffic alone, particularly at exit ramp termini and North Star Road. Queuing analysis shows significant increases in storage requirements, with 95th percentile queues exceeding 150 feet at ramp intersections.

Under the total traffic scenarios, which include background growth, on-site development, and off-site developments, the LOS of the horizon year roadway network is forecasted to have some deficiencies. The ramp termini are experiencing LOS F in the peak hours, with a longer delay than what was forecasted with the background traffic alone. The intersection of USH 12/18 & North Star Rd will become difficult for vehicles on the minor road to cross or turn left, with northbound and southbound movements operating at LOS F in both peak periods. CTH N & Natvig Rd/Theodore Lane experience LOS E and F for westbound left turning movements. These conditions suggest that without mitigation, drivers may face delays and increased safety risks due to the pressure to accept unsafe gaps in traffic to attempt to cross.

While multimodal considerations were reviewed, the rural context and contractor-focused land use suggest minimal demand for pedestrian, bicycle, or transit use.

Roundabouts are recommended at the USH 12/18 & CTH N eastbound and westbound ramp terminals and at CTH N & Natvig Road, ultimately. Roundabouts offer safety improvements over signalized intersections, while maintaining an acceptable LOS with the projected traffic volumes. At USH 12/18 & North Star Rd, a restricted crossing U-turn (RCUT) should be considered to reduce conflict points and improve LOS. The recommended improvements address the forecasted deficiencies in the LOS and reduce crash potential, aligning with WisDOT's safety and performance objectives.

Details of the proposed site are shown in Exhibit 1-1

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Exhibit 1-1: Site Plan

Exhibit 1-2: Base Year Background Traffic Recommended Improvements

Exhibit 1-3: Base Year Build Traffic Recommended Improvements

Exhibit 1-4: Base Year Total Traffic Recommended Improvements

Exhibit 1-5: Interim Year Background Traffic Recommended Improvements

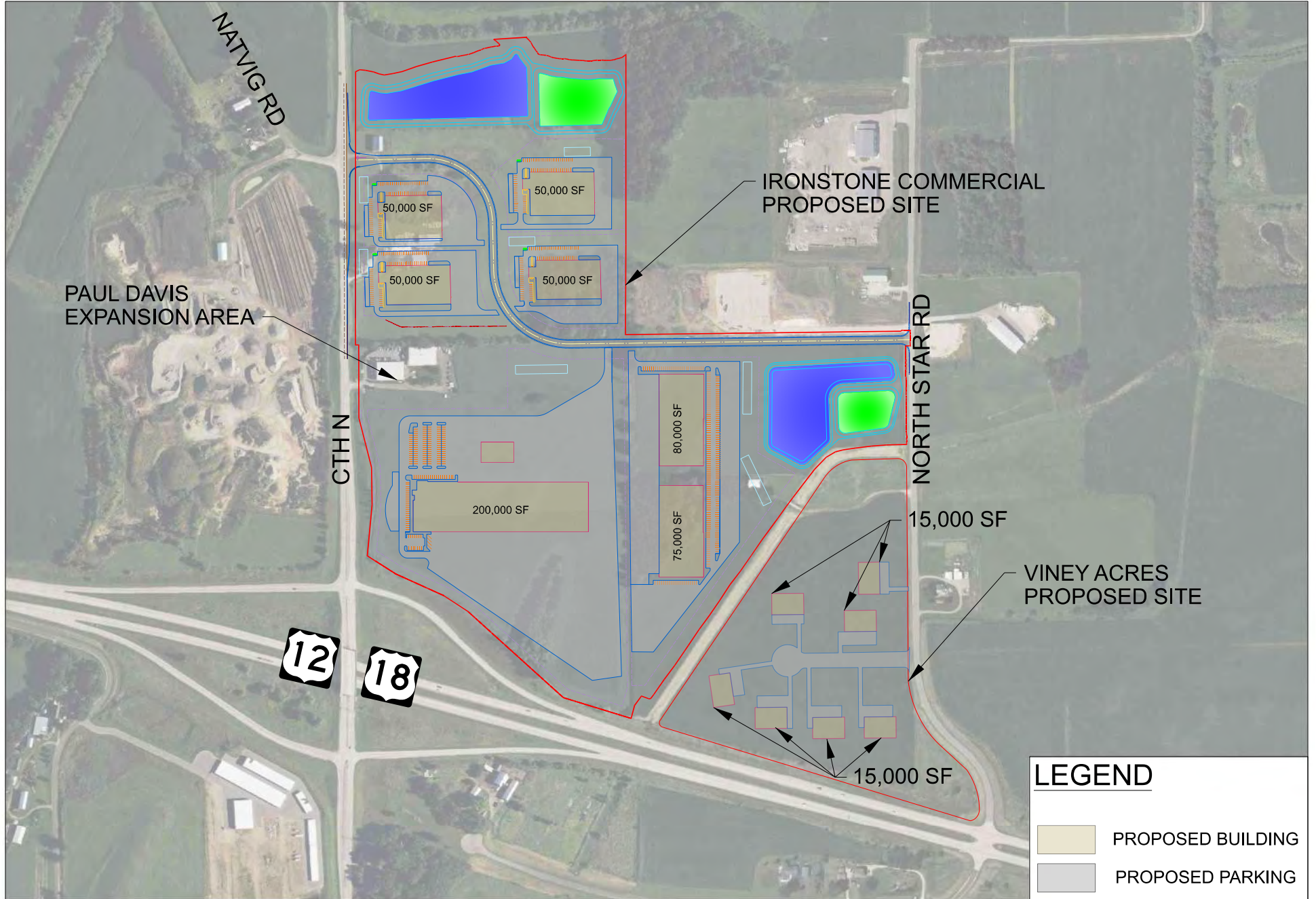
Exhibit 1-6: Interim Year Build Traffic Recommended Improvements

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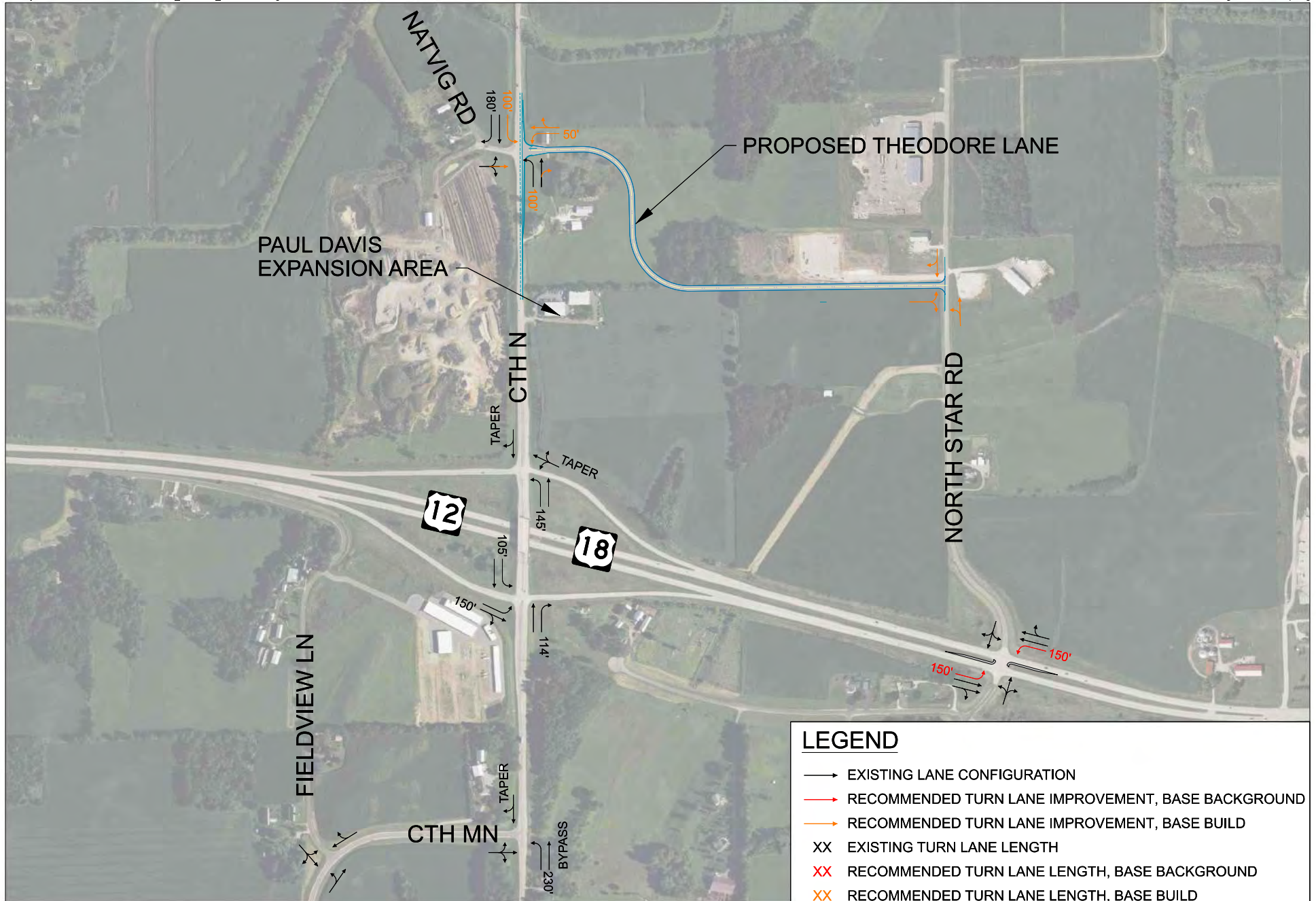
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Exhibit 1-10: Horizon Year Total Traffic Recommended Improvements







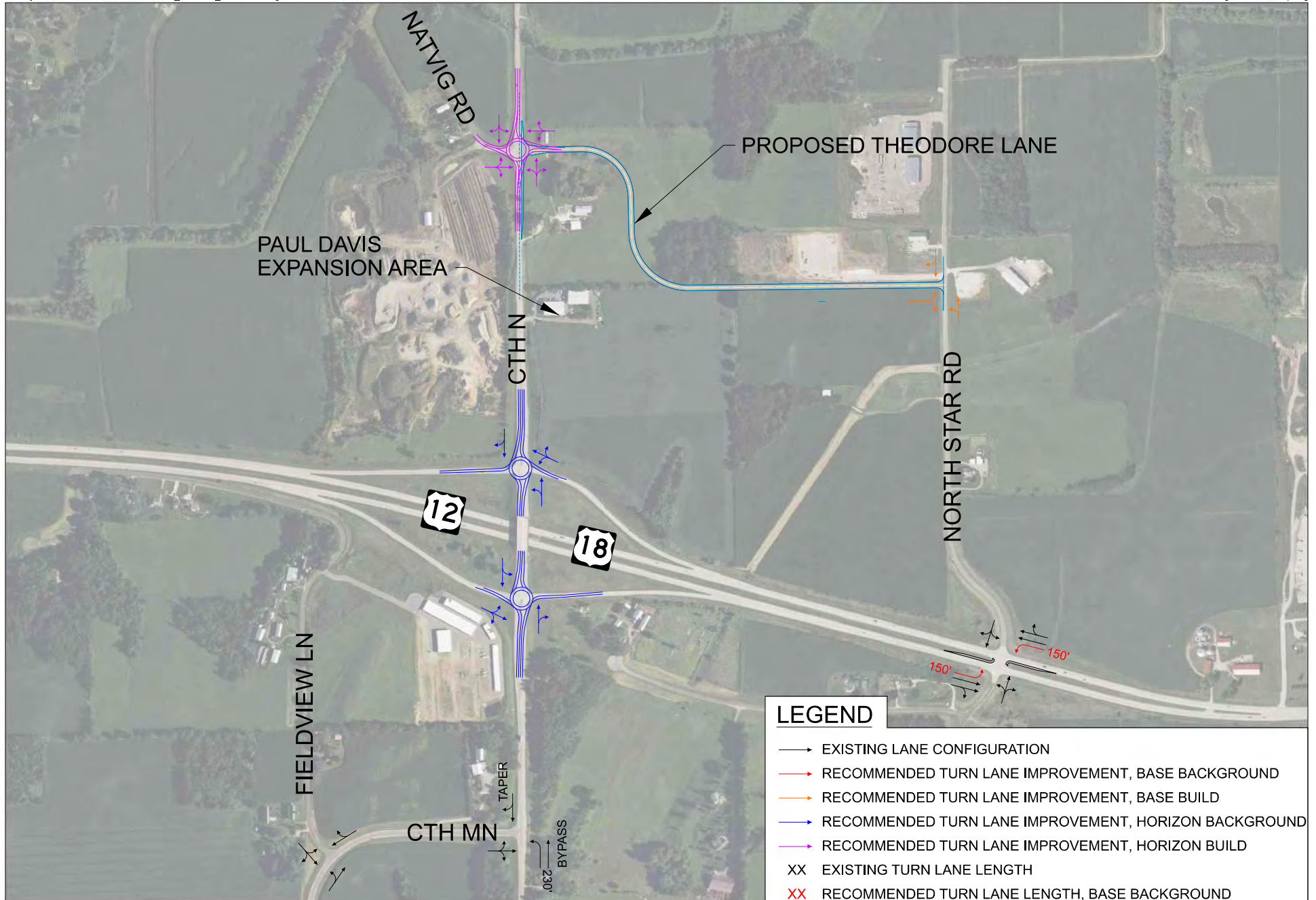


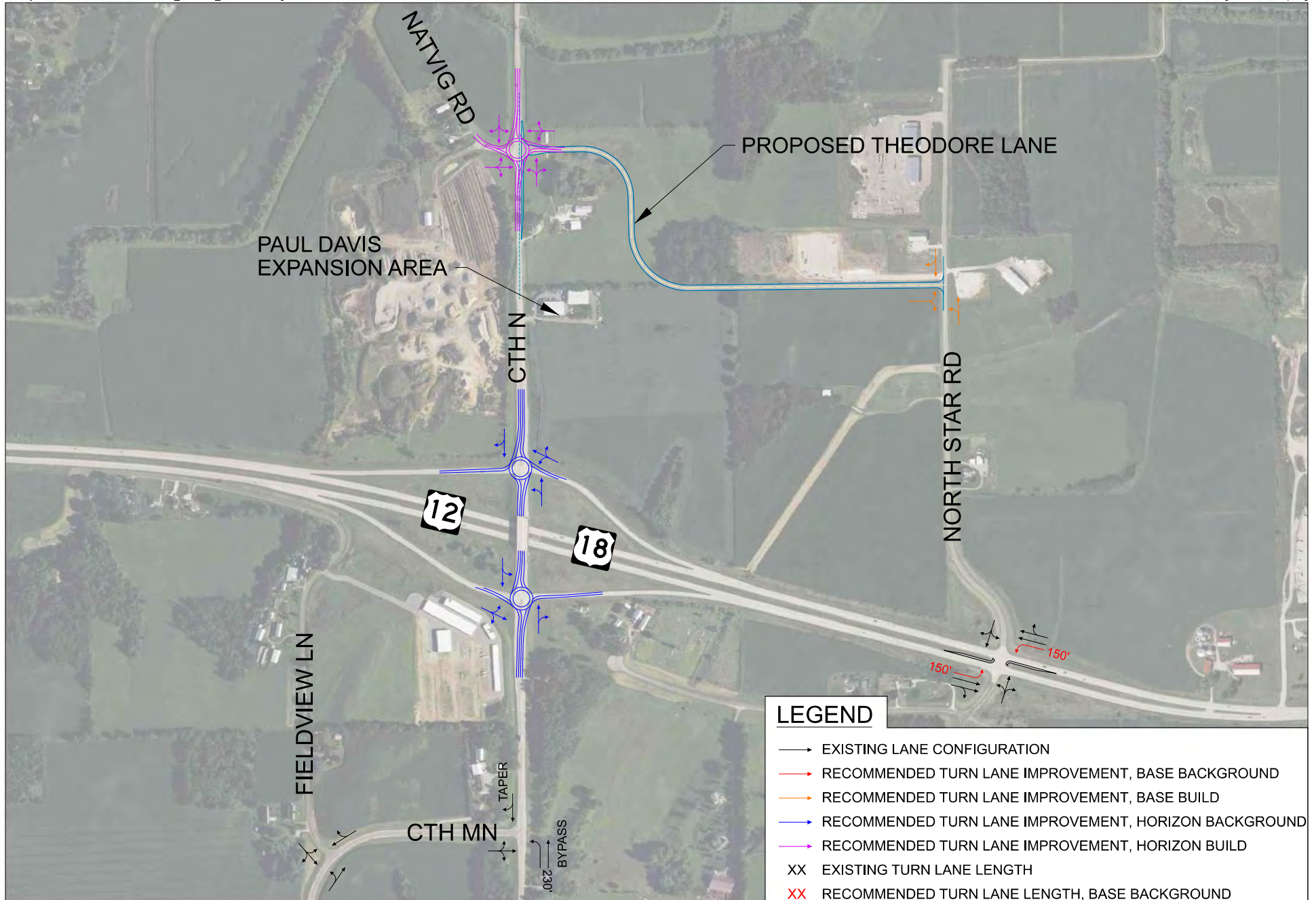












CHAPTER 2. PROPOSED DEVELOPMENT

This chapter provides a comprehensive overview of the proposed development, including its location, planned land use, and anticipated intensity. These features are used to estimate trip generation, identify the potential safety and traffic impacts, and develop recommended improvements.

This chapter includes:

- On-site development
- Study area
- Off-site land use and development
- Site accessibility

A. On-Site Development

The proposed developments of Ironstone Commercial Park and Viney Acres comprise a total area of approximately 134 acres. These developments are adjacent to each other and will develop contractor-focused facilities (maintenance/storage) with minor retail businesses. The land on which these sites are being developed is currently agricultural, with a few small buildings, including the Paul Davis expansion area.

1. Development Descriptions and Site Location

Ironstone Commercial Park comprises approximately 100 Acres of the study area and is located North of US Highway 12/18, between CTH N and North Star Rd. Ironstone Commercial Park will have 3100 linear feet of frontage along the proposed extension of Natvig Rd, as Theodore Lane, and an access driveway at the Paul Davis expansion area. Viney Acres is the remaining approximately 34 Acres of the study area. This section is located in the southeast quadrant of the new development, north of US Highway 12/18 and west of North Star Rd. Viney Acres will have one access street and one access driveway along the west side of North Star Rd with no additional frontage.

2. Land Use and Intensity

The future land use zoning designation for this site is a commercial development area. Working with the developer has identified that across all the different properties that could be developed, approximately 660,000 square feet of business buildings could be developed throughout the sites. The intended land use is to develop a contractor-focused area with large equipment sales/rental businesses, equipment service shops, and storage facilities. In general, these are not high-intensity traffic generators. To estimate the trip generation, the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition, was reviewed for potential land uses. Upon that review, the Industrial Park (ITE Code 130) appeared to be the most applicable for use across the large land area, as much of the land is speculative, with unknown businesses being developed.

3. Site Plan

The location of this site is shown in Exhibit 2-1. The plan for this site is to extend Natvig Rd as Theodore Lane from CTH N to North Star Rd and develop the land with contractor-focused facilities, as shown in Exhibit 2-2. Most driveways for the Ironstone Commercial Park development will be located along Theodore Lane. Driveways for Viney Acres will be located along a drive aisle connecting to North Star Rd with only one direct driveway connection to North Star Rd.

4. Development Phasing and Timing

These sites are in the early development stages, and a detailed phasing plan is currently unavailable. The traffic impacts analysis of this development assumes that the site is half developed during the opening year through the interim year and becomes fully developed before the horizon year.

B. Study Area

The study area was determined by analyzing the locations that traffic generated by the proposed developments could potentially affect, including both the influence area and the area of significant traffic impact. The Influence area is vast and shows where the trips are likely to come from, and the area of significant traffic impact will be used to narrow down the study area to locations where the trips generated could potentially make a meaningful difference in traffic safety and operations. Once a study area was selected, it was analyzed to determine the impact of the proposed development on traffic safety and operations within the study area.

1. Influence Area

The influence area for the proposed development was determined using the gravity model approach, which accounts for trip attraction and travel impedance based on distance and size of surrounding population centers. Given the rural context of the site, the influence area encompasses a relatively broad region for the size of the proposed development. Due to the broad region, the anticipated traffic impact within this area is minimal. For this analysis, the influence area includes the cities/villages/towns of Madison, Cottage Grove, Deerfield, McFarland, and the area between them. This area represents the vast majority of potential trips to the site.

2. Area of Significant Traffic Impact

The study area for this Traffic Impact Analysis includes intersections and connecting corridors expected to experience measurable changes in traffic volumes due to the proposed development. This area is anticipated to be limited to the following existing intersections:

- USH 12/18 Westbound ramp & CTH N
- USH 12/18 Eastbound ramp & CTH N
- CTH N & Natvig Rd/Theodore Lane
- CTH N & Development Access
- CTH N & CTH MN
- CTH MN & Fieldview Ln
- USH 12/18 & N Star Rd
- North Star Rd & Development Access (new intersection)
- North Star Rd & Theodore Lane (new intersection)

These intersections, along with the corridors connecting them, will be evaluated to determine operational impacts from the proposed developments and the potential need for improvements.

C. Off-Site Land Use and Development

The off-site development needs to be considered to determine the overall impact on safety and operations. The area around Ironstone Commercial Park and Viney Acres is predominantly agricultural today; however, there are limited development opportunities due to the presence of significant wetlands. Attached are the proposed land uses in the surrounding areas to the Ironstone Commercial Park and Viney Acres developments (Exhibits 2-4A and 2-4B). It has been assumed that this additional area will be developed similar to the Ironstone Commercial Park and Viney Acres site. This additional area is estimated to be approximately 150 acres, located east of the Ironstone Commercial Park and Viney Acres developments, and 40 acres south of the USH 12/18 interchange.

D. Site Accessibility

The access points to the proposed site will be at Theodore Lane, which will run through the site, the driveway at the Paul Davis expansion area along CTH N, and the additional driveway connections along North Star Rd for the Viney Acres development.

The intersections within the study area are currently all minor street stop-controlled with no additional travel restrictions, such as left turn prohibitions or one-way streets.

E. Chapter 2 Exhibits

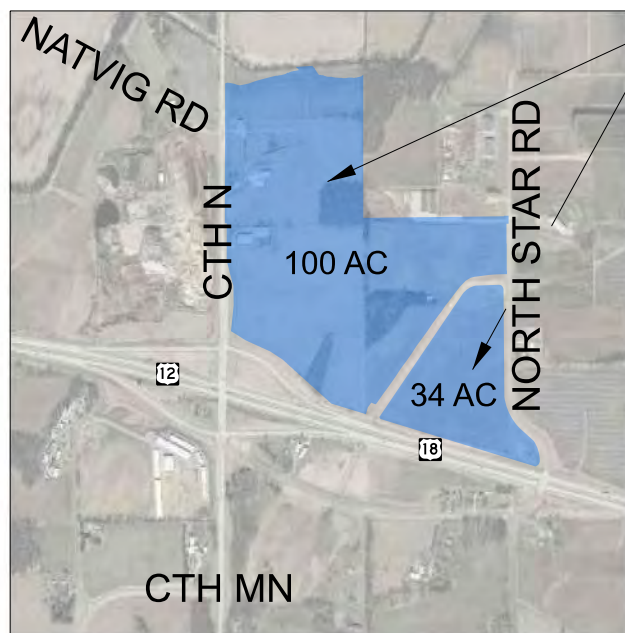
Exhibit 2-1: Site Location Map

Exhibit 2-2: Site Plan

~~Exhibit 2-3: Development Staging Detail~~

Exhibit 2-4: Existing and Proposed Land Use for Study Area

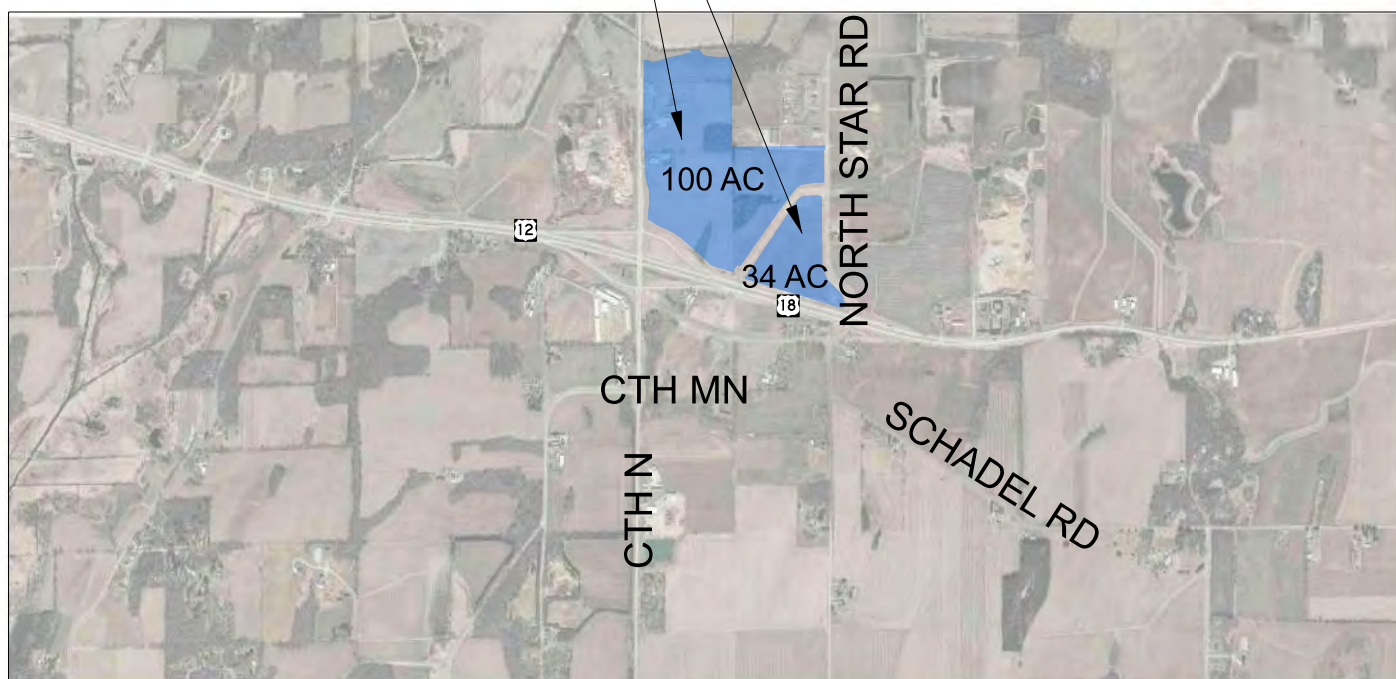
- Exhibit 2-4A: Existing Land Use for Study Area
- Exhibit 2-4B: Proposed Land Use for Study Area



PROJECT AREAS



PROJECT LOCATIONS



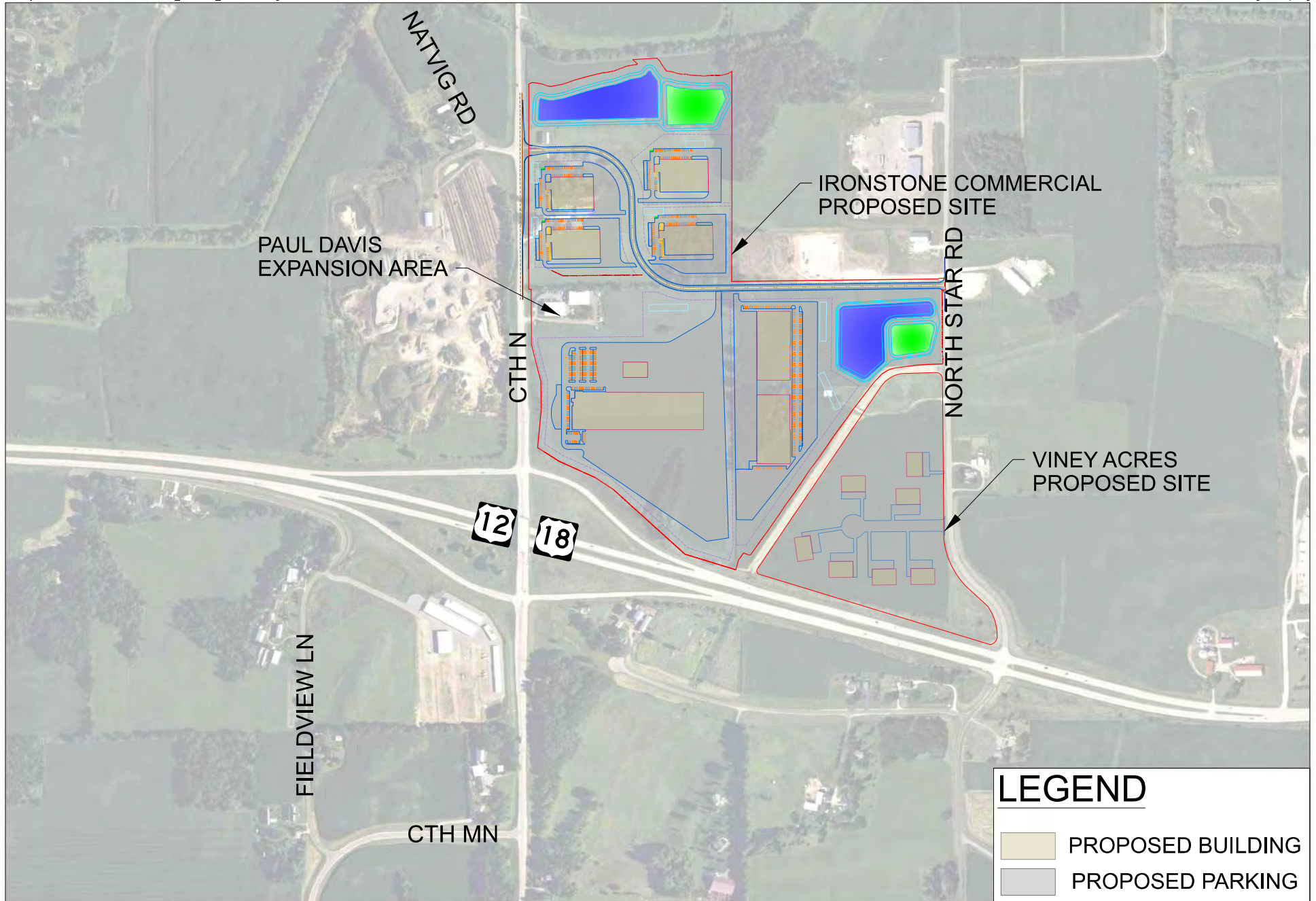
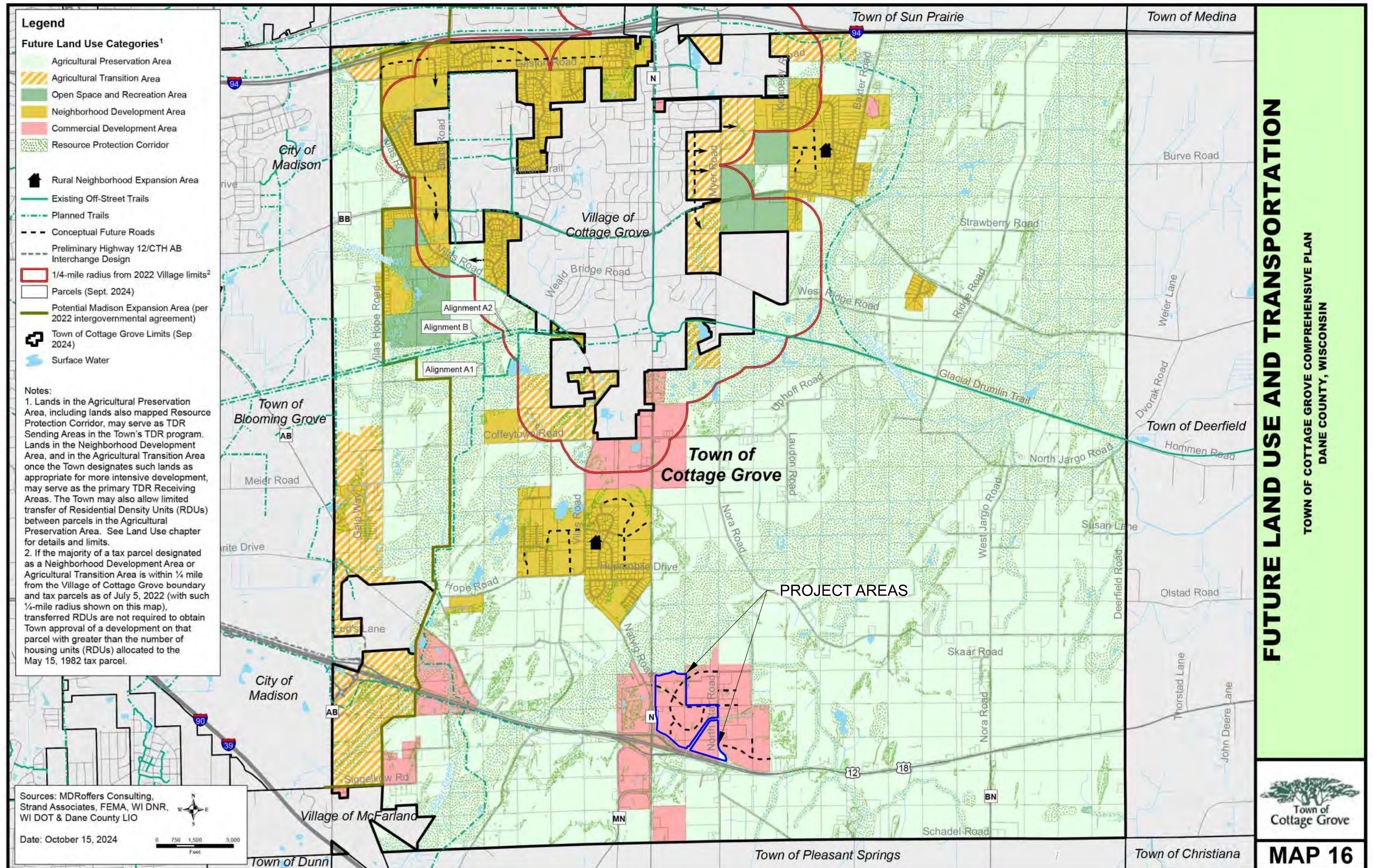


Exhibit 2-4A: Existing Land Use For Study Area



CHAPTER 3. ANALYSIS OF EXISTING CONDITIONS

The analysis of existing conditions provides a base against which to measure the incremental traffic impacts of the proposed development. Understanding the current roadway network, traffic patterns, and operational performance establishes the foundation for comparing the built opening, interim, and horizon scenarios.

This chapter includes:

- Physical characteristics
- Traffic volumes
- Capacity/LOS
- Sources of data

A. Physical Characteristics

USH 12/18 is a principal arterial through the project area with an interchange at CTH N and an at-grade intersection at North Star Rd. This is a rural four-lane east-west roadway with an approximate 50-foot-wide median and a posted speed limit of 55 mph along the development. USH 12/18 transitions to a two-lane, rural highway half mile east of the North Star Rd intersection.

CTH N is a rural, two-lane, north-south minor arterial with a posted speed limit of 55 mph. It runs from Cottage Grove south through the project area. It has an interchange with Interstate 39/90, approximately two miles south of USH 12/18.

North Star Rd is a rural, two-lane, north-south local road with a posted speed limit of 45 mph. It serves residential, agricultural, and other mixed-use areas on both sides of USH 12/18.

Natvig Rd is a rural, two-lane, local road. It connects with a small neighborhood northwest of the site.

CTH MN is a rural, two-lane minor collector with a posted speed limit of 55 mph. It connects the site location to McFarland. This CTH does not have a connection to Interstate 39/90. Instead, it passes below the interstate.

The USH 12/18 & North Star Rd intersection is an at-grade, two-way stop-controlled intersection (the North Star Rd approaches are controlled) with no turn lanes along USH 12/18.

The USH 12/18 & CTH N interchange has stop-controlled ramp terminals with a right turn lane on the eastbound ramp that is stop-controlled.

CTH N & Natvig Rd is a T-intersection where Natvig Rd is stop-controlled and CTH N is a through street with bypass lanes.

The CTH N & CTH MN is a T-intersection where CTH MN is stop-controlled and CTH N is a through street with bypass lanes.

CTH MN & Fieldview Ln is a T-intersection where Fieldview Ln is stop-controlled, and CTH MN is a through street.

The project location is rural and lacks current facilities for multimodal travel, including pedestrian, bicycle, and transit options.

The existing transportation system is illustrated in Exhibit 3-1A, which shows the distances between intersections and the intersection controls.

B. Traffic Volumes

Traffic Analysis & Design Inc. collected turning movement counts at the study intersections on Wednesday, August 20, 2025, to be used to develop background traffic volumes. The critical hours for analysis were determined based on the turning movement counts collected. These are the hours when the proposed development will have the most significant impact on the highway system, as it will align closely with the site's peak hours, and it is when the roadway network is closest to its capacity. The critical peak hours have been determined as shown in Table 3-1.

Table 3-1: Critical Peak Hours

Critical Peak Hours	
AM peak:	7 A.M. to 8 A.M.
PM peak:	4 P.M. to 5 P.M.
Weekend peak:	Non-critical

The morning (AM) and afternoon (PM) peaks were selected based on the existing traffic peaks observed in the traffic count data collected around the site. This development will primarily focus on contractor-focused land use. This land use will primarily be utilized during weekdays, with minimal impact on weekend trips; therefore, no weekend peak analysis is required.

A summary of the collected turning movement counts and AADT volumes is shown in Exhibit 3-2A.

C. Capacity/Level of Service

An operational and capacity analysis was completed for the intersections using *Synchro 12* and *HCS* (roundabouts only), utilizing HCM 7th Edition methodologies. This type of analysis assigns a level of service (LOS) to each movement. LOS is a quantitative measure that refers to the overall quality of flow at an intersection, ranging from very good, LOS "A," to very poor, LOS "F". The delay is measured in seconds per vehicle, which can be used to determine the Level of Service for the intersection. The delay criteria used to determine the LOS at an intersection are shown in **Table 3-2: Highway Capacity Manual Level of Service**.

Table 3-2: Highway Capacity Manual Level of Service

LOS	Average Delay per Vehicle (sec)	
	Unsignalized Intersection	Signalized Intersection
A	Less than 10	Less than 10
B	10-15	10-20
C	15-25	20-35
D	25-35	35-55
E	35-50	55-80
F	Greater than 50	Greater than 80

It was determined that an analysis of pedestrian, bicycle, and transit facilities is unnecessary due to the rural environment of this site and the lack of these types of facilities.

Geometric information of the existing conditions was gathered from past as-builts and survey data. No transit information was gathered because this site's location is not significantly affected by these systems.

Based on the most recent manual traffic count, peak-hour factors (PHF) and heavy vehicle percentages have been calculated for each study intersection, as shown below.

Table 3-3: Existing Traffic & Heavy Vehicle Percentage

Existing traffic PHF at study intersections										
Intersection	A.M.					P.M.				
	Heavy vehicle percentage				PHF	Heavy vehicle percentage				PHF
	SB	WB	NB	EB		SB	WB	NB	EB	
USH 12/18 WB Ramp& CTH N	3%	18%	7%	N/A	0.89	4%	7%	3%	N/A	0.90
USH 12/18 EB Ramp & CTH N	4%	N/A	7%	22%	0.93	4%	N/A	3%	7%	0.92
CTH N & Natvig Rd	7%	N/A	9%	25%	0.90	4%	N/A	4%	0%	0.89
CTH N & CTH MN	21%	N/A	11%	9%	0.97	7%	N/A	5%	5%	0.94
CTH MN & Fieldview Ln	0%	12%	N/A	15%	0.82	0%	7%	N/A	6%	0.74
USH 12/18 & North Star Rd	100%	6%	0%	10%	0.90	50%	7%	0%	7%	0.91

The PHF and heavy vehicle percentages from above were applied to each turning movement volume in the model to calculate LOS and capacity using the built-in HCM 7 report tools. Exhibit 3-3 displays the LOS, delay, V/C (Volume/Capacity), and queue length.

D. Sources of Data

- Turning movement counts at the study intersections from 2025, by Traffic Analysis& Design Inc.
- AADT Counts – Wisconsin Department of Transportation
- Count data in the year 2023 along CTH N, by Dane County highway department

E. Chapter 3 Exhibits

Exhibit 3-1A: Existing Transportation System

Exhibit 3-1B: Planned Transportation System

Exhibit 3-2A: Existing Traffic Volumes

Exhibit 3-2B: Base Year Background Traffic Volumes

Exhibit 3-3: Base Year Background Traffic Capacity/LOS Analysis





Exhibit 3-3 - Base Year Background Traffic Capacity/LOS Analysis, Existing Transportation System

Intersection	Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall Intersection LOS	
				Eastbound			Westbound			Northbound			Southbound				
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
USH 12/18 WB Ramp & CTH N	TWSC	Number of Lanes		-			1			1	1	-	-	1	1	-	
		AM	LOS		-			B			A	A	-	-	A	A	-
			Delay (sec)		-			12.2			7.9	0	-	-	0	0	
			v/c		-			0.11			0.12	0	-	-	0	0	
			Queue (ft)		-			10			10	0	-	-	0	0	
		PM	LOS		-			C			A	A	-	-	A	A	-
			Delay (sec)		-			15.1			8.1	0	-	-	0	0	
			v/c		-			0.13			0.08	0	-	-	0	0	
			Queue (ft)		-			10			5	0	-	-	0	0	
USH 12/18 EB Ramp & CTH N	TWSC	Number of Lanes		1	1		-			1			1	1	-	-	
		AM	LOS		B	B		-			A			A	A	-	-
			Delay (sec)		14.9	10.1		-			0			0	0	-	
			v/c		0.22	0.17		-			0			0.02	0	-	
			Queue (ft)		20	15		-			0			3	0	-	
		PM	LOS		C	B		-			0			A	A	-	-
			Delay (sec)		22.5	11.2		-			0			8.0	0	-	
			v/c		0.50	0.24		-			0			0.04	0	-	
			Queue (ft)		68	25		-			0			3	0	-	
CTH N & Natvig Rd	TWSC	Number of Lanes		1			-			1	1	-	-	1	1	-	
		AM	LOS		B			-			A	A	-	-	A	A	-
			Delay (sec)		11.4			-			8.1	0	-	-	0	0	
			v/c		0.012			-			0.00	0	-	-	0	0	
			Queue (ft)		0			-			0	0	-	-	0	0	
		PM	LOS		B			-			A	A	-	-	A	A	-
			Delay (sec)		11.9			-			8.3	0	-	-	0	0	
			v/c		0.01			-			0.00	0	-	-	0	0	
			Queue (ft)		0			-			0	0	-	-	0	0	
CTH N & CTH MN	TWSC	Number of Lanes		1			-			1	1	-	-	1	1	-	
		AM	LOS		B			-			A	A	-	-	A	A	-
			Delay (sec)		13.1			-			7.9	0	-	-	0	0	
			v/c		0.069			-			0.00	0	-	-	0	0	
			Queue (ft)		5			-			0	0	-	-	0	0	
		PM	LOS		B			-			A	A	-	-	A	A	-
			Delay (sec)		14.4			-			8.3	0	-	-	0	0	
			v/c		0.094			-			0.00	0	-	-	0	0	
			Queue (ft)		8			-			0	0	-	-	0	0	
CTH MN & Fieldview Ln	TWSC	Number of Lanes		1		-	-	1	-				1		-		
		AM	LOS		A		-	-	A	-				A		-	
			Delay (sec)		7.4		-	-	0	-				8.8			
			v/c		0.00		-	-	0	-				0.01			
			Queue (ft)		0		-	-	0	-				0			
		PM	LOS		A		-	-	A	-				A		-	
			Delay (sec)		7.4		-	-	0	-				9.0			
			v/c		0.00		-	-	0	-				0.02			
			Queue (ft)		0		-	-	0	-				0			
USH 12/18 & North Star Rd	TWSC	Number of Lanes			2			2		1		1		-			
		AM	LOS		B	A		A	A		C		E		-		
			Delay (sec)		10.7	0.1		8.0	0		20.3		38.9				
			v/c		0.01	0.00		0.00	0.00		0.07		0.04				
			Queue (ft)		0	0		0	0		5		3				
		PM	LOS		A	A		B	A		D		C		-		
			Delay (sec)		8.5	0.0		10.7	0.1		34.8		21.1				
			v/c		0.01	0.00		0.01	0.00		0.06		0.03				
			Queue (ft)		0	0		0	0		5		3				

CHAPTER 4. PROJECTED TRAFFIC

The future traffic volumes in the surrounding area consist of background traffic plus the traffic generated by the proposed development. This process can be broken down into the following parts.

- Background traffic forecasting
- On-site and off-site development traffic forecasting
- Build and total traffic

A. Background Traffic Forecasting

Intersection turning movement counts were collected by Traffic Analysis & Design inc. On Wednesday, August 20th, 2025, at the six study intersections within the project study area.

Analyses focused on existing operations in the base year 2026, an interim period of 10 years (2036), and a horizon period of 30 years (2056).

To determine the potential growth of background traffic, historical traffic data were reviewed for both USH 12/18 and CTH N from WisDOT's historical data. WisDOT has projections posted on their website for the USH 12/18 project corridor to 2054. These projections estimate an overall growth rate of 0.38% for the entire period, including any developments. CTH N had limited growth prior to 2019. Since then, the corridor has shown growth of approximately 3% over the last six years. A 3% growth rate is a significant increase, and growth rates tend to decrease over time. Over the last 15 years, the growth rate for CTH N has been closer to 1%. The Greater Madison MPO Traffic Forecast Report was reviewed for CTH N. The report indicated a 2.14% growth to 2047. However, in examining the growth rate closer, the actual rate appears closer to 1.7%. Plus, the MPO forecast includes development traffic (including this project's development area). Therefore, for a conservative analysis, a 1% growth rate was applied to all background traffic.

A table comparison of these operational summaries can be found in exhibits 3-3, 5-1, and 5-2. In general, the project intersections operated well in the base year analyses, with the exception that the northbound movement at USH 12/18 & North Star Rd operates at LOS E in the PM peak hour traffic conditions.

In the interim analysis of 2036, this same movement operates at LOS E in the PM peak hour. Additionally, the southbound movement at USH 12/18 & North Star Road deteriorates to LOS E in the AM peak hour.

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

To determine the impact the proposed development will have on future conditions, it is necessary to estimate the trip generation potential of the development and identify how to distribute this additional traffic to the area roadway network. This process can be broken down into the following five parts:

- Trip generation
- Mode split
- Determination of Pass-By and Linked-Trip Traffic
- Trip distribution
- Trip assignment

1. Trip Generation

Development trip generation is based on land use types and sizes as provided by the developer. Utilizing the ITE Trip Generation Manual, 12th Edition, trip generation rates were applied for the proposed land uses.

Due to the on-site development being early in the planning process, the exact size of the development could change. Working with the developer has identified that across all the different properties that could be developed, approximately 660,000 square feet of business buildings could be developed throughout both the Ironstone Commercial Park and Viney Acres sites.

As part of the TIA analysis, off-site development needs to be considered to determine the overall impact on operations. The area around Ironstone Commercial Park and Viney Acres is predominantly agricultural today; however, there are limited development opportunities due to the presence of significant wetlands. Exhibit 2-4A & Exhibit 2-4B show the land uses in the surrounding areas to the Ironstone Commercial Park and Viney Acres developments. It has been assumed that this additional area will be developed similar to the Ironstone Commercial Park and Viney Acres site. This additional area is estimated to be approximately 150 acres, located east of the Ironstone Commercial Park and Viney Acres developments, and 40 acres south of the USH 12/18 interchange.

The Ironstone Commercial Park and Viney Acres development has approximately an 11% building usage on the developable land. To be conservative, a 15% building usage area for the developable land was used in these off-site developments. Based on this assumption, this potentially generates the following trips per region in Exhibit 4-3:

Land Use	ITE Code	Quantity	Unit	Daily Trips	AM Peak		PM Peak	
					Entering Trips	Exiting Trips	Entering Trips	Exiting Trips
Industrial Park (On-Site)	130	660	KSF	2,155	105	105	60	160
Industrial Park (Off-Site East)	130	1,240	KSF	3,340	195	315	90	225
Industrial Park (Off-Site South)	130	324	KSF	1,470	55	50	45	120

Exhibit 4-3: Trip Generation Table

The trip generation shown above was calculated using the equation provided in the ITE Trip Generation Manual, 12th Edition, for the fitted curve.

The fitted curve method should be used when the following criteria are met:

- Development is compatible with the ITE land use code
- Development size falls within the land use code's data extremes
- 20 or more data points are included in the land use code study
- ITE provided a fitted curve equation

This development meets all of the above criteria, so the provided fitted curve equation was used for both the proposed development and the off-site developments.

2. Mode Split

This area currently does not have transit services or pedestrian and bicycle facilities such as sidewalks or trails. At this time, there are no plans to provide these facilities, as the proposed development is not anticipated to generate significant pedestrian, bicycle, or transit trips.

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

The potential on-site and off-site land uses are not typically associated with pass-by trips, they are destination trips; therefore, no reduction in trip generation was included in the analysis for pass-by trips. With the contractor-focused nature of the proposed businesses, some linked trips are possible. Therefore, a linked-trip traffic of 5% was used for both on-site and off-site developments to account for the expected trips between these businesses. This reduction resulted in the following new trips expected to be generated by the Ironstone Commercial Park and Viney Acres sites as shown in Table 4-2:

Table 4-1: Ironstone Commercial Park and Viney Acres On-site Trip Generation after Linked-Trip Reduction

Land Use	ITE Code	Quantity	Unit	Daily Trips	AM Peak		PM Peak	
					Entering Trips	Exiting Trips	Entering Trips	Exiting Trips
Industrial Park (On-Site)	130	660	KSF	2,045	100	100	60	150
Industrial Park (Off-Site East)	130	1,240	KSF	3,170	190	185	85	215
Industrial Park (Off-Site South)	130	324	KSF	1,395	50	50	45	115

For the traffic impact analysis, it is assumed that half of the proposed development's traffic is observed in the opening year and the interim year, after which it grows to the fully developed volumes shown above. The off-site traffic made a similar assumption, which was modeled with no additional traffic in the base year, 10% of the projected volume in the interim year, and the full projected volume in the horizon year.

4. Trip Distribution

The projected generated trips for on-site and off-site traffic were assigned to the existing roadway network, incorporating the planned construction of Theodore Lane through the development, which connects CTH N to North Star Road. The trip distribution was based on the gravity model using characteristics of the land-use pattern within the influence area and the transportation system.

Most of the generated trips are expected to travel to/from the City of Madison or other areas west of the developments using USH 12/18. Some generated trips will travel to/from the Town and Village of Cottage Grove (estimated combined population of 11,000+) and Interstate 94 (north) with others traveling to/from the Village of McFarland (estimated population of 9,000+) and Interstates 39/90 all along CTH N (south). The remaining trips will travel east from the development area along USH 12/18 to/from the Villages of Deerfield and Cambridge (estimated combined population of 4,100).

The expected travel patterns are shown in Exhibit 4-4:

5. Trip Assignment

The projected trip assignments were based on the site layout and the trip distribution. It was assumed that trips would be spread across all the access points of the site and would be assigned in a manner that facilitates the most likely route to leave the study area, with volumes matching the trip distribution. The trip assignment was manually adjusted using engineering judgment in scenarios where it was deemed necessary. Two of the major reasons that the trip assignment was not consistent in each scenario were the addition of off-site developments in the interim and horizon year, and the recommended improvements that include restricted movements.

C. Build and Total Traffic

The “build traffic” refers to the background/base traffic plus on-site development, as it is anticipated to utilize the roadway network before the off-site developments. The “total traffic” consists of background/base traffic, on-site development traffic, and off-site development traffic. The volumes for the base year and interim year have been reduced from the projected trip generation on the horizon year due to the expectation that these sites will not be fully built/utilized by the interim year.

Not all of the developments will be built in the base year. Table 4-3 presents the assumptions regarding the application of development trips to the various analysis periods.

Table 4-2: Trip Generation Over Time

	Years of Background Traffic Growth	On-site Volumes	Off-site Volumes
Base	0	50%	0%
Interim	10	50%	10%
Horizon	30	100%	100%

D. Chapter 4 Exhibits

Exhibit 4-1: Interim Year Background Traffic Volumes

Exhibit 4-2: Horizon Year Background Traffic Volumes

Exhibit 4-3: Trip Generation Table

Exhibit 4-4: Trip Distribution

Base Year On-site Development Traffic Assignment

Exhibit 4-5A: New Trips

~~Exhibit 4-5B: Linked Trips~~

~~Exhibit 4-5C: Pass-by Trips~~

~~Exhibit 4-5D: Driveway Trips~~

Interim Year On-site Development Traffic Assignment

Exhibit 4-6A: New Trips

~~Exhibit 4-6B: Linked Trips~~

~~Exhibit 4-6C: Pass-by Trips~~

~~Exhibit 4-6D: Driveway Trips~~

Horizon Year On-site Development Traffic Assignment

Exhibit 4-7A: New Trips

~~Exhibit 4-7B: Linked Trips~~

~~Exhibit 4-7C: Pass-by Trips~~

~~Exhibit 4-7D: Driveway Trips~~

Base Year Off-site Development Traffic Assignment

~~Exhibit 4-8A: New Trips~~

~~Exhibit 4-8B: Linked Trips~~

~~Exhibit 4-8C: Pass-by Trips~~

~~Exhibit 4-8D: Driveway Trips~~

Interim Year Off-site Development Traffic Assignment

Exhibit 4-9A: New Trips

~~Exhibit 4-9B: Linked Trips~~

~~Exhibit 4-9C: Pass-by Trips~~

~~Exhibit 4-9D: Driveway Trips~~

Horizon Year Off-site Development Traffic Assignment

Exhibit 4-10A: New Trips

~~Exhibit 4-10B: Linked Trips~~

~~Exhibit 4-10C: Pass-by Trips~~

~~Exhibit 4-10D: Driveway Trips~~

Exhibit 4-11: Base Year Build Development Traffic Volumes

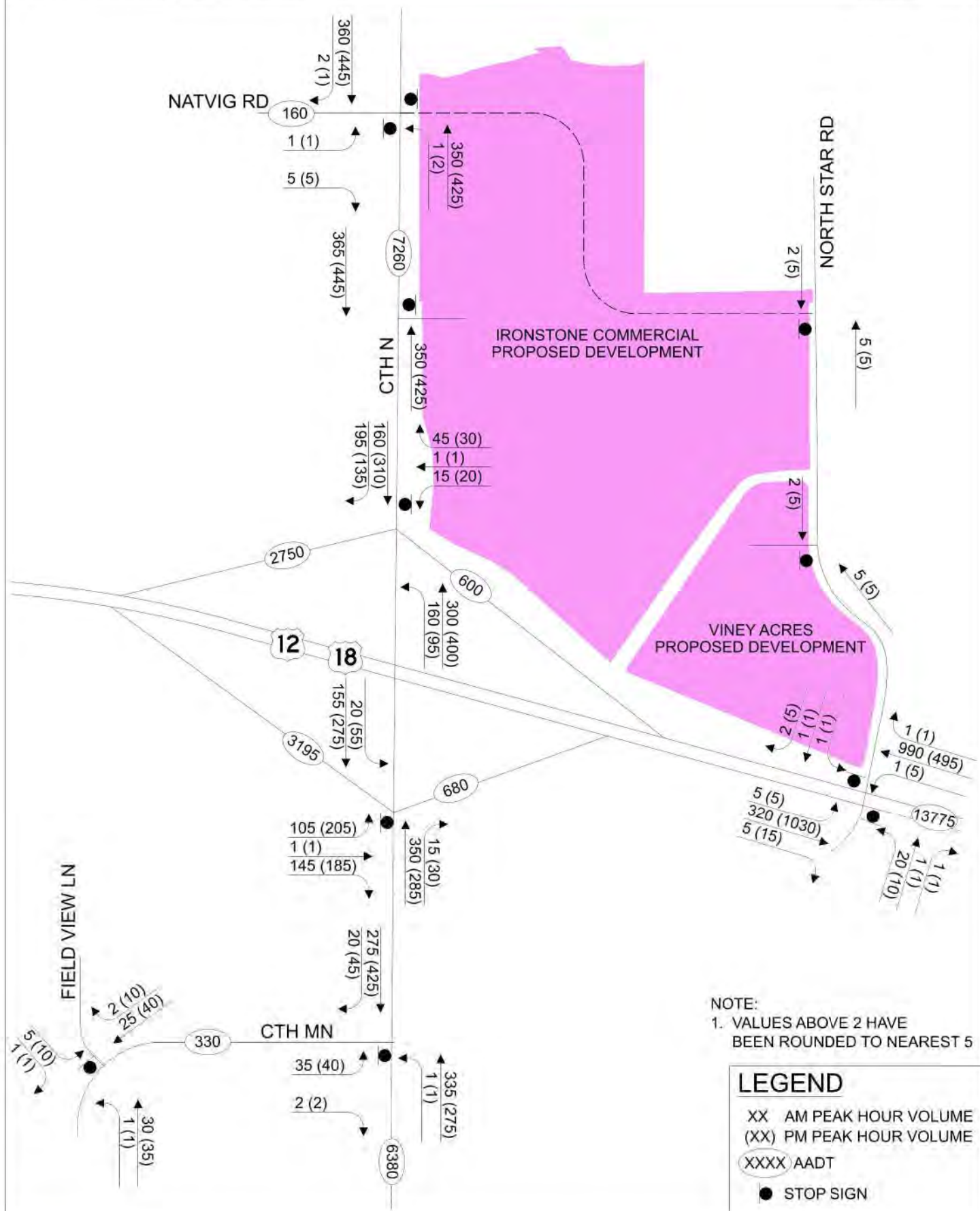
Exhibit 4-12: Interim Year Build Development Traffic Volumes

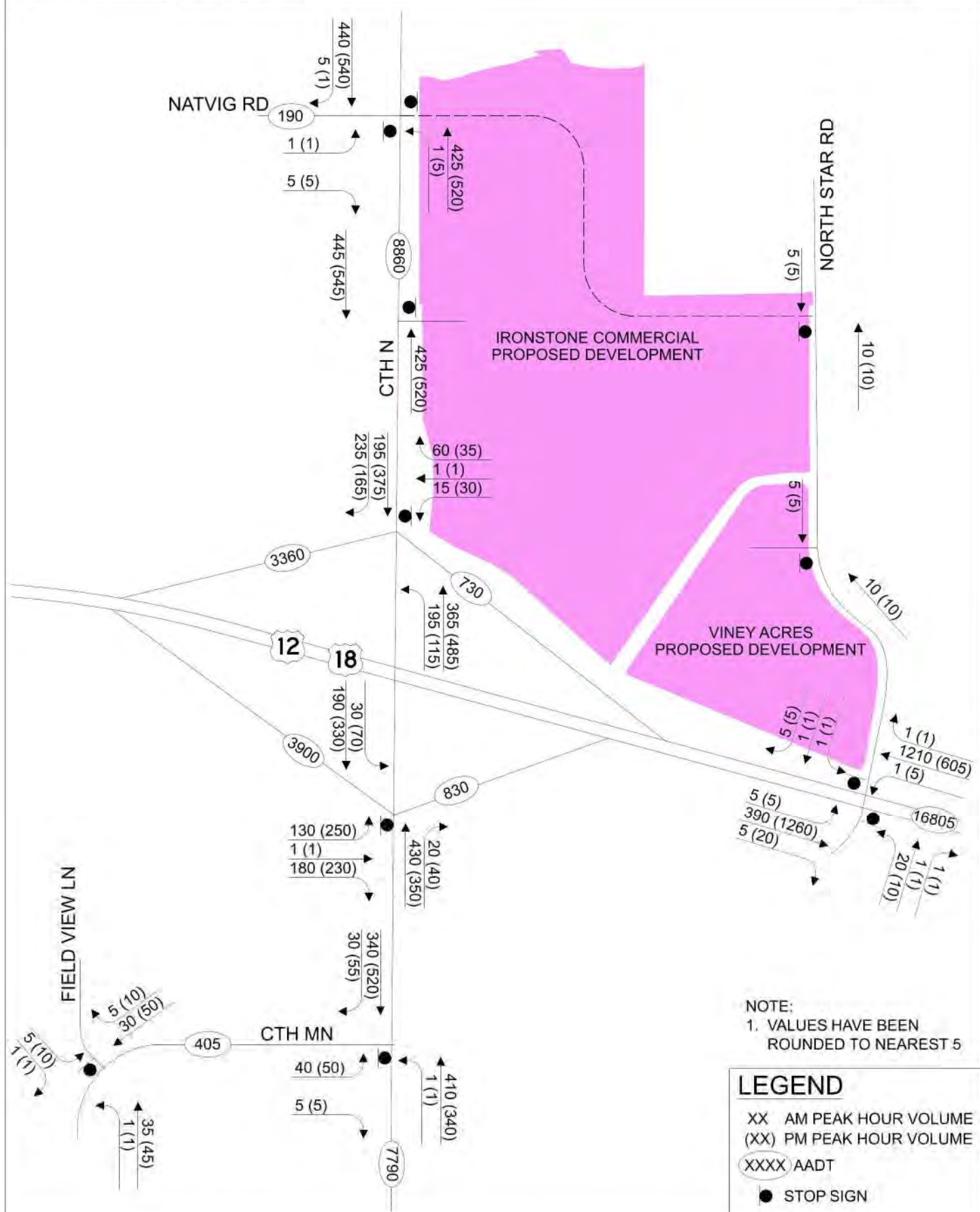
Exhibit 4-13: Horizon Year Total Development Traffic Volumes

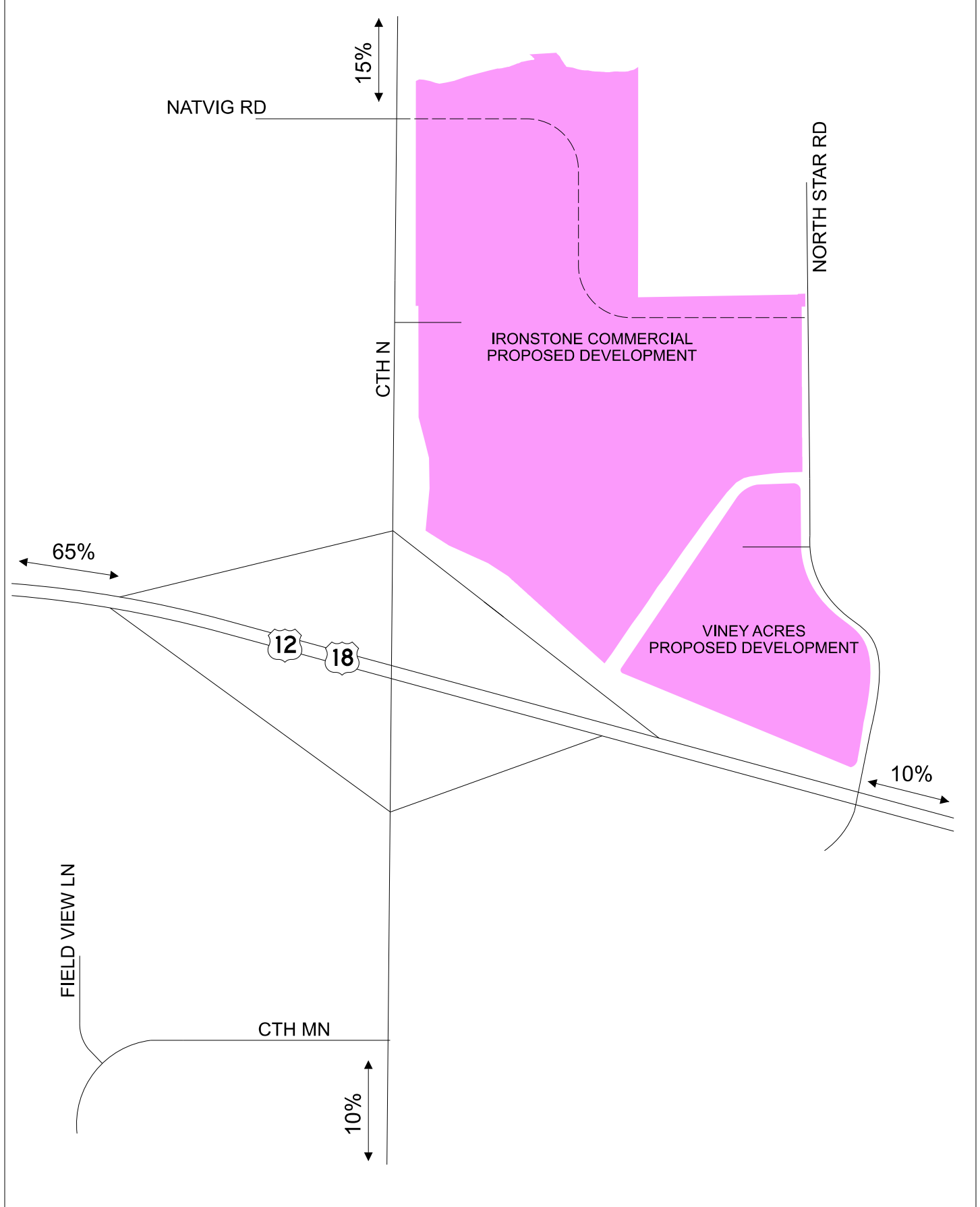
Exhibit 4-14: Base Year Total Development Traffic Volumes

Exhibit 4-15: Interim Year Total Development Traffic

Exhibit 4-16: Horizon Year Total Development Traffic Volumes







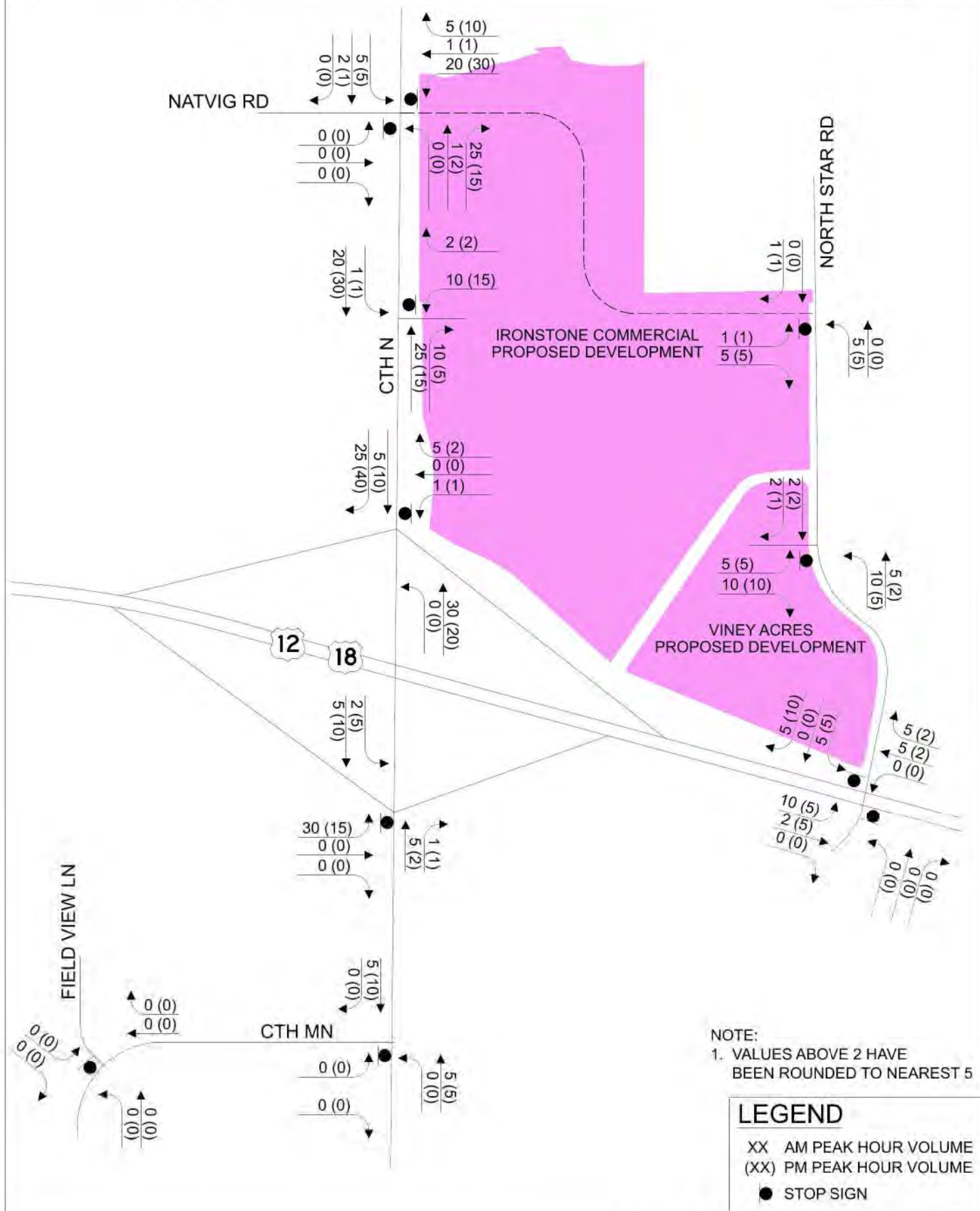


**Exhibit 4-5A: New Trips Base Year
On-Site Development Traffic Assignment**

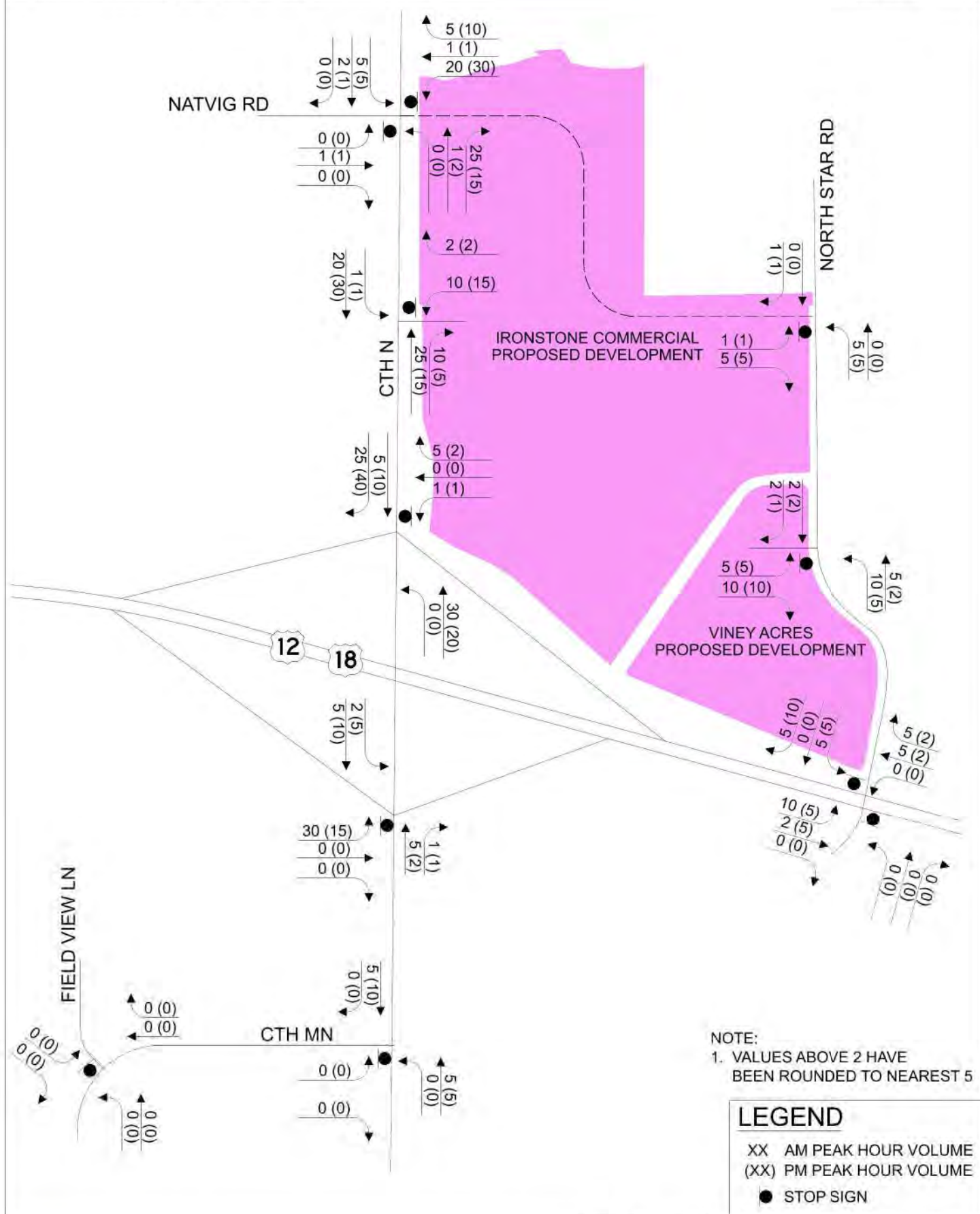


**Exhibit 4-6A: New Trips Interim Year
On-Site Development Traffic Assignment**

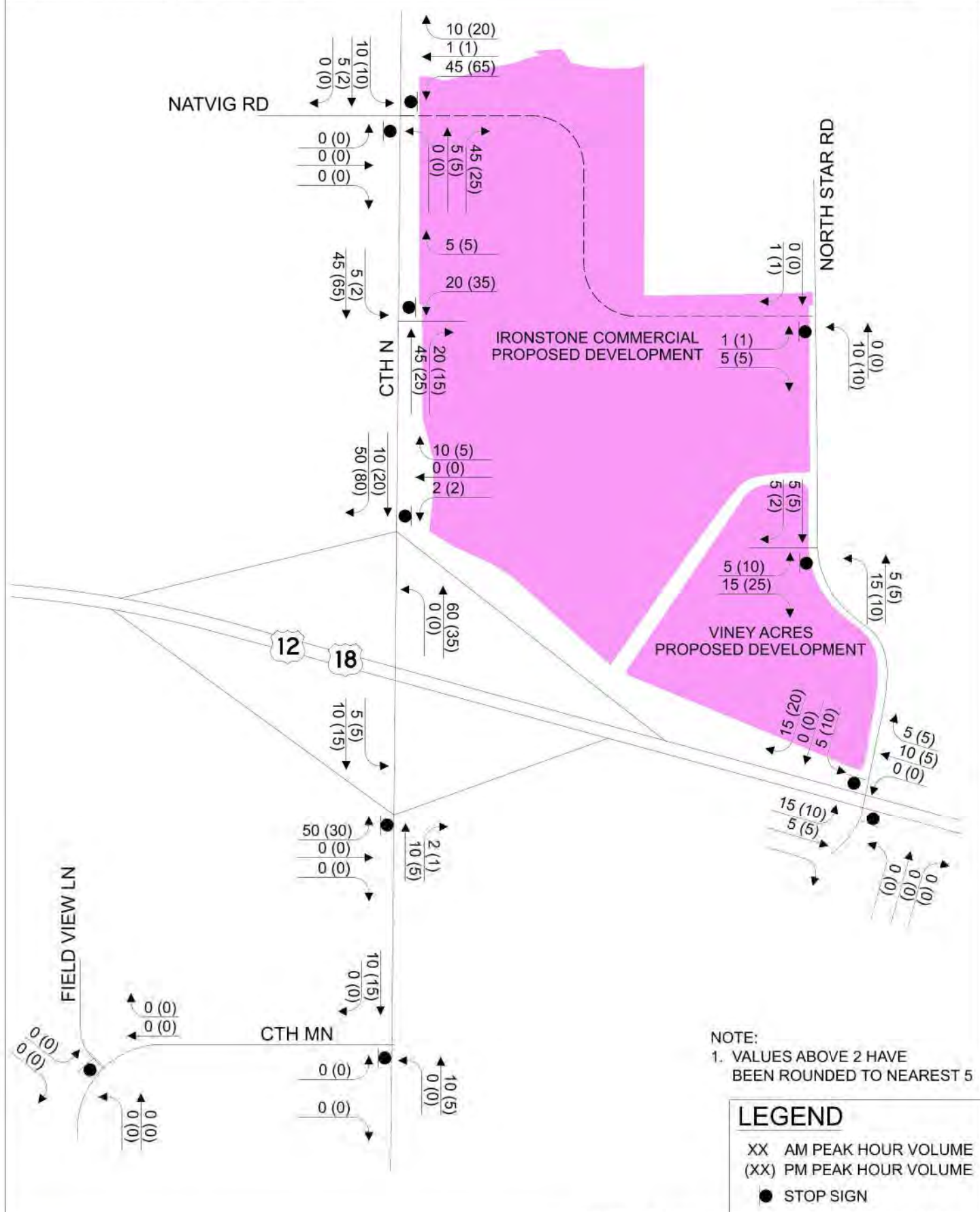


**Exhibit 4-7A: New Trips Horizon Year
On-Site Development Traffic Assignment**

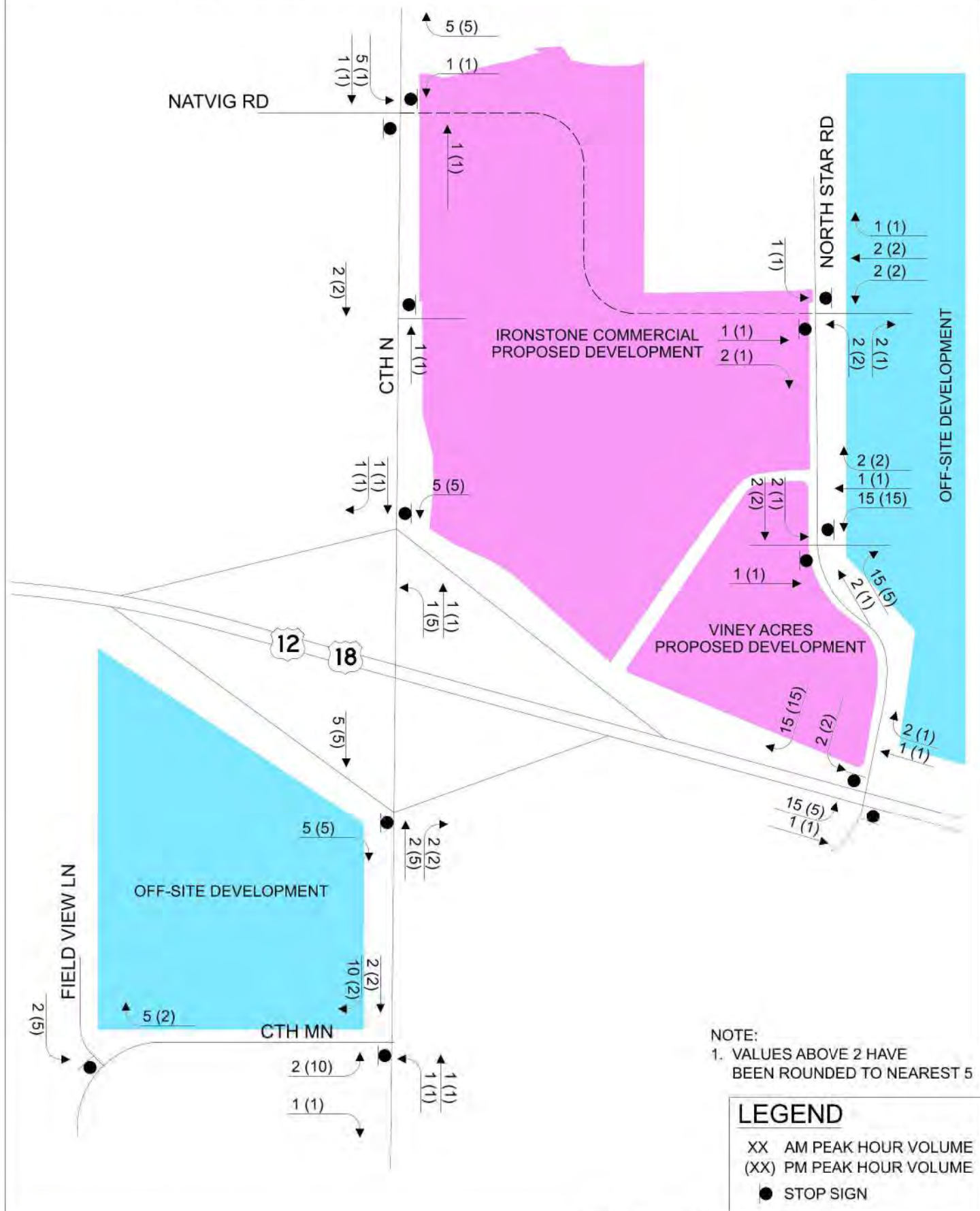
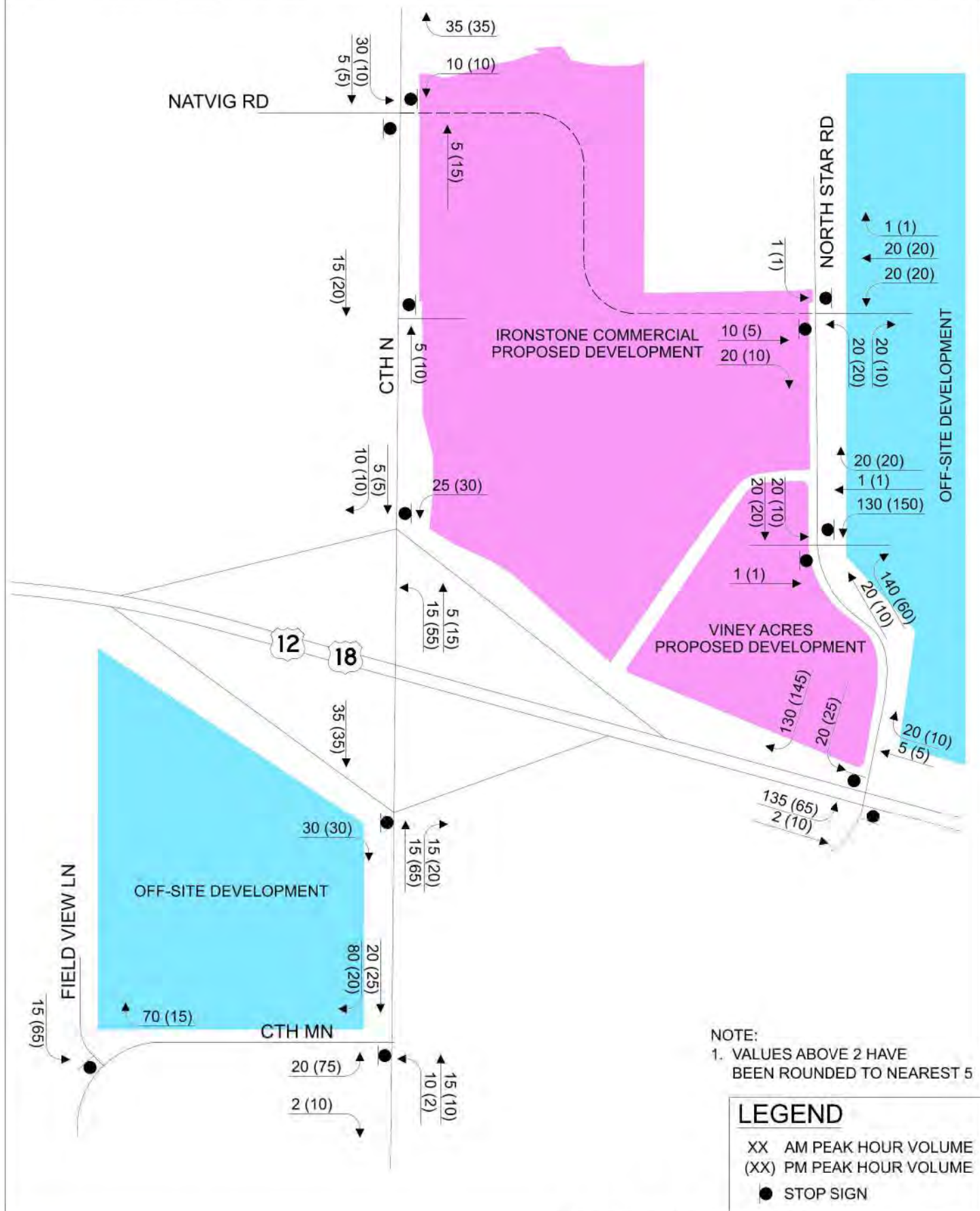
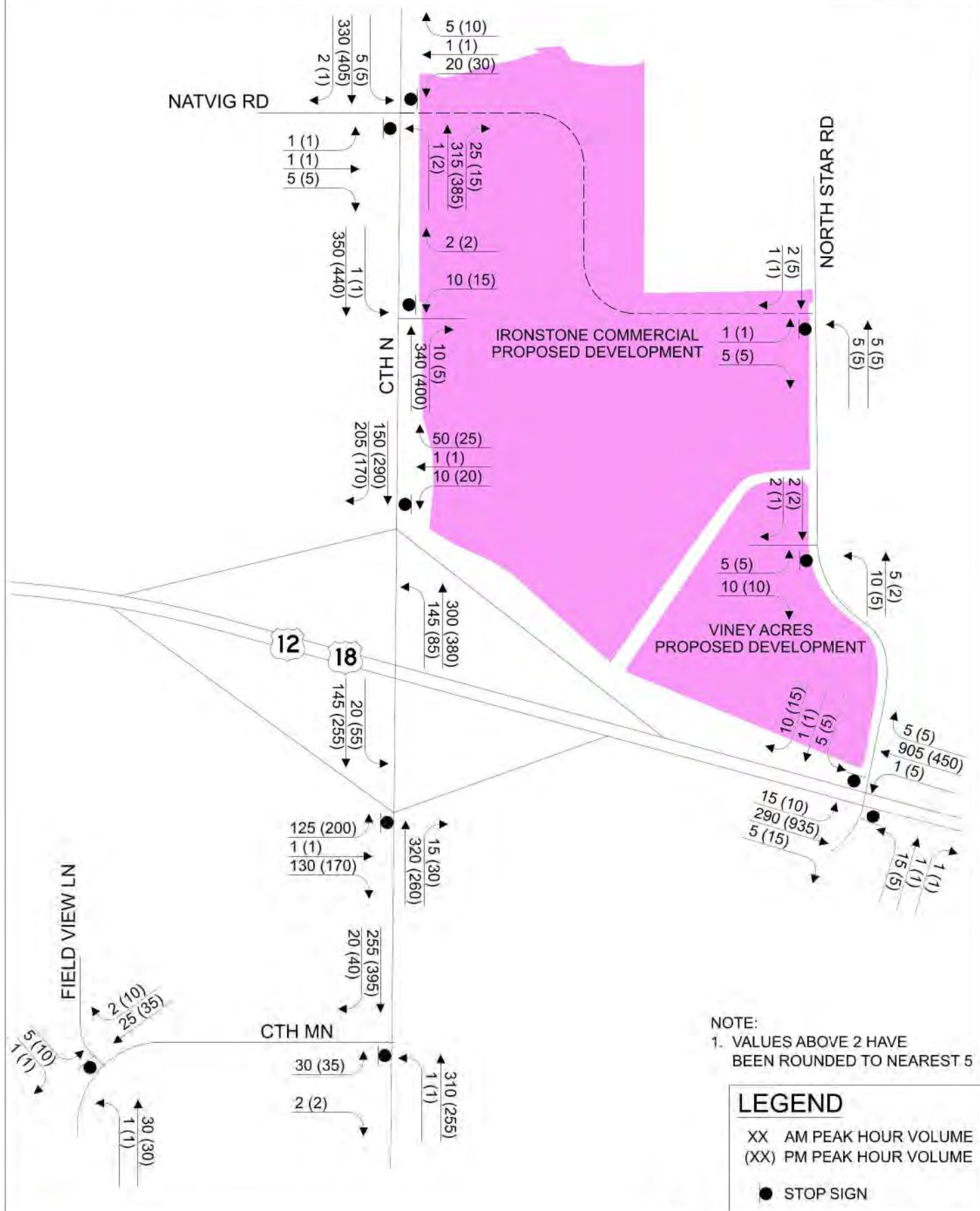
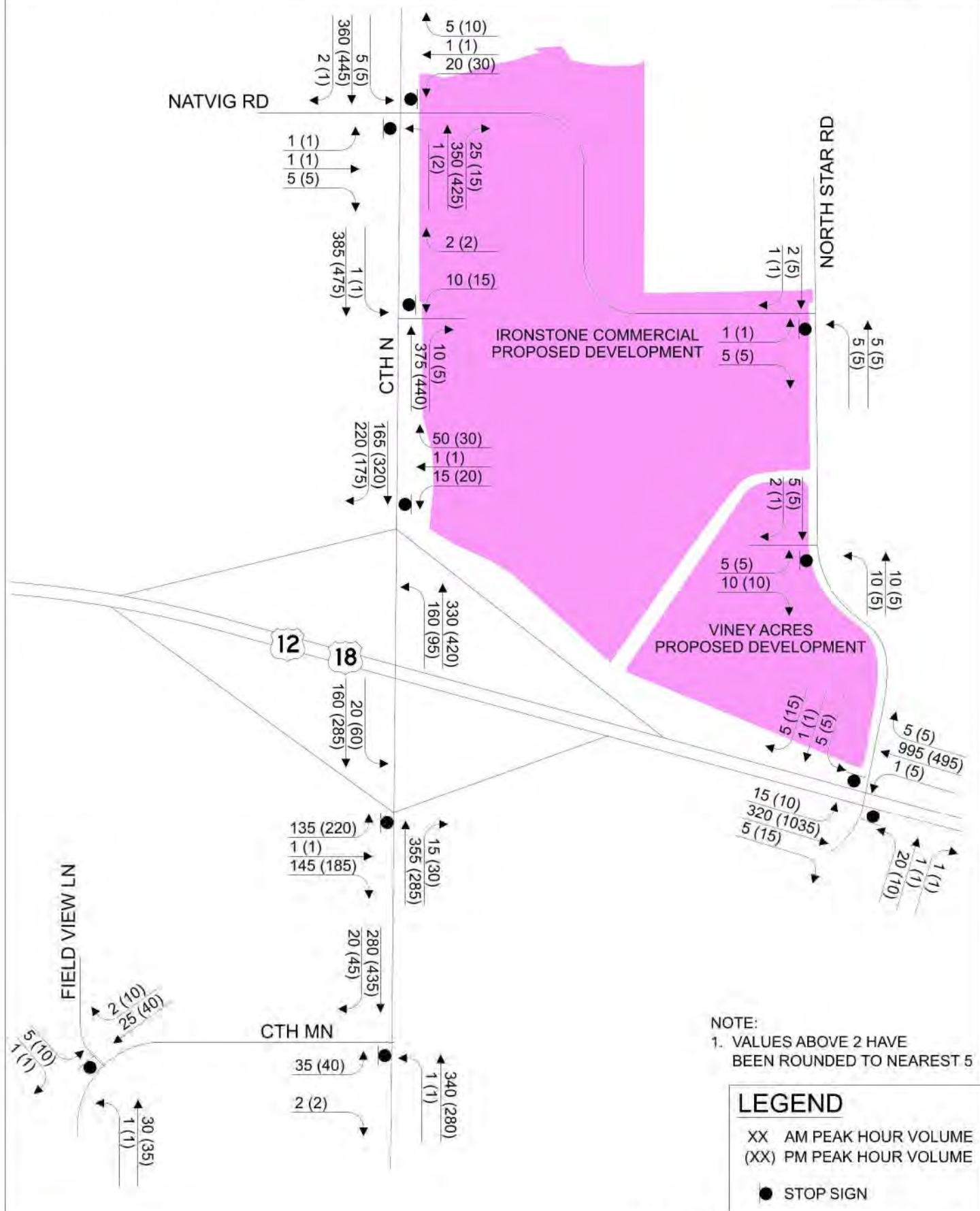


**Exhibit 4-9A: New Trips Interim Year
Off-Site Development Traffic Assignment**







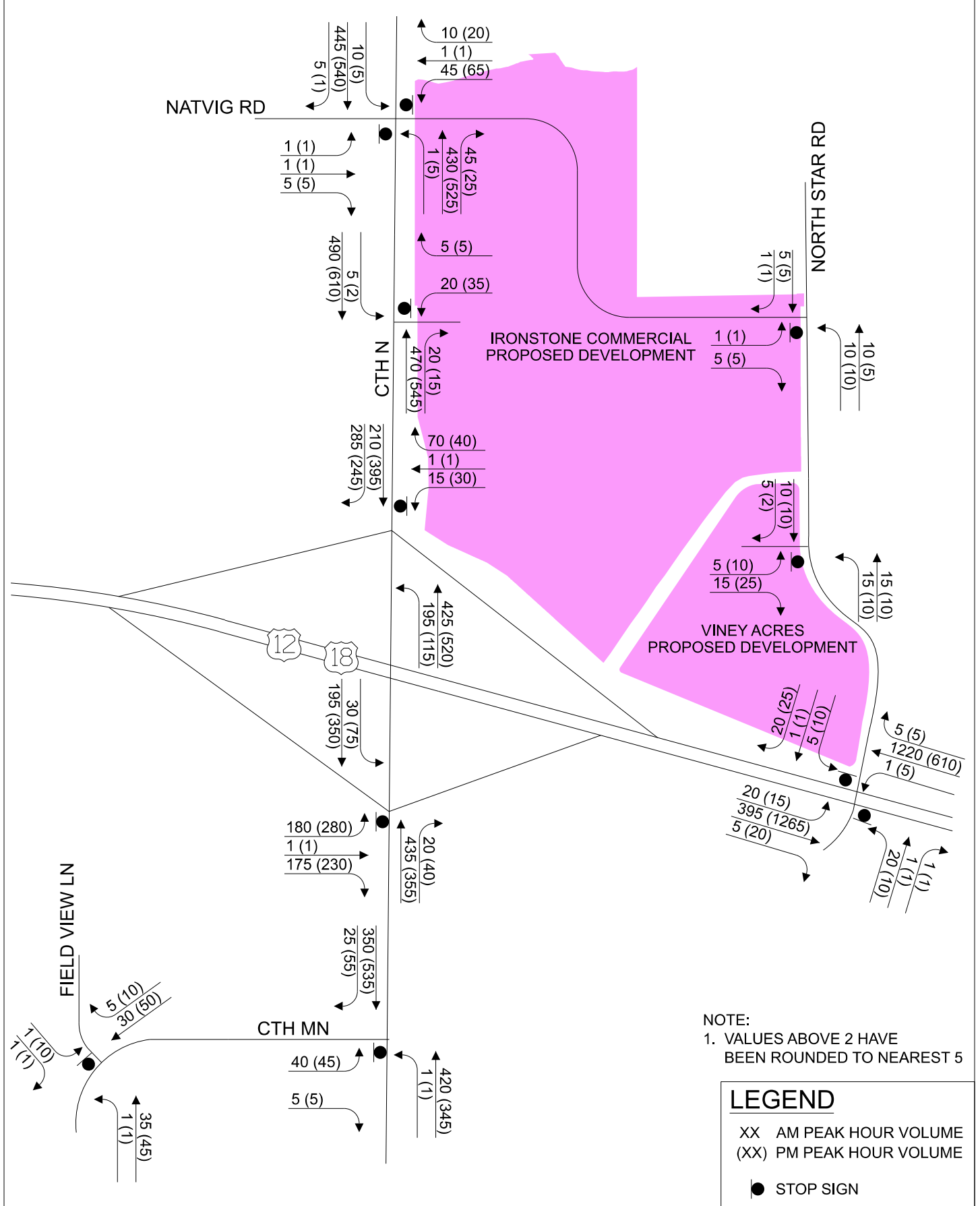
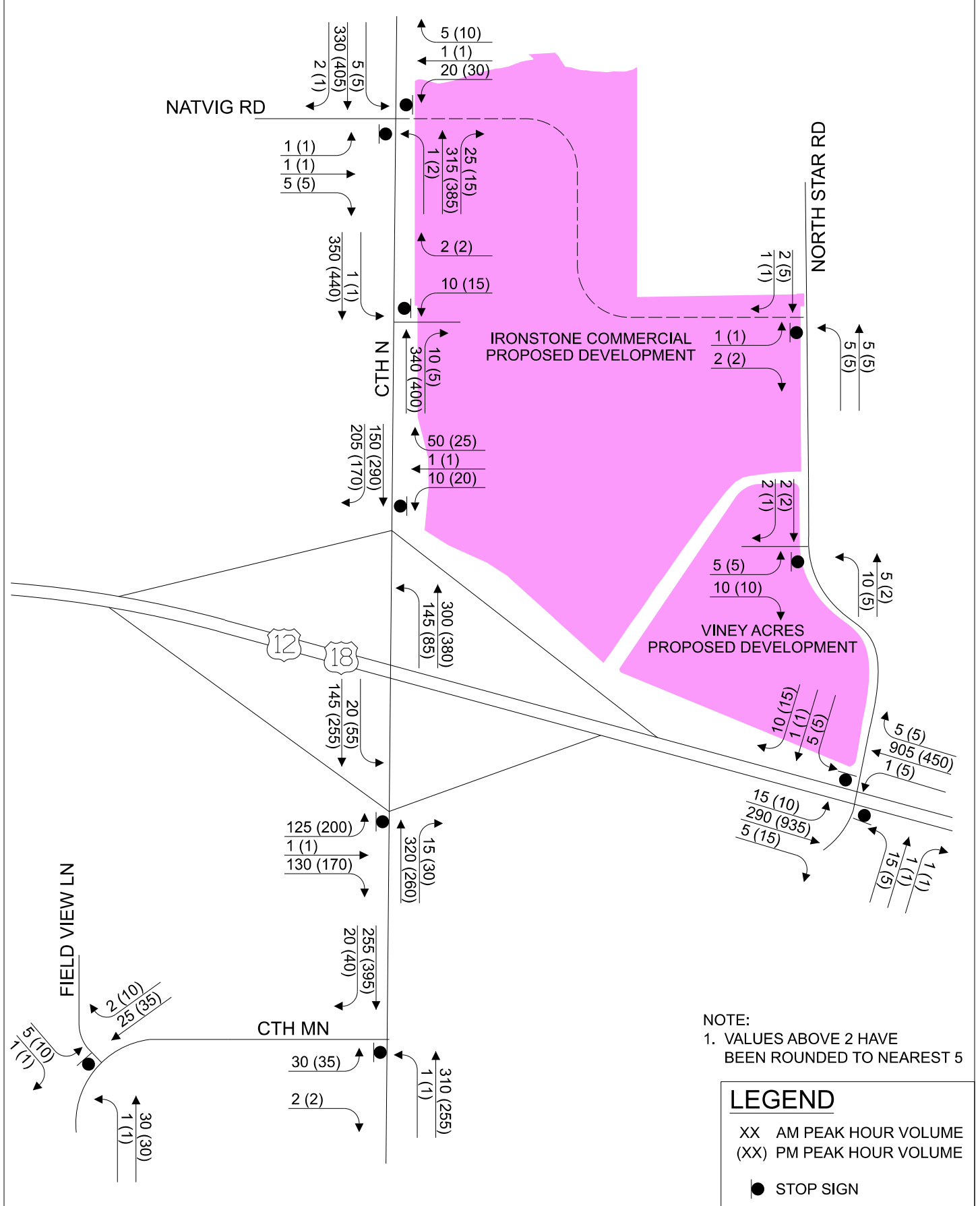


Exhibit 4-13: Horizon Year Build Development Traffic Volumes



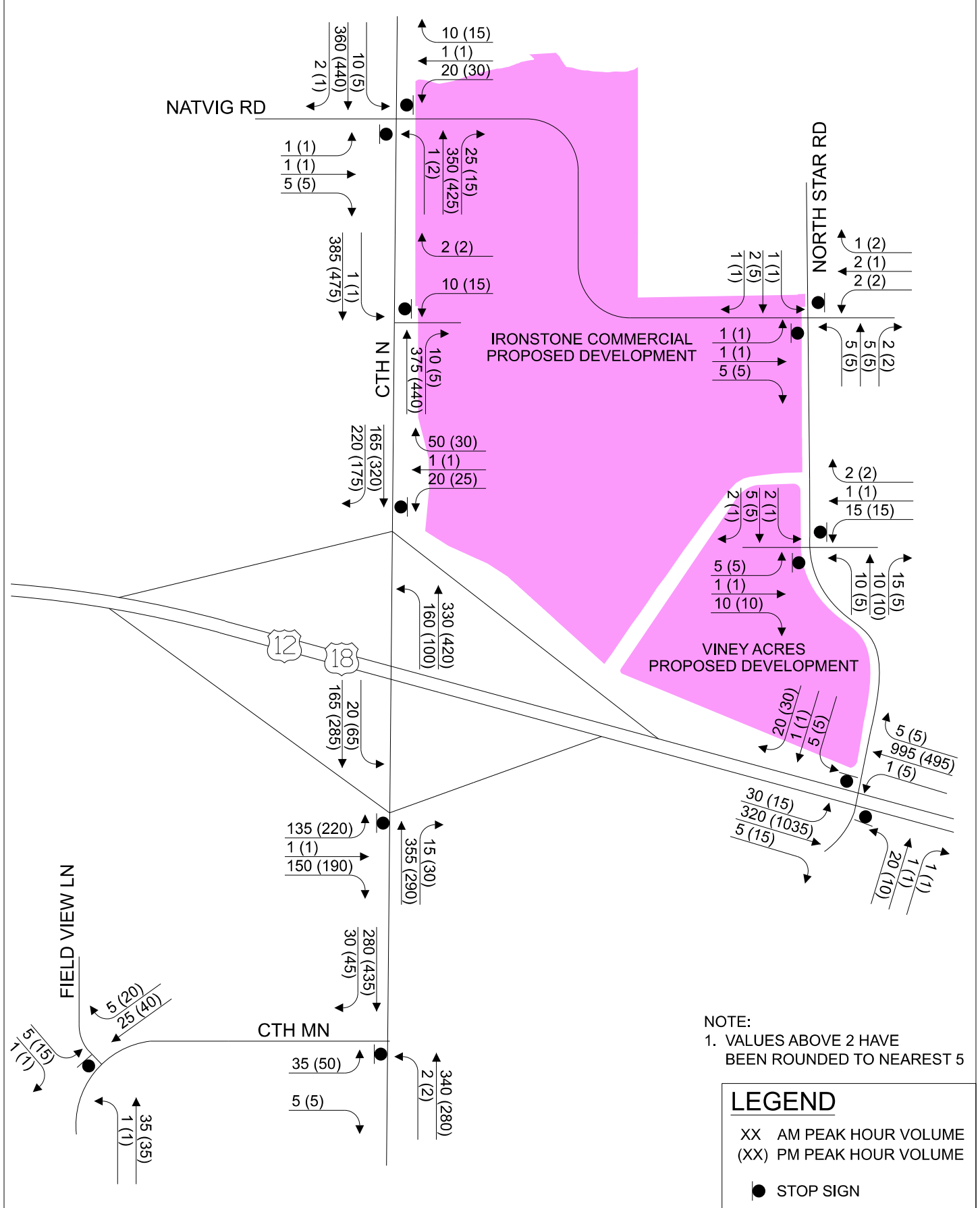


Exhibit 4-15: Interim Year Total Development Traffic Volumes

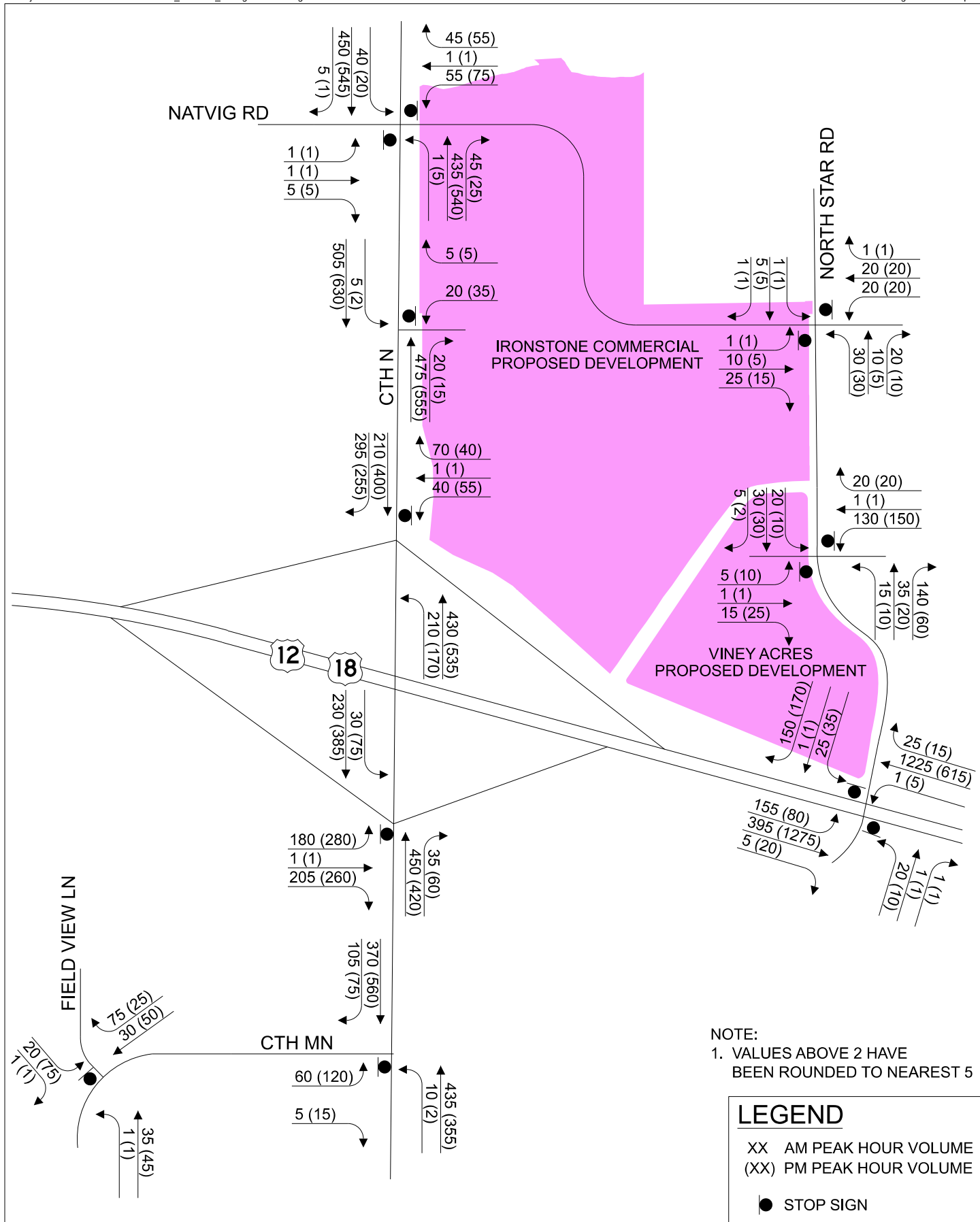


Exhibit 4-16: Horizon Year Total Development Traffic Volumes

CHAPTER 5. TRAFFIC AND IMPROVEMENT ANALYSIS

After the traffic forecasts were completed for each scenario, the next step in the process was to analyze the future traffic conditions, identify needs (if any), and analyze alternative improvements. The analysis of the roadway and intersections included the following elements:

- Site Access
- Capacity/Level of Service Analysis
- Queuing Analysis
- Multimodal Considerations
- Speed Considerations
- Traffic Control Needs
- Traffic Signal Warrant Analysis

A. Site Access

The proposed access to serve the site developments will be the extension of Natvig Rd as Theodore Lane to North Star Rd, the driveway for the Paul Davis expansion area, and an additional access driveway to be added for the Viney Acres development. These access points were all included in the analysis as intersections.

Since this site does not have a significant draw for pedestrians/bicycles, and there are no transit routes in the area, no additional analysis for these items is necessary.

B. Capacity/Level of Service Analysis

Operational and capacity analyses were conducted as previously described in Chapter 3. For the background traffic, build traffic, and total traffic. Each of which was analyzed during the base year, interim year, and horizon year. All roundabout analyses were completed utilizing *HCS* by McTrans.

1. Background Traffic LOS

The background traffic on the existing roadway conditions, with the projected growth rate of 1%, was used to produce Exhibits 3-3, 5-1, and 5-2. These results show that in the base year of the study, intersections are operating within their capacity with a minor delay on the northbound leg at USH 12/18 & North Star Rd with a LOS of E. By the interim year, the delay on the northbound approach to USH 12/18 & North Star increases but remains at LOS E in the PM peak hour, and the southbound approach deteriorates to LOS E in the AM peak hour; the other movements remain at an acceptable LOS. In the horizon year with only the background traffic, the delay at USH 12/18 & North Star increases to almost 90 seconds in the PM peak hour (southbound) and northbound delay increases to almost 60 seconds in the AM peak hour. USH 12/18 EB ramp termini are also projected to have operational issues for the left turning movement from the ramp in the horizon year, with a LOS F. For more details, see Exhibits 3-3, 5-1, and 5-2

2. Build Traffic LOS

The build scenarios, including the on-site development and background traffic with the appropriate growth, were used to produce Exhibits 5-3, 5-4, and 5-5. The results in the base year show minimal changes in LOS and delay compared to the background traffic alone. By the interim year, including the On-site development, shows a nine-second increase in delay at the USH 12/18 EB Ramp termini, reducing operations to a LOS E. The increased traffic southbound at USH 12/18 & North Star Rd increases the delay incurred by the northbound traffic, reducing operations to LOS F. The remaining delays have minor increases that do not significantly impact the operations of the study area. By the horizon year, the delay on the EB ramp termini has increased significantly in the PM peak hour, with a delay of 50 seconds more than with the background traffic alone. The horizon year also shows minor increases in delay for the northbound leg of USH 12/18 & North Star Rd, bringing the AM peak up to a LOS E, and the PM peak remains a LOS F as it was without the on-site development. The westbound leg of CTH N & Natvig

Rd/Theodore Lane also begins to experience some delays for the left-turning movement, reaching a LOS F in the PM peak. For more details, see the Exhibits 5-3, 5-4, and 5-5.

3. Total Traffic LOS

The total traffic scenarios include all the build traffic and off-site traffic. In the base year, the LOS is identical to the build traffic LOS, as no off-site development traffic is projected to impact the site in the base year. In the Interim year, delays are slightly increased, but since only 10% of the off-site traffic is observed during this period, these increases do not have a significant impact on traffic operations. Once the off-site development is fully built out in the Horizon year, it is when the additional traffic begins to affect the operations of the study area in a more significant manner. The addition of the off-site traffic results in an additional 75 seconds of delay at the USH 12/18 eastbound ramp termini in the PM peak. The delay at the westbound ramp more than doubles in the PM peak, resulting in a LOS of F. The LOS for the westbound left turn lane on CTH N & Natvig goes from D, F (AM peak, PM peak) in the build scenario to E, F in the total traffic scenario. The intersection of USH 12/18 & North Star Rd has significant increases in delay time for the northbound and southbound movements. For more details, see the Exhibits 5-6, 5-7, and 5-8.

4. Horizon Year Improvements LOS

Improvements were determined to be needed by the horizon year to provide adequate LOS and reduce the probability of drivers being pressured to make left-turning movements and through movements when there is no desirable gap for them to do so safely. Therefore, these improvements will also enhance safety compared to leaving the study area in its current condition.

With the selected improvements, the background traffic operations with LOS ranging from A to C by the horizon year. With the addition of on-site development traffic, the delays slightly increase, and the intersection of CTH N & Development access has a LOS of E for the left-turning movement of the westbound leg during the PM peak hour. All other delays are LOS A-C. The total traffic in the horizon year with the improvements shows similar LOS and delays as the build traffic. For more details, see the Exhibits 5-11, 5-14, and 5-17.

C. Queuing Analysis

Queuing analysis was used to estimate the queuing lengths and storage requirements that the intersection design should accommodate for all intersections, access points, and ramp termini within the study area. Queuing was performed utilizing Synchro 12's built-in HCM 7 reports for non-roundabouts and HCS reports for roundabouts.

1. Background Traffic Queue Lengths

The queue lengths at the study intersections with just background traffic through all analysis periods generally remain low, with a 95th percentile queue length typically being 100 ft or less, except for the USH 12/18 eastbound ramp termini left turn lane, which has a 95th percentile queue length of 150 ft in the horizon year. As shown in exhibits (5-18, 5-19, 5-20).

2. Build Development Queue Lengths

The queue lengths at the study intersections with build development traffic through all years generally remain low, with a 95th percentile queue length typically being 100 ft or less, with the exception of the USH 12/18 eastbound ramp termini left turn lane, which has a 95th percentile queue length of 200 ft in the horizon year. As shown in the following exhibits (5-21, 5-22, 5-23).

3. Total Traffic Queue Length

The queue lengths at the study intersections with build development traffic through all years generally remain low, with a 95th percentile queue length typically being 100 ft or less, with the exception of the USH

12/18 eastbound ramp termini left turn lane, which has a 95th percentile queue length of 300 ft in the horizon year. As shown in the following exhibits (5-24, 5-25, 5-26).

D. Multimodal Considerations

The proposed development of contractor-focused land uses does not typically lend itself to significant amounts of pedestrian/bicyclist trips, along with the rural nature of the site, which would require significantly longer travel times for these trips to access these sites. Due to this and no other existing pedestrian/bicyclist facilities exist, no additional construction of a sidewalk/bicycle trail is recommended to provide access to the site.

As with the pedestrian/bicyclist considerations, the proposed land uses are not conducive for transit. Therefore, no transit facilities are recommended for the site.

E. Speed Considerations

The posted speed limit of the existing study corridors and their associated stopping site distance (SSD) is shown in Table 5-1.

Table 5-1: Corridor Stopping Site Distance

	Posted Speed	Design Speed	SSD
USH 12/18 WB Ramp	45	50	425
USH 12/18 EB Ramp	45	50	425
CTH N	55	60	570
CTH MN	55	60	570
Fieldview Ln	45	50	425
North Star Rd	45	50	425
Development Access to Nort Star Rd	25	30	200
Natvig Rd	45	50	425
Development Access to CTH N	25	30	200

The SSD was reviewed, and due to the flat and straight features of the study corridors and the openness at the study intersections, engineering judgment can be used to determine that there is no perceived concern with intersection sight distance at any of the study intersections.

F. Traffic Control Needs

Operational analysis of current and future traffic volumes indicates that the existing intersection controls at the study intersections will provide an acceptable LOS through the interim year but will require modifications to meet the total traffic demand in the horizon year.

Due to having poor LOS in the total traffic horizon year under existing conditions, there is a need for modifications to traffic control before 2056. The intersections that require improvements in order not to have poor operations are:

- USH 12/18 WB Ramp & CTH N
- USH 12/18 EB Ramp & CTH N
- CTH N & Natvig Rd/Theodore Lane
- USH 12/18 & North Star Rd

For these intersections, it was determined that additional geometry would not provide acceptable levels of safety and operations. Therefore, other operational control types were considered. These other operational

control types included roundabouts and traffic signals along CTH N and restricted crossing U-turn (RCUT) intersections at USH 12/18 & North Star Rd. Operational review of roundabouts, utilizing *HCS*, along CTH N indicated a single lane roundabout at each of the intersections would provide acceptable levels of operations. And roundabouts are safer than traffic signals, so the recommendation for the CTH N intersections, including the interchange, is to construct roundabouts.

As for the USH 12/18 & North Star Rd intersection, traffic volumes on North Star Rd are low that a traffic signal was not considered. However, the northbound left turning movement experiences significant delays, which will deteriorate safety over time. The recommendation is to consider an RCUT intersection as safety deteriorates. The location of the USH 12/18 interchange could be problematic due to its proximity to the intersection, however, the interchange could be utilized for the U-turn, or the median closure could encourage any southbound traffic on North Star Rd to utilize Theodore Lane to gain access to the CTH N interchange to go east on USH 12/18.

G. Traffic Signal Warrant Analysis

Traffic signal warrant analysis was not utilized in this traffic impact study because roundabouts were determined to be a better solution for the intersections that were experiencing operational difficulties in the horizon year. Roundabouts can meet travel demand with lower ongoing maintenance costs and an improvement in safety performance compared to traffic signals. Therefore, a traffic signal is not a desirable option for these intersections, and no further analysis is necessary.

H. Chapter 5 Exhibits

Exhibit 5-1: Interim Year Background Traffic

Exhibit 5-2: Horizon Year Background Traffic

Exhibit 5-3: Base Year Build Development

Exhibit 5-4: Interim Year Build Development

Exhibit 5-5: Horizon Year Build Development

Exhibit 5-6: Base Year Build Development

Exhibit 5-7: Interim Year Total Traffic

Exhibit 5-8: Horizon Year Total Traffic

Capacity/LOS Analysis, Improved Transportation System

~~Exhibit 5-9: Base Year Background Traffic~~

~~Exhibit 5-10: Interim Year Background Traffic~~

Exhibit 5-11: Horizon Year Background Traffic

~~Exhibit 5-12: Base Year Build Development~~

~~Exhibit 5-13: Interim Year Build Development~~

Exhibit 5-14: Horizon Year Build Development

~~Exhibit 5-15: Base Year Build Development~~

~~Exhibit 5-16: Interim Year Total Traffic~~

Exhibit 5-17: Horizon Year Total Traffic

Queue Lengths, Improved Transportation System

Exhibit 5-18: Base Year Background Traffic

Exhibit 5-19: Interim Year Background Traffic

Exhibit 5-20: Horizon Year Background Traffic

Exhibit 5-21: Base Year Build Development

Exhibit 5-22: Interim Year Build Development

Exhibit 5-23: Horizon Year Build Development

Exhibit 5-24: Base Year Build Development

Exhibit 5-25: Interim Year Total Traffic

Exhibit 5-26: Horizon Year Total Traffic

~~Exhibit 5-27: Intersection Sight Distance Photos/Drawings~~

Intersection	Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall Intersection LOS	
				Eastbound			Westbound			Northbound			Southbound				
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
USH 12/18 WB Ramp & CTH N	TWSC	Number of Lanes		-			1			1	1	-	-	1	1	-	
		AM	LOS		-			B			A	A	-	-	A	A	-
			Delay (sec)		-			13.7			8	0	-	-	0	0	
			v/c		-			0.14			0.13	0	-	-	0	0	
			Queue (ft)		-			13			13	0	-	-	0	0	
		PM	LOS		-			C			A	A	-	-	A	A	-
			Delay (sec)		-			16.2			8.3	0	-	-	0	0	
			v/c		-			0.15			0.09	0	-	-	0	0	
			Queue (ft)		-			13			8	0	-	-	0	0	
USH 12/18 EB Ramp & CTH N	TWSC	Number of Lanes		1	1		-			1			1	1	-	-	
		AM	LOS		C	B		-			A			A	A	-	-
			Delay (sec)		16.3	10.4		-			0			8.1	0	-	
			v/c		0.26	0.19		-			0			0.02	0	-	
			Queue (ft)		25	18		-			0			3	0	-	
		PM	LOS		D	B		-			A			A	A	-	-
			Delay (sec)		29.2	11.8		-			0			8.1	0	-	
			v/c		0.61	0.28		-			0			0.05	0	-	
			Queue (ft)		98	28		-			0			5	0	-	
CTH N & Natvig Rd	TWSC	Number of Lanes		1			-			1	1	-	-	1	1	-	
		AM	LOS		B			-			A	A	-	-	A	A	-
			Delay (sec)		11.9			-			8.2	0	-	-	0	0	
			v/c		0.01			-			0.00	0	-	-	0	0	
			Queue (ft)		0			-			0	0	-	-	0	0	
		PM	LOS		B			-			A	A	-	-	A	A	-
			Delay (sec)		12.5			-			8.4	0	-	-	0	0	
			v/c		0.01			-			0.00	0	-	-	0	0	
			Queue (ft)		0			-			0	0	-	-	0	0	
CTH N & CTH MN	TWSC	Number of Lanes		1			-			1	1	-	-	1	1	-	
		AM	LOS		B			-			A	A	-	-	A	A	-
			Delay (sec)		13.9			-			8.0	0	-	-	0	0	
			v/c		0.09			-			0.00	0	-	-	0	0	
			Queue (ft)		8			-			0	0	-	-	0	0	
		PM	LOS		C			-			A	0	-	-	A	A	-
			Delay (sec)		15.4			-			8.4	0	-	-	0	0	
			v/c		0.12			-			0.00	0	-	-	0	0	
			Queue (ft)		10			-			0	0	-	-	0	0	
CTH MN & Fieldview Ln	TWSC	Number of Lanes		1		-	-	1	-			1			-		
		AM	LOS		A		-	-	A	-			A			-	
			Delay (sec)		7.4		-	-	0	-			8.6				
			v/c		0.00		-	-	0	-			0.00				
			Queue (ft)		0		-	-	0	-			0				
		PM	LOS		A		-	-	A	-			A			-	
			Delay (sec)		7.4		-	-	0	-			9.2				
			v/c		0.00		-	-	0	-			0.01				
			Queue (ft)		0		-	-	0	-			0				
USH 12/18 & North Star Rd	TWSC	Number of Lanes			2			2		1			1			-	
		AM	LOS		B	A		A	A		C			E			-
			Delay (sec)		11.2	0.1		8.1	0.0		23.5			48.1			
			v/c		0.01	0.00		0.00	0.00		0.11			0.05			
			Queue (ft)		0	0		0	0		10			5			
		PM	LOS		A	A		B	A		E			C			-
			Delay (sec)		8.7	0.0		11.3	0.1		46.6			15.9			
			v/c		0.01	0.00		0.01	0.00		0.13			0.02			
			Queue (ft)		0	0		0	0		10			3			

Intersection	Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall Intersection LOS	
				Eastbound			Westbound			Northbound			Southbound				
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
USH 12/18 WB Ramp & CTH N	TWSC	Number of Lanes		-			1			1	1	-	-	1	1	-	
		AM	LOS		-			C			A	A	-	-	A	A	-
			Delay (sec)		-			15.6			8.3	0	-	-	0	0	
			v/c		-			0.20			0.17	0	-	-	0	0	
			Queue (ft)		-			18			15	0	-	-	0	0	
		PM	LOS		-			C			A	A	-	-	A	A	-
			Delay (sec)		-			21.4			8.6	0	-	-	0	0	
			v/c		-			0.24			0.11	0	-	-	0	0	
Queue (ft)			-			23			10	0	-	-	0	0			
USH 12/18 EB Ramp & CTH N	TWSC	Number of Lanes		1	1		-			1			1	1	-	-	
		AM	LOS		C	B		-			A			A	A	-	-
			Delay (sec)		21.1	10.9		-			0			8.4	0	-	
			v/c		0.39	0.24		-			0.00			0.03	0.00	-	
			Queue (ft)		45	23		-			0			3	0	-	
		PM	LOS		F	B		-			A			A	A	-	-
			Delay (sec)		83.3	13.5		-			0			8.3	0	-	
			v/c		0.96	0.37		-			0.00			0.07	0	-	
Queue (ft)			235	43		-			0			5	0	-			
CTH N & Natvig Rd	TWSC	Number of Lanes		1			-			1	1	-	-	1	1	-	
		AM	LOS		B			-			A	A	-	-	A	A	-
			Delay (sec)		13.1			-			8.5	0	-	-	0	0	
			v/c		0.02			-			0.00	0.00	-	-	0.00	0.00	
			Queue (ft)		0			-			0	0	-	-	0	0	
		PM	LOS		B			-			A	A	-	-	A	A	-
			Delay (sec)		14.1			-			8.8	0	-	-	0	0	
			v/c		0.02			-			0.01	0	-	-	0	0	
Queue (ft)			3			-			0	0	-	-	0	0			
CTH N & CTH MN	TWSC	Number of Lanes		1			-			1	1	-	-	1	1	-	
		AM	LOS		C			-			A	A	-	-	A	A	-
			Delay (sec)		15.9			-			8.2	0	-	-	0	0	
			v/c		0.12			-			0.00	0	-	-	0	0	
			Queue (ft)		10			-			0	0	-	-	0	0	
		PM	LOS		C			-			A	A	-	-	A	A	-
			Delay (sec)		18.9			-			8.8	0	-	-	0	0	
			v/c		0.17			-			0.00	0	-	-	0	0	
Queue (ft)			15			-			0	0	-	-	0	0			
CTH MN & Fieldview Ln	TWSC	Number of Lanes		1		-	-	1	-			1			-		
		AM	LOS		A		-	-	A	-			A			-	
			Delay (sec)		7.4		-	-	0	-			8.9				
			v/c		0.00		-	-	0.00	-			0.01				
			Queue (ft)		0		-	-	0	-			0				
		PM	LOS		A		-	-	A	-			A			-	
			Delay (sec)		7.4		-	-	0	-			9.3				
			v/c		0.00		-	-	0	-			0.02				
Queue (ft)			0		-	-	0	-			3						
USH 12/18 & North Star Rd	TWSC	Number of Lanes			2			2		1			1			-	
		AM	LOS		B	A		A	A		D			F			-
			Delay (sec)		12.8	0.2		8.3	0.0		33.6			58.7			
			v/c		0.01	0.00		0.00	0.00		0.16			0.10			
			Queue (ft)		0	0		0	0		15			8			
		PM	LOS		A	A		B	A		F			E			-
			Delay (sec)		9.1	0.1		13.0	0.2		88.3			38.2			
			v/c		0.01	0.00		0.01	0.00		0.24			0.07			
Queue (ft)			0	0		0	0		20			5					

Exhibit 5-3 - Base Year Build Development

Intersection	Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall Intersection LOS	
				Eastbound			Westbound			Northbound			Southbound				
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
USH 12/18 WB Ramp & CTH N	TWSC	Number of Lanes		-			1			1	1	-	-	1	1	-	
		AM	LOS		-			B			A	A	-	-	A	A	-
			Delay (sec)		-			12.6			8.0	0	-	-	0	0	
			v/c		-			0.13			0.12	0	-	-	0	0	
			Queue (ft)		-			10			10	0	-	-	0	0	
		PM	LOS		-			C			A	A	-	-	A	A	-
			Delay (sec)		-			15.6			8.2	0	-	-	0	0	
			v/c		-			0.13			0.08	0	-	-	0	0	
Queue (ft)			-			10			5	0	-	-	0	0			
USH 12/18 EB Ramp & CTH N	TWSC	Number of Lanes		1	1		-			1			1	1	-	-	
		AM	LOS		C	B		-			A			A	A	-	-
			Delay (sec)		16.1	10.1		-			0			8	0	-	
			v/c		0.30	0.17		-			0.00			0.02	0.00	-	
			Queue (ft)		30	15		-			0			3	0	-	
		PM	LOS		D	B		-			A			A	A	-	-
			Delay (sec)		25.4	11.4		-			0			8.0	0	-	
			v/c		0.56	0.25		-			0			0.05	0	-	
Queue (ft)			83	25		-			0			3	0	-			
CTH N & Natvig Rd/Theodore Lane	TWSC	Number of Lanes		1	1		1	1		1	1		1	1	1	-	
		AM	LOS		C	B		C	B		A	A		A	A	A	-
			Delay (sec)		16.9	11.8		17.7	11.6		8.1	0		8.1	0	0	
			v/c		0.00	0.01		0.07	0.01		0.00	0.00		0.01	0	0	
			Queue (ft)		0	0		5	0		0	0		0	0	0	
		PM	LOS		C	B		C	B		A	A		A	A	A	-
			Delay (sec)		19.3	12.2		23	12.2		8.3	0		8.3	0	0	
			v/c		0.00	0.01		0.14	0.01		0.00	0.00		0.01	0	0	
Queue (ft)			0	0		13	3		0	0		0	0	0			
CTH N & CTH MN	TWSC	Number of Lanes		1	A		-			1	1	-	-	1	1	-	
		AM	LOS		B	0		-			A	A	-	-	A	A	-
			Delay (sec)		13.2	0		-			7.9	0	-	-	0	0	
			v/c		0.07	0.00		-			0.00	0	-	-	0	0	
			Queue (ft)		5	0		-			0	0	-	-	0	0	
		PM	LOS		B	A		-			A	A	-	-	A	A	-
			Delay (sec)		14.7	0		-			8.3	0	-	-	0	0	
			v/c		0.10	0.00		-			0	0	-	-	0	0	
Queue (ft)			8	0		-			0	0	-	-	0	0			
CTH MN & Fieldview Ln	TWSC	Number of Lanes		1		-	-	1		-			1			-	
		AM	LOS		A		-	-	A		-			A			-
			Delay (sec)		7.4		-	-	0		-			9			
			v/c		0.00		-	-	0		-			0.01			
			Queue (ft)		0		-	-	0		-			0			
		PM	LOS		A		-	-	A		-			A			-
			Delay (sec)		7.4		-	-	0		-			9.2			
			v/c		0.00		-	-	0.00		-			0.02			
Queue (ft)			0		-	-	0		-			3					
USH 12/18 & North Star Rd	TWSC	Number of Lanes		1	2		1	2		1			1			-	
		AM	LOS		B	A		A	A		C			C			-
			Delay (sec)		10.8	0		8.0	0		21.4			22.5			
			v/c		0.026	0		0.00	0.00		0.08			0.08			
			Queue (ft)		3	0		0	0		8			8			
		PM	LOS		A	A		B	A		E			C			-
			Delay (sec)		8.5	0		10.7	0		35.7			16.8			
			v/c		0.01	0.00		0.01	0.00		0.06			0.07			
Queue (ft)			0	0		0	0		5			5					
North Star Rd & Development Access	TWSC	Number of Lanes		1			-			1		-	-	1		-	
		AM	LOS		A			-			A		-	-	A		-
			Delay (sec)		8.7			-			7.4		-	-	0		
			v/c		0.02			-			0.01		-	-	0		
			Queue (ft)		3			-			0		-	-	0		
		PM	LOS		A			-			A		-	-	A		-
			Delay (sec)		8.6			-			7.4		-	-	0		
			v/c		0.00			-			0.00		-	-	0		
Queue (ft)			0			-			0		-	-	0				
North Star Rd & Theodore Lane	TWSC	Number of Lanes		1			-			1		-	-	1		-	
		AM	LOS		A			-			A		-	-	A		-
			Delay (sec)		8.6			-			7.4		-	-	0		
			v/c		0.00			-			0.00		-	-	0		
			Queue (ft)		0			-			0		-	-	0		
		PM	LOS		A			-			A		-	-	A		-
			Delay (sec)		8.6			-			7.4		-	-	0		
			v/c		0.00			-			0.00		-	-	0		
Queue (ft)			0			-			0		-	-	0				
CTH N & Development Access	TWSC	Number of Lanes		-			1		-	-	1		1	1	-		
		AM	LOS		-			C		-	-	A		A	A	-	
			Delay (sec)		-			15.7		-	-	0		8.2	0		
			v/c		-			0.04		-	-	0.00		0.00	0		
			Queue (ft)		-			3		-	-	0		0	0		
		PM	LOS		-			C		-	-	A		A	A	-	
			Delay (sec)		-			19.3		-	-	0		8.4	0		
			v/c		-			0.07		-	-	0.00		0.00	0		
Queue (ft)			-			5		-	-	0		0	0				

Intersection	Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall Intersection LOS	
				Eastbound			Westbound			Northbound			Southbound				
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
USH 12/18 WB Ramp & CTH N	TWSC	Number of Lanes		-			1			1	1	-	-	1	1	-	
		AM	LOS		-			B			A	A	-	-	A	A	-
			Delay (sec)		-			14.1			8.1	0	-	-	0	0	
			v/c		-			0.16			0.13	0	-	-	0	0	
			Queue (ft)		-			15			13	0	-	-	0	0	
		PM	LOS		-			C			A	A	-	-	A	A	-
			Delay (sec)		-			18.8			8.3	0	-	-	0	0	
			v/c		-			0.21			0.09	0	-	-	0	0	
Queue (ft)			-			20			8	0	-	-	0	0			
USH 12/18 EB Ramp & CTH N	TWSC	Number of Lanes		1	1		-			1			1	1	-	-	
		AM	LOS		C	B		-			A			A	A	-	-
			Delay (sec)		17.8	10.4		-			0			8.1	0	-	
			v/c		0.34	0.19		-			0.00			0.02	0	-	
			Queue (ft)		38	18		-			0			3	0	-	
		PM	LOS		E	B		-			A			A	A	-	-
			Delay (sec)		38.0	11.8		-			0			8.1	0	-	
			v/c		0.71	0.28		-			0.00			0.06	0	-	
Queue (ft)			130	28		-			0			5	0	-			
CTH N & Natvig Rd/Theodore Lane	TWSC	Number of Lanes		1	1		1	1		1	1		1	1	1	-	
		AM	LOS		C	B		C	B		A	A		A	A	A	-
			Delay (sec)		18.3	11		19.3	12		8.2	0		8.2	0	0	
			v/c		0.00	0.01		0.08	0.01		0.00	0.00		0.01	0	0	
			Queue (ft)		0	0		8	0		0	0		0	0	0	
		PM	LOS		C	B		C	B		A	A		A	A	A	-
			Delay (sec)		21.6	11.4		24.2	11.4		8.4	0		8.4	0	0	
			v/c		0.01	0.01		0.14	0.02		0.00	0.00		0.00	0	0	
Queue (ft)			0	0		13	3		0	0		0	0	0			
CTH N & CTH MN	TWSC	Number of Lanes		1	1		-			1	1	-	-	1	1	-	
		AM	LOS		B	A		-			A	A	-	-	A	A	-
			Delay (sec)		14.0	0		-			8.0	0	-	-	0	0	
			v/c		0.09	0.00		-			0.00	0.00	-	-	0	0	
			Queue (ft)		8	0		-			0	0	-	-	0	0	
		PM	LOS		C	A		-			A	A	-	-	A	A	-
			Delay (sec)		15.8	0		-			0.0	0.0	-	-	0	0	
			v/c		0.12	0		-			0.00	0.00	-	-	0	0	
Queue (ft)			10	0		-			0	0	-	-	0	0			
CTH MN & Fieldview Ln	TWSC	Number of Lanes		1		-	-	1		-			1			-	
		AM	LOS		A		-	-	A		-			A			-
			Delay (sec)		7.4		-	-	0.0		-			9.0			
			v/c		0.00		-	-	0		-			0.01			
			Queue (ft)		0		-	-	0		-			0			
		PM	LOS		A		-	-	A		-			A			-
			Delay (sec)		7.4		-	-	0		-			9.2			
			v/c		0.00		-	-	0		-			0.01			
Queue (ft)			0		-	-	0		-			0					
USH 12/18 & North Star Rd	TWSC	Number of Lanes		1	2		1	2		1			1			-	
		AM	LOS		B	A		A	A		C			D			-
			Delay (sec)		11.4	0		8.0	0		23.4			30.4			
			v/c		0.03	0.00		0.00	0.00		0.11			0.08			
			Queue (ft)		3	0		0	0		10			8			
		PM	LOS		A	A		B	A		F			B			-
			Delay (sec)		8.7	0		11.3	0		52.4			13.9			
			v/c		0.01	0.00		0.01	0.00		0.12			0.04			
Queue (ft)			0	0		0	0		10			3					
North Star Rd & Development Access	TWSC	Number of Lanes		1			-			1		-	-	1		-	
		AM	LOS		A			-			A		-	-	A		-
			Delay (sec)		8.7			-			7.4		-	-	0		
			v/c		0.02			-			0.01		-	-	0		
			Queue (ft)		3			-			0		-	-	0		
		PM	LOS		A			-			A		-	-	A		-
			Delay (sec)		8.6			-			7.3		-	-	0		
			v/c		0.02			-			0.00		-	-	0		
Queue (ft)			3			-			0		-	-	0				
North Star Rd & Theodore Lane	TWSC	Number of Lanes		1			-			1		-	-	1		-	
		AM	LOS		A			-			A		-	-	A		-
			Delay (sec)		8.6			-			7.4		-	-	0		
			v/c		0.01			-			0.00		-	-	0		
			Queue (ft)		0			-			0		-	-	0		
		PM	LOS		A			-			A		-	-	A		-
			Delay (sec)		8.4			-			7.3		-	-	0		
			v/c		0.00			-			0.00		-	-	0		
Queue (ft)			0			-			0		-	-	0				
CTH N & Development Access	TWSC	Number of Lanes		-			1			-	1		1			-	
		AM	LOS		-			C			-	A		A			-
			Delay (sec)		-			17.0			-	0		8.3			
			v/c		-			0.05			-	0.00		0.00			
			Queue (ft)		-			3			-	0		0			
		PM	LOS		-			C			-	A		A			-
			Delay (sec)		-			20.7			-	0		8.5			
			v/c		-			0.03			-	0		0.00			
Queue (ft)			-			8			-	0		0					

Intersection	Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall Intersection LOS	
				Eastbound			Westbound			Northbound			Southbound				
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
USH 12/18 WB Ramp & CTH N	TWSC	Number of Lanes		-			1			1	1	-	-	1	-		
		AM	LOS		-			C			A	A	-	-	A	-	
			Delay (sec)		-			17.0			8.3	0	-	-	0		
			v/c		-			0.24			0.17	0	-	-	0		
			Queue (ft)		-			23			15	0	-	-	0		
		PM	LOS		-			C			A	A	-	-	A	-	
			Delay (sec)		-			22.7			8.6	0	-	-	0		
			v/c		-			0.27			0.12	0	-	-	0		
Queue (ft)			-			25			10	0	-	-	0				
USH 12/18 EB Ramp & CTH N	TWSC	Number of Lanes		1	1		-			1			1	1	-	-	
		AM	LOS		D	B		-			A			A	A	-	-
			Delay (sec)		28.1	11.0		-			0			8.4	0	-	
			v/c		0.56	0.24		-			0.00			0.03	0	-	
			Queue (ft)		83	23		-			0			3	0	-	
		PM	LOS		F	B		-			A			A	A	-	-
			Delay (sec)		134.7	13.8		-			0			8.3	0	-	
			v/c		1.13	0.38		-			0.00			0.07	0	-	
Queue (ft)			328	45		-			0			5	0	-			
CTH N & Natvig Rd/Theodore Lane	TWSC	Number of Lanes		1	1		1	1		1	1		1	1	1	-	
		AM	LOS		C	B		D	B		A	A		A	A	A	-
			Delay (sec)		23.6	13.7		29.8	12.8		8.5	0		8.6	0	0	
			v/c		0.01	0.02		0.26	0.03		0.00	0.00		0.01	0	0	
			Queue (ft)		0	0		25	3		0	0		0	0	0	
		PM	LOS		D	B		F	B		A	A		A	A	A	-
			Delay (sec)		29.5	14.6		57.0	13.8		8.8	0		8.8	0	0	
			v/c		0.01	0.02		0.53	0.06		0.01	0.00		0.01	0	0	
Queue (ft)			0	0		65	5		0	0		0	0	0			
CTH N & CTH MN	TWSC	Number of Lanes		1	A		-			1	1		-	1	1	-	
		AM	LOS		C	0		-			A	A		-	A	A	-
			Delay (sec)		16.3	0		-			8.2	0		-	0	0	
			v/c		0.13	0.00		-			0.00	0		-	0	0	
			Queue (ft)		10	0		-			0	0		-	0	0	
		PM	LOS		C	A		-			A	A		-	A	A	-
			Delay (sec)		19.4	0		-			8.8	0		-	0	0	
			v/c		0.176	0		-			0	0		-	0	0	
Queue (ft)			15	0		-			0	0		-	0	0			
CTH MN & Fieldview Ln	TWSC	Number of Lanes		1		-	-		1	-			1			-	
		AM	LOS		A		-	-		A	-			A			-
			Delay (sec)		7.4		-	-		0	-			8.9			
			v/c		0.00		-	-		0	-			0.00			
			Queue (ft)		0		-	-		0	-			0			
		PM	LOS		A		-	-		A	-			A			-
			Delay (sec)		7.4		-	-		0	-			9.4			
			v/c		0.00		-	-		0.00	-			0.02			
Queue (ft)			0		-	-		0	-			3					
USH 12/18 & North Star Rd	TWSC	Number of Lanes		1	2		1	2		1			1			-	
		AM	LOS		B	A		A	A		E			D			-
			Delay (sec)		13.2	0		8.3	0		38.2			33.0			
			v/c		0.05	0		0.00	0		0.19			0.18			
			Queue (ft)		5	0		0	0		20			15			
		PM	LOS		A	A		B	A		F			D			-
			Delay (sec)		9.2	0		13.0	0		97.2			29.2			
			v/c		0.02	0		0.01	0		0.26			0.21			
Queue (ft)			3	0		0	0		23			20					
North Star Rd & Development Access	TWSC	Number of Lanes		1			-			1			-	-	1	-	
		AM	LOS		A			-			A			-	-	A	-
			Delay (sec)		8.7			-			7.4			-	-	0	
			v/c		0.02			-			0.01			-	-	0	
			Queue (ft)		3			-			0			-	-	0	
		PM	LOS		A			-			A			-	-	A	-
			Delay (sec)		8.8			-			7.4			-	-	0	
			v/c		0.01			-			0.01			-	-	0	
Queue (ft)			3			-			0			-	-	0			
North Star Rd & Theodore Lane	TWSC	Number of Lanes		1			-			1			-	-	1	-	
		AM	LOS		A			-			A			-	-	A	-
			Delay (sec)		8.6			-			7.4			-	-	0	
			v/c		0.01			-			0.01			-	-	0	
			Queue (ft)		0			-			0			-	-	0	
		PM	LOS		A			-			A			-	-	A	-
			Delay (sec)		8.6			-			7.4			-	-	0	
			v/c		0.01			-			0.01			-	-	0	
Queue (ft)			0			-			0			-	-	0			
CTH N & Development Access	TWSC	Number of Lanes		-			1		-	-		1		1	1	-	
		AM	LOS		-			C		-	-		A	A	A	-	
			Delay (sec)		-			23.0		-	-		0	8.7	0		
			v/c		-			0.13		-	-		0	0.01	0		
			Queue (ft)		-			20		-	-		0	0	0		
		PM	LOS		-			E		-	-		A	A	A	-	
			Delay (sec)		-			36.2		-	-		0	8.9	0		
			v/c		-			0.29		-	-		0	0.00	0		
Queue (ft)			-			28		-	-		0	0	0				

Exhibit 5-6 - Base Year Total Traffic

Intersection	Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall Intersection LOS	
				Eastbound			Westbound			Northbound			Southbound				
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
USH 12/18 WB Ramp & CTH N	TWSC	Number of Lanes		-			1			1	1	-	-	1	1	-	
		AM	LOS		-			B			A	A	-	-	A	A	-
			Delay (sec)		-			12.6			8.0	0	-	-	0	0	
			v/c		-			0.13			0.12	0	-	-	0	0	
			Queue (ft)		-			10			10	0	-	-	0	0	
		PM	LOS		-			C			A	A	-	-	A	A	-
			Delay (sec)		-			15.6			8.2	0	-	-	0	0	
			v/c		-			0.13			0.08	0	-	-	0	0	
Queue (ft)			-			10			5	0	-	-	0	0			
USH 12/18 EB Ramp & CTH N	TWSC	Number of Lanes		1	1		-			1			1	1	-	-	
		AM	LOS		C	B		-			A			A	A	-	-
			Delay (sec)		16.1	10.1		-			0			8	0	-	
			v/c		0.30	0.17		-			0.00			0.02	0.00	-	
			Queue (ft)		30	15		-			0			3	0	-	
		PM	LOS		D	B		-			A			A	A	-	-
			Delay (sec)		25.4	11.4		-			0			8.0	0	-	
			v/c		0.56	0.25		-			0			0.05	0	-	
Queue (ft)			83	25		-			0			3	0	-			
CTH N & Natvig Rd/Theodore Lane	TWSC	Number of Lanes		1	1		1	1		1	1		1	1	1	-	
		AM	LOS		C	B		C	B		A	A		A	A	A	-
			Delay (sec)		16.9	11.8		17.7	11.6		8.1	0		8.1	0	0	
			v/c		0.00	0.01		0.07	0.01		0.00	0.00		0.01	0	0	
			Queue (ft)		0	0		5	0		0	0		0	0	0	
		PM	LOS		C	B		C	B		A	A		A	A	A	-
			Delay (sec)		19.3	12.2		23	12.2		8.3	0		8.3	0	0	
			v/c		0.00	0.01		0.14	0.01		0.00	0.00		0.01	0	0	
Queue (ft)			0	0		13	3		0	0		0	0	0			
CTH N & CTH MN	TWSC	Number of Lanes		1	1		-			1	1	-	-	1	1	-	
		AM	LOS		B	A		-			A	A	-	-	A	A	-
			Delay (sec)		13.2	0		-			7.9	0	-	-	0	0	
			v/c		0.07	0.00		-			0.00	0	-	-	0	0	
			Queue (ft)		5	0		-			0	0	-	-	0	0	
		PM	LOS		B	A		-			A	A	-	-	A	A	-
			Delay (sec)		14.7	0		-			8.3	0	-	-	0	0	
			v/c		0.10	0.00		-			0	0	-	-	0	0	
Queue (ft)			8	0		-			0	0	-	-	0	0			
CTH MN & Fieldview Ln	TWSC	Number of Lanes		1		-	-	1		-			1			-	
		AM	LOS		A		-	-	A		-			A			-
			Delay (sec)		7.4		-	-	0		-			9			
			v/c		0.00		-	-	0.00		-			0.01			
			Queue (ft)		0		-	-	0		-			0			
		PM	LOS		A		-	-	A		-			A			-
			Delay (sec)		7.4		-	-	0		-			9.2			
			v/c		0.00		-	-	0.00		-			0.02			
Queue (ft)			0		-	-	0		-			3					
USH 12/18 & North Star Rd	TWSC	Number of Lanes		1	2		1	2		1			1			-	
		AM	LOS		B	A		A	A		C			C			-
			Delay (sec)		10.8	0		8.0	0		21.4			22.5			
			v/c		0.026	0		0.00	0.00		0.08			0.08			
			Queue (ft)		3	0		0	0		8			8			
		PM	LOS		A	A		B	A		E			C			-
			Delay (sec)		8.5	0		10.7	0		35.7			16.8			
			v/c		0.01	0.00		0.01	0.00		0.06			0.07			
Queue (ft)			0	0		0	0		5			5					
North Star Rd & Development Access	TWSC	Number of Lanes		1			-			1		-	-	1		-	
		AM	LOS		A			-			A		-	-	A		-
			Delay (sec)		8.7			-			7.4		-	-	0		
			v/c		0.02			-			0.01		-	-	0		
			Queue (ft)		3			-			0		-	-	0		
		PM	LOS		A			-			A		-	-	A		-
			Delay (sec)		8.6			-			7.4		-	-	0		
			v/c		0.00			-			0.00		-	-	0		
Queue (ft)			0			-			0		-	-	0				
North Star Rd & Theodore Lane	TWSC	Number of Lanes		1			-			1		-	-	1		-	
		AM	LOS		A			-			A		-	-	A		-
			Delay (sec)		8.6			-			7.4		-	-	0		
			v/c		0.00			-			0.00		-	-	0		
			Queue (ft)		0			-			0		-	-	0		
		PM	LOS		A			-			A		-	-	A		-
			Delay (sec)		8.6			-			7.4		-	-	0		
			v/c		0.00			-			0.00		-	-	0		
Queue (ft)			0			-			0		-	-	0				
CTH N & Development Access	TWSC	Number of Lanes		-			1		-	-	1		1	1	-		
		AM	LOS		-			C		-	-	A		A	A	-	
			Delay (sec)		-			15.7		-	-	0		8.2	0		
			v/c		-			0.04		-	-	0.00		0.00	0		
			Queue (ft)		-			3		-	-	0		0	0		
		PM	LOS		-			C		-	-	A		A	A	-	
			Delay (sec)		-			19.3		-	-	0		8.4	0		
			v/c		-			0.07		-	-	0.00		0.00	0		
Queue (ft)			-			5		-	-	0		0	0				

Intersection	Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall Intersection LOS	
				Eastbound			Westbound			Northbound			Southbound				
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
USH 12/18 WB Ramp & CTH N	TWSC	Number of Lanes		-			1			1	1	-	-	1	1	-	
		AM	LOS		-			C			A	A	-	-	A	A	-
			Delay (sec)		-			15.0			8.1	0	-	-	0	0	
			v/c		-			0.18			0.13	0	-	-	0	0	
			Queue (ft)		-			18			13	0	-	-	0	0	
		PM	LOS		-			C			A	A	-	-	A	A	-
			Delay (sec)		-			18.0			8.3	0	-	-	0	0	
			v/c		-			0.09			0.09	0	-	-	0	0	
Queue (ft)			-			18			8	0	-	-	0	0			
USH 12/18 EB Ramp & CTH N	TWSC	Number of Lanes		1	1		-			1			1	1	-	-	
		AM	LOS		C	B		-			A			A	A	-	-
			Delay (sec)		17.9	10.5		-			0			8.1	0	-	
			v/c		0.35	0.20		-			0			0.02	0	-	
			Queue (ft)		38	18		-			0			3	0	-	
		PM	LOS		E	B		-			A			A	A	-	-
			Delay (sec)		36.7	12.0		-			0			8.1	0	-	
			v/c		0.70	0.29		-			0.00			0.06	0	-	
Queue (ft)			125	30		-			0			5	0	-			
CTH N & Natvig Rd/Theodore Lane	TWSC	Number of Lanes		1	1		1	1		1	1		1	1	1	-	
		AM	LOS		C	B		C	B		A	A		A	A	A	-
			Delay (sec)		17.9	10.7		19.1	11.4		8.2	0		8.3	0	0	
			v/c		0.00	0.01		0.08	0.08		0.00	0		0.01	0	0	
			Queue (ft)		0	0		8	3		0	0		0	0	0	
		PM	LOS		C	B		D	B		A	A		A	A	A	-
			Delay (sec)		21.6	12.8		26.1	12.4		8.4	0		8.4	0	0	
			v/c		0.01	0.01		0.17	0.04		0.01	0		0.01	0	0	
Queue (ft)			0	0		15	3		0	0		0	0	0			
CTH N & CTH MN	TWSC	Number of Lanes		1	1		-			1	1	-	-	1	1	-	
		AM	LOS		B	A		-			A	A	-	-	A	A	-
			Delay (sec)		13.8	0		-			8.0	0.0	-	-	0	0	
			v/c		0.092	0		-			0.00	0.00	-	-	0	0	
			Queue (ft)		8	0		-			0	0	-	-	0	0	
		PM	LOS		C	A		-			A	A	-	-	A	A	-
			Delay (sec)		16.2	0		-			8.5	0.0	-	-	0	0	
			v/c		0.15	0.00		-			0.00	0.00	-	-	0	0	
Queue (ft)			13	0		-			0	0	-	-	0	0			
CTH MN & Fieldview Ln	TWSC	Number of Lanes		1		-	-	1		-			1			-	
		AM	LOS		A		-	-	A		-			A			-
			Delay (sec)		7.4		-	-	0.0		-			9.00			
			v/c		0.00		-	-	0.00		-			0.01			
			Queue (ft)		0		-	-	0		-			0			
		PM	LOS		A		-	-	A		-			A			--
			Delay (sec)		7.4		-	-	0		-			9.4			
			v/c		0.00		-	-	0.00		-			0.03			
Queue (ft)			0		-	-	0		-			3					
USH 12/18 & North Star Rd	TWSC	Number of Lanes		1	2		1	2		1			1			-	
		AM	LOS		B	A		A	A		D			C			-
			Delay (sec)		11.6	0.0		8.0	0		26.1			22.6			
			v/c		0.06	0.00		0.00	0.00		0.13			0.12			
			Queue (ft)		10	0		0	0		10			10			
		PM	LOS		A	A		B	A		F			B			-
			Delay (sec)		8.7	0.0		11.3	0		51.8			16.0			
			v/c		0.02	0.00		0.00	0.00		0.15			0.11			
Queue (ft)			3	0		0	0		13			10					
North Star Rd & Development Access	TWSC	Number of Lanes		1			1			1			1			-	
		AM	LOS		A			A			A			A			-
			Delay (sec)		8.8			9.1			7.4			7.4			
			v/c		0.02			0.02			0.01			0.00			
			Queue (ft)		0			3			0			0			
		PM	LOS		A			A			A			A			-
			Delay (sec)		8.7			9.0			7.4			7.4			
			v/c		0.02			0.02			0.00			0.00			
Queue (ft)			3			3			0			0					
North Star Rd & Theodore Lane	TWSC	Number of Lanes		1			1			1			1			-	
		AM	LOS		A			A			A			A			-
			Delay (sec)		8.7			9.0			7.4			7.4			
			v/c		0.01			0.01			0.00			0.00			
			Queue (ft)		0			0			0			0			
		PM	LOS		A			A			A			A			-
			Delay (sec)		8.6			9			7.3			0			
			v/c		0.01			0.01			0.01			0.00			
Queue (ft)			0			0			0			0					
CTH N & Development Access	TWSC	Number of Lanes		-			1		-	-	1		1	1		-	
		AM	LOS		-			C		-	-	A		A	A		-
			Delay (sec)		-			17.0		-	-	0		8.3	0		
			v/c		-			0.05		-	-	0.00		0.00	0		
			Queue (ft)		-			3		-	-	0		0	0		
		PM	LOS		-			C		-	-	A		A	A		-
			Delay (sec)		-			21.3		-	-	0		8.5	0		
			v/c		-			0.08		-	-	0.00		0.00	0		
Queue (ft)			-			8		-	-	0		0	0				

Intersection	Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall Intersection LOS	
				Eastbound			Westbound			Northbound			Southbound				
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
USH 12/18 WB Ramp & CTH N	TWSC	Number of Lanes		-			1			1	1	-	-	1	1	-	
		AM	LOS		-			D			A	A	-	-	A	A	-
			Delay (sec)		-			26.6			8.4	0	-	-	0	0	
			v/c		-			0.43			0.181	0	-	-	0	0	
			Queue (ft)		-			53			18	0	-	-	0	0	
		PM	LOS		-			F			A	A	-	-	A	A	-
			Delay (sec)		-			51.1			8.9	0	-	-	0	0	
			v/c		-			0.60			0.17	0	-	-	0	0	
			Queue (ft)		-			83			15	0	-	-	0	0	
USH 12/18 EB Ramp & CTH N	TWSC	Number of Lanes		1	1		-			1			1	1	-	-	
		AM	LOS		D	B		-			A			A	A	-	-
			Delay (sec)		32.3	11.9		-			0			8.5	0	-	
			v/c		0.61	0.30		-			0			0.03	0	-	
			Queue (ft)		95	30		-			0			3	0	-	
		PM	LOS		F	C		-			A			A	A	-	-
			Delay (sec)		210.3	15.5		-			0			8.6	0	-	
			v/c		1.31	0.45		-			0.00			0.08	0	-	
			Queue (ft)		405	60		-			0			5	0	-	
CTH N & Natvig Rd/Theodore Lane	TWSC	Number of Lanes		1	1		1	1		1	1		1	1	1	-	
		AM	LOS		D	B		E	B		A	A		A	A	A	-
			Delay (sec)		28.6	14.2		38.8	12.8		8.5	0		8.7	0	0	
			v/c		0.01	0.02		0.37	0.10		0.00	0.00		0.04	0	0	
			Queue (ft)		0	3		40	8		0	0		3	0	0	
		PM	LOS		E	C		F	B		A	A		A	A	A	-
			Delay (sec)		35.1	15.0		80.8	14.5		8.8	0		8.9	0	0	
			v/c		0.01	0.02		0.68	0.14		0.01	0.00		0.02	0	0	
			Queue (ft)		0	3		93	13		0	0		3	0	0	
CTH N & CTH MN	TWSC	Number of Lanes		1	1		-			1	1	-	-	1	1	-	
		AM	LOS		C	A		-			A	A	-	-	A	A	-
			Delay (sec)		18.6	0		-			8.5	0.0	-	-	0	0	
			v/c		0.202	0		-			0.01	0.00	-	-	0	0	
			Queue (ft)		18	0		-			0	0	-	-	0	0	
		PM	LOS		D	A		-			A	A	-	-	A	A	-
			Delay (sec)		29.3	0		-			9.0	0.0	-	-	0	0	
			v/c		0.50	0.00		-			0.00	0.00	-	-	0	0	
			Queue (ft)		65	0		-			0	0	-	-	0	0	
CTH MN & Fieldview Ln	TWSC	Number of Lanes		1		-	-	1		-			1			-	
		AM	LOS		A		-	-	A		-			A			-
			Delay (sec)		7.6		-	-	0		-			9.5			
			v/c		0.001		-	-	0		-			0.031			
			Queue (ft)		0		-	-	0		-			3			
		PM	LOS		A		-	-	A		-			A			-
			Delay (sec)		7.5		-	-	0		-			10.1			
			v/c		0.00		-	-	0		-			0.13			
			Queue (ft)		0		-	-	0		-			10			
USH 12/18 & North Star Rd	TWSC	Number of Lanes		1	2		1	2		1			1			-	
		AM	LOS		C	A		A	A		F			F			-
			Delay (sec)		17.9	0		8.3	0		302.5			532			
			v/c		0.38	0.00		0.00	0.00		0.82			1.95			
			Queue (ft)		45	0		0	0		68			410			
		PM	LOS		A	A		B	A		F			F			-
			Delay (sec)		9.6	0		13.1	0		233.2			123.1			
			v/c		0.10	0.00		0.01	0.00		0.49			1.05			
			Queue (ft)		8	0		0	0		38			248			
North Star Rd & Development Access	TWSC	Number of Lanes		1			1			1			1			-	
		AM	LOS		A			B			A			A			-
			Delay (sec)		9.2			12.3			7.5			7.9			
			v/c		0.03			0.27			0.01			0.02			
			Queue (ft)		3			28			0			3			
		PM	LOS		A			B			A			A			-
			Delay (sec)		8.9			11.0			7.4			7.5			
			v/c		0.04			0.25			0.01			0.01			
			Queue (ft)		3			25			0			0			
North Star Rd & Theodore Lane	TWSC	Number of Lanes		1			1			1			1			-	
		AM	LOS		A			B			A			A			-
			Delay (sec)		9.1			10			7.4			7.4			
			v/c		0.05			0.06			0.02			0.00			
			Queue (ft)		3			5			3			0			
		PM	LOS		A			A			A			A			-
			Delay (sec)		9.0			9.9			7.4			7.4			
			v/c		0.03			0.06			0.02			0.00			
			Queue (ft)		3			5			3			0			
CTH N & Development Access	TWSC	Number of Lanes		-			1		-	-	1		1	1		-	
		AM	LOS		-			C		-	-	A		A	A		-
			Delay (sec)		-			23.7		-	-	0		8.7	0		
			v/c		-			0.13		-	-	0.00		0.01	0.00		
			Queue (ft)		-			13		-	-	0		1	0		
		PM	LOS		-			E		-	-	A		A	A		-
			Delay (sec)		-			38.4		-	-	0		9.0	0		
			v/c		-			0.31		-	-	0.00		0.00	0.00		
			Queue (ft)		-			30		-	-	0		0	0		

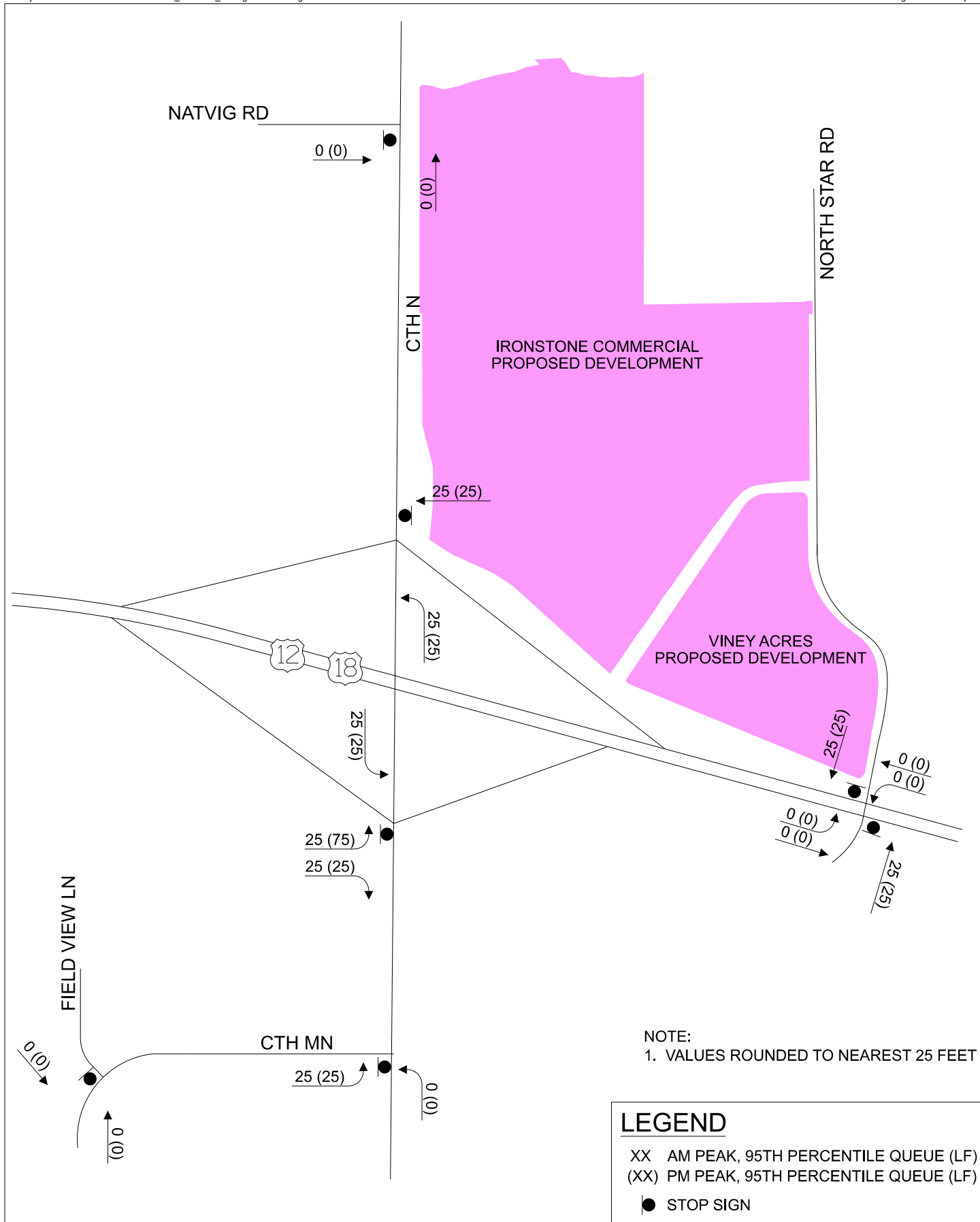
Exhibit 5-11 - Horizon Year (30 years) Background Traffic - Improvements

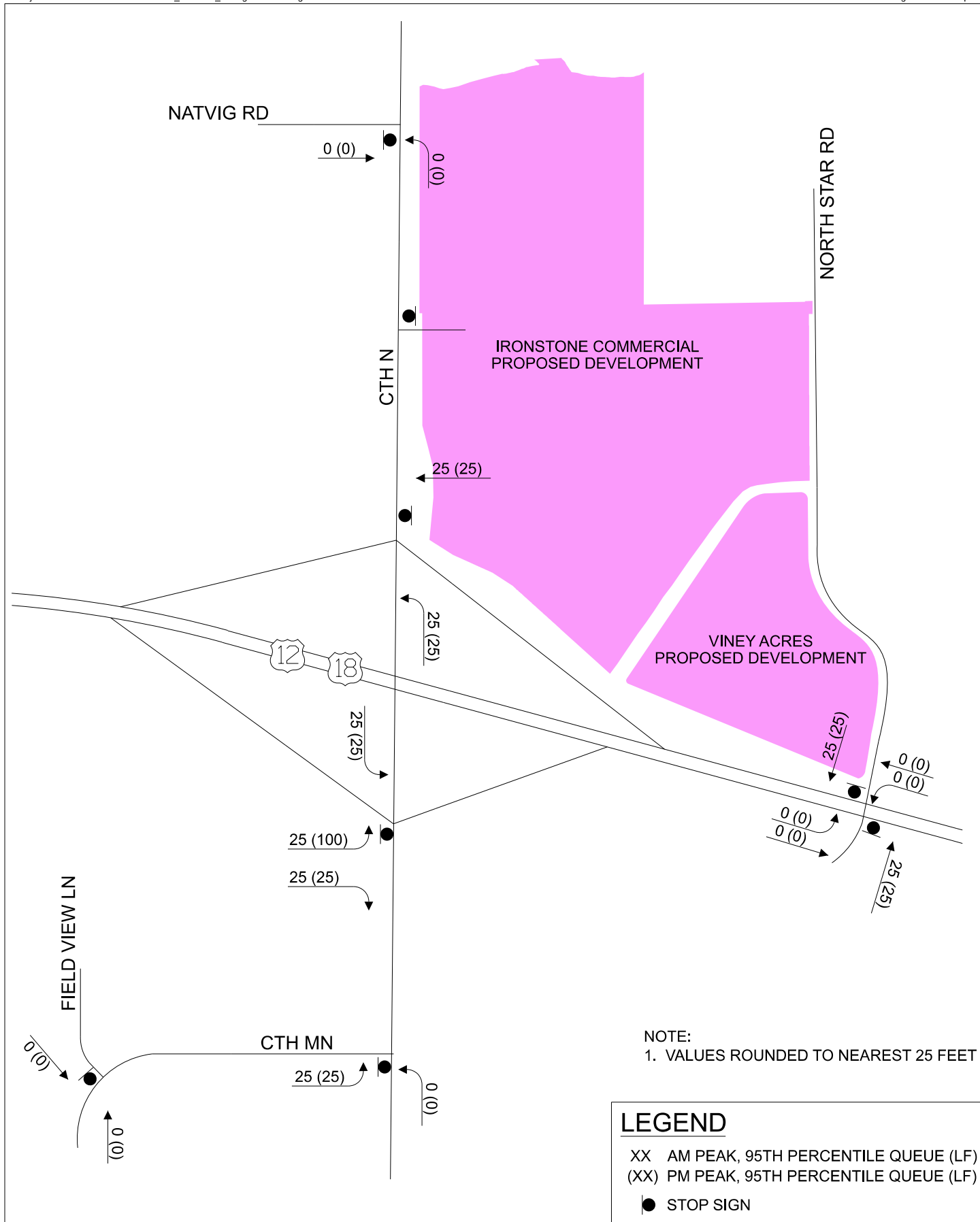
Intersection	Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach										Overall Intersection LOS						
				Eastbound			Westbound			Northbound			Southbound							
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT		TH	RT				
USH 12/18 WB Ramp & CTH N	Roundabout	Number of Lanes		-			1			1			-			1			-	
		AM	LOS		-			A			A			-			A			A
			Delay (sec)		-			7.9			7.9			-			9.0			
			v/c		-			0.15			0.49			-			0.47			
			Queue (ft)		-			14			70			-			70			
		PM	LOS		-			A			A			-			A			A
			Delay (sec)		-			6.8			7.8			-			9.5			
			v/c		-			0.11			0.50			-			0.53			
Queue (ft)			-			11			73			-			88					
USH 12/18 EB Ramp & CTH N	Roundabout	Number of Lanes		1			-			-	1			1			-	-		
		AM	LOS		A			-			-	A			A			-	A	
			Delay (sec)		8.3			-			-	8.5			4.1			-		
			v/c		0.37			-			-	0.45			0.17			-		
			Queue (ft)		53			-			-	66			15			-		
		PM	LOS		C			-			-	A			A			-	B	
			Delay (sec)		15.8			-			-	9.6			5.7			-		
			v/c		0.65			-			-	0.46			0.33			-		
Queue (ft)			140			-			-	67			38			-				
CTH N & Natvig Rd	TWSC	Number of Lanes		1			-			1	1	-			-	1	1	-		
		AM	LOS		B			-			A	A	-			-	A	A	-	
			Delay (sec)		13.1			-			8.5	0	-			-	0	0		
			v/c		0.02			-			0.00	0.00	-			-	0.00	0.00		
			Queue (ft)		0			-			0	0	-			-	0	0		
		PM	LOS		B			-			A	A	-			-	A	A	-	
			Delay (sec)		14.1			-			8.8	0	-			-	0	0		
			v/c		0.02			-			0.01	0	-			-	0	0		
Queue (ft)			3			-			0	0	-			-	0	0				
CTH N & CTH MN	TWSC	Number of Lanes		1			-			1	1	-			-	1	1	-		
		AM	LOS		C			-			A	A	-			-	A	A	-	
			Delay (sec)		15.9			-			8.2	0	-			-	0	0		
			v/c		0.12			-			0.00	0	-			-	0	0		
			Queue (ft)		10			-			0	0	-			-	0	0		
		PM	LOS		C			-			A	A	-			-	A	A	-	
			Delay (sec)		18.9			-			8.8	0	-			-	0	0		
			v/c		0.17			-			0.00	0	-			-	0	0		
Queue (ft)			15			-			0	0	-			-	0	0				
CTH MN & Fieldview Ln	TWSC	Number of Lanes		1		-	-	1		-				1				-		
		AM	LOS		A		-	-	A		-				A				-	
			Delay (sec)		7.4		-	-	0		-				8.9					
			v/c		0.00		-	-	0.00		-				0.01					
			Queue (ft)		0		-	-	0		-				0					
		PM	LOS		A		-	-	A		-				A				-	
			Delay (sec)		7.4		-	-	0		-				9.3					
			v/c		0.00		-	-	0		-				0.02					
Queue (ft)			0		-	-	0		-				3							
USH 12/18 & North Star Rd	TWSC	Number of Lanes				2				2		-	-	1		-	-	1	-	
		AM	LOS		B		A		A		A		-	-	A		-	-	C	-
			Delay (sec)		13		0		8.3		0.0		-	-	9.7		-	-	21.3	
			v/c		0.01		0.00		0.00		0.00		-	-	0.03		-	-	0.03	
			Queue (ft)		0		0		0		0		-	-	3		-	-	3	
		PM	LOS		A		A		B		A		-	-	B		-	-	B	-
			Delay (sec)		9.1		0		13.0		0		-	-	14.6		-	-	0.01	
			v/c		0.01		0.00		0.01		0.00		-	-	0.03		-	-	11.80	
Queue (ft)			0		0		0		0		-	-	3		-	-	0			

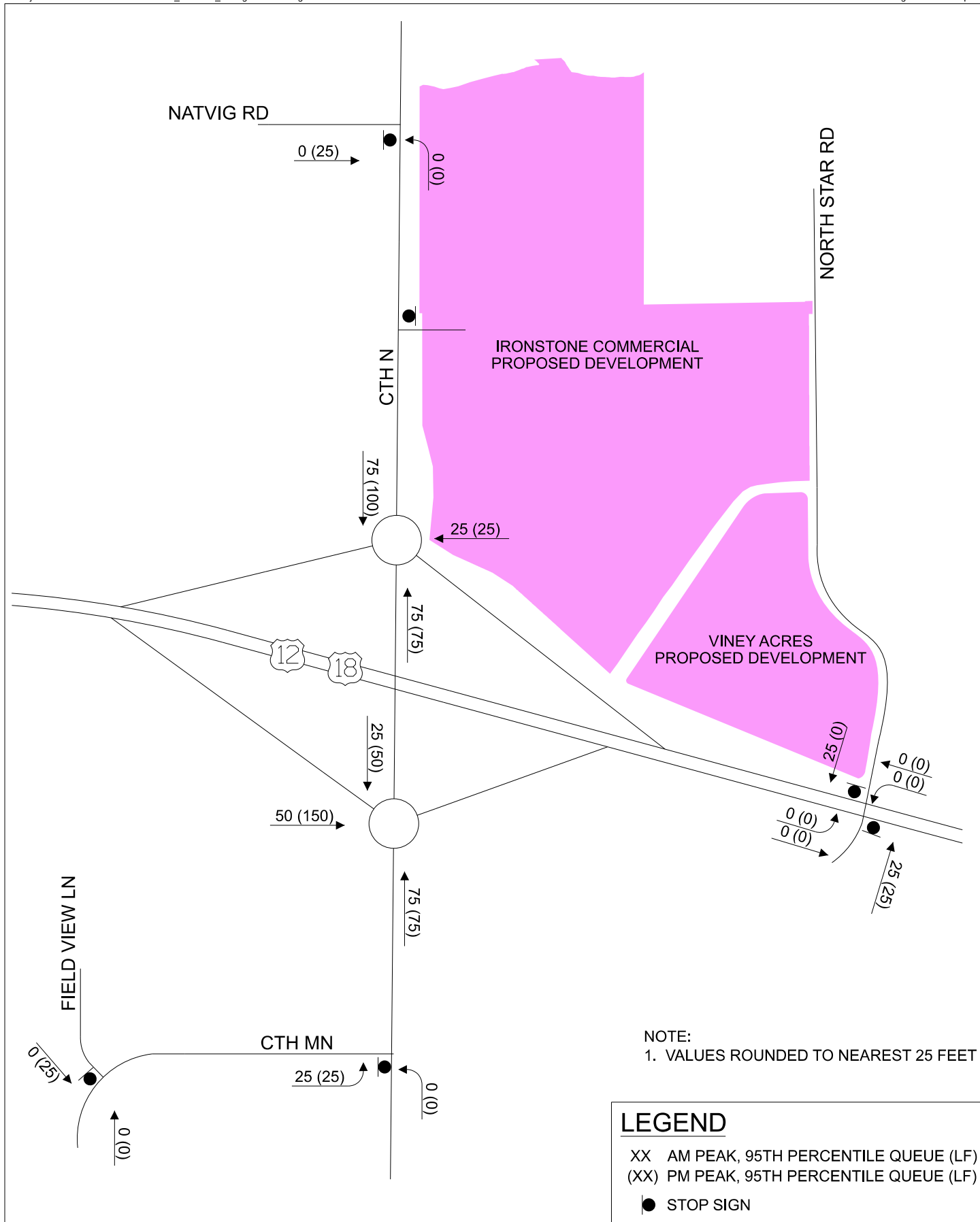
Intersection	Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall Intersection LOS							
				Eastbound			Westbound			Northbound			Southbound										
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT								
USH 12/18 WB Ramp & CTH N	Roundabout	Number of Lanes		-			1			1			-			-			1			-	
		AM	LOS		-			A			A			-			-			B			A
			Delay (sec)		-			8.9			8.8			-			-			10.5			
			v/c		-			0.18			0.54			-			-			0.55			
			Queue (ft)		-			17			88			-			-			93			
		PM	LOS		-			A			A			-			-			B			B
			Delay (sec)		-			7.4			8.3			-			-			12.1			
			v/c		-			0.13			0.53			-			-			0.64			
Queue (ft)			-			11			83			-			-			134					
USH 12/18 EB Ramp & CTH N	Roundabout	Number of Lanes		1			-			-			1			1			-			-	
		AM	LOS		A			-			-			A			A			-			A
			Delay (sec)		9.6			-			-			9.9			4.3			-			
			v/c		0.44			-			-			0.5			0.19			-			
			Queue (ft)		68			-			-			80			18			-			
		PM	LOS		C			-			-			B			A			-			B
			Delay (sec)		19.3			-			-			10.6			6.0			-			
			v/c		0.71			-			-			0.49			0.36			-			
Queue (ft)			185			-			-			74			43			-					
CTH N & Natvig Rd/Theodore Lane	Roundabout	Number of Lanes		1			1			1			1			-			-				
		AM	LOS		A			A			A			A			-			A			
			Delay (sec)		6.2			6.3			7.1			7.3			-						
			v/c		0.01			0.10			0.42			0.42			-						
			Queue (ft)		0			9			59			58			-						
		PM	LOS		A			A			A			A			-			A			
			Delay (sec)		5.6			17.2			7.6			8.7			-						
			v/c		0.01			0.17			0.47			0.51			-						
Queue (ft)			0			17			70			80			-								
CTH N & CTH MN	TWSC	Number of Lanes		1	A		-		1	1	-		1	1	-		-		-				
		AM	LOS		C	0		-		A	A	-		A	A	-		A	A	-			
			Delay (sec)		16.3	0		-		8.2	0	-		0	0	-		0	0				
			v/c		0.13	0.00		-		0.00	0	-		0	0	-		0	0				
			Queue (ft)		10	0		-		0	0	-		0	0	-		0	0				
		PM	LOS		C	A		-		A	A	-		A	A	-		A	A	-			
			Delay (sec)		19.4	0		-		8.8	0	-		0	0	-		0	0				
			v/c		0.176	0		-		0	0	-		0	0	-		0	0				
Queue (ft)			15	0		-		0	0	-		0	0	-		0	0						
CTH MN & Fieldview Ln	TWSC	Number of Lanes		1		-		-		1		-		1		-		-					
		AM	LOS		A		-		-		A		-		A		-		-				
			Delay (sec)		7.4		-		-		0		-		8.9		-						
			v/c		0.00		-		-		0		-		0.00		-						
			Queue (ft)		0		-		-		0		-		0		-						
		PM	LOS		A		-		-		A		-		A		-		-				
			Delay (sec)		7.4		-		-		0		-		9.4		-						
			v/c		0.00		-		-		0.00		-		0.02		-						
Queue (ft)			0		-		-		0		-		3		-								
USH 12/18 & North Star Rd	TWSC	Number of Lanes		1	2		1	2	-		-		1	-		-		1	-				
		AM	LOS		B	A		A	A	-		-		A	-		-		C	-			
			Delay (sec)		13.4	0		8.3	0	-		-		9.7	-		-		15.9				
			v/c		0.05	0		0.00	0	-		-		0.03	-		-		0.06				
			Queue (ft)		5	0		0	0	-		-		3	-		-		5				
		PM	LOS		A	A		B	A	-		-		B	-		-		B	-			
			Delay (sec)		9.2	0		13.1	0	-		-		14.8	-		-		0.054				
			v/c		0.02	0		0.01	0	-		-		0.03	-		-		11.30				
Queue (ft)			3	0		0	0	-		-		3	-		-		5						
North Star Rd & Development Access	TWSC	Number of Lanes		1			-			1			-			1			-				
		AM	LOS		A			-			A			-			A			-			
			Delay (sec)		8.9			-			7.4			-			0						
			v/c		0.03			-			0.01			-			0						
			Queue (ft)		3			-			0			-			0						
		PM	LOS		A			-			A			-			A			-			
			Delay (sec)		8.9			-			7.4			-			0						
			v/c		0.01			-			0.01			-			0						
Queue (ft)			3			-			0			-			0								
North Star Rd & Theodore Lane	TWSC	Number of Lanes		1			-			1			-			1			-				
		AM	LOS		A			-			A			-			A			-			
			Delay (sec)		8.6			-			7.4			-			0						
			v/c		0.01			-			0.01			-			0						
			Queue (ft)		0			-			0			-			0						
		PM	LOS		A			-			A			-			A			-			
			Delay (sec)		8.6			-			7.4			-			0						
			v/c		0.01			-			0.01			-			0						
Queue (ft)			0			-			0			-			0								
CTH N & Development Access	TWSC	Number of Lanes		-			1		-		-		1		1		1		-				
		AM	LOS		-			C		-		-		A		A		A		-			
			Delay (sec)		-			23.2		-		-		0		8.7		0					
			v/c		-			0.13		-		-		0		0.01		0					
			Queue (ft)		-			10		-		-		0		0		0					
		PM	LOS		-			E		-		-		A		A		A		-			
			Delay (sec)		-			36.6		-		-		0		9.2		0					
			v/c		-			0.29		-		-		0		0.00		0					
Queue (ft)			-			30		-		-		0		0		0							

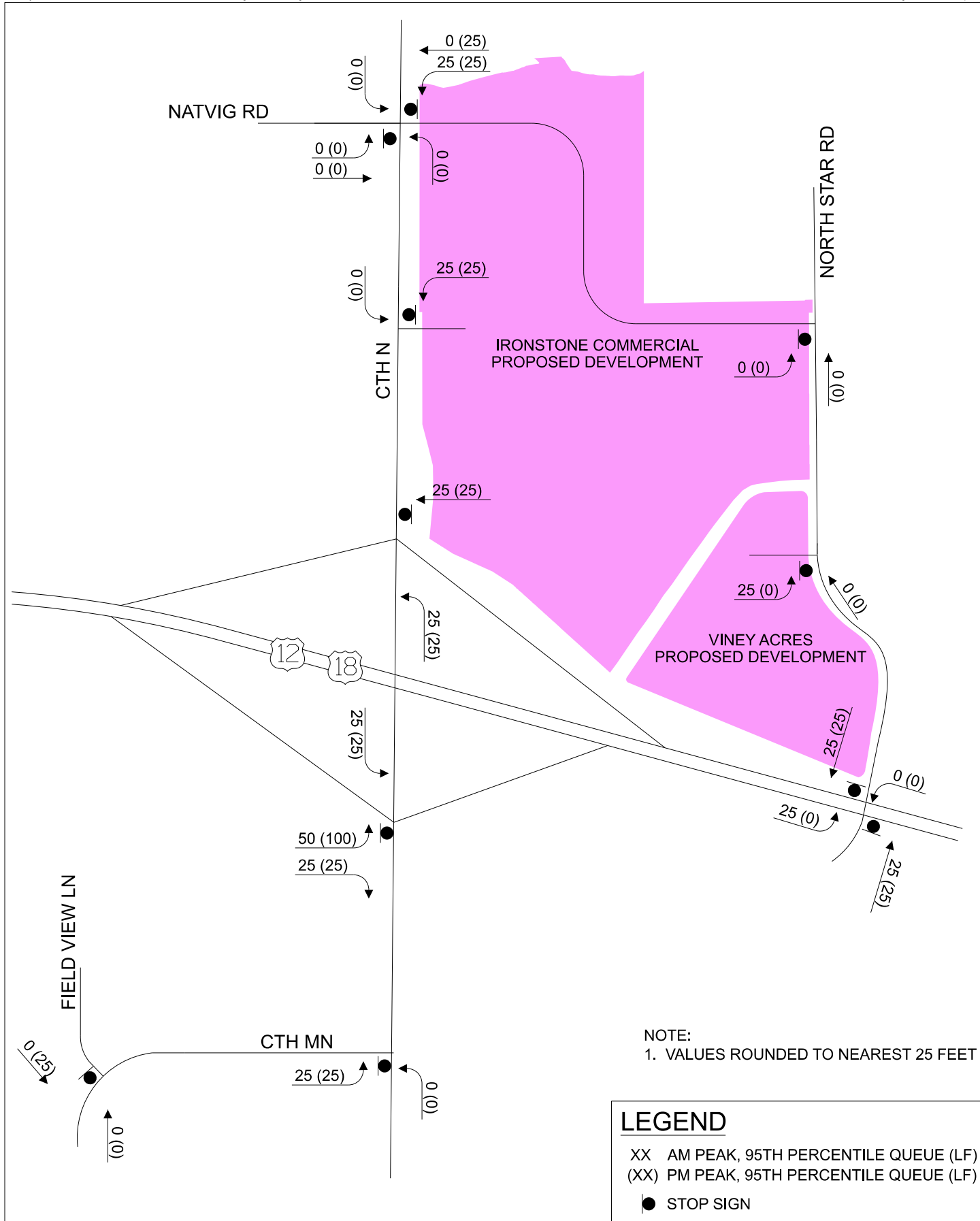
Exhibit 5-17 - Horizon Year Total Traffic - Improvements

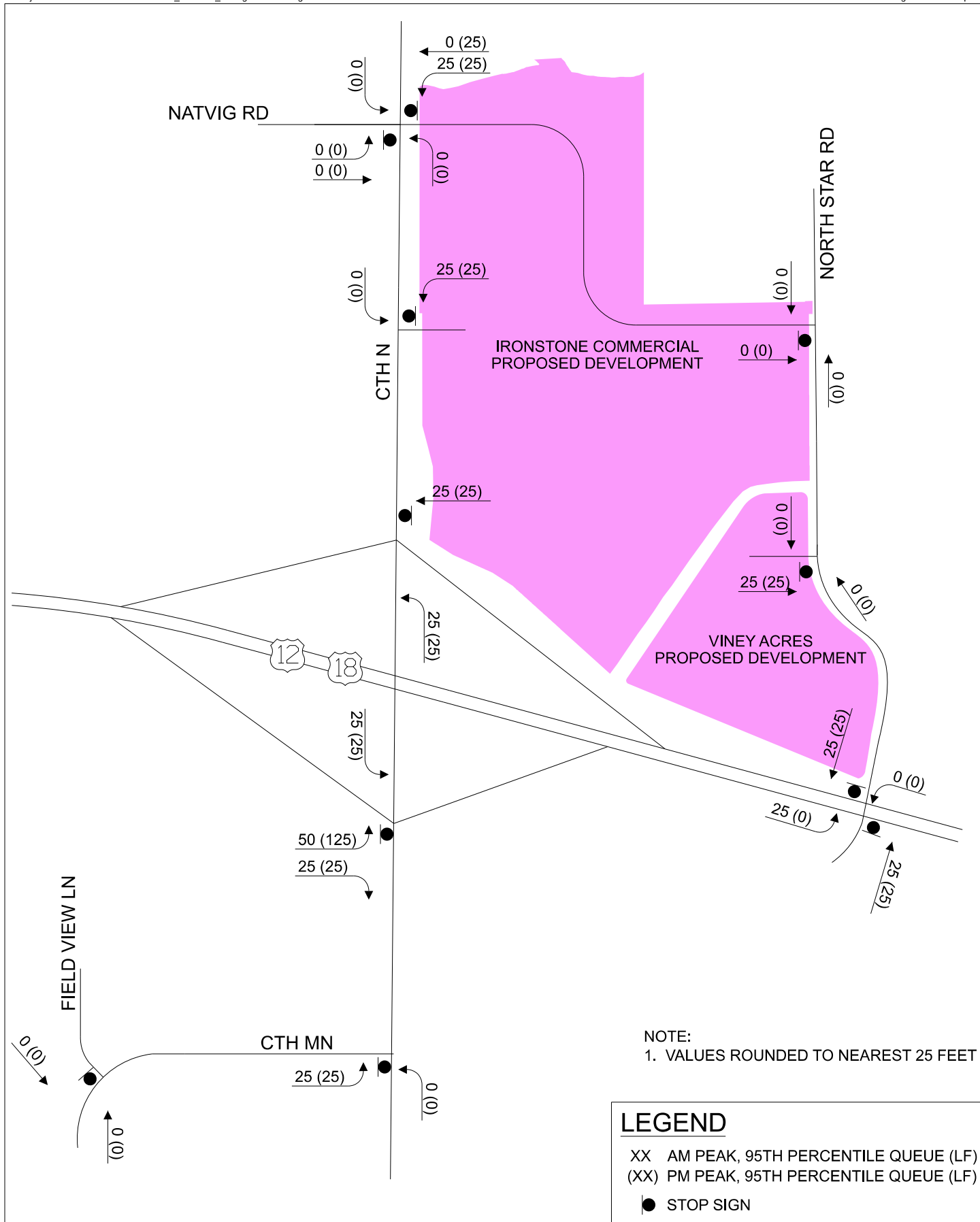
Intersection	Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall Intersection LOS							
				Eastbound			Westbound			Northbound			Southbound										
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT								
USH 12/18 WB Ramp & CTH N	Roundabout	Number of Lanes		-			1			1			-			-			1			-	
		AM	LOS		-			B			A			-			-			B			B
			Delay (sec)		-			10.3			9.1			-			-			12.6			
			v/c		-			0.25			0.56			-			-			0.61			
			Queue (ft)		-			29			93			-			-			119			
		PM	LOS		-			A			A			-			-			C			B
			Delay (sec)		-			9.2			9.4			-			-			18.0			
			v/c		-			0.22			0.58			-			-			0.75			
Queue (ft)			-			21			105			-			-			219					
USH 12/18 EB Ramp & CTH N	Roundabout	Number of Lanes		1			-			-			1			1			-			-	
		AM	LOS		B			-			-			B			A			-			A
			Delay (sec)		9.6			-			-			11.1			4.7			-			
			v/c		0.51			-			-			0.55			0.23			-			
			Queue (ft)		88			-			-			95			23			-			
		PM	LOS		D			-			-			B			A			-			B
			Delay (sec)		28.4			-			-			14.1			6.6			-			
			v/c		0.81			-			-			0.62			0.41			-			
Queue (ft)			285			-			-			120			50			-					
CTH N & Natvig Rd/Theodore Lane	Roundabout	Number of Lanes		1			1			1			1			1			1			-	
		AM	LOS		A			A			A			A			A			A			A
			Delay (sec)		6.6			7.5			7.6			8.1			8.1						
			v/c		0.01			0.19			0.44			0.47			0.47						
			Queue (ft)		0			20			64			69			69						
		PM	LOS		A			A			A			A			A			A			A
			Delay (sec)		6.0			9.6			8.0			9.6			9.6						
			v/c		0.01			0.28			0.50			0.55			0.55						
Queue (ft)			0			32			75			93			93								
CTH N & CTH MN	TWSC	Number of Lanes		1	1		-			1	1	-	-	1	1	-	-	1	1	-			
		AM	LOS		C	A		-			A	A	-	-	A	A	-	-	A	A	-		
			Delay (sec)		18.6	0		-			8.5	0.0	-	-	0	0	-	-	0	0			
			v/c		0.2	0		-			0.01	0.00	-	-	0	0	-	-	0	0			
			Queue (ft)		18	0		-			0	0	-	-	0	0	-	-	0	0			
		PM	LOS		D	A		-			A	A	-	-	A	A	-	-	A	A	-		
			Delay (sec)		29.3	0		-			9.0	0.0	-	-	0	0	-	-	0	0			
			v/c		0.50	0.00		-			0.00	0.00	-	-	0	0	-	-	0	0			
Queue (ft)			65	0		-			0	0	-	-	0	0	-	-	0	0					
CTH MN & Fieldview Ln	TWSC	Number of Lanes		1		-	-	1	-			1			1			1			-		
		AM	LOS		A		-	-	A	-			A			A			A			-	
			Delay (sec)		7.6		-	-	0	-			9.5			9.5							
			v/c		0.001		-	-	0	-			0.031			0.031							
			Queue (ft)		0		-	-	0	-			3			3							
		PM	LOS		A		-	-	A	-			A			A			A			-	
			Delay (sec)		7.5		-	-	0	-			10.1			10.1							
			v/c		0.00		-	-	0	-			0.13			0.13							
Queue (ft)			0		-	-	0	-			10			10									
USH 12/18 & North Star Rd	TWSC	Number of Lanes		1	2		1	2		-	-	1	-	-	1	-	-	1	-	-			
		AM	LOS		C	A		A	A		-	-	A	-	-	A	-	-	D	-			
			Delay (sec)		18.9	0		8.4	0		-	-	9.8	-	-	26.1	-	-	26.1				
			v/c		0.42	0.00		0.00	0.00		-	-	0.03	-	-	0.52	-	-	0.52				
			Queue (ft)		50	0		0	0		-	-	3	-	-	70	-	-	70				
		PM	LOS		A	A		B	A		-	-	C	-	-	B	-	-	B	-			
			Delay (sec)		9.6	0		13.4	0		-	-	15.1	-	-	13.9	-	-	13.9				
			v/c		0.10	0.00		0.01	0.00		-	-	0.03	-	-	0.33	-	-	0.33				
Queue (ft)			8	0		0	0		-	-	3	-	-	38	-	-	38						
North Star Rd & Development Access	TWSC	Number of Lanes		1		1		1			1			1			1			-			
		AM	LOS		A		B		A			A			A			A			-		
			Delay (sec)		9.6		12.1		7.5			7.9			7.9								
			v/c		0.03		0.26		0.01			0.02			0.02								
			Queue (ft)		3		25		0			3			3								
		PM	LOS		A		B		A			A			A			A			-		
			Delay (sec)		9.3		11.1		7.5			7.6			7.6								
			v/c		0.05		0.25		0.01			0.01			0.01								
Queue (ft)			5		25		0			0			0										
North Star Rd & Theodore Lane	TWSC	Number of Lanes		1		1		1			1			1			1			-			
		AM	LOS		A		B		A			A			A			A			-		
			Delay (sec)		9.2		10.4		7.5			7.4			7.4								
			v/c		0.05		0.07		0.04			0.00			0.00								
			Queue (ft)		3		5		3			0			0								
		PM	LOS		A		B		A			A			A			A			-		
			Delay (sec)		9.1		10.3		7.5			7.4			7.4								
			v/c		0.03		0.07		0.04			0.00			0.00								
Queue (ft)			3		5		3			0			0										
CTH N & Development Access	TWSC	Number of Lanes		-		1		-	-	1	1	1	1	1	1	1	1	1	-				
		AM	LOS		-		C		-	-	A	A	A	A	A	A	A	A	-				
			Delay (sec)		-		24.2		-	-	0	8.7	0	0	0	0							
			v/c		-		0.14		-	-	0.00	0.01	0.00	0.01	0.00	0.00							
			Queue (ft)		-		13		-	-	0	1	0	1	0	0							
		PM	LOS		-		E		-	-	A	A	A	A	A	A	A	A	-				
			Delay (sec)		-		40.0		-	-	0	9.0	0	9.0	0	0							
			v/c		-		0.32		-	-	0.00	0.00	0.00	0.00	0.00	0.00							
Queue (ft)			-		33		-	-	0	0	0	0	0	0									

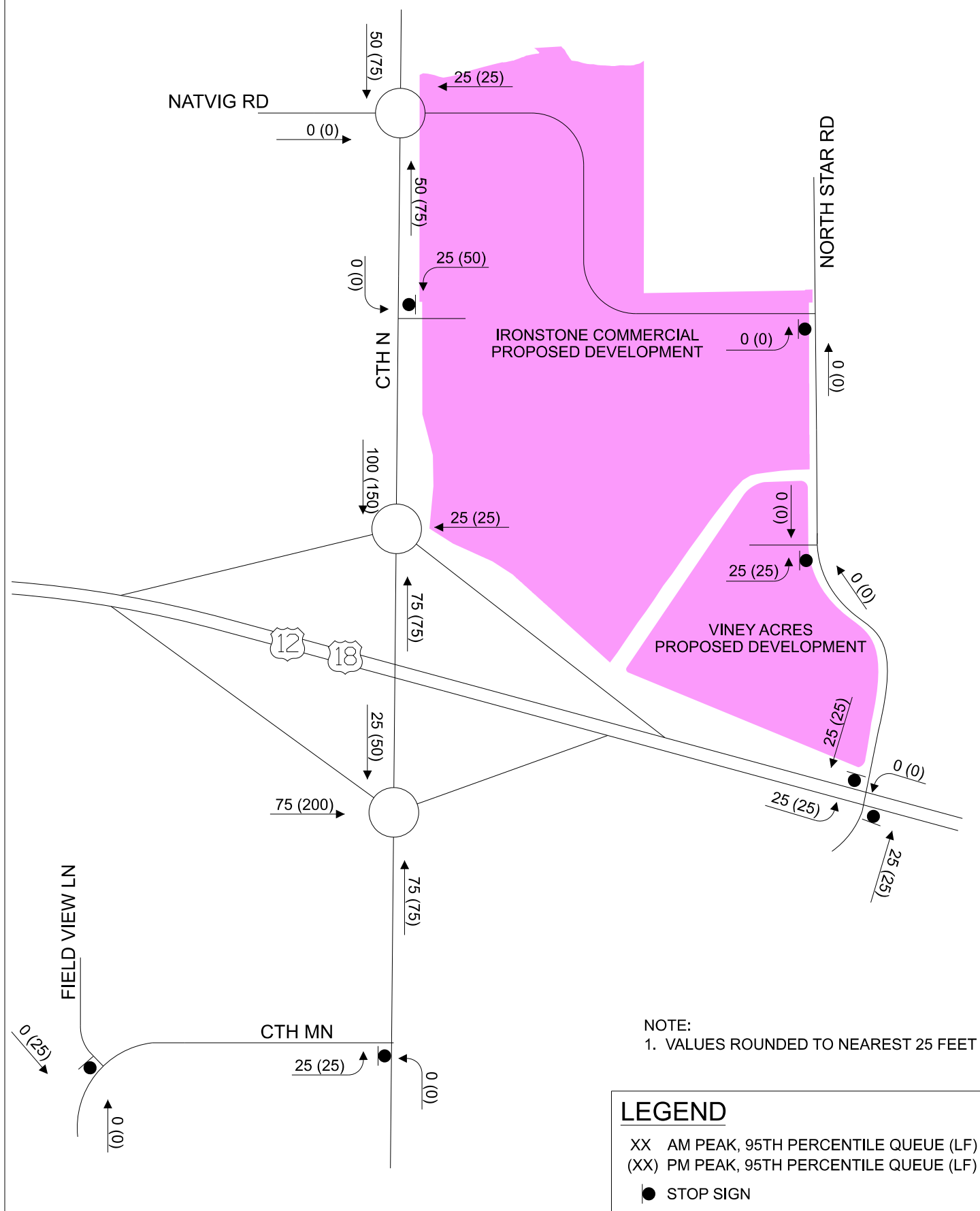












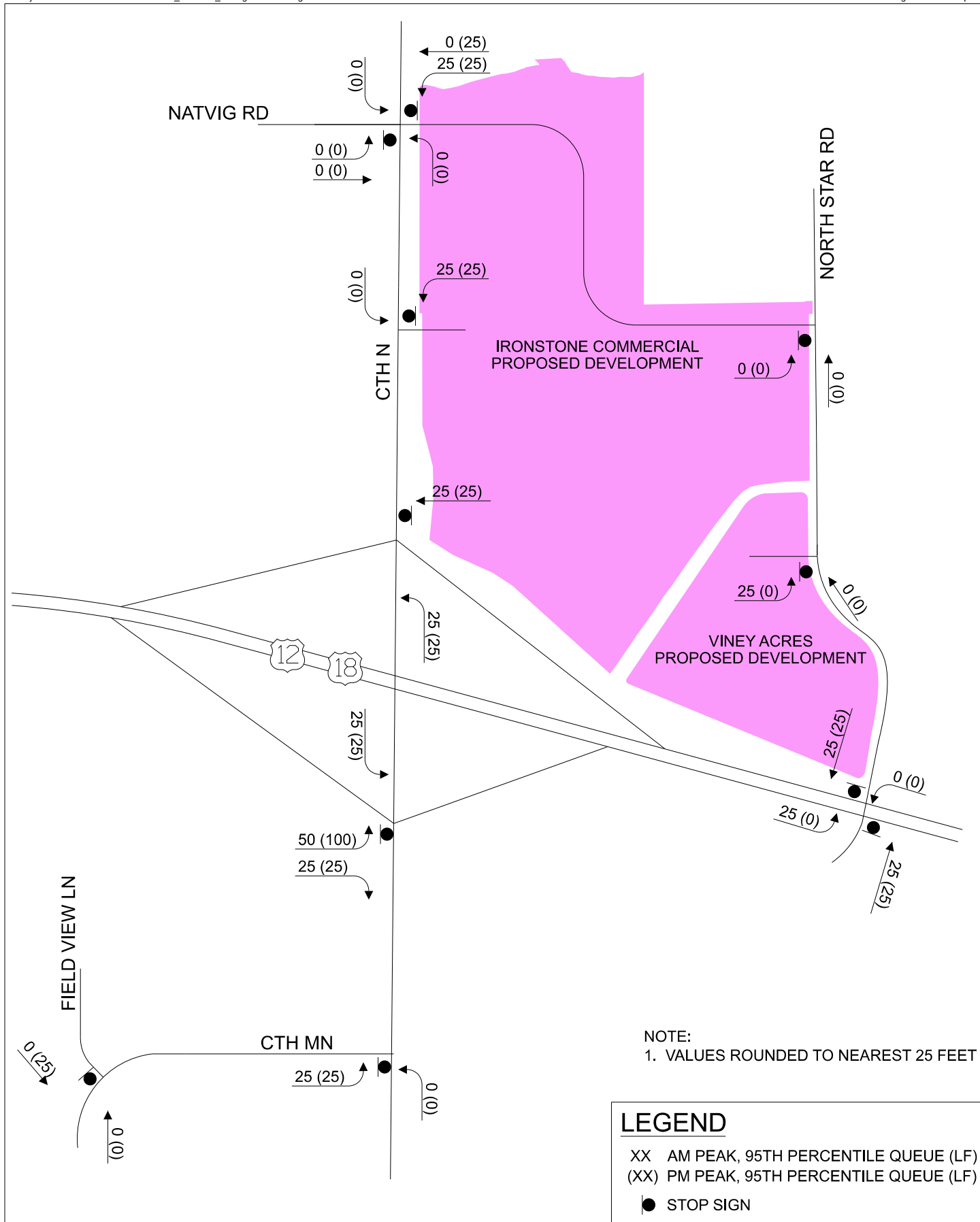
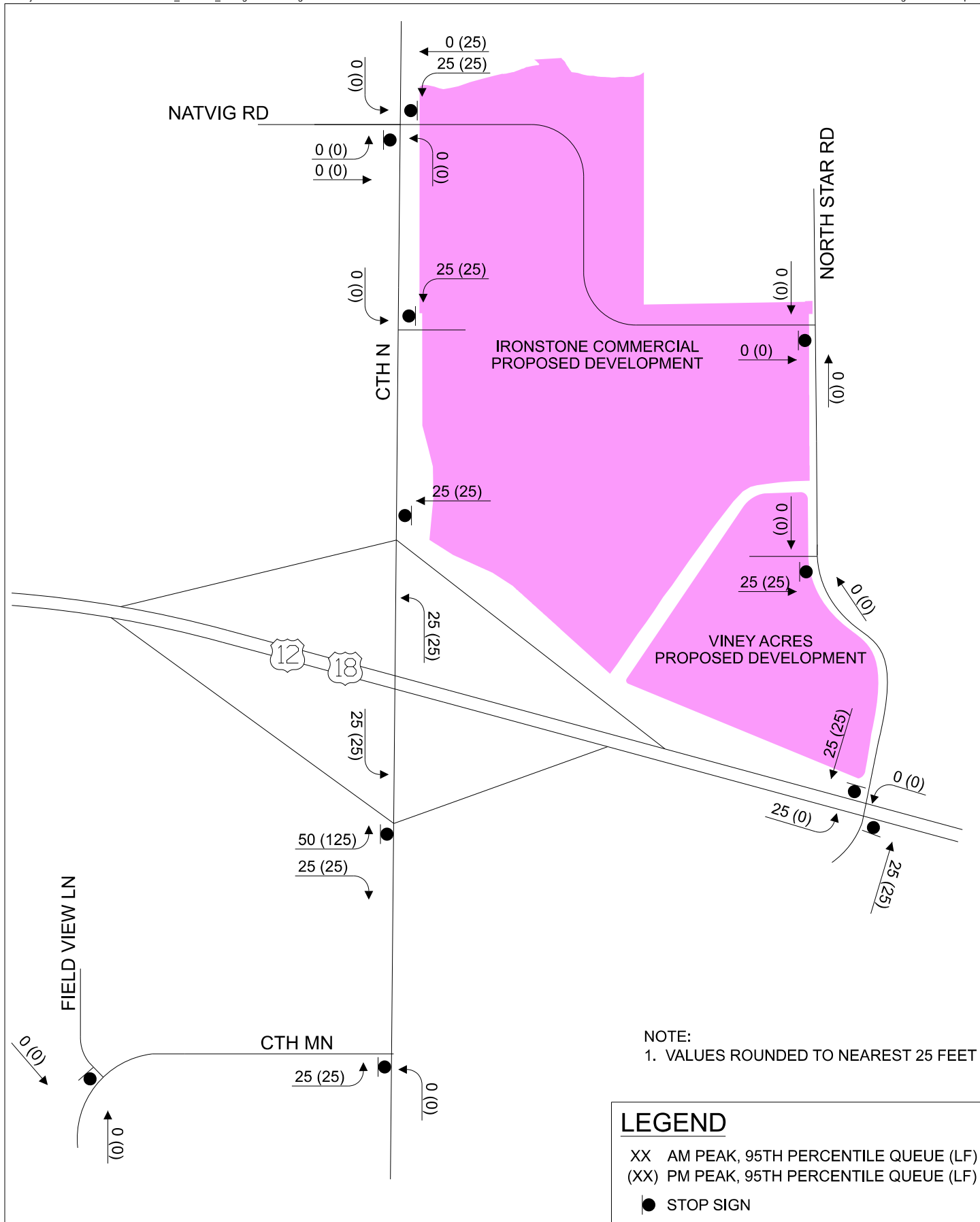
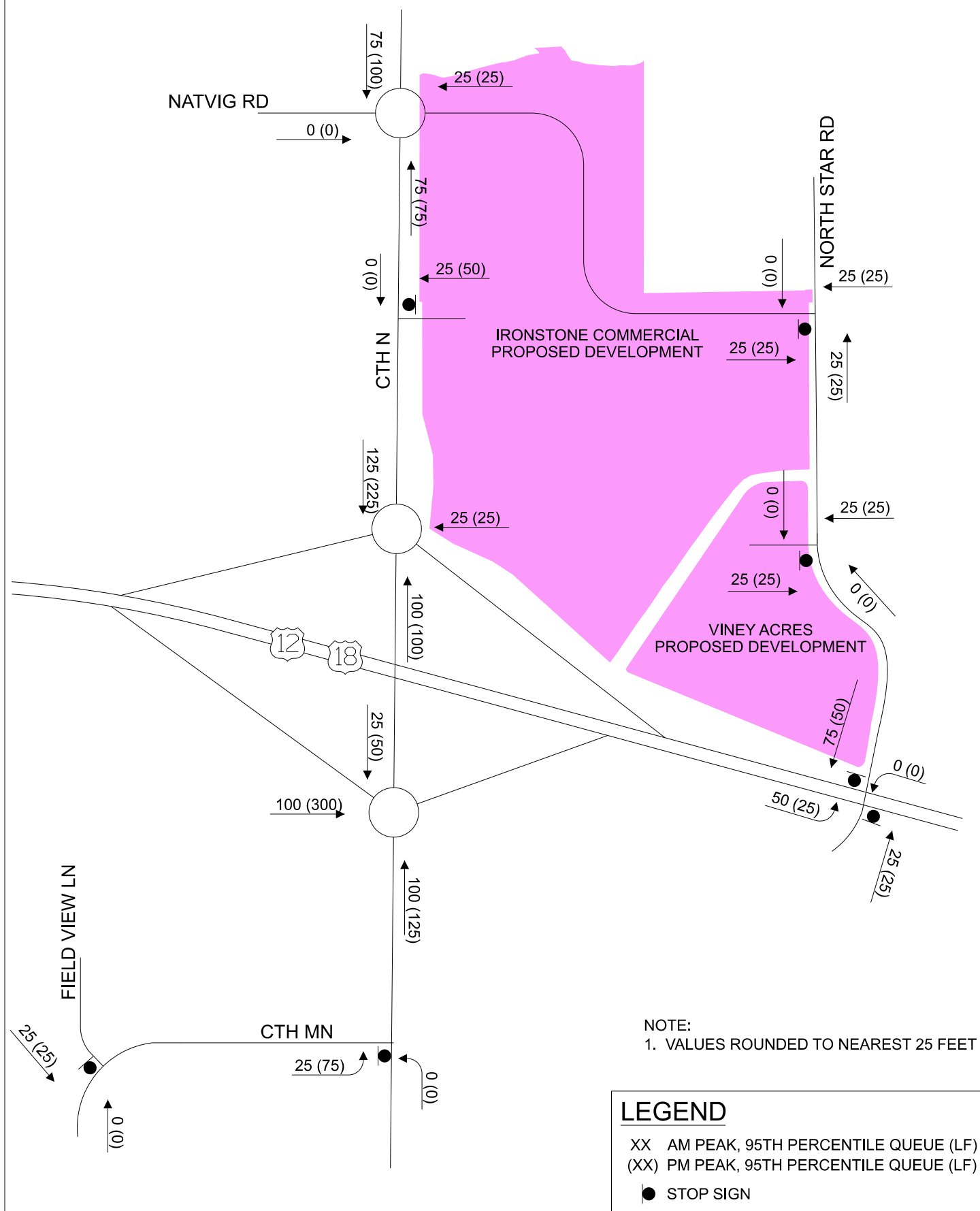


Exhibit 5-24: Base Year Total Traffic Queue Lengths, Improved Transportation System





CHAPTER 6. CONCLUSIONS AND RECOMMENDATIONS

This chapter contains the conclusions that were drawn regarding the analysis of existing and future conditions. Based upon the conclusions, recommendations are made to mitigate the identified deficiencies, and the preferred alternative is described.

Note that improvements are recommended to WisDOT for consideration and are not legally binding. WisDOT reserves the right to determine alternative solutions.

A. Conclusions

The existing and projected background traffic conditions show the roadway network operates at an acceptable LOS in the base year; however, as traffic demand naturally grows, the LOS will degrade. This results in having LOS F at USH 12/18 eastbound ramp termini, and USH 12/18 & North Star Rd in the horizon year (2056). Including the estimated traffic from the proposed development, these intersections remain at LOS F with increased delay times, and the intersections of CTH N & Natvig Rd/Theodore Lane, as well as CTH N & Development access, have a LOS of E in the horizon year. Then, including off-site development traffic will result in a LOS F at both USH 12/18 exit ramp termini, CTH N & Natvig Rd/Theodore Lane, and USH 12/18 & North Star Rd.

The absence of dedicated left turn lanes at USH 12/18 & North Star Rd was a safety concern in the existing condition. This concern will increase as the volumes of USH 12/18 increase and as there is more demand to make left turns. For instance, with LOS F, where the minor road is stop-controlled, and the major roadway traffic does not stop, there is additional risk that drivers will attempt to make risky maneuvers, accepting gaps between vehicles that they would not normally accept. This decreases the safety at intersections with large delays.

B. Recommendations

The recommendations based on the traffic impact analysis aim to provide a safe and efficient transportation network within the study area. A summary of the recommended improvements by scenario is outlined below.

Background Traffic Base Year

- USH 12/18 & North Star Rd – construct left turn lanes on USH 12/18 for safety improvements

Background Traffic Interim Year

- USH 12/18 & North Star Rd - construct left turn lanes on USH 12/18 for safety improvements

Background Traffic Horizon Year

- USH 12/18 & North Star Rd - construct left turn lanes on USH 12/18, restrict movements on North Star Rd to right turns only by constructing an RCUT intersection for safety and operational improvements
- USH 12/18 eastbound ramp & CTH N – Construct a single-lane roundabout for safety and operational improvements
- USH 12/18 westbound ramp & CTH N – Construct a single-lane roundabout for safety and operational improvements

Build Traffic Base Year

- USH 12/18 & North Star Rd – construct left turn lanes on USH 12/18 for safety improvements

Build Traffic Interim Year

- USH 12/18 & North Star Rd – construct left turn lanes on USH 12/18 for safety improvements

Build Traffic Horizon Year

- USH 12/18 & North Star Rd - construct left turn lanes on USH 12/18, restrict movements on North Star Rd to right turns only by constructing an RCUT intersection for safety and operational improvements
- USH 12/18 eastbound ramp & CTH N – Construct a single-lane roundabout for safety and operational improvements
- USH 12/18 westbound ramp & CTH N – Construct a single-lane roundabout for safety and operational improvements
- CHT N & Natvig Rd/Theodore Lane – Construct a single-lane roundabout for safety and operational improvements

Total Traffic Base Year

- USH 12/18 & North Star Rd – construct left turn lanes on USH 12/18 for safety improvements

Total Traffic Interim Year

- USH 12/18 & North Star Rd – construct left turn lanes on USH 12/18 for safety improvements

Total Traffic Horizon Year

- USH 12/18 & North Star Rd - construct left turn lanes on USH 12/18, restrict movements on North Star Rd to right turns only by constructing an RCUT intersection for safety and operational improvements
- USH 12/18 eastbound ramp & CTH N – Construct a single-lane roundabout for safety and operational improvements
- USH 12/18 westbound ramp & CTH N – Construct a single-lane roundabout for safety and operational improvements
- CHT N & Natvig Rd/Theodore Lane – Construct a single-lane roundabout for safety and operational improvements

C. Chapter 6 Exhibits

~~Exhibit 6-1A: Alternative/Location 1 Conceptual Improvements~~

~~Exhibit 6-1B: Alternative/Location 2 Conceptual Improvements~~

APPENDIX A

Traffic

Intersection Traffic Volume Report

Count Basics		Version 2025.03	Page 1 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

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

Major St: USH 12-18 WB Ramps
Minor St: CTH N
Intersection of: USH 12-18 WB Ramps & CTH N

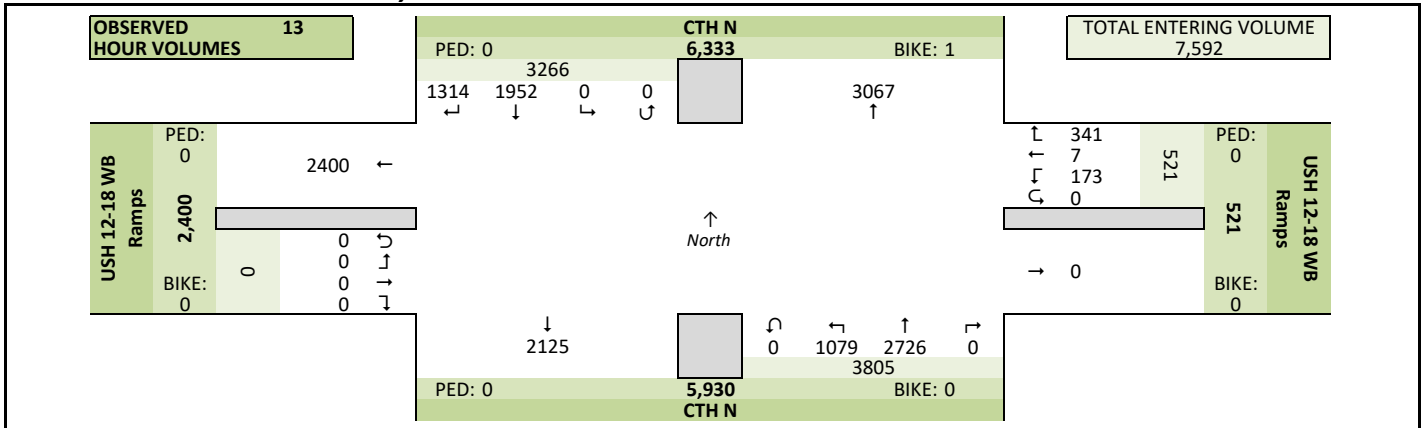
Site Information

Municipality	Village of Cottage Grove		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction		↑
North Leg	CTH N		
East Leg	USH 12-18 WB Ramps		
South Leg	CTH N		
West Leg	USH 12-18 WB Ramps		
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

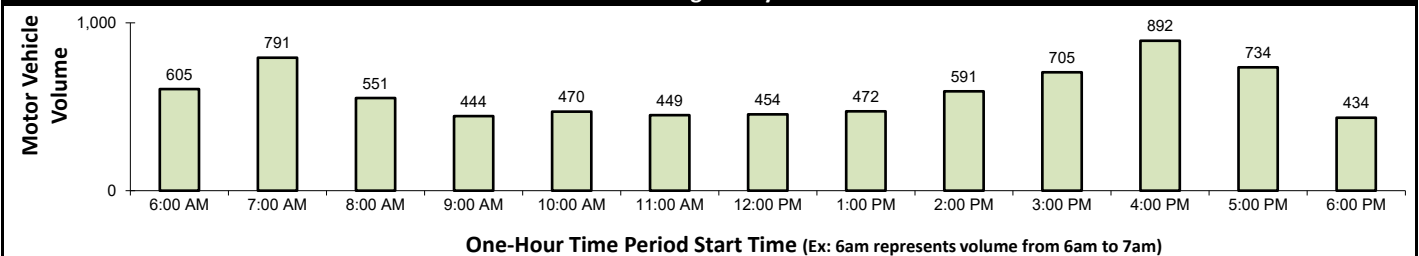
Count Information

Hrs Counted: 06:00 AM-07:00 PM					
1st Day of Count		Wednesday, August 20, 2025			Weather
AM Peak Period		Wednesday, August 20, 2025			Clear and Dry
Midday Peak Period		Wednesday, August 20, 2025			Clear and Dry
PM Peak Period		Wednesday, August 20, 2025			Clear and Dry
Calculated Peak Hours					
	AM	7:00-8:00am	MD	10:30-11:30am	PM 4:00-5:00pm
Peak Hours Selected for Analysis					
	AM	7:00-8:00am	MD	10:30-11:30am	PM 4:00-5:00pm
Daily/Seasonal Adjustment Group			(2) Non-Interstate Med Truck %		
Count Expansion Group			(2) Non-Interstate Med Truck %		
Daily/Seasonal Adjustment Factor			0.873	Count Expansion Factor	1.205
Company Name				TADI	Manual Adj. 1.000
Observers	AM Peak Period		TADI MV		
	Midday Peak Period		TADI MV		
	PM Peak Period		TADI MV		
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

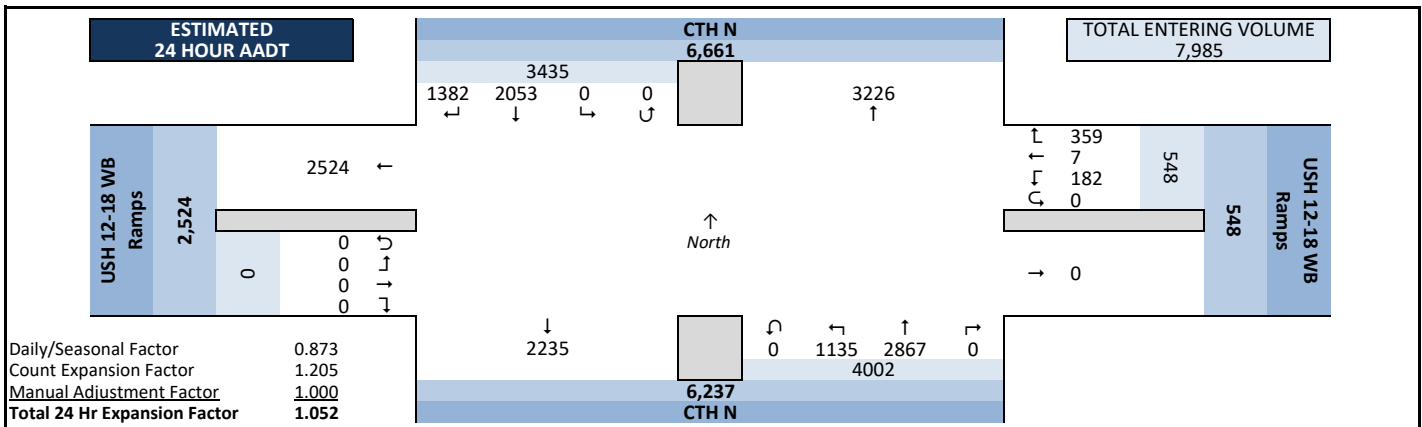
Observed 13 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

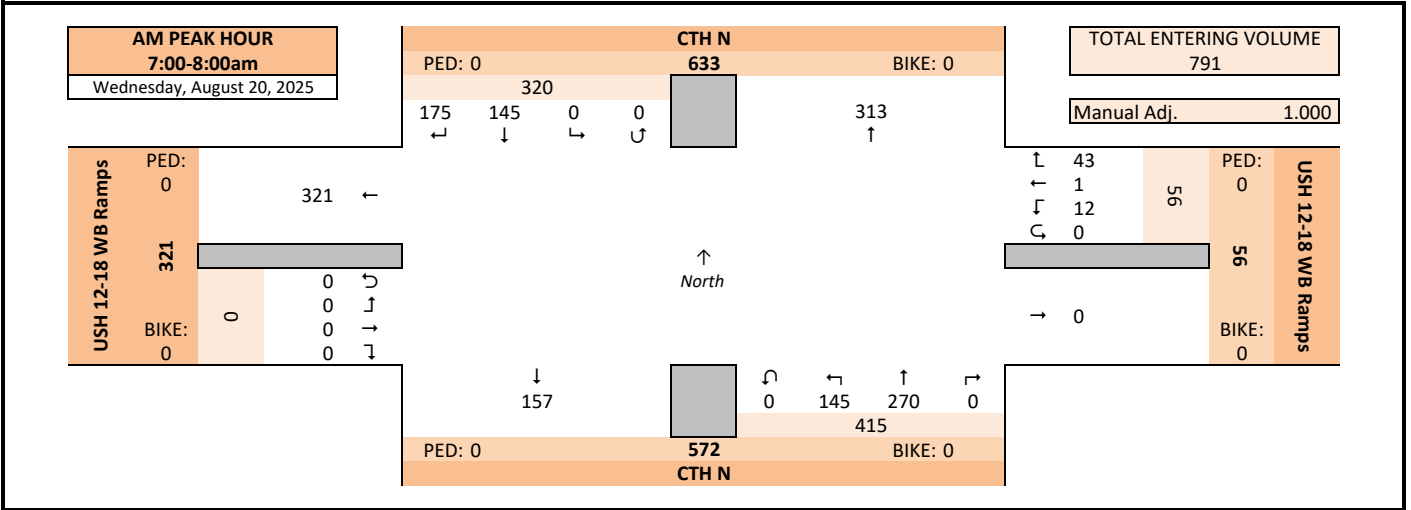
Peak Hour Volume Graphical Summary

Count Basics		Page 2 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

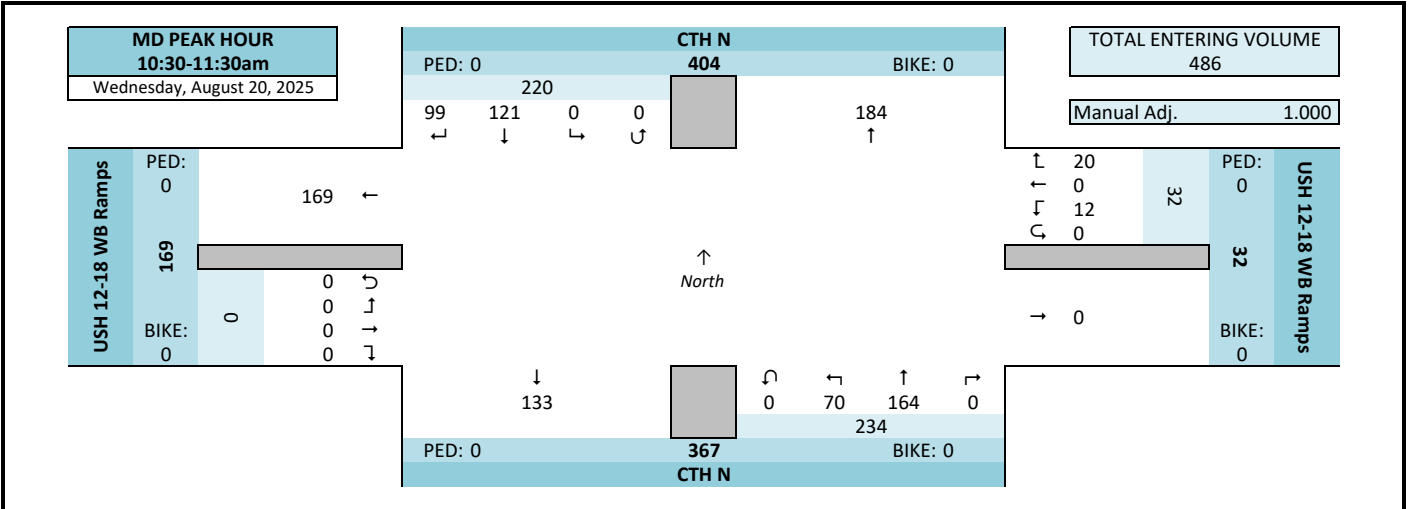
USH 12-18 WB Ramps & CTH N



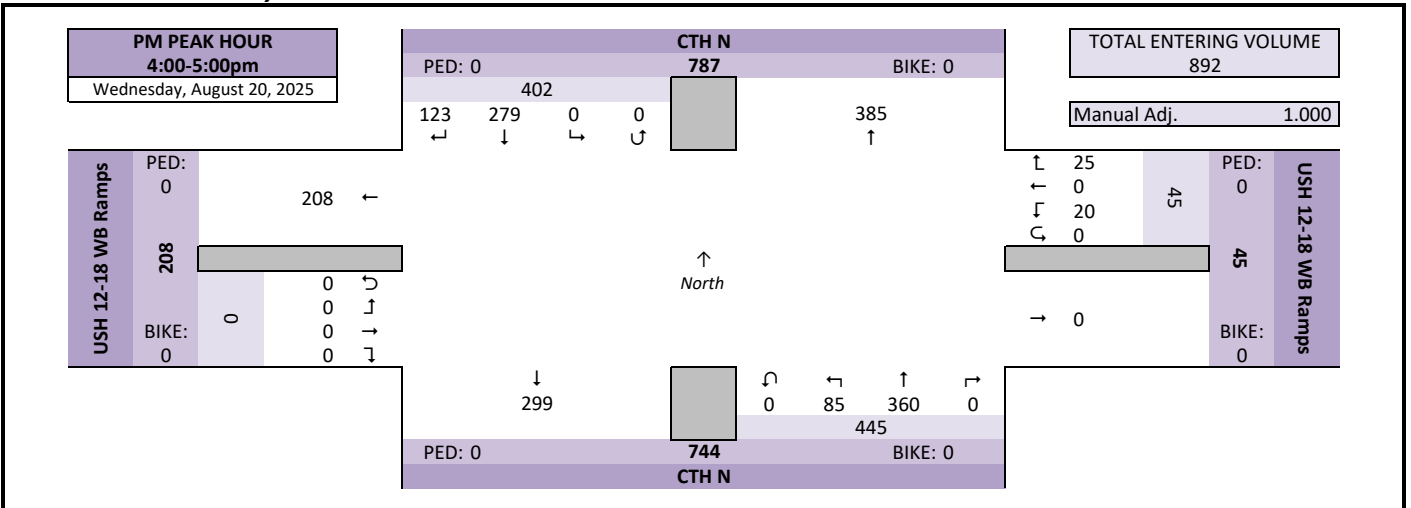
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Peak Hour Volume Summary



Wednesday, August 20, 2025						↓					←					↑					→					Totals
From North						From East					From South					From West										
PM Peak Hour						CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps					
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
4:00 PM	24	62	0	0	86	5	0	3	0	8	0	75	19	0	94	0	0	0	0	0	188					
4:15 PM	23	68	0	0	91	7	0	6	0	13	0	96	17	0	113	0	0	0	0	0	217					
4:30 PM	39	72	0	0	111	9	0	8	0	17	0	100	19	0	119	0	0	0	0	0	247					
4:45 PM	37	77	0	0	114	4	0	3	0	7	0	89	30	0	119	0	0	0	0	0	240					
Peak Hour Volume	123	279	0	0	402	25	0	20	0	45	0	360	85	0	445	0	0	0	0	0	892					
Rounded Hourly Volume	125	280	0	0	405	25	0	20	0	45	0	360	85	0	445	0	0	0	0	0	895					
% Single Unit Trucks	3.3	2.2	0.0	0.0	2.5	8.0	0.0	0.0	0.0	4.4	0.0	1.7	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	2.0					
% Heavy Trucks	1.6	1.1	0.0	0.0	1.2	4.0	0.0	0.0	0.0	2.2	0.0	1.4	1.2	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.3					
% Trucks (Total)	4.9	3.2	0.0	0.0	3.7	12.0	0.0	0.0	0.0	6.7	0.0	3.1	1.2	0.0	2.7	0.0	0.0	0.0	0.0	0.0	3.4					
Peak Hour Factor (PHF)	0.79	0.91	0.00	0.00	0.88	0.69	0.00	0.62	0.00	0.66	0.00	0.90	0.71	0.00	0.93	0.00	0.00	0.00	0.00	0.00	0.90					

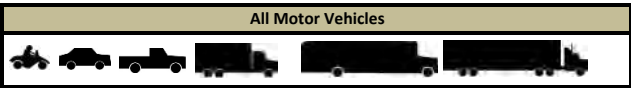
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		CTH N			USH 12-18 WB Ramps			CTH N			USH 12-18 WB Ramps			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	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
	Total	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
	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

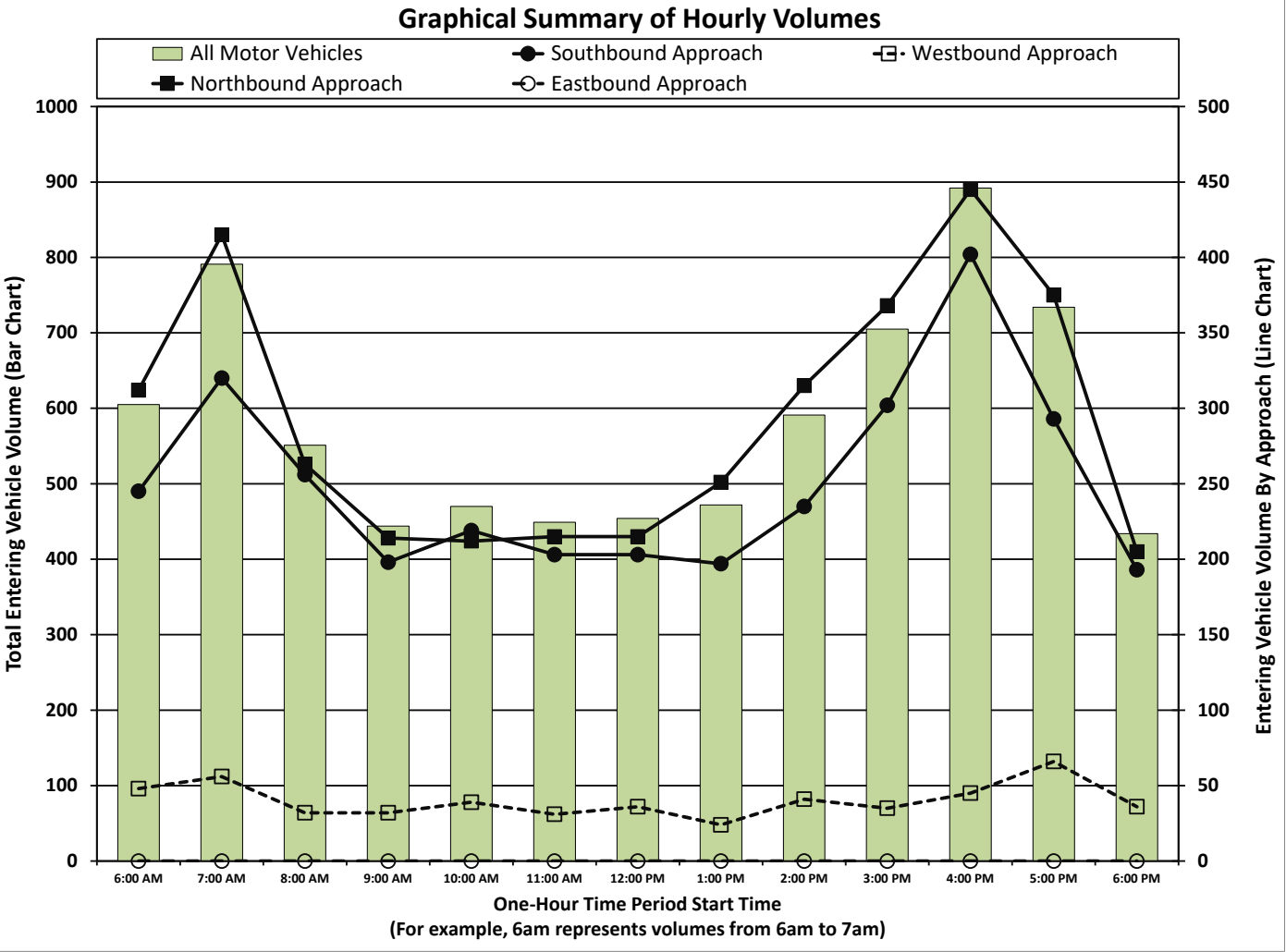
USH 12-18 WB Ramps & CTH N

Count Basics			Page 4 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
		CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps							
		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	134	111	0	0	245	30	0	18	0	48	0	156	156	0	312	0	0	0	0	0	605	48	557
	7:00 AM	175	145	0	0	320	43	1	12	0	56	0	270	145	0	415	0	0	0	0	0	791	56	735
	8:00 AM	131	125	0	0	256	23	1	8	0	32	0	175	88	0	263	0	0	0	0	0	551	32	519
	9:00 AM	88	110	0	0	198	24	1	7	0	32	0	153	61	0	214	0	0	0	0	0	444	32	412
MD	10:00 AM	95	124	0	0	219	23	0	16	0	39	0	148	64	0	212	0	0	0	0	0	470	39	431
	11:00 AM	90	113	0	0	203	22	0	9	0	31	0	156	59	0	215	0	0	0	0	0	449	31	418
	12:00 PM	84	119	0	0	203	26	1	9	0	36	0	156	59	0	215	0	0	0	0	0	454	36	418
	1:00 PM	71	126	0	0	197	11	1	12	0	24	0	195	56	0	251	0	0	0	0	0	472	24	448
PM	2:00 PM	83	152	0	0	235	28	1	12	0	41	0	227	88	0	315	0	0	0	0	0	591	41	550
	3:00 PM	95	207	0	0	302	21	0	14	0	35	0	289	79	0	368	0	0	0	0	0	705	35	670
	4:00 PM	123	279	0	0	402	25	0	20	0	45	0	360	85	0	445	0	0	0	0	0	892	45	847
	5:00 PM	80	213	0	0	293	43	0	23	0	66	0	282	93	0	375	0	0	0	0	0	734	66	668
	6:00 PM	65	128	0	0	193	22	1	13	0	36	0	159	46	0	205	0	0	0	0	0	434	36	398
Totals		1314	1952	0	0	3266	341	7	173	0	521	0	2726	1079	0	3805	0	0	0	0	0	7592	521	7071



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

USH 12-18 WB Ramps & CTH N

Count Basics			Page 5 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	

All Motor Vehicles					
					

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps								
	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	21	23	0	0	44	7	0	3	0	10	0	19	17	0	36	0	0	0	0	0	90	605	0.79
	6:15 AM	22	21	0	0	43	3	0	9	0	12	0	39	43	0	82	0	0	0	0	0	137	684	0.89
	6:30 AM	56	33	0	0	89	7	0	4	0	11	0	51	41	0	92	0	0	0	0	0	192	755	0.91
	6:45 AM	35	34	0	0	69	13	0	2	0	15	0	47	55	0	102	0	0	0	0	0	186	784	0.89
	7:00 AM	34	42	0	0	76	9	0	4	0	13	0	46	34	0	80	0	0	0	0	0	169	791	0.89
	7:15 AM	50	34	0	0	84	16	0	3	0	19	0	69	36	0	105	0	0	0	0	0	208	775	0.88
	7:30 AM	53	36	0	0	89	7	1	4	0	12	0	83	37	0	120	0	0	0	0	0	221	714	0.81
	7:45 AM	38	33	0	0	71	11	0	1	0	12	0	72	38	0	110	0	0	0	0	0	193	627	0.81
	8:00 AM	40	33	0	0	73	2	1	4	0	7	0	53	20	0	73	0	0	0	0	0	153	551	0.90
	8:15 AM	34	32	0	0	66	8	0	1	0	9	0	45	27	0	72	0	0	0	0	0	147	501	0.85
	8:30 AM	35	30	0	0	65	6	0	3	0	9	0	35	25	0	60	0	0	0	0	0	134	464	0.87
	8:45 AM	22	30	0	0	52	7	0	0	0	7	0	42	16	0	58	0	0	0	0	0	117	442	0.94
Midday Peak Period	9:00 AM	19	25	0	0	44	5	0	1	0	6	0	37	16	0	53	0	0	0	0	0	103	444	0.93
	9:15 AM	17	26	0	0	43	7	1	2	0	10	0	41	16	0	57	0	0	0	0	0	110	429	0.90
	9:30 AM	33	31	0	0	64	3	0	0	0	3	0	33	12	0	45	0	0	0	0	0	112	449	0.86
	9:45 AM	19	28	0	0	47	9	0	4	0	13	0	42	17	0	59	0	0	0	0	0	119	474	0.86
	10:00 AM	12	24	0	0	36	3	0	4	0	7	0	33	12	0	45	0	0	0	0	0	88	470	0.86
	10:15 AM	30	32	0	0	62	9	0	5	0	14	0	35	19	0	54	0	0	0	0	0	130	484	0.88
	10:30 AM	34	34	0	0	68	7	0	4	0	11	0	43	15	0	58	0	0	0	0	0	137	486	0.89
	10:45 AM	19	34	0	0	53	4	0	3	0	7	0	37	18	0	55	0	0	0	0	0	115	446	0.84
	11:00 AM	19	26	0	0	45	3	0	1	0	4	0	34	19	0	53	0	0	0	0	0	102	449	0.85
	11:15 AM	27	27	0	0	54	6	0	4	0	10	0	50	18	0	68	0	0	0	0	0	132	474	0.90
	11:30 AM	20	33	0	0	53	4	0	4	0	8	0	27	9	0	36	0	0	0	0	0	97	452	0.89
	11:45 AM	24	27	0	0	51	9	0	0	0	9	0	45	13	0	58	0	0	0	0	0	118	474	0.93
PM Peak Period	12:00 PM	26	25	0	0	51	8	0	1	0	9	0	55	12	0	67	0	0	0	0	0	127	454	0.89
	12:15 PM	19	31	0	0	50	5	1	2	0	8	0	36	16	0	52	0	0	0	0	0	110	431	0.91
	12:30 PM	20	35	0	0	55	5	0	2	0	7	0	35	22	0	57	0	0	0	0	0	119	434	0.91
	12:45 PM	19	28	0	0	47	8	0	4	0	12	0	30	9	0	39	0	0	0	0	0	98	440	0.88
	1:00 PM	17	32	0	0	49	2	0	2	0	4	0	43	8	0	51	0	0	0	0	0	104	472	0.91
	1:15 PM	14	27	0	0	41	0	0	0	0	0	0	49	23	0	72	0	0	0	0	0	113	479	0.92
	1:30 PM	25	30	0	0	55	5	1	6	0	12	0	43	15	0	58	0	0	0	0	0	125	514	0.87
	1:45 PM	15	37	0	0	52	4	0	4	0	8	0	60	10	0	70	0	0	0	0	0	130	568	0.79
	2:00 PM	19	27	0	0	46	6	0	1	0	7	0	43	15	0	58	0	0	0	0	0	111	591	0.83
	2:15 PM	28	36	0	0	64	2	1	1	0	4	0	58	22	0	80	0	0	0	0	0	148	662	0.91
	2:30 PM	25	40	0	0	65	11	0	4	0	15	0	65	34	0	99	0	0	0	0	0	179	680	0.93
	2:45 PM	11	49	0	0	60	9	0	6	0	15	0	61	17	0	78	0	0	0	0	0	153	678	0.93
3:00 PM	28	59	0	0	87	4	0	3	0	7	0	62	26	0	88	0	0	0	0	0	182	705	0.97	
3:15 PM	21	50	0	0	71	8	0	4	0	12	0	66	17	0	83	0	0	0	0	0	166	711	0.95	
3:30 PM	29	41	0	0	70	6	0	4	0	10	0	78	19	0	97	0	0	0	0	0	177	762	0.88	
3:45 PM	17	57	0	0	74	3	0	3	0	6	0	83	17	0	100	0	0	0	0	0	180	832	0.84	
4:00 PM	24	62	0	0	86	5	0	3	0	8	0	75	19	0	94	0	0	0	0	0	188	892	0.90	
4:15 PM	23	68	0	0	91	7	0	6	0	13	0	96	17	0	113	0	0	0	0	0	217	890	0.90	
4:30 PM	39	72	0	0	111	9	0	8	0	17	0	100	19	0	119	0	0	0	0	0	247	873	0.88	
4:45 PM	37	77	0	0	114	4	0	3	0	7	0	89	30	0	119	0	0	0	0	0	240	825	0.86	
5:00 PM	23	50	0	0	73	12	0	4	0	16	0	71	26	0	97	0	0	0	0	0	186	734	0.92	
5:15 PM	16	79	0	0	95	11	0	5	0	16	0	62	27	0	89	0	0	0	0	0	200	682	0.85	
5:30 PM	23	46	0	0	69	8	0	6	0	14	0	91	25	0	116	0	0	0	0	0	199	604	0.76	
5:45 PM	18	38	0	0	56	12	0	8	0	20	0	58	15	0	73	0	0	0	0	0	149	498	0.84	
6:00 PM	17	43	0	0	60	7	1	3	0	11	0	51	12	0	63	0	0	0	0	0	134	434	0.81	
6:15 PM	18	36	0	0	54	7	0	4	0	11	0	39	18	0	57	0	0	0	0	0	122			
6:30 PM	16	26	0	0	42	3	0	5	0	8	0	36	7	0	43	0	0	0	0	0	93			
6:45 PM	14	23	0	0	37	5	0	1	0	6	0	33	9	0	42	0	0	0	0	0	85			
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	1314	1952	0	0	3266	341	7	173	0	521	0	2726	1079	0	3805	0	0	0	0	0	7592			

Intersection Traffic Volume Report

15-Minute Automobile Data

USH 12-18 WB Ramps & CTH N

Count Basics			Page 6 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Automobile Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps							
	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	19	21	0	0	40	6	0	2	0	8	0	18	17	0	35	0	0	0	0	0	83	546
	6:15 AM	22	18	0	0	40	3	0	9	0	12	0	37	40	0	77	0	0	0	0	0	129	623
	6:30 AM	48	30	0	0	78	7	0	3	0	10	0	48	37	0	85	0	0	0	0	0	173	681
	6:45 AM	25	29	0	0	54	13	0	2	0	15	0	42	50	0	92	0	0	0	0	0	161	722
	7:00 AM	33	41	0	0	74	7	0	4	0	11	0	44	31	0	75	0	0	0	0	0	160	741
	7:15 AM	48	30	0	0	78	12	0	3	0	15	0	62	32	0	94	0	0	0	0	0	187	720
	7:30 AM	52	34	0	0	86	7	0	4	0	11	0	82	35	0	117	0	0	0	0	0	214	666
	7:45 AM	38	33	0	0	71	8	0	1	0	9	0	65	35	0	100	0	0	0	0	0	180	573
	8:00 AM	36	30	0	0	66	2	1	4	0	7	0	47	19	0	66	0	0	0	0	0	139	498
	8:15 AM	33	25	0	0	58	6	0	1	0	7	0	44	24	0	68	0	0	0	0	0	133	450
	8:30 AM	33	25	0	0	58	5	0	3	0	8	0	31	24	0	55	0	0	0	0	0	121	414
	8:45 AM	21	29	0	0	50	7	0	0	0	7	0	36	12	0	48	0	0	0	0	0	105	389
Midday Peak Period	9:00 AM	19	22	0	0	41	5	0	1	0	6	0	33	11	0	44	0	0	0	0	0	91	390
	9:15 AM	17	22	0	0	39	6	1	2	0	9	0	36	13	0	49	0	0	0	0	0	97	374
	9:30 AM	28	25	0	0	53	2	0	0	0	2	0	30	11	0	41	0	0	0	0	0	96	388
	9:45 AM	17	25	0	0	42	7	0	3	0	10	0	37	17	0	54	0	0	0	0	0	106	418
	10:00 AM	11	18	0	0	29	3	0	4	0	7	0	30	9	0	39	0	0	0	0	0	75	411
	10:15 AM	24	30	0	0	54	7	0	5	0	12	0	30	15	0	45	0	0	0	0	0	111	430
	10:30 AM	29	31	0	0	60	7	0	4	0	11	0	41	14	0	55	0	0	0	0	0	126	431
	10:45 AM	15	32	0	0	47	2	0	2	0	4	0	32	16	0	48	0	0	0	0	0	99	383
	11:00 AM	18	21	0	0	39	3	0	1	0	4	0	33	18	0	51	0	0	0	0	0	94	392
	11:15 AM	21	27	0	0	48	4	0	3	0	7	0	43	14	0	57	0	0	0	0	0	112	413
	11:30 AM	18	24	0	0	42	3	0	2	0	5	0	24	7	0	31	0	0	0	0	0	78	394
	11:45 AM	22	26	0	0	48	8	0	0	0	8	0	41	11	0	52	0	0	0	0	0	108	420
PM Peak Period	12:00 PM	24	22	0	0	46	6	0	1	0	7	0	50	12	0	62	0	0	0	0	0	115	402
	12:15 PM	16	26	0	0	42	4	1	2	0	7	0	28	16	0	44	0	0	0	0	0	93	376
	12:30 PM	19	27	0	0	46	5	0	0	0	5	0	33	20	0	53	0	0	0	0	0	104	382
	12:45 PM	17	25	0	0	42	6	0	3	0	9	0	30	9	0	39	0	0	0	0	0	90	391
	1:00 PM	16	29	0	0	45	1	0	2	0	3	0	33	8	0	41	0	0	0	0	0	89	416
	1:15 PM	11	23	0	0	34	0	0	0	0	0	0	42	23	0	65	0	0	0	0	0	99	429
	1:30 PM	21	28	0	0	49	4	0	6	0	10	0	41	13	0	54	0	0	0	0	0	113	461
	1:45 PM	13	36	0	0	49	3	0	4	0	7	0	50	9	0	59	0	0	0	0	0	115	514
	2:00 PM	17	25	0	0	42	5	0	1	0	6	0	40	14	0	54	0	0	0	0	0	102	535
	2:15 PM	24	33	0	0	57	1	1	1	0	3	0	50	21	0	71	0	0	0	0	0	131	594
	2:30 PM	23	38	0	0	61	11	0	3	0	14	0	62	29	0	91	0	0	0	0	0	166	623
	2:45 PM	10	46	0	0	56	8	0	6	0	14	0	53	13	0	66	0	0	0	0	0	136	619
PM Peak Period	3:00 PM	28	51	0	0	79	4	0	2	0	6	0	53	23	0	76	0	0	0	0	0	161	649
	3:15 PM	20	49	0	0	69	8	0	4	0	12	0	62	17	0	79	0	0	0	0	0	160	669
	3:30 PM	25	40	0	0	65	6	0	3	0	9	0	70	18	0	88	0	0	0	0	0	162	715
	3:45 PM	16	52	0	0	68	2	0	3	0	5	0	76	17	0	93	0	0	0	0	0	166	793
	4:00 PM	23	60	0	0	83	4	0	3	0	7	0	73	18	0	91	0	0	0	0	0	181	862
	4:15 PM	22	65	0	0	87	5	0	6	0	11	0	91	17	0	108	0	0	0	0	0	206	864
	4:30 PM	37	69	0	0	106	9	0	8	0	17	0	98	19	0	117	0	0	0	0	0	240	856
	4:45 PM	35	76	0	0	111	4	0	3	0	7	0	87	30	0	117	0	0	0	0	0	235	811
	5:00 PM	23	49	0	0	72	12	0	4	0	16	0	71	24	0	95	0	0	0	0	0	183	715
	5:15 PM	16	77	0	0	93	11	0	5	0	16	0	62	27	0	89	0	0	0	0	0	198	665
	5:30 PM	23	46	0	0	69	8	0	6	0	14	0	87	25	0	112	0	0	0	0	0	195	588
	5:45 PM	15	36	0	0	51	9	0	8	0	17	0	56	15	0	71	0	0	0	0	0	139	484
	6:00 PM	17	42	0	0	59	7	1	3	0	11	0	51	12	0	63	0	0	0	0	0	133	429
	6:15 PM	18	35	0	0	53	7	0	4	0	11	0	39	18	0	57	0	0	0	0	0	121	
	6:30 PM	15	26	0	0	41	3	0	4	0	7	0	36	7	0	43	0	0	0	0	0	91	
	6:45 PM	14	22	0	0	36	5	0	1	0	6	0	33	9	0	42	0	0	0	0	0	84	
	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	1205	1801	0	0	3006	298	5	159	0	462	0	2523	995	0	3518	0	0	0	0	0	6986		

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume
	CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps					
	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	171	138	0	0	309	34	0	12	0	46	0	253	133	0	386	0	0	0	0	0	74
AM 10:30 AM	83	111	0	0	194	16	0	10	0	26	0	149	62	0	211	0	0	0	0	0	43
PM 4:00 PM	117	270	0	0	387	22	0	20	0	42	0	349	84	0	433	0	0	0	0	0	86

Intersection Traffic Volume Report

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

USH 12-18 WB Ramps & CTH N

Count Basics			Page 7 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



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

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps							
	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	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	43
	6:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	45
	6:30 AM	5	1	0	0	6	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	13	56
	6:45 AM	9	4	0	0	13	0	0	0	0	0	0	5	5	0	10	0	0	0	0	0	23	47
	7:00 AM	1	0	0	0	1	2	0	0	0	2	0	1	1	0	2	0	0	0	0	0	5	32
	7:15 AM	1	4	0	0	5	4	0	0	0	4	0	4	2	0	6	0	0	0	0	0	15	35
	7:30 AM	1	1	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4	29
	7:45 AM	0	0	0	0	0	2	0	0	0	2	0	4	2	0	6	0	0	0	0	0	8	34
	8:00 AM	3	2	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	36
	8:15 AM	0	4	0	0	4	2	0	0	0	2	0	0	3	0	3	0	0	0	0	0	9	38
	8:30 AM	2	3	0	0	5	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	9	36
	8:45 AM	1	1	0	0	2	0	0	0	0	0	0	4	4	0	8	0	0	0	0	0	10	39
	9:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	5	0	8	0	0	0	0	0	10	37
	9:15 AM	0	2	0	0	2	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	7	36
	9:30 AM	4	5	0	0	9	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	12	41
	9:45 AM	2	1	0	0	3	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	8	35
Midday Peak Period	10:00 AM	1	4	0	0	5	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	9	35
	10:15 AM	3	1	0	0	4	1	0	0	0	1	0	3	4	0	7	0	0	0	0	0	12	30
	10:30 AM	2	2	0	0	4	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6	29
	10:45 AM	3	1	0	0	4	2	0	1	0	3	0	0	1	0	1	0	0	0	0	0	8	37
	11:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	34
	11:15 AM	3	0	0	0	3	1	0	1	0	2	0	5	1	0	6	0	0	0	0	0	11	39
	11:30 AM	2	7	0	0	9	0	0	1	0	1	0	2	2	0	4	0	0	0	0	0	14	35
	11:45 AM	0	0	0	0	0	1	0	0	0	1	0	2	2	0	4	0	0	0	0	0	5	30
	12:00 PM	1	3	0	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	9	29
	12:15 PM	2	1	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7	30
	12:30 PM	0	6	0	0	6	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	9	35
	12:45 PM	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	33
	1:00 PM	1	2	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10	39
	1:15 PM	2	4	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12	31
	1:30 PM	3	0	0	0	3	1	0	0	0	1	0	1	2	0	3	0	0	0	0	0	7	30
	1:45 PM	1	1	0	0	2	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	10	34
PM Peak Period	2:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2	34
	2:15 PM	1	2	0	0	3	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	11	46
	2:30 PM	2	2	0	0	4	0	0	1	0	1	0	2	4	0	6	0	0	0	0	0	11	39
	2:45 PM	0	2	0	0	2	1	0	0	0	1	0	4	3	0	7	0	0	0	0	0	10	41
	3:00 PM	0	5	0	0	5	0	0	0	0	0	0	6	3	0	9	0	0	0	0	0	14	38
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	27
	3:30 PM	3	1	0	0	4	0	0	1	0	1	0	7	1	0	8	0	0	0	0	0	13	30
	3:45 PM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	21
	4:00 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	18
	4:15 PM	0	2	0	0	2	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	7	17
	4:30 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	10
	4:45 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	8
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	9
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	8
	5:45 PM	1	1	0	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5	7
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	6:45 PM	0	1	0	0	1	0	0	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	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		66	93	0	0	159	32	1	7	0	40	0	125	63	0	188	0	0	0	0	0	387	

SU Truck %age: 5.0% 4.8% 0.0% 0.0% 4.9% 9.4% 14.3% 4.0% 0.0% 7.7% 0.0% 4.6% 5.8% 0.0% 4.9% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 5.1%

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

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume
	CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps					
	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	3	5	0	0	8	8	1	0	0	9	0	9	6	0	15	0	0	0	0	0	33
MD 10:30 AM	8	6	0	0	14	3	0	2	0	5	0	6	4	0	10	0	0	0	0	0	29
PM 4:00 PM	4	6	0	0	10	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	21

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

USH 12-18 WB Ramps & CTH N

Count Basics			Page 8 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events



15-Minute Semi-Truck Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps							
	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	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	16
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	4	16
	6:30 AM	3	2	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6	18
	6:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	4	18
	7:15 AM	1	0	0	0	1	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	6	20
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3	19
	7:45 AM	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	5	20
	8:00 AM	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6	17
	8:15 AM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	13
	8:30 AM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4	14
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	14
Midday Peak Period	9:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	17
	9:15 AM	0	2	0	0	2	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	6	19
	9:30 AM	1	1	0	0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	20
	9:45 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5	21
	10:00 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4	24
	10:15 AM	3	1	0	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7	24
	10:30 AM	3	1	0	0	4	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	26
	10:45 AM	1	1	0	0	2	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	8	26
	11:00 AM	1	2	0	0	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	23
	11:15 AM	3	0	0	0	3	1	0	0	0	1	0	2	3	0	5	0	0	0	0	0	9	22
	11:30 AM	0	2	0	0	2	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	5	23
	11:45 AM	2	1	0	0	3	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	24
PM Peak Period	12:00 PM	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	23
	12:15 PM	1	4	0	0	5	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	25
	12:30 PM	1	2	0	0	3	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	6	17
	12:45 PM	2	1	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	16
	1:00 PM	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	5	17
	1:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	19
	1:30 PM	1	2	0	0	3	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	5	23
	1:45 PM	1	0	0	0	1	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	20
	2:00 PM	2	2	0	0	4	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	7	22
	2:15 PM	3	1	0	0	4	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	22
	2:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	18
	2:45 PM	1	1	0	0	2	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	7	18
3:00 PM	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7	18	
3:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	15	
3:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	17	
3:45 PM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7	18	
4:00 PM	0	1	0	0	1	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	4	12	
4:15 PM	1	1	0	0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	9	
4:30 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	7	
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	6	
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	8	
5:45 PM	2	1	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5	7	
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
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	1	0	0	0	1	0	0	0	0	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	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		43	58	0	0	101	11	1	7	0	19	0	78	21	0	99	0	0	0	0	0	219	

Semi Truck %age: 3.3% 3.0% 0.0% 0.0% 3.1% 3.2% 14.3% 4.0% 0.0% 3.6% 0.0% 2.9% 1.9% 0.0% 2.6% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 2.9%

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps					
	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	1	2	0	0	3	1	Thru	Left	U-Tn	1	0	8	6	0	14	0	0	Left	U-Tn	0	
AM 10:30 AM	8	4	0	0	12	1	0	0	0	1	0	9	4	0	13	0	0	0	0	0	
PM 4:00 PM	2	3	0	0	5	1	0	0	0	1	0	5	1	0	6	0	0	0	0	0	

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

USH 12-18 WB Ramps & CTH N

Count Basics			Page 9 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Data

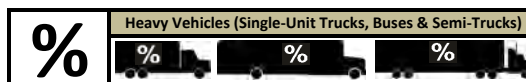
15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	2	2	0	0	4	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	7	59
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	8	61
	6:30 AM	8	3	0	0	11	0	0	1	0	1	0	3	4	0	7	0	0	0	0	0	19	74
	6:45 AM	10	5	0	0	15	0	0	0	0	0	0	5	5	0	10	0	0	0	0	0	25	62
	7:00 AM	1	1	0	0	2	2	0	0	0	2	0	2	3	0	5	0	0	0	0	0	9	50
	7:15 AM	2	4	0	0	6	4	0	0	0	4	0	7	4	0	11	0	0	0	0	0	21	55
	7:30 AM	1	2	0	0	3	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	7	48
	7:45 AM	0	0	0	0	0	3	0	0	0	3	0	7	3	0	10	0	0	0	0	0	13	54
	8:00 AM	4	3	0	0	7	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	14	53
	8:15 AM	1	7	0	0	8	2	0	0	0	2	0	1	3	0	4	0	0	0	0	0	14	51
	8:30 AM	2	5	0	0	7	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	13	50
	8:45 AM	1	1	0	0	2	0	0	0	0	0	0	6	4	0	10	0	0	0	0	0	12	53
Midday Peak Period	9:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	5	0	9	0	0	0	0	0	12	54
	9:15 AM	0	4	0	0	4	1	0	0	0	1	0	5	3	0	8	0	0	0	0	0	13	55
	9:30 AM	5	6	0	0	11	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	16	61
	9:45 AM	2	3	0	0	5	2	0	1	0	3	0	5	0	0	5	0	0	0	0	0	13	56
	10:00 AM	1	6	0	0	7	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	13	59
	10:15 AM	6	2	0	0	8	2	0	0	0	2	0	5	4	0	9	0	0	0	0	0	19	54
	10:30 AM	5	3	0	0	8	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	11	55
	10:45 AM	4	2	0	0	6	2	0	1	0	3	0	5	2	0	7	0	0	0	0	0	16	63
	11:00 AM	1	5	0	0	6	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	8	57
	11:15 AM	6	0	0	0	6	2	0	1	0	3	0	7	4	0	11	0	0	0	0	0	20	61
	11:30 AM	2	9	0	0	11	1	0	2	0	3	0	3	2	0	5	0	0	0	0	0	19	58
	11:45 AM	2	1	0	0	3	1	0	0	0	1	0	4	2	0	6	0	0	0	0	0	10	54
PM Peak Period	12:00 PM	2	3	0	0	5	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	12	52
	12:15 PM	3	5	0	0	8	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	17	55
	12:30 PM	1	8	0	0	9	0	0	2	0	2	0	2	2	0	4	0	0	0	0	0	15	52
	12:45 PM	2	3	0	0	5	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	8	49
	1:00 PM	1	3	0	0	4	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	15	56
	1:15 PM	3	4	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14	50
	1:30 PM	4	2	0	0	6	1	1	0	0	2	0	2	2	0	4	0	0	0	0	0	12	53
	1:45 PM	2	1	0	0	3	1	0	0	0	1	0	10	1	0	11	0	0	0	0	0	15	54
	2:00 PM	2	2	0	0	4	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	9	56
	2:15 PM	4	3	0	0	7	1	0	0	0	1	0	8	1	0	9	0	0	0	0	0	17	68
	2:30 PM	2	2	0	0	4	0	0	1	0	1	0	3	5	0	8	0	0	0	0	0	13	57
	2:45 PM	1	3	0	0	4	1	0	0	0	1	0	8	4	0	12	0	0	0	0	0	17	59
PM Peak Period	3:00 PM	0	8	0	0	8	0	0	1	0	1	0	9	3	0	12	0	0	0	0	0	21	56
	3:15 PM	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	42
	3:30 PM	4	1	0	0	5	0	0	1	0	1	0	8	1	0	9	0	0	0	0	0	15	47
	3:45 PM	1	5	0	0	6	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	14	39
	4:00 PM	1	2	0	0	3	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	7	30
	4:15 PM	1	3	0	0	4	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	11	26
	4:30 PM	2	3	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	17
	4:45 PM	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	14
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3	19
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	16
	5:45 PM	3	2	0	0	5	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	10	14
	6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:30 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	
	6:45 PM	0	1	0	0	1	0	0	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	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	109	151	0	0	260	43	2	14	0	59	0	203	84	0	287	0	0	0	0	0	0	606	
total Truck %age:	8.3%	7.7%	0.0%	0.0%	8.0%	12.6%	28.6%	8.1%	0.0%	11.3%	0.0%	7.4%	7.8%	0.0%	7.5%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%		

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps					
	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	4	7	0	0	11	9	1	0	0	10	0	17	12	0	29	0	0	0	0	0	50
AM 10:30 AM	16	10	0	0	26	4	0	2	0	6	0	15	8	0	23	0	0	0	0	0	55
PM 4:00 PM	6	9	0	0	15	3	0	0	0	3	0	11	1	0	12	0	0	0	0	0	30

15-Minute Heavy Vehicle Percentages

Count Basics		Page 10 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events



15-Minute Time Period Start Time		From North					From East					From South					From West					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps						
		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	9.5	8.7	0.0	0.0	9.1	14.3	0.0	33.3	0.0	20.0	0.0	5.3	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	7.8	9.8
	6:15 AM	0.0	14.3	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	7.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	5.8	8.9
	6:30 AM	14.3	9.1	0.0	0.0	12.4	0.0	0.0	25.0	0.0	9.1	0.0	5.9	9.8	0.0	7.6	0.0	0.0	0.0	0.0	0.0	9.9	9.8
	6:45 AM	28.6	14.7	0.0	0.0	21.7	0.0	0.0	0.0	0.0	0.0	0.0	10.6	9.1	0.0	9.8	0.0	0.0	0.0	0.0	0.0	13.4	7.9
	7:00 AM	2.9	2.4	0.0	0.0	2.6	22.2	0.0	0.0	0.0	15.4	0.0	4.3	8.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	5.3	6.3
	7:15 AM	4.0	11.8	0.0	0.0	7.1	25.0	0.0	0.0	0.0	21.1	0.0	10.1	11.1	0.0	10.5	0.0	0.0	0.0	0.0	0.0	10.1	7.1
	7:30 AM	1.9	5.6	0.0	0.0	3.4	0.0	100.0	0.0	0.0	8.3	0.0	1.2	5.4	0.0	2.5	0.0	0.0	0.0	0.0	0.0	3.2	6.7
	7:45 AM	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	0.0	25.0	0.0	9.7	7.9	0.0	9.1	0.0	0.0	0.0	0.0	0.0	6.7	8.6
	8:00 AM	10.0	9.1	0.0	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	11.3	5.0	0.0	9.6	0.0	0.0	0.0	0.0	0.0	9.2	9.6
	8:15 AM	2.9	21.9	0.0	0.0	12.1	25.0	0.0	0.0	0.0	22.2	0.0	2.2	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9.5	10.2
	8:30 AM	5.7	16.7	0.0	0.0	10.8	16.7	0.0	0.0	0.0	11.1	0.0	11.4	4.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	9.7	10.8
	8:45 AM	4.5	3.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	14.3	25.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	10.3	12.0
9:00 AM	0.0	12.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	10.8	31.3	0.0	17.0	0.0	0.0	0.0	0.0	0.0	11.7	12.2	
9:15 AM	0.0	15.4	0.0	0.0	9.3	14.3	0.0	0.0	0.0	10.0	0.0	12.2	18.8	0.0	14.0	0.0	0.0	0.0	0.0	0.0	11.8	12.8	
9:30 AM	15.2	19.4	0.0	0.0	17.2	33.3	0.0	0.0	0.0	33.3	0.0	9.1	8.3	0.0	8.9	0.0	0.0	0.0	0.0	0.0	14.3	13.6	
9:45 AM	10.5	10.7	0.0	0.0	10.6	22.2	0.0	25.0	0.0	23.1	0.0	11.9	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	10.9	11.8	
Midday Peak Period	10:00 AM	8.3	25.0	0.0	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0	9.1	25.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	14.8	12.6
	10:15 AM	20.0	6.3	0.0	0.0	12.9	22.2	0.0	0.0	0.0	14.3	0.0	14.3	21.1	0.0	16.7	0.0	0.0	0.0	0.0	0.0	14.6	11.2
	10:30 AM	14.7	8.8	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	4.7	6.7	0.0	5.2	0.0	0.0	0.0	0.0	0.0	8.0	11.3
	10:45 AM	21.1	5.9	0.0	0.0	11.3	50.0																

Semi Truck Percentage:	2.8846

Hourly Time Period Start Time	Hourly Heavy Vehicle Percentages Summary																				Hourly Heavy Vehicle Percentage
	From North					From East					From South					From West					
	CTH N					USH 12-18 WB Ramps					CTH N					USH 12-18 WB Ramps					
	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	2.3	4.8	0.0	0.0	3.4	20.9	100.0	0.0	0.0	17.9	0.0	6.3	8.3	0.0	7.0	0.0	0.0	0.0	0.0	0.0	6.3
AM 10:30 AM	16.2	8.3	0.0	0.0	11.8	20.0	0.0	16.7	0.0	18.8	0.0	9.1	11.4	0.0	9.8	0.0	0.0	0.0	0.0	0.0	11.4
PM 4:00 PM	4.9	3.2	0.0	0.0	3.7	12.0	0.0	0.0	0.0	6.7	0.0	3.1	1.2	0.0	2.7	0.0	0.0	0.0	0.0	0.0	3.1

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

USH 12-18 WB Ramps & CTH N

Count Basics			Page 11 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	North Approach			East Approach			South Approach			West Approach				
	CTH N			USH 12-18 WB Ramps			CTH N			USH 12-18 WB Ramps				
	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
	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
Midday Peak Period	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	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	1
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:00 PM	0	1	1	0	0	0	0	0	0	0	0	1	1
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	1	1	0	0	0	0	0	0	0	0	0	1	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	

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

Major St: USH 12-18 EB Ramps

Minor St: CTH N

Intersection of: USH 12-18 EB Ramps & CTH N

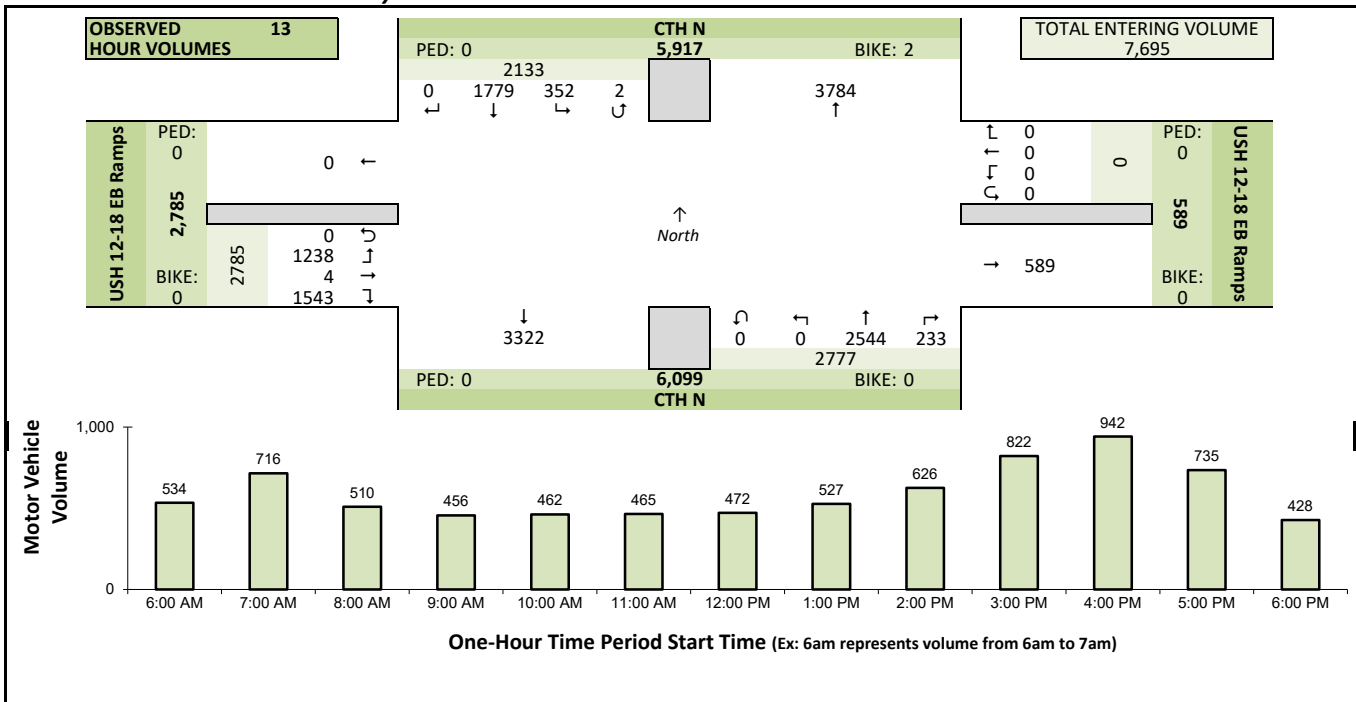
Site Information

Municipality	Village of Cottage Grove		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction		↑
North Leg	CTH N		
East Leg	USH 12-18 EB Ramps		
South Leg	CTH N		
West Leg	USH 12-18 EB Ramps		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
	Other (describe)	None	None

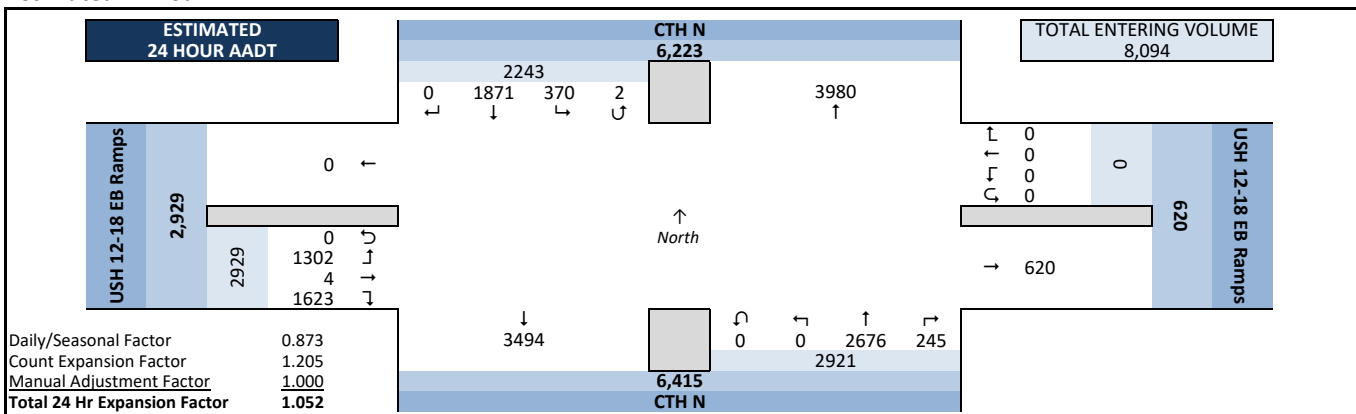
Count Information

Hrs Counted:		06:00 AM-07:00 PM				
1st Day of Count	Wednesday, August 20, 2025	Weather				
AM Peak Period	Wednesday, August 20, 2025	Clear and Dry				
Midday Peak Period	Wednesday, August 20, 2025	Clear and Dry				
PM Peak Period	Wednesday, August 20, 2025	Clear and 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) Non-Interstate Med Truck %			
Count Expansion Group			(2) Non-Interstate Med Truck %			
Daily/Seasonal Adjustment Factor			0.873	Count Expansion Factor		1.205
Company Name			TADI	Manual Adj.		1.000
Observers	AM Peak Period		TADI MV			
	Midday Peak Period		TADI MV			
	PM Peak Period		TADI MV			
Comments						
Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors. Expansion Factors for Dane County Non-Interstate High Truck Traffic do not exist, using Med Truck.						

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT

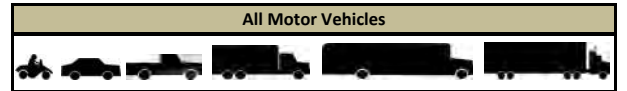


Intersection Traffic Volume Report

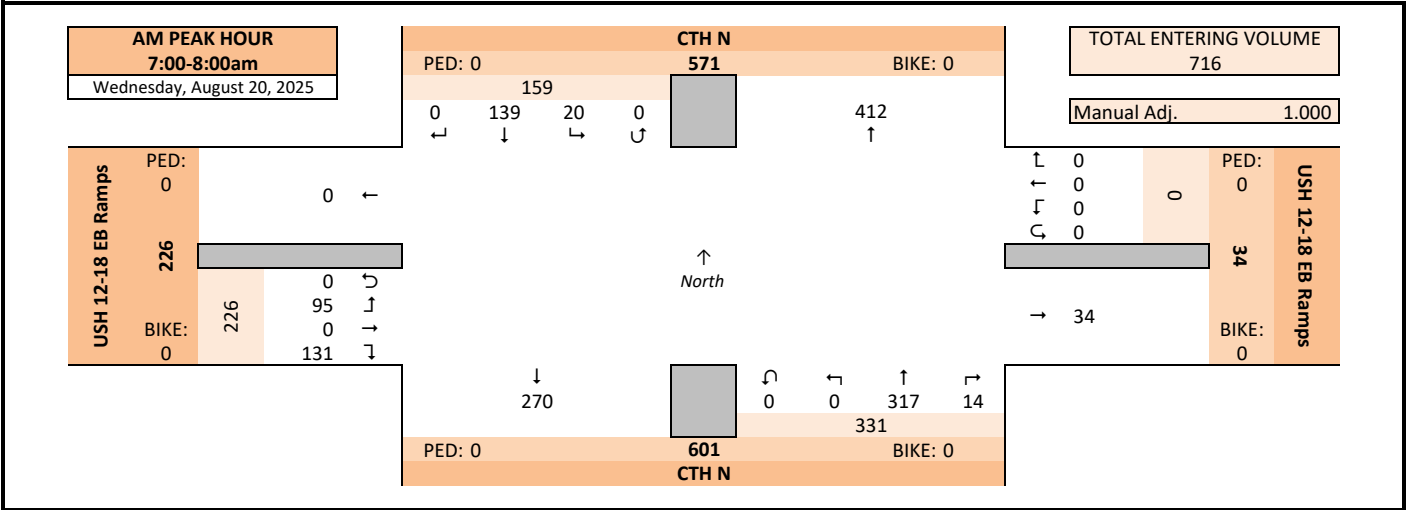
Peak Hour Volume Graphical Summary

USH 12-18 EB Ramps & CTH N

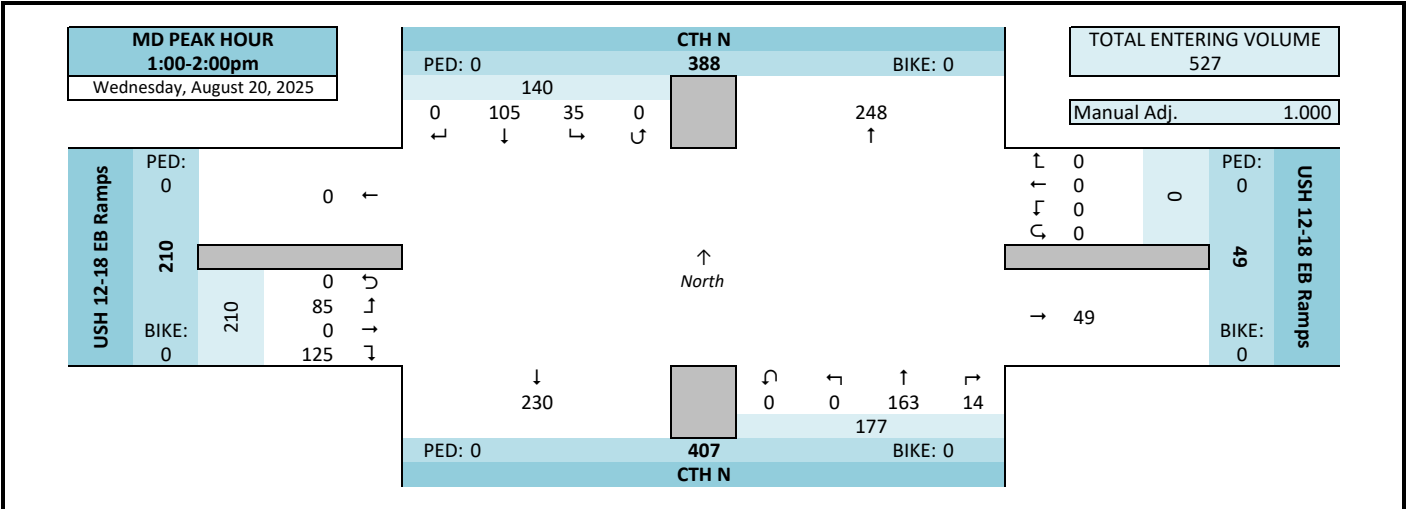
Count Basics		Page 2 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



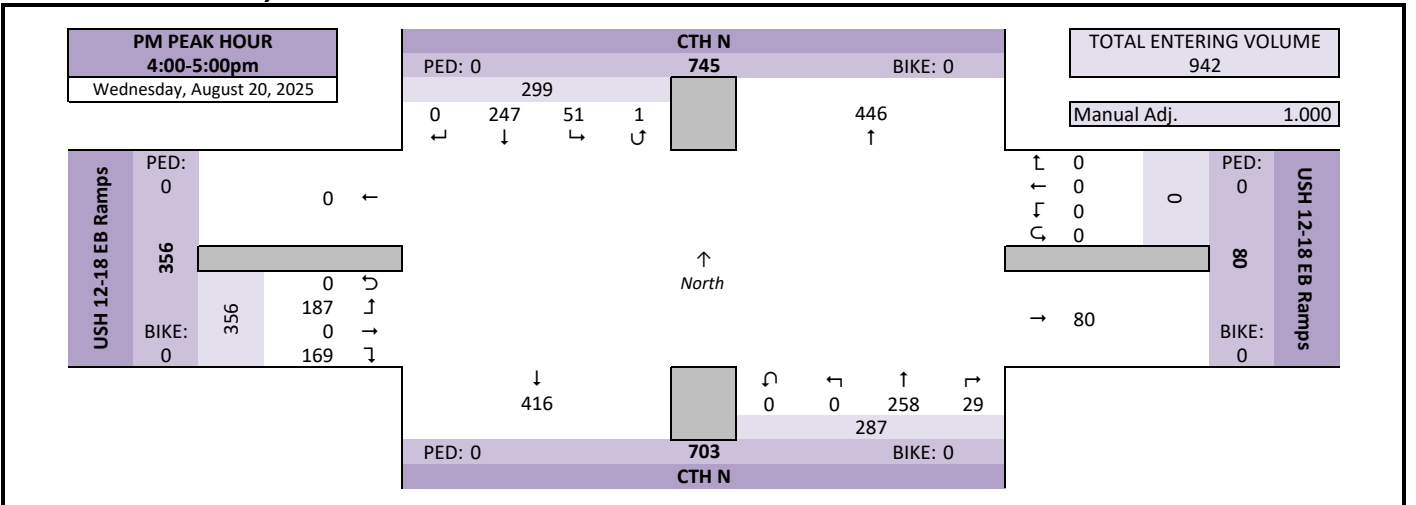
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Peak Hour Volume Summary



Peak Hour Pedestrian and Bicyclist Volumes

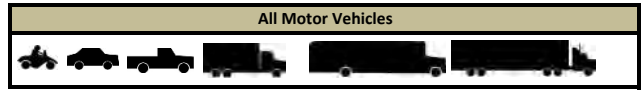
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total
		North Approach			East Approach			South Approach			West Approach			Ped & Bike Volume
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	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
	Total	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
	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
	Total	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
	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

USH 12-18 EB Ramps & CTH N

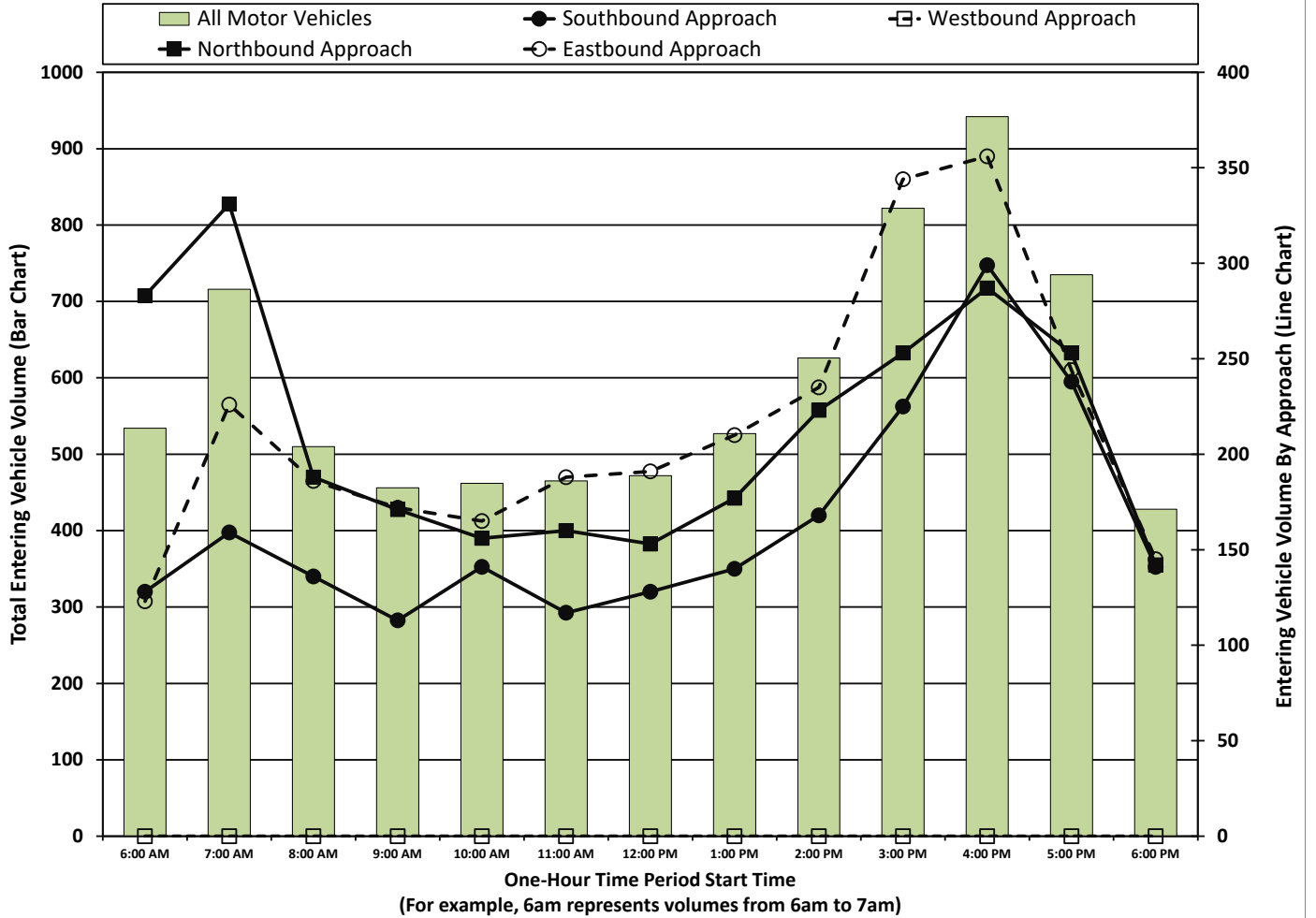
Count Basics			Page 4 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals		
	CTH N					USH 12-18 EB Ramps					CTH N					USH 12-18 EB Ramps								
	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	117	11	0	128	0	0	0	0	0	17	266	0	0	283	75	0	48	0	123	534	123	411
	7:00 AM	0	139	20	0	159	0	0	0	0	0	14	317	0	0	331	131	0	95	0	226	716	226	490
	8:00 AM	0	115	21	0	136	0	0	0	0	0	15	173	0	0	188	98	0	88	0	186	510	186	324
	9:00 AM	0	95	17	1	113	0	0	0	0	0	15	156	0	0	171	115	1	56	0	172	456	172	284
MD	10:00 AM	0	122	19	0	141	0	0	0	0	0	14	142	0	0	156	98	1	66	0	165	462	165	297
	11:00 AM	0	91	26	0	117	0	0	0	0	0	15	145	0	0	160	122	0	66	0	188	465	188	277
	12:00 PM	0	101	27	0	128	0	0	0	0	0	15	138	0	0	153	114	0	77	0	191	472	191	281
	1:00 PM	0	105	35	0	140	0	0	0	0	0	14	163	0	0	177	125	0	85	0	210	527	210	317
PM	2:00 PM	0	140	28	0	168	0	0	0	0	0	16	207	0	0	223	123	1	111	0	235	626	235	391
	3:00 PM	0	190	35	0	225	0	0	0	0	0	33	220	0	0	253	196	1	147	0	344	822	344	478
	4:00 PM	0	247	51	1	299	0	0	0	0	0	29	258	0	0	287	169	0	187	0	356	942	356	586
	5:00 PM	0	204	34	0	238	0	0	0	0	0	18	235	0	0	253	108	0	136	0	244	735	244	491
	6:00 PM	0	113	28	0	141	0	0	0	0	0	18	124	0	0	142	69	0	76	0	145	428	145	283
Totals		0	1779	352	2	2133	0	0	0	0	0	233	2544	0	0	2777	1543	4	1238	0	2785	7695	2785	4910

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

USH 12-18 EB Ramps & CTH N

Count Basics			Page 5 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	CTH N					USH 12-18 EB Ramps					CTH N					USH 12-18 EB Ramps								
	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	25	1	0	26	0	0	0	0	0	5	33	0	0	38	12	0	4	0	16	80	534	0.78
	6:15 AM	0	26	2	0	28	0	0	0	0	0	4	70	0	0	74	16	0	12	0	28	130	618	0.90
	6:30 AM	0	32	4	0	36	0	0	0	0	0	3	83	0	0	86	18	0	12	0	30	152	674	0.91
	6:45 AM	0	34	4	0	38	0	0	0	0	0	5	80	0	0	85	29	0	20	0	49	172	714	0.93
	7:00 AM	0	40	5	0	45	0	0	0	0	0	4	57	0	0	61	37	0	21	0	58	164	716	0.93
	7:15 AM	0	32	6	0	38	0	0	0	0	0	2	81	0	0	83	40	0	25	0	65	186	696	0.91
	7:30 AM	0	37	4	0	41	0	0	0	0	0	3	86	0	0	89	31	0	31	0	62	192	650	0.85
	7:45 AM	0	30	5	0	35	0	0	0	0	0	5	93	0	0	98	23	0	18	0	41	174	575	0.83
	8:00 AM	0	29	7	0	36	0	0	0	0	0	7	43	0	0	50	29	0	29	0	58	144	510	0.89
	8:15 AM	0	30	6	0	36	0	0	0	0	0	2	54	0	0	56	28	0	20	0	48	140	490	0.88
	8:30 AM	0	28	6	0	34	0	0	0	0	0	3	38	0	0	41	21	0	21	0	42	117	462	0.93
	8:45 AM	0	28	2	0	30	0	0	0	0	0	3	38	0	0	41	20	0	18	0	38	109	447	0.90
Midday Peak Period	9:00 AM	0	19	4	1	24	0	0	0	0	0	8	40	0	0	48	40	0	12	0	52	124	456	0.92
	9:15 AM	0	23	4	0	27	0	0	0	0	0	4	39	0	0	43	24	0	18	0	42	112	439	0.93
	9:30 AM	0	27	6	0	33	0	0	0	0	0	1	33	0	0	34	23	0	12	0	35	102	435	0.92
	9:45 AM	0	26	3	0	29	0	0	0	0	0	2	44	0	0	46	28	1	14	0	43	118	459	0.91
	10:00 AM	0	30	2	0	32	0	0	0	0	0	3	34	0	0	37	27	0	11	0	38	107	462	0.92
	10:15 AM	0	33	3	0	36	0	0	0	0	0	3	36	0	0	39	16	1	16	0	33	108	468	0.93
	10:30 AM	0	30	8	0	38	0	0	0	0	0	6	40	0	0	46	26	0	16	0	42	126	500	0.89
	10:45 AM	0	29	6	0	35	0	0	0	0	0	2	32	0	0	34	29	0	23	0	52	121	475	0.85
	11:00 AM	0	21	5	0	26	0	0	0	0	0	1	40	0	0	41	33	0	13	0	46	113	465	0.83
	11:15 AM	0	24	9	0	33	0	0	0	0	0	4	39	0	0	43	38	0	26	0	64	140	483	0.86
	11:30 AM	0	30	9	0	39	0	0	0	0	0	5	26	0	0	31	23	0	8	0	31	101	452	0.86
	11:45 AM	0	16	3	0	19	0	0	0	0	0	5	40	0	0	45	28	0	19	0	47	111	483	0.91
PM Peak Period	12:00 PM	0	20	5	0	25	0	0	0	0	0	4	44	0	0	48	34	0	24	0	58	131	472	0.89
	12:15 PM	0	24	10	0	34	0	0	0	0	0	2	34	0	0	36	21	0	18	0	39	109	467	0.88
	12:30 PM	0	31	6	0	37	0	0	0	0	0	4	33	0	0	37	36	0	22	0	58	132	491	0.92
	12:45 PM	0	26	6	0	32	0	0	0	0	0	5	27	0	0	32	23	0	13	0	36	100	479	0.90
	1:00 PM	0	28	7	0	35	0	0	0	0	0	7	39	0	0	46	35	0	10	0	45	126	527	0.89
	1:15 PM	0	20	6	0	26	0	0	0	0	0	2	41	0	0	43	35	0	29	0	64	133	524	0.89
	1:30 PM	0	29	7	0	36	0	0	0	0	0	3	39	0	0	42	22	0	20	0	42	120	539	0.91
	1:45 PM	0	28	15	0	43	0	0	0	0	0	2	44	0	0	46	33	0	26	0	59	148	602	0.82
	2:00 PM	0	27	3	0	30	0	0	0	0	0	2	37	0	0	39	32	0	22	0	54	123	626	0.86
	2:15 PM	0	30	6	0	36	0	0	0	0	0	4	54	0	0	58	28	0	26	0	54	148	711	0.85
	2:30 PM	0	35	9	0	44	0	0	0	0	0	6	64	0	0	70	34	0	35	0	69	183	752	0.90
	2:45 PM	0	48	10	0	58	0	0	0	0	0	4	52	0	0	56	29	1	28	0	58	172	781	0.92
3:00 PM	0	54	10	0	64	0	0	0	0	0	8	60	0	0	68	50	1	25	0	76	208	822	0.96	
3:15 PM	0	45	10	0	55	0	0	0	0	0	7	45	0	0	52	44	0	38	0	82	189	823	0.97	
3:30 PM	0	39	7	0	46	0	0	0	0	0	9	56	0	0	65	60	0	41	0	101	212	866	0.93	
3:45 PM	0	52	8	0	60	0	0	0	0	0	9	59	0	0	68	42	0	43	0	85	213	911	0.89	
4:00 PM	0	58	8	0	66	0	0	0	0	0	6	49	0	0	55	44	0	44	0	88	209	942	0.92	
4:15 PM	0	62	13	0	75	0	0	0	0	0	9	67	0	0	76	34	0	47	0	81	232	923	0.90	
4:30 PM	0	56	19	1	76	0	0	0	0	0	7	66	0	0	73	55	0	53	0	108	257	894	0.87	
4:45 PM	0	71	11	0	82	0	0	0	0	0	7	76	0	0	83	36	0	43	0	79	244	832	0.85	
5:00 PM	0	48	7	0	55	0	0	0	0	0	5	69	0	0	74	33	0	28	0	61	190	735	0.91	
5:15 PM	0	71	12	0	83	0	0	0	0	0	5	56	0	0	61	27	0	32	0	59	203	677	0.83	
5:30 PM	0	45	6	0	51	0	0	0	0	0	1	73	0	0	74	29	0	41	0	70	195	600	0.77	
5:45 PM	0	40	9	0	49	0	0	0	0	0	7	37	0	0	44	19	0	35	0	54	147	489	0.83	
6:00 PM	0	34	11	0	45	0	0	0	0	0	3	38	0	0	41	21	0	25	0	46	132	428	0.81	
6:15 PM	0	33	8	0	41	0	0	0	0	0	10	35	0	0	45	20	0	20	0	40	126			
6:30 PM	0	25	4	0	29	0	0	0	0	0	0	23	0	0	23	15	0	17	0	32	84			
6:45 PM	0	21	5	0	26	0	0	0	0	0	5	28	0	0	33	13	0	14	0	27	86			
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	1779	352	2	2133	0	0	0	0	0	233	2544	0	0	2777	1543	4	1238	0	2785	7695		

Intersection Traffic Volume Report

15-Minute Automobile Data

USH 12-18 EB Ramps & CTH N

Count Basics			Page 6 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)		
		

15-Minute Automobile Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N					USH 12-18 EB Ramps					CTH N					USH 12-18 EB Ramps							
	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	22	1	0	23	0	0	0	0	0	5	32	0	0	37	10	0	4	0	14	74	474
	6:15 AM	0	23	2	0	25	0	0	0	0	0	3	66	0	0	69	12	0	11	0	23	117	550
	6:30 AM	0	30	3	0	33	0	0	0	0	0	3	72	0	0	75	14	0	12	0	26	134	586
	6:45 AM	0	29	3	0	32	0	0	0	0	0	5	71	0	0	76	23	0	18	0	41	149	622
	7:00 AM	0	40	4	0	44	0	0	0	0	0	4	54	0	0	58	29	0	19	0	48	150	635
	7:15 AM	0	29	5	0	34	0	0	0	0	0	0	73	0	0	73	23	0	23	0	46	153	603
	7:30 AM	0	35	4	0	39	0	0	0	0	0	3	83	0	0	86	15	0	30	0	45	170	565
	7:45 AM	0	30	5	0	35	0	0	0	0	0	5	85	0	0	90	21	0	16	0	37	162	489
	8:00 AM	0	27	6	0	33	0	0	0	0	0	6	41	0	0	47	13	0	25	0	38	118	418
	8:15 AM	0	25	5	0	30	0	0	0	0	0	2	51	0	0	53	13	0	19	0	32	115	386
	8:30 AM	0	24	4	0	28	0	0	0	0	0	3	35	0	0	38	9	0	19	0	28	94	358
	8:45 AM	0	27	2	0	29	0	0	0	0	0	3	32	0	0	35	11	0	16	0	27	91	349
Midday Peak Period	9:00 AM	0	19	1	1	21	0	0	0	0	0	7	34	0	0	41	15	0	9	0	24	86	352
	9:15 AM	0	20	3	0	23	0	0	0	0	0	4	32	0	0	36	11	0	17	0	28	87	341
	9:30 AM	0	22	5	0	27	0	0	0	0	0	1	31	0	0	32	16	0	10	0	26	85	344
	9:45 AM	0	22	3	0	25	0	0	0	0	0	2	40	0	0	42	14	0	13	0	27	94	365
	10:00 AM	0	25	1	0	26	0	0	0	0	0	2	28	0	0	30	9	0	10	0	19	75	370
	10:15 AM	0	31	3	0	34	0	0	0	0	0	2	27	0	0	29	10	1	16	0	27	90	394
	10:30 AM	0	27	7	0	34	0	0	0	0	0	3	38	0	0	41	16	0	15	0	31	106	416
	10:45 AM	0	27	5	0	32	0	0	0	0	0	2	28	0	0	30	17	0	20	0	37	99	380
	11:00 AM	0	20	2	0	22	0	0	0	0	0	1	38	0	0	39	25	0	13	0	38	99	376
	11:15 AM	0	23	8	0	31	0	0	0	0	0	4	30	0	0	34	23	0	24	0	47	112	383
	11:30 AM	0	22	6	0	28	0	0	0	0	0	4	22	0	0	26	10	0	6	0	16	70	359
	11:45 AM	0	15	3	0	18	0	0	0	0	0	5	34	0	0	39	19	0	19	0	38	95	396
PM Peak Period	12:00 PM	0	18	5	0	23	0	0	0	0	0	4	41	0	0	45	18	0	20	0	38	106	385
	12:15 PM	0	21	9	0	30	0	0	0	0	0	2	29	0	0	31	12	0	15	0	27	88	380
	12:30 PM	0	24	4	0	28	0	0	0	0	0	4	30	0	0	34	23	0	22	0	45	107	394
	12:45 PM	0	23	5	0	28	0	0	0	0	0	5	27	0	0	32	11	0	13	0	24	84	394
	1:00 PM	0	25	7	0	32	0	0	0	0	0	6	33	0	0	39	20	0	10	0	30	101	432
	1:15 PM	0	19	3	0	22	0	0	0	0	0	2	38	0	0	40	15	0	25	0	40	102	433
	1:30 PM	0	28	7	0	35	0	0	0	0	0	3	36	0	0	39	14	0	19	0	33	107	456
	1:45 PM	0	27	14	0	41	0	0	0	0	0	1	38	0	0	39	20	0	22	0	42	122	514
	2:00 PM	0	25	3	0	28	0	0	0	0	0	1	33	0	0	34	18	0	22	0	40	102	540
	2:15 PM	0	25	6	0	31	0	0	0	0	0	4	47	0	0	51	18	0	25	0	43	125	609
	2:30 PM	0	33	9	0	42	0	0	0	0	0	6	56	0	0	62	27	0	34	0	61	165	655
	2:45 PM	0	47	8	0	55	0	0	0	0	0	4	44	0	0	48	20	1	24	0	45	148	681
3:00 PM	0	45	10	0	55	0	0	0	0	0	8	51	0	0	59	34	1	22	0	57	171	729	
3:15 PM	0	44	10	0	54	0	0	0	0	0	6	43	0	0	49	31	0	37	0	68	171	756	
3:30 PM	0	37	7	0	44	0	0	0	0	0	8	52	0	0	60	51	0	36	0	87	191	807	
3:45 PM	0	47	8	0	55	0	0	0	0	0	9	54	0	0	63	38	0	40	0	78	196	859	
4:00 PM	0	56	8	0	64	0	0	0	0	0	6	47	0	0	53	38	0	43	0	81	198	899	
4:15 PM	0	60	12	0	72	0	0	0	0	0	9	65	0	0	74	30	0	46	0	76	222	886	
4:30 PM	0	55	15	1	71	0	0	0	0	0	6	66	0	0	72	49	0	51	0	100	243	865	
4:45 PM	0	70	11	0	81	0	0	0	0	0	5	75	0	0	80	33	0	42	0	75	236	811	
5:00 PM	0	46	7	0	53	0	0	0	0	0	5	67	0	0	72	32	0	28	0	60	185	715	
5:15 PM	0	69	12	0	81	0	0	0	0	0	5	56	0	0	61	27	0	32	0	59	201	660	
5:30 PM	0	45	6	0	51	0	0	0	0	0	1	73	0	0	74	27	0	37	0	64	189	582	
5:45 PM	0	39	7	0	46	0	0	0	0	0	6	37	0	0	43	18	0	33	0	51	140	476	
6:00 PM	0	34	10	0	44	0	0	0	0	0	3	38	0	0	41	20	0	25	0	45	130	418	
6:15 PM	0	32	8	0	40	0	0	0	0	0	9	35	0	0	44	19	0	20	0	39	123		
6:30 PM	0	24	4	0	28	0	0	0	0	0	0	23	0	0	23	15	0	17	0	32	83		
6:45 PM	0	20	5	0	25	0	0	0	0	0	3	28	0	0	31	12	0	14	0	26	82		
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	1652	311	2	1965	0	0	0	0	0	210	2339	0	0	2549	1068	3	1158	0	2229	6743	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume	
	CTH N					USH 12-18 EB Ramps					CTH N					USH 12-18 EB Ramps						
	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	134	18	0	152	0	Thru	0	0	0	0	12	295	0	0	307	88	0	88	0	176	635
MD 1:00 PM	0	99	31	0	130	0	0	0	0	0	0	12	145	0	0	157	69	0	76	0	145	432
PM 4:00 PM	0	241	46	1	288	0	0	0	0	0	0	26	253	0	0	279	150	0	182	0	332	899

Intersection Traffic Volume Report

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

USH 12-18 EB Ramps & CTH N

Count Basics			Page 7 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



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

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N					USH 12-18 EB Ramps					CTH N					USH 12-18 EB Ramps							
	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	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	35
	6:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	40
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	2	0	0	0	2	61	
	6:45 AM	0	4	1	0	5	0	0	0	0	0	0	9	0	0	9	1	0	2	0	3	61	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	0	1	0	6	52	
	7:15 AM	0	3	1	0	4	0	0	0	0	0	2	2	0	0	4	16	0	2	0	18	62	
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	8	0	1	0	9	53	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	0	2	0	3	55	
	8:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	13	0	2	0	15	59	
	8:15 AM	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	11	0	0	0	11	66	
	8:30 AM	0	2	2	0	4	0	0	0	0	0	0	2	0	0	2	5	0	2	0	7	64	
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	5	0	0	0	5	61	
Midday Peak Period	9:00 AM	0	0	2	0	2	0	0	0	0	0	1	6	0	0	7	13	0	2	0	15	62	
	9:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	9	0	1	0	10	59	
	9:30 AM	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	3	0	1	0	4	55	
	9:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	9	0	1	0	10	57	
	10:00 AM	0	3	1	0	4	0	0	0	0	0	1	4	0	0	5	11	0	1	0	12	56	
	10:15 AM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	3	0	0	0	3	42	
	10:30 AM	0	1	1	0	2	0	0	0	0	0	2	2	0	0	4	6	0	0	0	6	45	
	10:45 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	9	0	0	0	9	55	
	11:00 AM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	4	0	0	0	4	52	
	11:15 AM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	6	0	2	0	8	61	
	11:30 AM	0	5	3	0	8	0	0	0	0	0	1	4	0	0	5	8	0	1	0	9	59	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5	0	0	0	5	52	
PM Peak Period	12:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	9	0	2	0	11	52	
	12:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	7	0	3	0	10	50	
	12:30 PM	0	3	2	0	5	0	0	0	0	0	0	2	0	0	2	8	0	0	0	8	58	
	12:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	50	
	1:00 PM	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	7	0	0	0	7	58	
	1:15 PM	0	1	3	0	4	0	0	0	0	0	0	3	0	0	3	10	0	3	0	13	52	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	0	1	0	5	48	
	1:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	10	0	2	0	12	56	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	6	0	0	0	6	55	
	2:15 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	7	0	1	0	8	73	
	2:30 PM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	5	0	1	0	6	64	
	2:45 PM	0	1	2	0	3	0	0	0	0	0	0	4	0	0	4	6	0	3	0	9	63	
3:00 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12	0	2	0	14	56		
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	0	1	0	5	33		
3:30 PM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	3	0	4	0	7	32		
3:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	2	0	2	0	4	28		
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	24		
4:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	24		
4:30 PM	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	18		
4:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	0	1	0	3	10		
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	8	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7		
5:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	6	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
6:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2		
6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
6:45 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	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		
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	70	31	0	101	0	0	0	0	0	14	136	0	0	150	271	0	53	0	324	575	
SU Truck %age:		0.0%	3.9%	8.8%	0.0%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	5.3%	0.0%	0.0%	5.4%	17.6%	0.0%	4.3%	0.0%	11.6%	7.5%	

SU Truck %age: 0.0% 3.9% 8.8% 0.0% 4.7% 0.0% 0.0% 0.0% 0.0% 0.0% 6.0% 5.3% 0.0% 0.0% 5.4% 17.6% 0.0% 4.3% 0.0% 11.6% 7.5%

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

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	
	CTH N					USH 12-18 EB Ramps					CTH N					USH 12-18 EB Ramps						
	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	4	1	0	5	0	Thru	0	0	0	0	2	9	0	0	11	30	0	6	0	36	5
MD 1:00 PM	0	3	3	0	6	0	0	0	0	0	0	1	14	0	0	15	31	0	6	0	37	5
PM 4:00 PM	0	4	4	0	8	0	0	0	0	0	0	1	2	0	0	3	10	0	3	0	13	2

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

USH 12-18 EB Ramps & CTH N

Count Basics			Page 8 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Semi-Truck Data

15-Minute Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					15-Min Totals	Hourly Sum	
	CTH N					USH 12-18 EB Ramps					CTH N					USH 12-18 EB Ramps							
	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	25
	6:15 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	3	0	0	0	3	8	28
	6:30 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	7	27
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6	31
	7:00 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	0	1	0	4	7	29
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	7	31
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	8	0	0	0	8	11	32
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	4	31
	8:00 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	3	0	2	0	5	9	33
	8:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	8	38
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	7	0	0	0	7	10	40
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	6	6	37	
9:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	12	0	1	0	13	14	42	
9:15 AM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	4	0	0	0	4	10	39	
9:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	7	36	
9:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	1	0	0	6	11	37	
Midday Peak Period	10:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	7	0	0	0	7	11	36
	10:15 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	3	0	0	0	3	7	32
	10:30 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4	0	1	0	5	8	39
	10:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	3	0	3	0	6	10	40
	11:00 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	4	0	0	0	4	7	37
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	9	0	0	0	9	14	39
	11:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	9	34
	11:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4	0	0	0	4	7	35
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	9	9	35
	12:15 PM	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	9	37
	12:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	0	0	0	5	10	39
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	7	35	
1:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	8	0	0	0	8	11	37	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	11	11	39	
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	0	0	0	4	6	35	
1:45 PM	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	3	0	2	0	5	9	32	
PM Peak Period	2:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	8	0	0	0	8	13	31
	2:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	7	29
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3	33
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	3	0	1	0	4	8	37
	3:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	4	0	1	0	5	11	37
	3:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	9	0	0	0	9	11	34
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	7	27
	3:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	2	0	1	0	3	8	24
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	6	0	0	0	6	8	19
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	4	13
	4:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	4	11
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	3	11
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	12
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	4	11
	5:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	4	7
	6:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	4
	6:15 PM	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	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	0	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	57	10	0	67	0	0	0	0	0	9	69	0	0	78	204	1	27	0	232	377	
Semi Truck %age:	0.0%	3.2%	2.8%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	2.7%	0.0%	0.0%	2.8%	13.2%	25.0%	2.2%	0.0%	8.3%	4.9%		

Semi Truck %age: 0.0% 3.2% 2.8% 0.0% 3.1% 0.0% 0.0% 0.0% 0.0% 0.0% 3.9% 2.7% 0.0% 0.0% 2.8% 13.2% 25.0% 2.2% 0.0% 8.3% 4.9%

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume		
	CTH N					USH 12-18 EB Ramps					CTH N					USH 12-18 EB Ramps							
	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	1	1	0	2	0	Thru	Left	U-Tn	0	0	0	13	Left	U-Tn	0	13	13	0	1	0	14	29
MD 1:00 PM	0	3	1	0	4	0	0	0	0	0	0	1	4	0	0	5	25	0	3	0	28	37	
PM 4:00 PM	0	2	1	0	3	0	0	0	0	0	0	2	3	0	0	5	9	0	2	0	11	13	

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

USH 12-18 EB Ramps & CTH N

Count Basics			Page 9 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N					USH 12-18 EB Ramps					CTH N					USH 12-18 EB Ramps							
	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	3	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	6	60
	6:15 AM	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	4	0	1	0	5	13	68
	6:30 AM	0	2	1	0	3	0	0	0	0	0	0	11	0	0	11	4	0	0	0	4	18	88
	6:45 AM	0	5	1	0	6	0	0	0	0	0	0	9	0	0	9	6	0	2	0	8	23	92
	7:00 AM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	8	0	2	0	10	14	81
	7:15 AM	0	3	1	0	4	0	0	0	0	0	2	8	0	0	10	17	0	2	0	19	33	93
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	16	0	1	0	17	22	85
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	2	0	2	0	4	12	86
	8:00 AM	0	2	1	0	3	0	0	0	0	0	1	2	0	0	3	16	0	4	0	20	26	92
	8:15 AM	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	15	0	1	0	16	25	104
Midday Peak Period	8:30 AM	0	4	2	0	6	0	0	0	0	0	0	3	0	0	3	12	0	2	0	14	23	104
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	9	0	2	0	11	18	98
	9:00 AM	0	0	3	0	3	0	0	0	0	0	1	6	0	0	7	25	0	3	0	28	38	104
	9:15 AM	0	3	1	0	4	0	0	0	0	0	0	7	0	0	7	13	0	1	0	14	25	98
	9:30 AM	0	5	1	0	6	0	0	0	0	0	0	2	0	0	2	7	0	2	0	9	17	91
	9:45 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	14	1	1	0	16	24	94
	10:00 AM	0	5	1	0	6	0	0	0	0	0	1	6	0	0	7	18	0	1	0	19	32	92
	10:15 AM	0	2	0	0	2	0	0	0	0	0	1	9	0	0	10	6	0	0	0	6	18	74
	10:30 AM	0	3	1	0	4	0	0	0	0	0	3	2	0	0	5	10	0	1	0	11	20	84
	10:45 AM	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	12	0	3	0	15	22	95
PM Peak Period	11:00 AM	0	1	3	0	4	0	0	0	0	0	0	2	0	0	2	8	0	0	0	8	14	89
	11:15 AM	0	1	1	0	2	0	0	0	0	0	0	9	0	0	9	15	0	2	0	17	28	100
	11:30 AM	0	8	3	0	11	0	0	0	0	0	1	4	0	0	5	13	0	2	0	15	31	93
	11:45 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	9	0	0	0	9	16	87
	12:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	16	0	4	0	20	25	87
	12:15 PM	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	9	0	3	0	12	21	87
	12:30 PM	0	7	2	0	9	0	0	0	0	0	0	3	0	0	3	13	0	0	0	13	25	97
	12:45 PM	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	16	85
	1:00 PM	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	15	0	0	0	15	25	95
	1:15 PM	0	1	3	0	4	0	0	0	0	0	0	3	0	0	3	20	0	4	0	24	31	91
Total Truck %age:	1:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	8	0	1	0	9	13	83
	1:45 PM	0	1	1	0	2	0	0	0	0	0	1	6	0	0	7	13	0	4	0	17	26	88
	2:00 PM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	14	0	0	0	14	21	86
	2:15 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	10	0	1	0	11	23	102
	2:30 PM	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	7	0	1	0	8	18	97
	2:45 PM	0	1	2	0	3	0	0	0	0	0	0	8	0	0	8	9	0	4	0	13	24	100
	3:00 PM	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	16	0	3	0	19	37	93
	3:15 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	13	0	1	0	14	18	67
	3:30 PM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	9	0	5	0	14	21	59
	3:45 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	4	0	3	0	7	17	52
	4:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	6	0	1	0	7	11	43
	4:15 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	4	0	1	0	5	10	37
	4:30 PM	0	1	4	0	5	0	0	0	0	0	1	0	0	0	1	6	0	2	0	8	14	29
	4:45 PM	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	3	0	1	0	4	8	21
	5:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5	20
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	6	6	18
	5:45 PM	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	1	0	2	0	3	7	13
	6:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	10
	6:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3	
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:45 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	1	0	0	0	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	
	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	127	41	0	168	0	0	0	0	0	23	205	0	0	228	475	1	80	0	556	952	
Total Truck %age:		0.0%	7.1%	11.6%	0.0%	7.9%	0.0%	0.0%	0.0%	0.0%	0.0%	9.9%	8.1%	0.0%	0.0%	8.2%	30.8%	25.0%	6.5%	0.0%	20.0%	12.4%	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	CTH N					USH 12-18 EB Ramps					CTH N					USH 12-18 EB Ramps					
	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	5	2	0	7	0	0	0	0	0	2	22	0	0	24	43	0	7	0	50	
PM 1:00 PM	0	6	4	0	10	0	0	0	0	0	2	18	0	0	20	56	0	9	0	65	
MD 4:00 PM	0	6	5	0	11	0	0	0	0	0	3	5	0	0	8	19	0	5	0	24	

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

USH 12-18 EB Ramps & CTH N

Count Basics			Page 10 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

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

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time	From North					From East					From South					From West					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent		
	CTH N					USH 12-18 EB Ramps					CTH N					USH 12-18 EB Ramps								
	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	12.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.6	16.7	0.0	0.0	0.0	12.5	7.5	11.2	
	6:15 AM	0.0	11.5	0.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	25.0	5.7	0.0	0.0	6.8	25.0	0.0	8.3	0.0	17.9	10.0	11.0	
	6:30 AM	0.0	6.3	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	12.8	22.2	0.0	0.0	0.0	13.3	11.8	13.1	
	6:45 AM	0.0	14.7	25.0	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	11.3	0.0	0.0	10.6	20.7	0.0	10.0	0.0	16.3	13.4	12.9	
	7:00 AM	0.0	0.0	20.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.9	21.6	0.0	9.5	0.0	17.2	8.5	11.3	
	7:15 AM	0.0	9.4	16.7	0.0	10.5	0.0	0.0	0.0	0.0	0.0	100.0	9.9	0.0	0.0	12.0	42.5	0.0	8.0	0.0	29.2	17.7	13.4	
	7:30 AM	0.0	5.4	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.4	51.6	0.0	3.2	0.0	27.4	11.5	13.1	
	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	8.6	0.0	0.0	8.2	8.7	0.0	11.1	0.0	9.8	6.9	15.0	
	8:00 AM	0.0	6.9	14.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	14.3	4.7	0.0	0.0	6.0	55.2	0.0	13.8	0.0	34.5	18.1	18.0	
	8:15 AM	0.0	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.4	53.6	0.0	5.0	0.0	33.3	17.9	21.2	
	8:30 AM	0.0	14.3	33.3	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0	7.3	57.1	0.0	9.5	0.0	33.3	19.7	22.5	
	8:45 AM	0.0	3.6	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	15.8	0.0	0.0	14.6	45.0	0.0	11.1	0.0	28.9	16.5	21.9	
	9:00 AM	0.0	0.0	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12.5	15.0	0.0	0.0	14.6	62.5	0.0	25.0	0.0	53.8	30.6	22.8	
	9:15 AM	0.0	13.0	25.0	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	17.9	0.0	0.0	16.3	54.2	0.0	5.6	0.0	33.3	22.3	22.3	
9:30 AM	0.0	18.5	16.7	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.9	30.4	0.0	16.7	0.0	25.7	16.7	20.9		
9:45 AM	0.0	15.4	0.0	0.0	13.8	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.7	50.0	100.0	7.1	0.0	37.2	20.3	20.5		
Midday Peak Period	10:00 AM	0.0	16.7	50.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	33.3	17.6	0.0	0.0	18.9	66.7	0.0	9.1	0.0	50.0	29.9	19.9	
	10:15 AM	0.0	6.1	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	33.3	25.0	0.0	0.0	25.6	37.5	0.0	0.0	0.0	18.2	16.7	15.8	
	10:30 AM	0.0	10.0	12.5	0.0	10.5	0.0	0.0	0.0	0.0	0.0	50.0	5.0	0.0	0.0	10.9	38.5	0.0	6.3	0.0	26.2	15.9	16.8	
	10:45 AM	0.0	6.9	16.7	0.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	11.8	41.4	0.0	13.0	0.0	28.8	18.2	20.0	
	11:00 AM	0.0	4.8	60.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.9	24.2	0.0	0.0	0.0	17.4	12.4	19.1	
	11:15 AM	0.0	4.2	11.1	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	20.9	39.5	0.0	7.7	0.0	26.6	20.0	20.7	
	11:30 AM	0.0	26.7	33.3	0.0	28.2	0.0	0.0	0.0	0.0	0.0	20.0	15.4	0.0	0.0	16.1	56.5	0.0	25.0	0.0	48.4	30.7	20.6	
	11:45 AM	0.0	6.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	13.3	32.1	0.0	0.0	0.0	19.1	14.4	18.0	
	12:00 PM	0.0	10.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.3	47.1	0.0	16.7	0.0	34.5	19.1	18.4	
	12:15 PM	0.0	12.5	10.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	14.7	0.0	0.0	13.9	42.9	0.0	16.7	0.0	30.8	19.3	18.6	
	12:30 PM	0.0	22.6	33.3	0.0	24.3	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.1	36.1	0.0	0.0	0.0	22.4	18.9	19.8	
	12:45 PM	0.0	11.5	16.7	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.2	0.0	0.0	0.0	33.3	16.0	17.7	
	1:00 PM	0.0	10.7	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0	14.3	15.4	0.0	0.0	15.2	42.9	0.0	0.0	0.0	33.3	19.8	18.0
	1:15 PM	0.0	5.0	50.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0	7.0	57.1	0.0	13.8	0.0	37.5	23.3	17.4	
1:30 PM	0.0	3.4	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.1	36.4	0.0	5.0	0.0	21.4	10.8	15.4		
1:45 PM	0.0	3.6	6.7	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	50.0	13.6	0.0	0.0	15.2	39.4	0.0	15.4	0.0	28.8	17.6	14.6	
PM Peak Period	2:00 PM	0.0	7.4	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	50.0	10.8	0.0	0.0	12.8	43.8	0.0	0.0	0.0	25.9	17.1	13.7	
	2:15 PM	0.0	16.7	0.0	0.0	13.9	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	12.1	35.7	0.0	3.8	0.0	20.4	15.5	14.3	
	2:30 PM	0.0	5.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	11.4	20.6	0.0	2.9	0.0	11.6	9.8	12.9	
	2:45 PM	0.0	2.1	20.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	14.3	31.0	0.0	14.3	0.0	22.4	14.0	12.8	
	3:00 PM	0.0	16.7	0.0	0.0	14.1	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	13.2	32.0	0.0	12.0	0.0	25.0	17.8	11.3	
	3:15 PM	0.0	2.2	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	14.3	4.4	0.0	0.0	5.8	29.5	0.0	2.6	0.0	17.1	9.5	8.1
	3:30 PM	0.0	5.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	11.1	7.1	0.0	0.0	7.7	15.0	0.0	12.2	0.0	13.9	9.9	6.8	
	3:45 PM	0.0	9.6	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0	7.4	9.5	0.0	7.0	0.0	8.2	8.0	5.7	
	4:00 PM	0.0	3.4	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.6	13.6	0.0	2.3	0.0	8.0	5.3	4.6	
	4:15 PM	0.0	3.2	7.7	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.6	11.8	0.0	2.1	0.0	6.2	4.3	4.0	
	4:30 PM	0.0	1.8	21.1	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	1.4	10.9	0.0	3.8	0.0	7.4	5.4	3.2
	4:45 PM	0.0	1.4	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	28.6	1.3	0.0	0.0	3.6	8.3	0.0	2.3	0.0	5.1	3.3	2.5
	5:00 PM	0.0	4.2	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.7	3.0	0.0	0.0	0.0	1.6	2.6	2.7	
	5:15 PM	0.0	2.8	0.0	0.0	2.4	0.0	0.0	0.0	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	2.5	
	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	6.9	0.0	9.8	0.0	8.6	3.1	3.0	
	5:45 PM	0.0	2.5	22.2	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	2.3	5.3	0.0	5.7	0.0	5.6	4.8	2.7
	6:00 PM	0.0	0.0	9.1	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	0.0	2.2	1.5	2.3	
	6:15 PM	0.0	3.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	2.2	5.0	0.0	0.0	0.0	2.5	2.4	
	6:30 PM	0.0	4.0	0.0	0.0	3.4	0.0	0.0	0.0	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		
	6:45 PM	0.0	4.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	6.1	7.7	0.0	0.0	0.0	3.7	4.7	
	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.										

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

USH 12-18 EB Ramps & CTH N

Count Basics			Page 11 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	North Approach			East Approach			South Approach			West Approach				
	CTH N			USH 12-18 EB Ramps			CTH N			USH 12-18 EB Ramps				
	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
	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
Midday Peak Period	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:30 AM	0	1	1	0	0	0	0	0	0	0	0	1	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	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	1
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:15 PM	0	1	1	0	0	0	0	0	0	0	0	1	1
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	2	2	0	0	0	0	0	0	0	0	0	2	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Version 2025.03	Page 1 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

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

Major St: CTH N
Minor St: Natvig Road
Intersection of: CTH N & Natvig Road

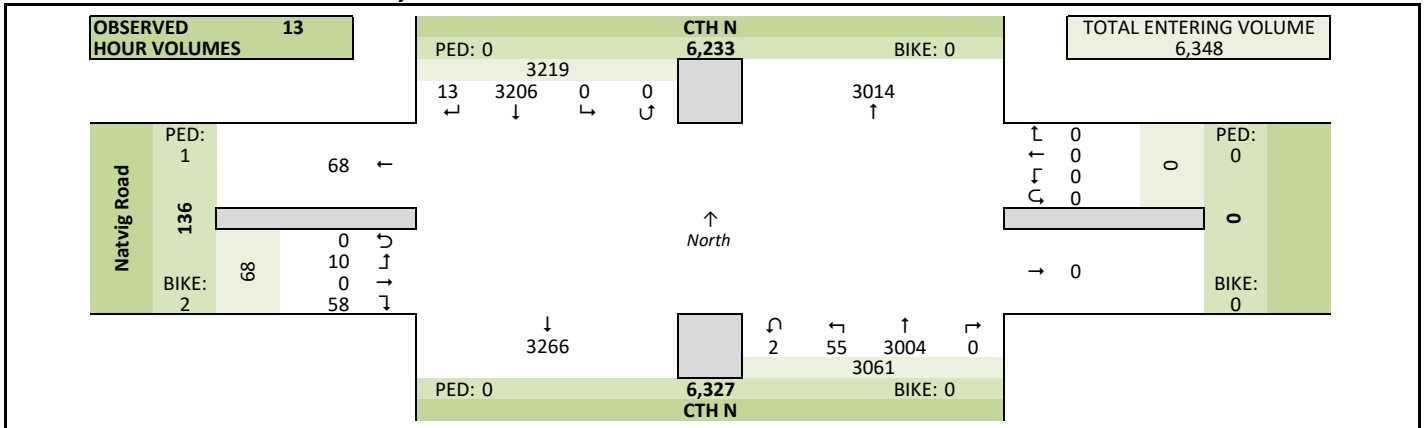
Site Information

Municipality	Village of Cottage Grove		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	CTH N		
East Leg			
South Leg	CTH N		
West Leg	Natvig Road		
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

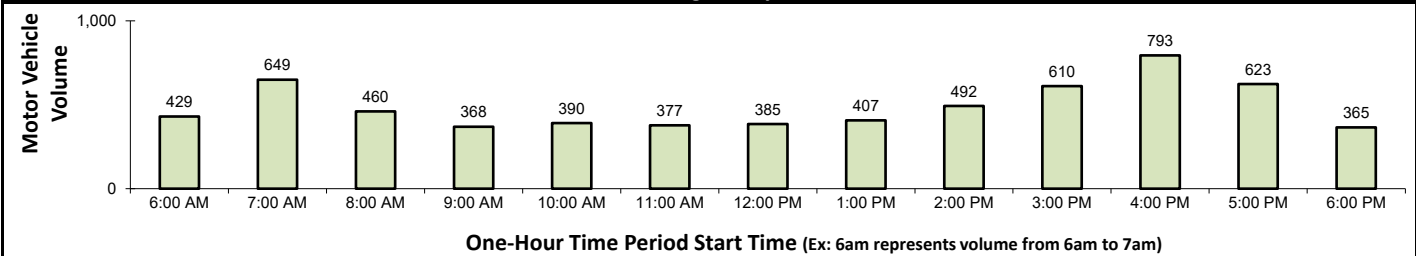
Count Information

Hrs Counted: 06:00 AM-07:00 PM					
1st Day of Count		Wednesday, August 20, 2025		Weather	
AM Peak Period		Wednesday, August 20, 2025		Clear and Dry	
Midday Peak Period		Wednesday, August 20, 2025		Clear and Dry	
PM Peak Period		Wednesday, August 20, 2025		Clear and Dry	
Calculated Peak Hours					
	AM	7:00-8:00am	MD	11:15-12:15am	PM 4:00-5:00pm
Peak Hours Selected for Analysis					
	AM	7:00-8:00am	MD	11:15-12:15am	PM 4:00-5:00pm
Daily/Seasonal Adjustment Group		(2) Non-Interstate Med Truck %			
Count Expansion Group		(2) Non-Interstate Med Truck %			
Daily/Seasonal Adjustment Factor		0.873	Count Expansion Factor		1.205
Company Name			TADI	Manual Adj.	1.000
Observers	AM Peak Period		TADI WP		
	Midday Peak Period		TADI WP		
	PM Peak Period		TADI WP		
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

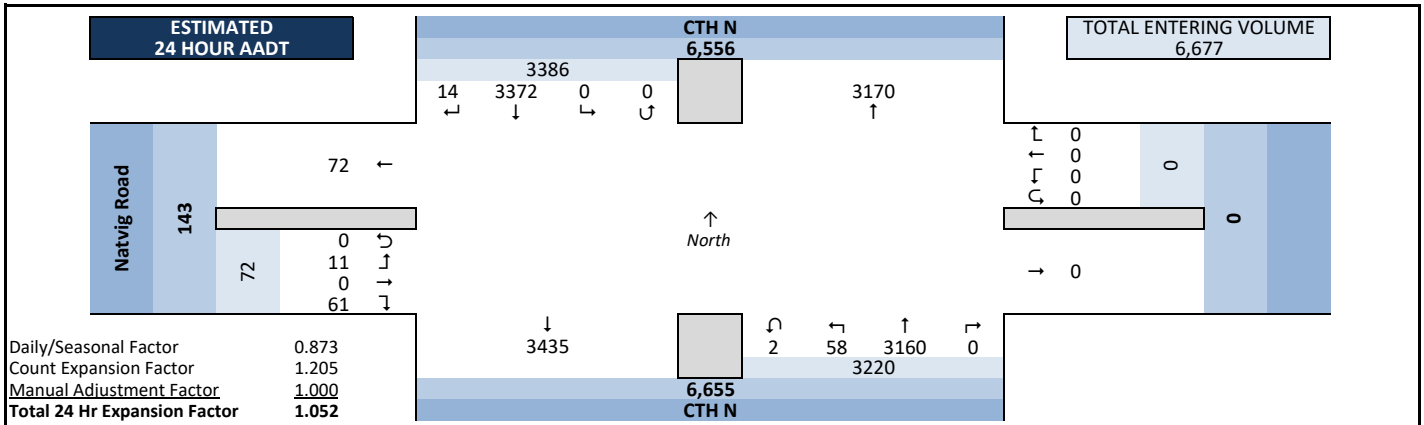
Observed 13 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

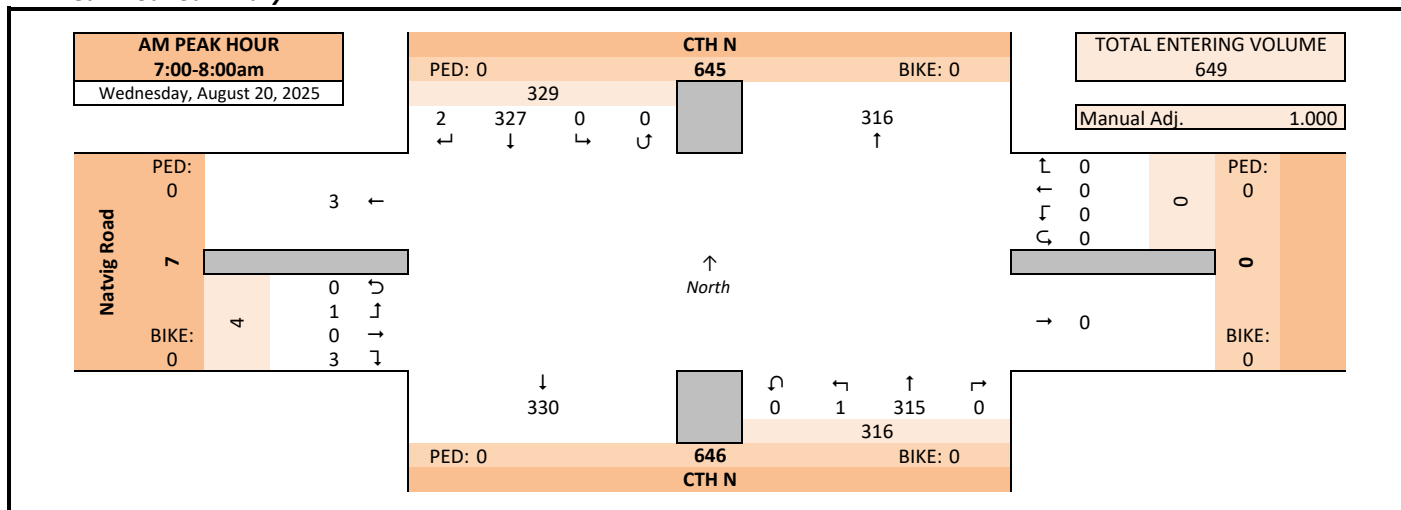


Peak Hour Volume Graphical Summary

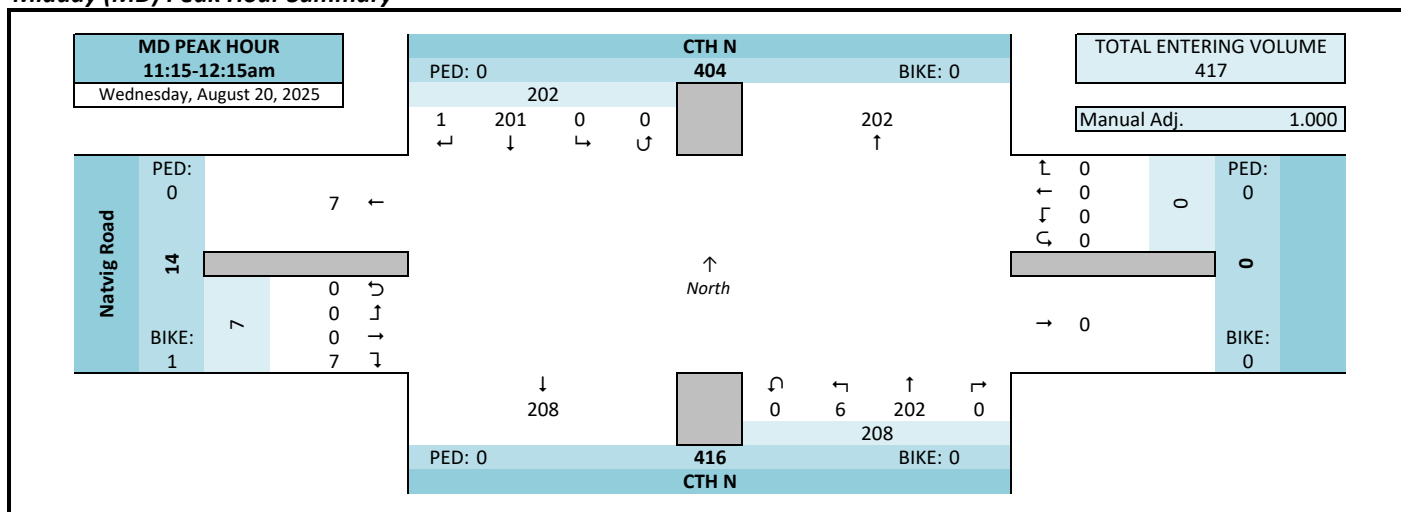
CTH N & Natvig Road

AM Peak Hour Summary

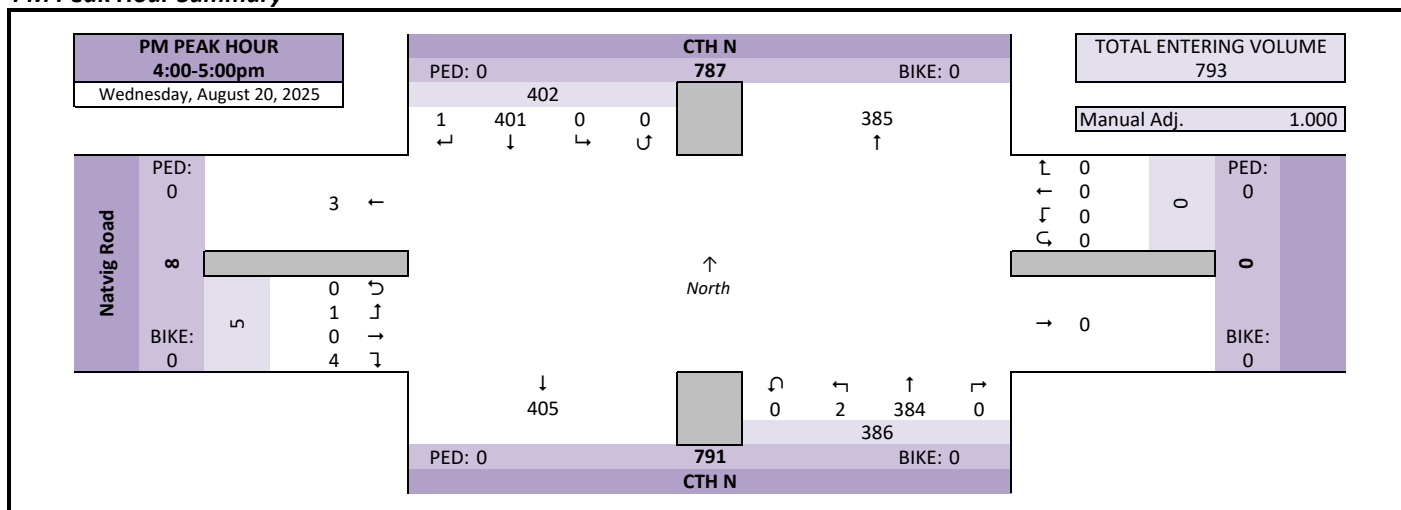
Count Basics		Page 2 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Peak Hour Volume Summary

CTH N & Natvig Road



Wednesday, August 20, 2025		↓					←					↑					→					Totals
		From North					From East					From South					From West					
AM Peak Hour		CTH N					CTH N					Natvig Road										
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	
7:00 AM	0	75	0	0	75	0	0	0	0	0	0	55	0	0	55	0	0	1	0	1	131	
7:15 AM	0	88	0	0	88	0	0	0	0	0	0	85	0	0	85	1	0	0	0	1	174	
7:30 AM	0	90	0	0	90	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	181	
7:45 AM	2	74	0	0	76	0	0	0	0	0	0	84	1	0	85	2	0	0	0	2	163	
Peak Hour Volume	2	327	0	0	329	0	0	0	0	0	0	315	1	0	316	3	0	1	0	4	645	
Rounded Hourly Volume	0	325	0	0	325	0	0	0	0	0	0	315	0	0	315	5	0	0	0	5	645	
% Single Unit Trucks	50.0	3.1	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.7	0.0	0.0	100.0	0.0	25.0	4.6	
% Heavy Trucks	0.0	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	3.2	
% Trucks (Total)	50.0	6.7	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	8.5	0.0	0.0	100.0	0.0	25.0	7.9	
Peak Hour Factor (PHF)	0.25	0.91	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.25	0.00	0.87	0.37	0.00	0.25	0.00	0.50	0.90	

Wednesday, August 20, 2025		↓ From North					← From East					↑ From South					→ From West					Totals	
MD Peak Hour		CTH N					CTH E					CTH S					Natvig Road						
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Midday (MD) Peak Hour	11:15 AM	0	53	0	0	53	0	0	0	0	0	0	0	56	2	0	58	3	0	0	0	3	114
	11:30 AM	0	52	0	0	52	0	0	0	0	0	0	0	29	1	0	30	2	0	0	0	2	84
	11:45 AM	0	48	0	0	48	0	0	0	0	0	0	0	53	2	0	55	0	0	0	0	0	103
	12:00 PM	1	48	0	0	49	0	0	0	0	0	0	0	64	1	0	65	2	0	0	0	2	116
	Peak Hour Volume	1	201	0	0	202	0	0	0	0	0	0	0	202	6	0	208	7	0	0	0	7	417
	Rounded Hourly Volume	0	200	0	0	200	0	0	0	0	0	0	0	200	5	0	205	5	0	0	0	5	410
	% Single Unit Trucks	100.0	6.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	50.0	0.0	8.7	42.9	0.0	0.0	0.0	42.9	8.2
	% Heavy Trucks	0.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	4.6
	% Trucks (Total)	100.0	10.9	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.9	50.0	0.0	13.0	42.9	0.0	0.0	0.0	42.9	12.7
Peak Hour Factor (PHF)	0.25	0.95	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.79	0.75	0.00	0.80	0.58	0.00	0.00	0.00	0.58	0.90	

Wednesday, August 20, 2025		↓					←					↑					→					Totals
		From North					From East					From South					From West					
PM Peak Hour		CTH N					CTH N					Natvig Road										
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
4:00 PM	0	88	0	0	88	0	0	0	0	0	0	81	0	0	81	1	0	1	0	2		
4:15 PM	0	92	0	0	92	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0		
4:30 PM	1	108	0	0	109	0	0	0	0	0	0	110	1	0	111	3	0	0	0	3		
4:45 PM	0	113	0	0	113	0	0	0	0	0	0	91	1	0	92	0	0	0	0	0		
Peak Hour Volume	1	401	0	0	402	0	0	0	0	0	0	384	2	0	386	4	0	1	0	5		
Rounded Hourly Volume	0	400	0	0	400	0	0	0	0	0	0	385	0	0	385	5	0	0	0	5		
% Single Unit Trucks	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0		
% Heavy Trucks	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0		
% Trucks (Total)	0.0	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0		
Peak Hour Factor (PHF)	0.25	0.89	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.50	0.00	0.87	0.33	0.00	0.25	0.00	0.42		

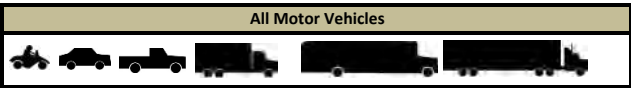
[illegible]

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

CTH N & Natvig Road

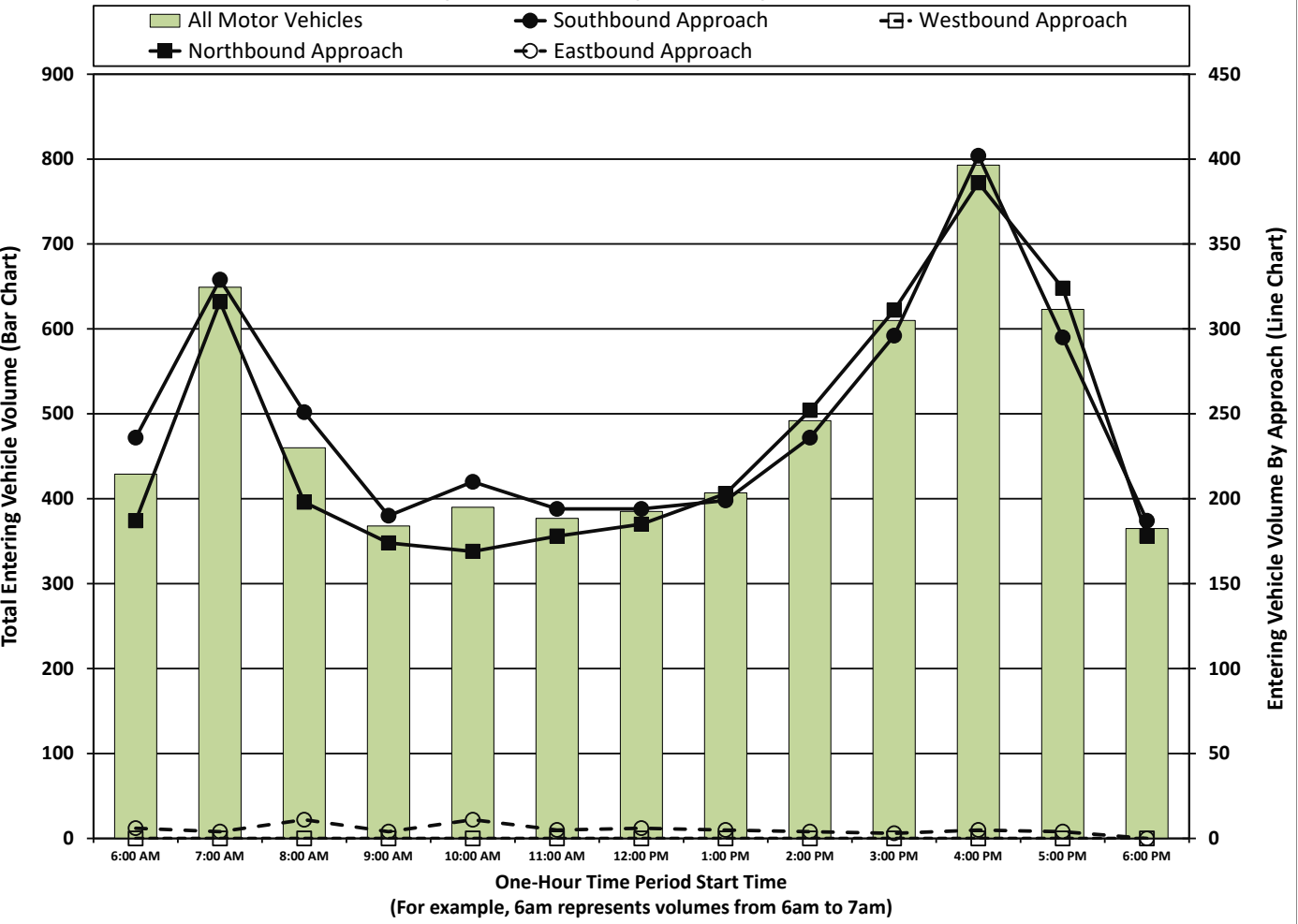
Count Basics			Page 4 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
		CTH N										CTH N					Natvig Road							
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	3	233	0	0	236	0	0	0	0	0	0	184	3	0	187	6	0	0	0	6	429	6	423
	7:00 AM	2	327	0	0	329	0	0	0	0	0	0	315	1	0	316	3	0	1	0	4	649	4	645
	8:00 AM	1	250	0	0	251	0	0	0	0	0	0	195	3	0	198	10	0	1	0	11	460	11	449
	9:00 AM	0	190	0	0	190	0	0	0	0	0	0	171	3	0	174	4	0	0	0	4	368	4	364
MD	10:00 AM	1	209	0	0	210	0	0	0	0	0	0	160	9	0	169	10	0	1	0	11	390	11	379
	11:00 AM	0	194	0	0	194	0	0	0	0	0	0	171	6	1	178	5	0	0	0	5	377	5	372
	12:00 PM	2	192	0	0	194	0	0	0	0	0	0	180	5	0	185	4	0	2	0	6	385	6	379
	1:00 PM	1	198	0	0	199	0	0	0	0	0	0	199	4	0	203	3	0	2	0	5	407	5	402
PM	2:00 PM	1	235	0	0	236	0	0	0	0	0	0	245	7	0	252	3	0	1	0	4	492	4	488
	3:00 PM	1	295	0	0	296	0	0	0	0	0	0	307	4	0	311	3	0	0	0	3	610	3	607
	4:00 PM	1	401	0	0	402	0	0	0	0	0	0	384	2	0	386	4	0	1	0	5	793	5	788
	5:00 PM	0	295	0	0	295	0	0	0	0	0	0	318	6	0	324	3	0	1	0	4	623	4	619
	6:00 PM	0	187	0	0	187	0	0	0	0	0	0	175	2	1	178	0	0	0	0	0	365	0	365
Totals		13	3206	0	0	3219	0	0	0	0	0	0	3004	55	2	3061	58	0	10	0	68	6348	68	6280

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

CTH N & Natvig Road

Count Basics			Page 5 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF		
	CTH N										CTH N					Natvig Road									
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
AM Peak Period	6:00 AM	0	43	0	0	43	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	71	429	0.75	
	6:15 AM	2	44	0	0	46	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	86	489	0.85	
	6:30 AM	0	81	0	0	81	0	0	0	0	0	0	58	1	0	59	3	0	0	0	3	143	577	0.83	
	6:45 AM	1	65	0	0	66	0	0	0	0	0	0	58	2	0	60	3	0	0	0	3	129	615	0.85	
	7:00 AM	0	75	0	0	75	0	0	0	0	0	0	55	0	0	55	0	0	1	0	1	131	649	0.90	
	7:15 AM	0	88	0	0	88	0	0	0	0	0	0	85	0	0	85	1	0	0	0	0	1	174	642	0.89
	7:30 AM	0	90	0	0	90	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	0	181	592	0.82
	7:45 AM	2	74	0	0	76	0	0	0	0	0	0	84	1	0	85	2	0	0	0	2	163	515	0.79	
	8:00 AM	0	67	0	0	67	0	0	0	0	0	0	54	0	0	54	3	0	0	0	3	124	460	0.93	
	8:15 AM	1	63	0	0	64	0	0	0	0	0	0	53	2	0	55	4	0	1	0	5	124	417	0.84	
	8:30 AM	0	64	0	0	64	0	0	0	0	0	0	39	1	0	40	0	0	0	0	0	0	104	384	0.89
	8:45 AM	0	56	0	0	56	0	0	0	0	0	0	49	0	0	49	3	0	0	0	3	108	383	0.89	
Midday Peak Period	9:00 AM	0	38	0	0	38	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	81	368	0.89	
	9:15 AM	0	44	0	0	44	0	0	0	0	0	0	45	1	0	46	1	0	0	0	0	1	91	360	0.87
	9:30 AM	0	64	0	0	64	0	0	0	0	0	0	37	0	0	37	2	0	0	0	2	103	371	0.90	
	9:45 AM	0	44	0	0	44	0	0	0	0	0	0	46	2	0	48	1	0	0	0	1	93	383	0.83	
	10:00 AM	1	35	0	0	36	0	0	0	0	0	0	31	3	0	34	2	0	1	0	3	73	390	0.85	
	10:15 AM	0	55	0	0	55	0	0	0	0	0	0	41	2	0	43	4	0	0	0	4	102	393	0.85	
	10:30 AM	0	65	0	0	65	0	0	0	0	0	0	44	3	0	47	3	0	0	0	3	115	405	0.88	
	10:45 AM	0	54	0	0	54	0	0	0	0	0	0	44	1	0	45	1	0	0	0	1	100	374	0.82	
	11:00 AM	0	41	0	0	41	0	0	0	0	0	0	33	1	1	35	0	0	0	0	0	76	377	0.83	
	11:15 AM	0	53	0	0	53	0	0	0	0	0	0	56	2	0	58	3	0	0	0	3	114	417	0.90	
	11:30 AM	0	52	0	0	52	0	0	0	0	0	0	29	1	0	30	2	0	0	0	2	84	392	0.84	
	11:45 AM	0	48	0	0	48	0	0	0	0	0	0	53	2	0	55	0	0	0	0	0	103	404	0.87	
PM Peak Period	12:00 PM	1	48	0	0	49	0	0	0	0	0	0	64	1	0	65	2	0	0	0	2	116	385	0.83	
	12:15 PM	1	45	0	0	46	0	0	0	0	0	0	37	3	0	40	2	0	1	0	3	89	367	0.94	
	12:30 PM	0	55	0	0	55	0	0	0	0	0	0	39	1	0	40	0	0	1	0	1	96	365	0.93	
	12:45 PM	0	44	0	0	44	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	84	371	0.91	
	1:00 PM	0	48	0	0	48	0	0	0	0	0	0	45	2	0	47	3	0	0	0	3	98	407	0.85	
	1:15 PM	0	40	0	0	40	0	0	0	0	0	0	46	1	0	47	0	0	0	0	0	87	401	0.84	
	1:30 PM	0	55	0	0	55	0	0	0	0	0	0	46	0	0	46	0	0	1	0	1	102	432	0.90	
	1:45 PM	1	55	0	0	56	0	0	0	0	0	0	62	1	0	63	0	0	1	0	1	120	476	0.82	
	2:00 PM	0	44	0	0	44	0	0	0	0	0	0	45	2	0	47	1	0	0	0	0	1	92	492	0.84
	2:15 PM	0	60	0	0	60	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	0	118	548	0.93
	2:30 PM	0	69	0	0	69	0	0	0	0	0	0	74	3	0	77	0	0	0	0	0	0	146	576	0.97
	2:45 PM	1	62	0	0	63	0	0	0	0	0	0	68	2	0	70	2	0	1	0	3	136	587	0.93	
3:00 PM	1	84	0	0	85	0	0	0	0	0	0	61	1	0	62	1	0	0	0	0	1	148	610	0.96	
3:15 PM	0	70	0	0	70	0	0	0	0	0	0	75	0	0	75	1	0	0	0	0	1	146	633	0.93	
3:30 PM	0	70	0	0	70	0	0	0	0	0	0	84	2	0	86	1	0	0	0	0	1	157	681	0.88	
3:45 PM	0	71	0	0	71	0	0	0	0	0	0	87	1	0	88	0	0	0	0	0	0	159	747	0.84	
4:00 PM	0	88	0	0	88	0	0	0	0	0	0	81	0	0	81	1	0	1	0	2	171	793	0.89		
4:15 PM	0	92	0	0	92	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	0	194	779	0.87	
4:30 PM	1	108	0	0	109	0	0	0	0	0	0	110	1	0	111	3	0	0	0	3	223	753	0.84		
4:45 PM	0	113	0	0	113	0	0	0	0	0	0	91	1	0	92	0	0	0	0	0	0	205	698	0.85	
5:00 PM	0	72	0	0	72	0	0	0	0	0	0	82	1	0	83	1	0	1	0	2	157	623	0.93		
5:15 PM	0	93	0	0	93	0	0	0	0	0	0	74	1	0	75	0	0	0	0	0	0	168	579	0.86	
5:30 PM	0	72	0	0	72	0	0	0	0	0	0	93	3	0	96	0	0	0	0	0	0	168	512	0.76	
5:45 PM	0	58	0	0	58	0	0	0	0	0	0	69	1	0	70	2	0	0	0	0	2	130	419	0.81	
6:00 PM	0	54	0	0	54	0	0	0	0	0	0	56	2	1	59	0	0	0	0	0	0	113	365	0.81	
6:15 PM	0	55	0	0	55	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	0	101			
6:30 PM	0	38	0	0	38	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	75			
6:45 PM	0	40	0	0	40	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	76			
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		13	3206	0	0	3219	0	0	0	0	0	0	3004	55	2	3061	58	0	10	0	68	6348			

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume	PHF
	CTH N										CTH N					Natvig Road						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:00 AM	2	327	0	0	329	0	0	0	0	0	0	315	1	0	316	3	0	1	0	4	649	0.90
MD 11:15 AM	1	201	0	0	202	0	0	0	0	0	0	202	6	0	208	7	0	0	0	7	417	0.90
PM 4:00 PM	1	401	0	0	402	0	0	0	0	0	0	384	2	0	386	4	0	1	0	5	793	0.89

Intersection Traffic Volume Report

15-Minute Automobile Data

CTH N & Natvig Road

Count Basics			Page 6 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Automobile Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N										CTH N					Natvig Road							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	41	0	0	41	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	67	389
	6:15 AM	0	40	0	0	40	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	78	445
	6:30 AM	0	77	0	0	77	0	0	0	0	0	0	56	0	0	56	1	0	0	0	1	134	520
	6:45 AM	0	55	0	0	55	0	0	0	0	0	0	55	0	0	55	0	0	0	0	0	110	561
	7:00 AM	0	73	0	0	73	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	123	598
	7:15 AM	0	77	0	0	77	0	0	0	0	0	0	75	0	0	75	1	0	0	0	1	153	587
	7:30 AM	0	85	0	0	85	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	175	547
	7:45 AM	1	70	0	0	71	0	0	0	0	0	0	73	1	0	74	2	0	0	0	2	147	467
	8:00 AM	0	62	0	0	62	0	0	0	0	0	0	48	0	0	48	2	0	0	0	2	112	419
	8:15 AM	1	56	0	0	57	0	0	0	0	0	0	51	1	0	52	3	0	1	0	4	113	380
	8:30 AM	0	59	0	0	59	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	95	347
	8:45 AM	0	53	0	0	53	0	0	0	0	0	0	44	0	0	44	2	0	0	0	2	99	339
Midday Peak Period	9:00 AM	0	35	0	0	35	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	73	321
	9:15 AM	0	40	0	0	40	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	80	309
	9:30 AM	0	53	0	0	53	0	0	0	0	0	0	33	0	0	33	1	0	0	0	1	87	319
	9:45 AM	0	40	0	0	40	0	0	0	0	0	0	40	1	0	41	0	0	0	0	0	81	337
	10:00 AM	0	28	0	0	28	0	0	0	0	0	0	30	1	0	31	2	0	0	0	2	61	341
	10:15 AM	0	50	0	0	50	0	0	0	0	0	0	37	1	0	38	2	0	0	0	2	90	351
	10:30 AM	0	60	0	0	60	0	0	0	0	0	0	41	3	0	44	1	0	0	0	1	105	359
	10:45 AM	0	47	0	0	47	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	85	324
	11:00 AM	0	37	0	0	37	0	0	0	0	0	0	32	1	1	34	0	0	0	0	0	71	334
	11:15 AM	0	46	0	0	46	0	0	0	0	0	0	48	1	0	49	3	0	0	0	3	98	364
	11:30 AM	0	43	0	0	43	0	0	0	0	0	0	25	1	0	26	1	0	0	0	1	70	341
	11:45 AM	0	45	0	0	45	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	95	354
PM Peak Period	12:00 PM	0	45	0	0	45	0	0	0	0	0	0	55	1	0	56	0	0	0	0	0	101	338
	12:15 PM	0	41	0	0	41	0	0	0	0	0	0	30	3	0	33	1	0	0	0	1	75	316
	12:30 PM	0	45	0	0	45	0	0	0	0	0	0	37	1	0	38	0	0	0	0	0	83	314
	12:45 PM	0	42	0	0	42	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	79	324
	1:00 PM	0	44	0	0	44	0	0	0	0	0	0	34	0	0	34	1	0	0	0	1	79	349
	1:15 PM	0	33	0	0	33	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	73	355
	1:30 PM	0	50	0	0	50	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	93	386
	1:45 PM	1	50	0	0	51	0	0	0	0	0	0	51	1	0	52	0	0	1	0	1	104	429
	2:00 PM	0	41	0	0	41	0	0	0	0	0	0	43	1	0	44	0	0	0	0	0	85	444
	2:15 PM	0	55	0	0	55	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	104	492
	2:30 PM	0	62	0	0	62	0	0	0	0	0	0	72	2	0	74	0	0	0	0	0	136	528
	2:45 PM	0	56	0	0	56	0	0	0	0	0	0	61	1	0	62	1	0	0	0	1	119	534
3:00 PM	1	76	0	0	77	0	0	0	0	0	0	54	1	0	55	1	0	0	0	1	133	561	
3:15 PM	0	69	0	0	69	0	0	0	0	0	0	71	0	0	71	0	0	0	0	0	140	593	
3:30 PM	0	65	0	0	65	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	142	635	
3:45 PM	0	66	0	0	66	0	0	0	0	0	0	79	1	0	80	0	0	0	0	0	146	710	
4:00 PM	0	85	0	0	85	0	0	0	0	0	0	78	0	0	78	1	0	1	0	2	165	764	
4:15 PM	0	87	0	0	87	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	182	754	
4:30 PM	1	104	0	0	105	0	0	0	0	0	0	108	1	0	109	3	0	0	0	3	217	738	
4:45 PM	0	110	0	0	110	0	0	0	0	0	0	89	1	0	90	0	0	0	0	0	200	686	
5:00 PM	0	72	0	0	72	0	0	0	0	0	0	82	0	0	82	1	0	0	0	1	155	608	
5:15 PM	0	91	0	0	91	0	0	0	0	0	0	74	1	0	75	0	0	0	0	0	166	565	
5:30 PM	0	72	0	0	72	0	0	0	0	0	0	92	1	0	93	0	0	0	0	0	165	499	
5:45 PM	0	56	0	0	56	0	0	0	0	0	0	65	1	0	66	0	0	0	0	0	122	408	
6:00 PM	0	53	0	0	53	0	0	0	0	0	0	56	2	1	59	0	0	0	0	0	112	361	
6:15 PM	0	54	0	0	54	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	100		
6:30 PM	0	38	0	0	38	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	74		
6:45 PM	0	39	0	0	39	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	75		
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		5	2973	0	0	2978	0	0	0	0	0	0	2784	30	2	2816	30	0	3	0	33	5827	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	CTH N										CTH N					Natvig Road					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	1	305	0	0	306	0	0	0	0	0	0	288	1	0	289	3	0	0	0	3	598
MD 11:15 AM	0	179	0	0	179	0	0	0	0	0	0	178	3	0	181	4	0	0	0	4	364
PM 4:00 PM	1	386	0	0	387	0	0	0	0	0	0	370	2	0	372	4	0	1	0	5	764

Intersection Traffic Volume Report

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

CTH N & Natvig Road

Count Basics			Page 7 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



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

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N										CTH N					Natvig Road							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	36
	6:15 AM	2	3	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	39
	6:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	9	45
	6:45 AM	1	8	0	0	9	0	0	0	0	0	0	3	2	0	5	3	0	0	0	3	17	39
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	6	30
	7:15 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13	32
	7:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25
	7:45 AM	1	0	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8	28
	8:00 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8	26
	8:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	6	23
	8:30 AM	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6	23
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	6	28
	9:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	30
	9:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	6	34
	9:30 AM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	11	36
	9:45 AM	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	8	32
Midday Peak Period	10:00 AM	1	5	0	0	6	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	9	29
	10:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	8	22
	10:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	7	23
	10:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	5	26
	11:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24
	11:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	9	34
	11:30 AM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	10	31
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3	30
	12:00 PM	1	2	0	0	3	0	0	0	0	0	0	7	0	0	7	2	0	0	0	2	12	32
	12:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	6	31
	12:30 PM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	9	37
	12:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	34
	1:00 PM	0	1	0	0	1	0	0	0	0	0	0	6	2	0	8	2	0	0	0	2	11	38
	1:15 PM	0	6	0	0	6	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	12	29
	1:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6	26
	1:45 PM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9	27
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	26
	2:15 PM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9	34
	2:30 PM	0	5	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	7	30
	2:45 PM	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	8	35
	3:00 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	33
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5	26
	3:30 PM	0	4	0	0	4	0	0	0	0	0	0	5	2	0	7	1	0	0	0	1	12	28
	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	19
	4:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	17
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	16
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	9
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	7
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2	7
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	7
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	7
	6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	6:15 PM	0	1	0	0	1	0	0	0	0	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	1	0	0	1	0	0	0	0	0	1	
	6:45 PM	0	1	0	0	1	0	0	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	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		8	135	0	0	143	0	0	0	0	0	0	133	23	0	156	26	0	7	0	33	332	
SU Truck %age:		61.5%	4.2%	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	41.8%	0.0%	5.1%	44.8%	0.0%	70.0%	0.0%	48.5%	5.2%		

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

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	CTH N										CTH N					Natvig Road					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	1	10	0	0	11	0	0	0	0	0	0	18	0	0	18	0	0	1	0	1	30
MD 11:15 AM	1	12	0	0	13	0	0	0	0	0	0	15	3	0	18	3	0	0	0	3	34
PM 4:00 PM	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

CTH N & Natvig Road

Count Basics			Page 8 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events



15-Minute Semi-Truck Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N										CTH N					Natvig Road							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
	6:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	21
	7:15 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	23
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	20
	7:45 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8	20
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	15
	8:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	14
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	14
Midday Peak Period	8:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	16
	9:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	17
	9:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	17
	9:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	16
	9:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	14
	10:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	20
	10:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	20
	10:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	23
	10:45 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	24
	11:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	19
	11:15 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	19
	11:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	20
PM Peak Period	11:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	20
	12:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	15
	12:15 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	20
	12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	14
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	1:00 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	20
	1:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	17
	1:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	20
	1:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	20
	2:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	22
	2:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	22
	2:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	18
2:45 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	18	
3:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	16	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	14	
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	18	
3:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	18	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	12	
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	9	
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	6	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	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	8	
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	6	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	4	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	
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	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	98	0	0	98	0	0	0	0	0	0	87	2	0	89	2	0	0	0	2	189	

Semi Truck %age: 0.0% 3.1% 0.0% 0.0% 3.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 2.9% 3.6% 0.0% 2.9% 3.4% 0.0% 0.0% 0.0% 2.9% 3.0%

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	CTH N										CTH N					Natvig Road					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	23
MD 11:15 AM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	19
PM 4:00 PM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

CTH N & Natvig Road

Count Basics			Page 9 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N										CTH N					Natvig Road							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	40
	6:15 AM	2	4	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	44
	6:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	9	57
	6:45 AM	1	10	0	0	11	0	0	0	0	0	0	3	2	0	5	3	0	0	0	3	19	54
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	8	51
	7:15 AM	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21	55
	7:30 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	45
	7:45 AM	1	4	0	0	5	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	16	48
	8:00 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	12	41
	8:15 AM	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	11	37
	8:30 AM	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	9	37
	8:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	9	44
	9:00 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	47
	9:15 AM	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	11	51
	9:30 AM	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	16	52
9:45 AM	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	12	46	
Midday Peak Period	10:00 AM	1	7	0	0	8	0	0	0	0	0	0	1	2	0	3	0	0	1	0	1	12	49
	10:15 AM	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	2	0	0	0	2	12	42
	10:30 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	10	46
	10:45 AM	0	7	0	0	7	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	15	50
	11:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	43
	11:15 AM	0	7	0	0	7	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	16	53
	11:30 AM	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	14	51
	11:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	8	50
	12:00 PM	1	3	0	0	4	0	0	0	0	0	0	9	0	0	9	2	0	0	0	2	15	47
	12:15 PM	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7	1	0	1	0	2	14	51
	12:30 PM	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	13	51
	12:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	47
	1:00 PM	0	4	0	0	4	0	0	0	0	0	0	11	2	0	13	2	0	0	0	2	19	58
	1:15 PM	0	7	0	0	7	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	14	46
	1:30 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9	46
1:45 PM	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	16	47	
PM Peak Period	2:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	7	48
	2:15 PM	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14	56
	2:30 PM	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	10	48
	2:45 PM	1	6	0	0	7	0	0	0	0	0	0	7	1	0	8	1	0	1	0	2	17	53
	3:00 PM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15	49
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	6	40
	3:30 PM	0	5	0	0	5	0	0	0	0	0	0	7	2	0	9	1	0	0	0	1	15	46
	3:45 PM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13	37
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	29
	4:15 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12	25
	4:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	15
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	12
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2	15
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3	13
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	8	11
	6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	6:15 PM	0	1	0	0	1	0	0	0	0	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	1	0	0	1	0	0	0	0	0	1	
	6:45 PM	0	1	0	0	1	0	0	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	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		8	233	0	0	241	0	0	0	0	0	0	220	25	0	245	28	0	7	0	35	521	
total Truck %age:		61.5%	7.3%	0.0%	0.0%	7.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	45.5%	0.0%	8.0%	48.3%	0.0%	70.0%	0.0%	51.5%	8.2%	

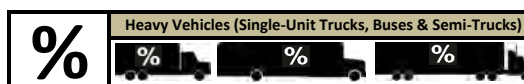
total Truck %age: 61.5% 7.3% 0.0% 0.0% 7.5% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 7.3% 45.5% 0.0% 8.0% 48.3% 0.0% 70.0% 0.0% 51.5% 8.2%

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	CTH N										CTH N					Natvig Road					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	1	22	0	0	23	0	0	0	0	0	0	27	0	0	27	0	0	1	0	1	51
MD 11:15 AM	1	22	0	0	23	0	0	0	0	0	0	24	3	0	27	3	0	0	0	3	53
PM 4:00 PM	0	15	0	0	15	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	29

15-Minute Heavy Vehicle Percentages

Count Basics		Page 10 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events



15-Minute Time Period Start Time		↓					←					↑					→					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		From North					From East					From South					From West						
		CTH N										CTH N					Natvig Road						
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	4.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	5.6	9.3
	6:15 AM	100.0	9.1	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	9.3	9.0
	6:30 AM	0.0	4.9	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	3.4	100.0	0.0	5.1	66.7	0.0	0.0	0.0	0.0	66.7	6.3
	6:45 AM	100.0	15.4	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	5.2	100.0	0.0	8.3	100.0	0.0	0.0	0.0	0.0	100.0	14.7
	7:00 AM	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	9.1	0.0	0.0	100.0	0.0	100.0	0.0	6.1
	7:15 AM	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	12.1
	7:30 AM	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	3.3
	7:45 AM	50.0	5.4	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	13.1	0.0	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	9.8
	8:00 AM	0.0	7.5	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	11.1	33.3	0.0	0.0	0.0	0.0	33.3	9.7
	8:15 AM	0.0	11.1	0.0	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	3.8	50.0	0.0	5.5	25.0	0.0	0.0	0.0	0.0	20.0	8.9
	8:30 AM	0.0	7.8	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	7.7	100.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7
	8:45 AM	0.0	5.4	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	10.2	0.0	0.0	10.2	33.3	0.0	0.0	0.0	0.0	33.3	8.3
	9:00 AM	0.0	7.9	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	11.6	0.0	0.0	11.6	0.0	0.0	0.0	0.0	0.0	0.0	9.9
	9:15 AM	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	100.0	0.0	13.0	100.0	0.0	0.0	0.0	0.0	100.0	12.1
9:30 AM	0.0	17.2	0.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	0.0	10.8	0.0	0.0	10.8	50.0	0.0	0.0	0.0	0.0	50.0	15.5	
9:45 AM	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13.0	50.0	0.0	14.6	100.0	0.0	0.0	0.0	0.0	100.0	12.9	
Midday Peak Period	10:00 AM	100.0	20.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	3.2	66.7	0.0	8.8	0.0	0.0	100.0	0.0	33.3	16.4	12.6
	10:15 AM	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9.8	50.0	0.0	11.6	50.0	0.0	0.0	0.0	50.0	11.8	10.7
	10:30 AM	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.4	66.7	0.0	0.0	0.0	66.7	8.7	11.4
	10:45 AM	0.0	13.0</																				

Semi Truck Percentage: 2.9773

Hourly Time Period Start Time	From North					From East					From South					From West					Hourly Heavy Vehicle Percentage
	CTH N										CTH N					Natvig Road					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	50.0	6.7	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	8.5	0.0	0.0	100.0	0.0	25.0	7.0
PM 11:15 AM	100.0	10.9	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0	11.9	50.0	0.0	13.0	42.9	0.0	0.0	0.0	42.9	12.0
MD 4:00 PM	0.0	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

CTH N & Natvig Road

Count Basics			Page 11 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	North Approach			East Approach			South Approach			West Approach				
	CTH N						CTH N			Natvig Road				
	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
	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	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
	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	1
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:30 AM	0	0	0	0	0	0	0	0	0	1	1	1	1
	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	1
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	1	1	1	1
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	1	2	3	3	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Version 2025.03	Page 1 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

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

Major St: CTH N
Minor St: Fieldview Lane
Intersection of: CTH N & Fieldview Lane

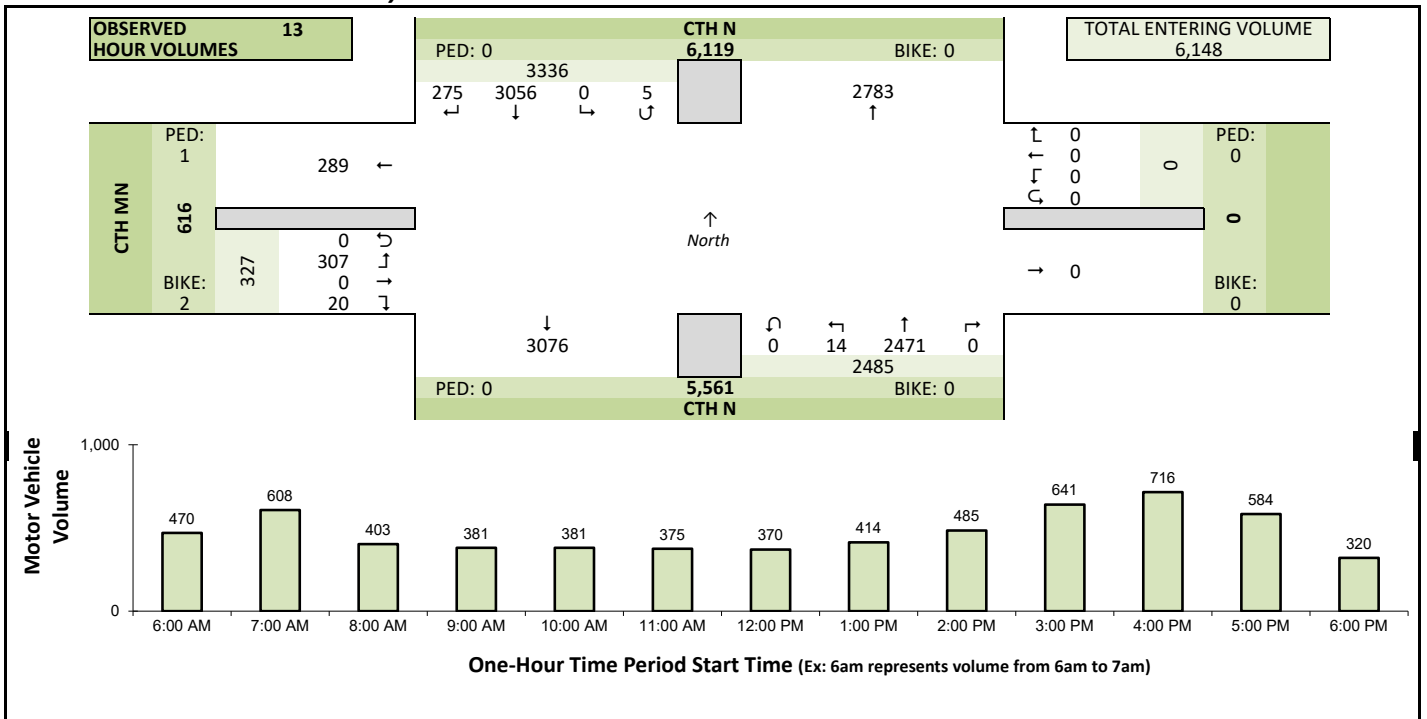
Site Information

Municipality	Village of Cottage Grove		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	CTH N		
East Leg			
South Leg	CTH N		
West Leg	CTH MN		
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	

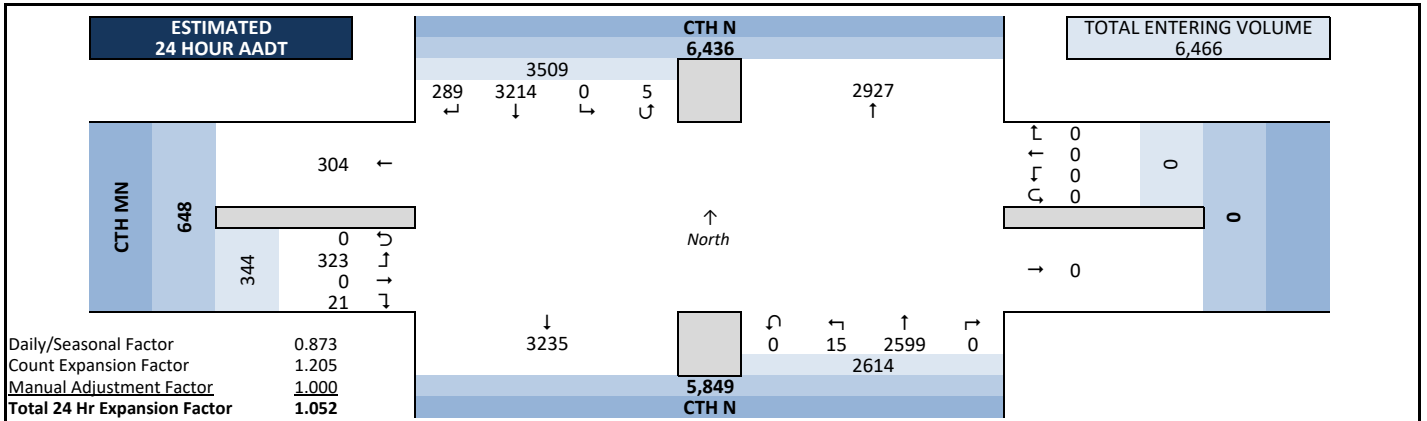
Count Information

Hrs Counted:		06:00 AM-07:00 PM			
1st Day of Count		Wednesday, August 20, 2025		Weather	
AM Peak Period		Wednesday, August 20, 2025		Clear and Dry	
Midday Peak Period		Wednesday, August 20, 2025		Clear and Dry	
PM Peak Period		Wednesday, August 20, 2025		Clear and 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) Non-Interstate Med Truck %		
Count Expansion Group			(2) Non-Interstate Med Truck %		
Daily/Seasonal Adjustment Factor			0.873	Count Expansion Factor 1.205	
Company Name			TADI	Manual Adj. 1.000	
Observers	AM Peak Period		TADI AS		
	Midday Peak Period		TADI AS		
	PM Peak Period		TADI AS		
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors. Expansion Factors for Dane County Non-Interstate High Truck Traffic do not exist, using Med Truck.				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT

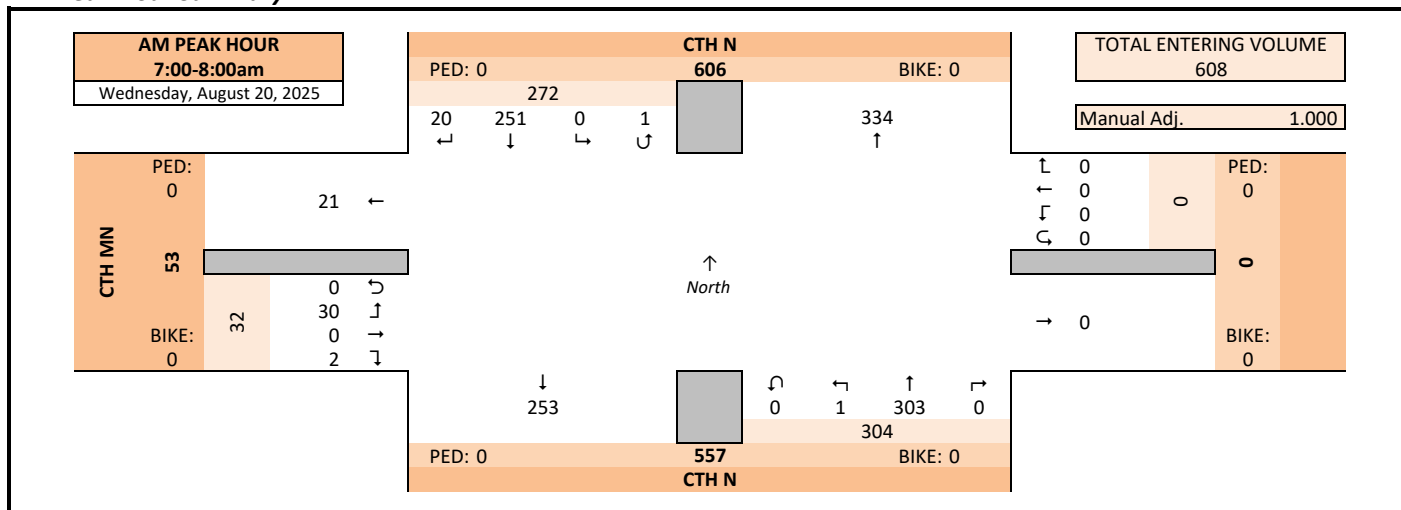


Peak Hour Volume Graphical Summary

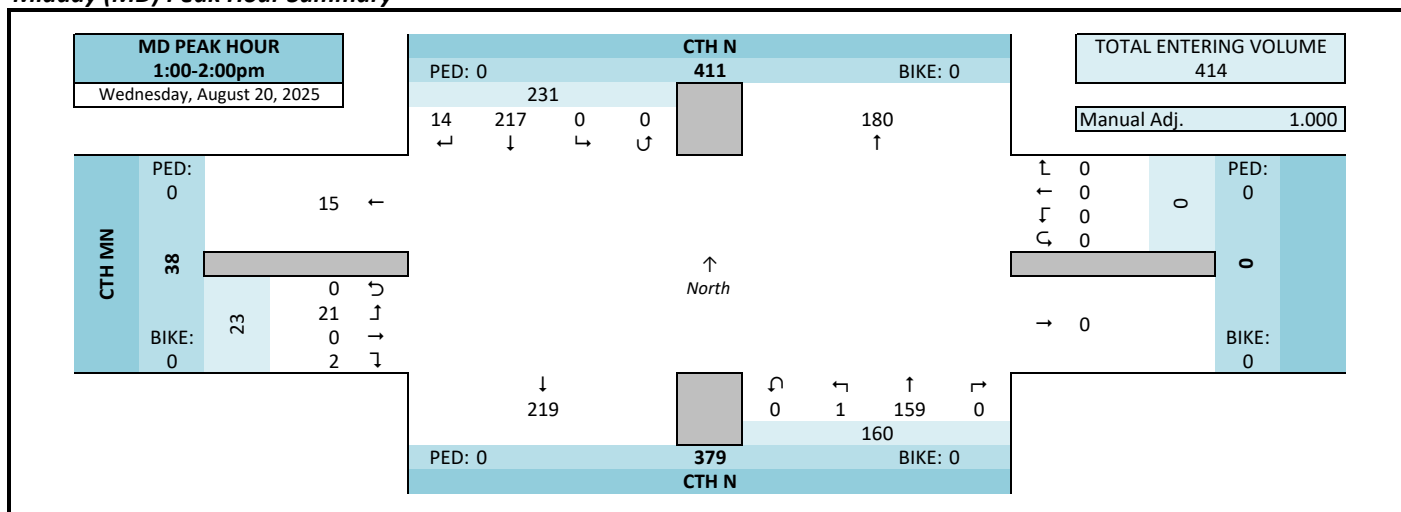
CTH N & Fieldview Lane

AM Peak Hour Summary

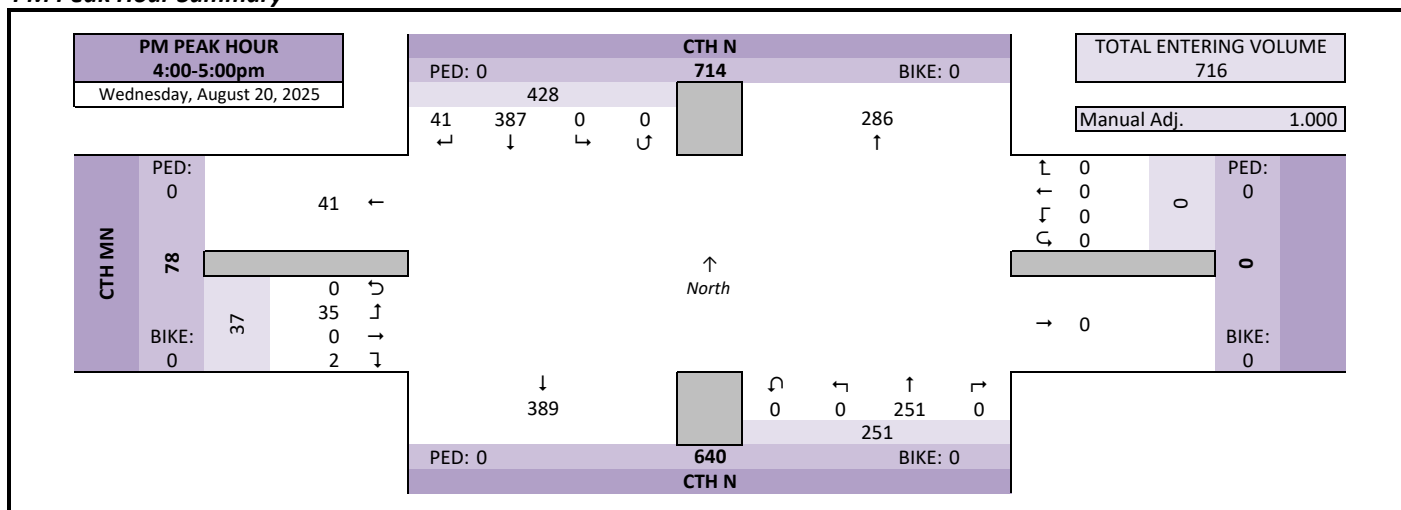
Count Basics		Page 2 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Peak Hour Volume Summary

CTH N & Fieldview Lane



Wednesday, August 20, 2025		↓ From North					← From East					↑ From South					→ From West					Totals
PM Peak Hour		CTH N					CTH N					CTH N					CTH MN					
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
4:00 PM	11	95	0	0	106	0	0	0	0	0	0	52	0	0	52	1	0	6	0	7	165	
4:15 PM	5	91	0	0	96	0	0	0	0	0	0	68	0	0	68	0	0	8	0	8	172	
4:30 PM	13	104	0	0	117	0	0	0	0	0	0	64	0	0	64	0	0	8	0	8	189	
4:45 PM	12	97	0	0	109	0	0	0	0	0	0	67	0	0	67	1	0	13	0	14	190	
Peak Hour Volume	41	387	0	0	428	0	0	0	0	0	0	251	0	0	251	2	0	35	0	37	716	
Rounded Hourly Volume	40	385	0	0	425	0	0	0	0	0	0	250	0	0	250	0	0	35	0	35	710	
% Single Unit Trucks	4.9	4.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.0	50.0	0.0	2.9	0.0	5.4	4.5	
% Heavy Trucks	2.4	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	2.0	
% Trucks (Total)	7.3	7.2	0.0	0.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	5.2	50.0	0.0	2.9	0.0	5.4	6.4	
Peak Hour Factor (PHF)	0.79	0.93	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.92	0.50	0.00	0.67	0.00	0.66	0.94	

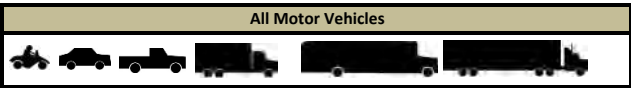
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
	CTH N						CTH N			CTH MN				
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM	7:00 AM	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	
	7:30 AM	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	
	Total	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	
	1:15 PM	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	
	1:45 PM	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	
PM	4:00 PM	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	
	4:30 PM	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	
	Total	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

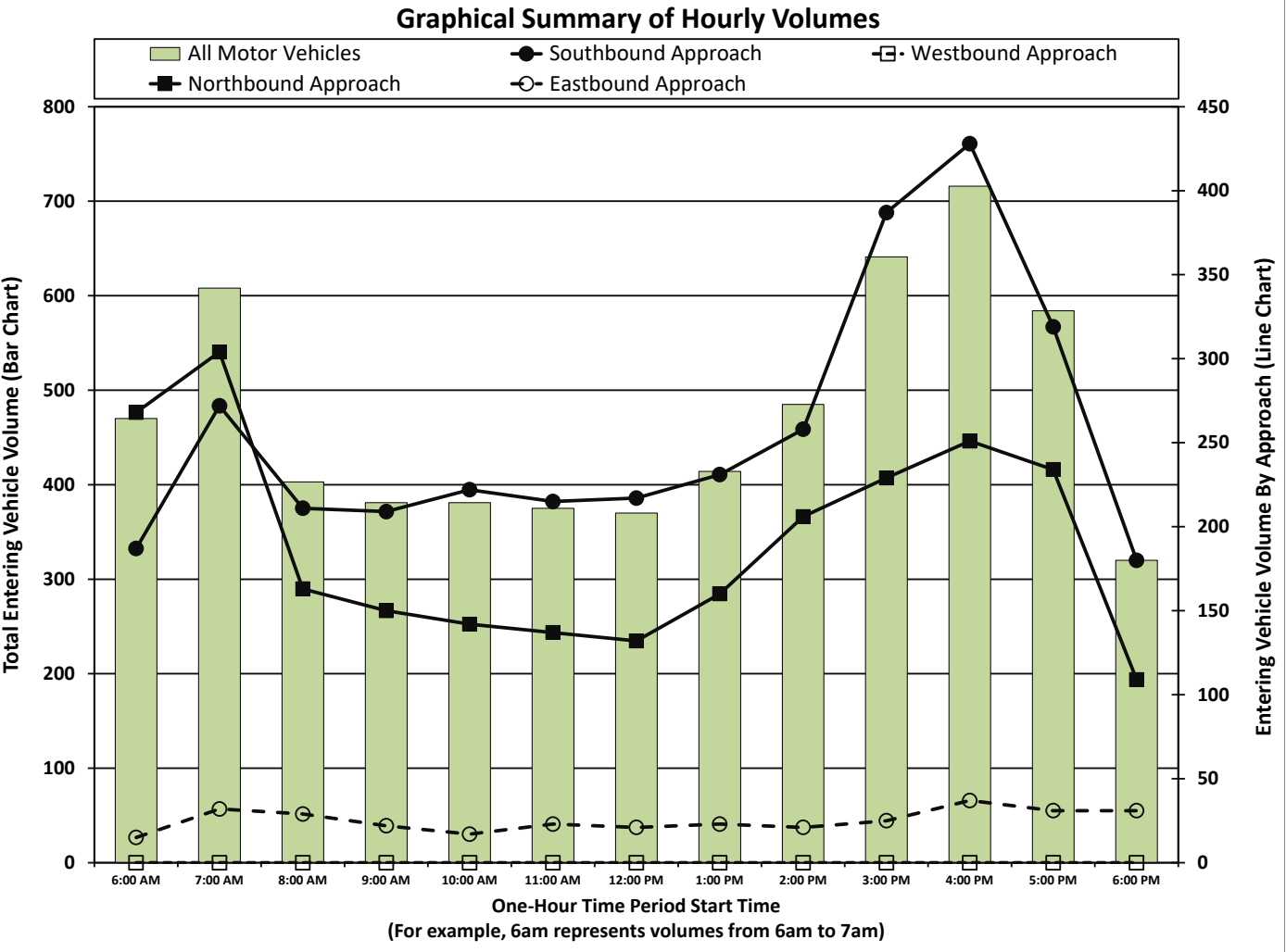
CTH N & Fieldview Lane

Count Basics			Page 4 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
		CTH N										CTH N					CTH MN							
		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	14	173	0	0	187	0	0	0	0	0	0	267	1	0	268	0	0	15	0	15	470	15	455
	7:00 AM	20	251	0	1	272	0	0	0	0	0	0	303	1	0	304	2	0	30	0	32	608	32	576
	8:00 AM	22	188	0	1	211	0	0	0	0	0	0	162	1	0	163	3	0	26	0	29	403	29	374
	9:00 AM	11	198	0	0	209	0	0	0	0	0	0	149	1	0	150	0	0	22	0	22	381	22	359
MD	10:00 AM	18	202	0	2	222	0	0	0	0	0	0	141	1	0	142	1	0	16	0	17	381	17	364
	11:00 AM	15	200	0	0	215	0	0	0	0	0	0	136	1	0	137	1	0	22	0	23	375	23	352
	12:00 PM	21	196	0	0	217	0	0	0	0	0	0	132	0	0	132	0	0	21	0	21	370	21	349
	1:00 PM	14	217	0	0	231	0	0	0	0	0	0	159	1	0	160	2	0	21	0	23	414	23	391
PM	2:00 PM	15	243	0	0	258	0	0	0	0	0	0	205	1	0	206	3	0	18	0	21	485	21	464
	3:00 PM	25	362	0	0	387	0	0	0	0	0	0	227	2	0	229	2	0	23	0	25	641	25	616
	4:00 PM	41	387	0	0	428	0	0	0	0	0	0	251	0	0	251	2	0	35	0	37	716	37	679
	5:00 PM	31	288	0	0	319	0	0	0	0	0	0	230	4	0	234	1	0	30	0	31	584	31	553
	6:00 PM	28	151	0	1	180	0	0	0	0	0	0	109	0	0	109	3	0	28	0	31	320	31	289
Totals		275	3056	0	5	3336	0	0	0	0	0	0	2471	14	0	2485	20	0	307	0	327	6148	327	5821



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

CTH N & Fieldview Lane

Count Basics			Page 5 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	

All Motor Vehicles					
					

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	CTH N										CTH N					CTH MN								
	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	1	37	0	0	38	0	0	0	0	0	0	36	0	0	36	0	0	1	0	1	75	470	0.80
	6:15 AM	1	40	0	0	41	0	0	0	0	0	0	70	0	0	70	0	0	6	0	6	117	535	0.92
	6:30 AM	5	43	0	0	48	0	0	0	0	0	0	77	0	0	77	0	0	7	0	7	132	573	0.92
	6:45 AM	7	53	0	0	60	0	0	0	0	0	0	84	1	0	85	0	0	1	0	1	146	598	0.95
	7:00 AM	6	71	0	1	78	0	0	0	0	0	0	53	0	0	53	0	0	9	0	9	140	608	0.97
	7:15 AM	6	66	0	0	72	0	0	0	0	0	0	75	0	0	75	0	0	8	0	8	155	573	0.91
	7:30 AM	5	62	0	0	67	0	0	0	0	0	0	78	1	0	79	2	0	9	0	11	157	537	0.86
	7:45 AM	3	52	0	0	55	0	0	0	0	0	0	97	0	0	97	0	0	4	0	4	156	471	0.75
	8:00 AM	6	49	0	0	55	0	0	0	0	0	0	43	0	0	43	0	0	7	0	7	105	403	0.85
	8:15 AM	4	58	0	0	62	0	0	0	0	0	0	49	0	0	49	2	0	6	0	8	119	409	0.86
	8:30 AM	6	43	0	1	50	0	0	0	0	0	0	32	0	0	32	0	0	9	0	9	91	378	0.85
	8:45 AM	6	38	0	0	44	0	0	0	0	0	0	38	1	0	39	1	0	4	0	5	88	369	0.83
Midday Peak Period	9:00 AM	4	57	0	0	61	0	0	0	0	0	0	40	1	0	41	0	0	9	0	9	111	381	0.86
	9:15 AM	2	44	0	0	46	0	0	0	0	0	0	38	0	0	38	0	0	4	0	4	88	365	0.91
	9:30 AM	1	46	0	0	47	0	0	0	0	0	0	31	0	0	31	0	0	4	0	4	82	368	0.92
	9:45 AM	4	51	0	0	55	0	0	0	0	0	0	40	0	0	40	0	0	5	0	5	100	388	0.95
	10:00 AM	4	52	0	2	58	0	0	0	0	0	0	30	0	0	30	1	0	6	0	7	95	381	0.93
	10:15 AM	5	46	0	0	51	0	0	0	0	0	0	37	0	0	37	0	0	3	0	3	91	384	0.94
	10:30 AM	5	50	0	0	55	0	0	0	0	0	0	43	1	0	44	0	0	3	0	3	102	398	0.95
	10:45 AM	4	54	0	0	58	0	0	0	0	0	0	31	0	0	31	0	0	4	0	4	93	372	0.89
	11:00 AM	2	55	0	0	57	0	0	0	0	0	0	34	0	0	34	1	0	6	0	7	98	375	0.89
	11:15 AM	7	53	0	0	60	0	0	0	0	0	0	39	1	0	40	0	0	5	0	5	105	382	0.91
	11:30 AM	2	44	0	0	46	0	0	0	0	0	0	24	0	0	24	0	0	6	0	6	76	359	0.85
	11:45 AM	4	48	0	0	52	0	0	0	0	0	0	39	0	0	39	0	0	5	0	5	96	386	0.92
PM Peak Period	12:00 PM	4	53	0	0	57	0	0	0	0	0	0	43	0	0	43	0	0	5	0	5	105	370	0.88
	12:15 PM	5	41	0	0	46	0	0	0	0	0	0	29	0	0	29	0	0	7	0	7	82	374	0.86
	12:30 PM	5	61	0	0	66	0	0	0	0	0	0	33	0	0	33	0	0	4	0	4	103	396	0.91
	12:45 PM	7	41	0	0	48	0	0	0	0	0	0	27	0	0	27	0	0	5	0	5	80	388	0.89
	1:00 PM	3	59	0	0	62	0	0	0	0	0	0	40	0	0	40	1	0	6	0	7	109	414	0.95
	1:15 PM	3	54	0	0	57	0	0	0	0	0	0	43	1	0	44	0	0	3	0	3	104	405	0.96
	1:30 PM	2	52	0	0	54	0	0	0	0	0	0	35	0	0	35	0	0	6	0	6	95	419	0.89
	1:45 PM	6	52	0	0	58	0	0	0	0	0	0	41	0	0	41	1	0	6	0	7	106	461	0.84
	2:00 PM	3	56	0	0	59	0	0	0	0	0	0	38	1	0	39	1	0	1	0	2	100	485	0.89
	2:15 PM	1	59	0	0	60	0	0	0	0	0	0	49	0	0	49	2	0	7	0	9	118	559	0.80
	2:30 PM	4	61	0	0	65	0	0	0	0	0	0	67	0	0	67	0	0	5	0	5	137	585	0.84
	2:45 PM	7	67	0	0	74	0	0	0	0	0	0	51	0	0	51	0	0	5	0	5	130	613	0.88
3:00 PM	5	99	0	0	104	0	0	0	0	0	0	63	1	0	64	1	0	5	0	6	174	641	0.92	
3:15 PM	6	84	0	0	90	0	0	0	0	0	0	47	1	0	48	1	0	5	0	6	144	632	0.96	
3:30 PM	7	94	0	0	101	0	0	0	0	0	0	59	0	0	59	0	0	5	0	5	165	660	0.96	
3:45 PM	7	85	0	0	92	0	0	0	0	0	0	58	0	0	58	0	0	8	0	8	158	684	0.90	
4:00 PM	11	95	0	0	106	0	0	0	0	0	0	52	0	0	52	1	0	6	0	7	165	716	0.94	
4:15 PM	5	91	0	0	96	0	0	0	0	0	0	68	0	0	68	0	0	8	0	8	172	715	0.94	
4:30 PM	13	104	0	0	117	0	0	0	0	0	0	64	0	0	64	0	0	8	0	8	189	701	0.92	
4:45 PM	12	97	0	0	109	0	0	0	0	0	0	67	0	0	67	1	0	13	0	14	190	665	0.88	
5:00 PM	6	78	0	0	84	0	0	0	0	0	0	68	2	0	70	1	0	9	0	10	164	584	0.89	
5:15 PM	11	85	0	0	96	0	0	0	0	0	0	51	2	0	53	0	0	9	0	9	158	512	0.81	
5:30 PM	4	73	0	0	77	0	0	0	0	0	0	69	0	0	69	0	0	7	0	7	153	449	0.73	
5:45 PM	10	52	0	0	62	0	0	0	0	0	0	42	0	0	42	0	0	5	0	5	109	359	0.82	
6:00 PM	8	44	0	0	52	0	0	0	0	0	0	30	0	0	30	0	0	10	0	10	92	320	0.84	
6:15 PM	8	43	0	0	51	0	0	0	0	0	0	31	0	0	31	1	0	12	0	13	95			
6:30 PM	7	33	0	0	40	0	0	0	0	0	0	18	0	0	18	0	0	5	0	5	63			
6:45 PM	5	31	0	1	37	0	0	0	0	0	0	30	0	0	30	2	0	1	0	3	70			
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		275	3056	0	5	3336	0	0	0	0	0	0	2471	14	0	2485	20	0	307	0	327	6148		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume	PHF
	CTH N										CTH N					CTH MN						
	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	20	251	0	1	272	0	0	0	0	0	0	303	1	0	304	2	0	30	0	32	608	0.97
MD 1:00 PM	14	217	0	0	231	0	0	0	0	0	0	159	1	0	160	2	0	21	0	23	414	0.95
PM 4:00 PM	41	387	0	0	428	0	0	0	0	0	0	251	0	0	251	2	0	35	0	37	716	0.94

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)		
		

15-Minute Automobile Data

Peak Hour Automobile Volume Summary

Peak Hour Automobile Volume Summary																					
Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	CTH N										CTH N					CTH MN					
	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	18	195	0	1	214	0	0	0	0	0	0	270	0	0	270	1	0	28	0	29	513
MD 1:00 PM	14	147	0	0	161	0	0	0	0	0	0	130	0	0	130	1	0	19	0	20	311
PM 4:00 PM	38	359	0	0	397	0	0	0	0	0	0	238	0	0	238	1	0	34	0	35	670

Intersection Traffic Volume Report

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

CTH N & Fieldview Lane

Count Basics			Page 7 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



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

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N										CTH N					CTH MN							
	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	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5	55
	6:15 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	64
	6:30 AM	0	3	0	0	3	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	18	82
	6:45 AM	0	8	0	0	8	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	23	85
	7:00 AM	1	9	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14	71
	7:15 AM	0	20	0	0	20	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	27	73
	7:30 AM	1	14	0	0	15	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	21	68
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9	63
	8:00 AM	0	14	0	0	14	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	16	68
	8:15 AM	0	17	0	0	17	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	22	73
	8:30 AM	1	9	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	16	70
	8:45 AM	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14	65
	9:00 AM	0	15	0	0	15	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	21	66
	9:15 AM	1	14	0	0	15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	19	66
	9:30 AM	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11	60
9:45 AM	0	11	0	0	11	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	15	68	
Midday Peak Period	10:00 AM	0	14	0	0	14	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	21	69
	10:15 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	13	57
	10:30 AM	0	13	0	0	13	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	19	61
	10:45 AM	0	14	0	0	14	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	16	57
	11:00 AM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9	57
	11:15 AM	1	9	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	17	65
	11:30 AM	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	15	62
	11:45 AM	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	16	64
	12:00 PM	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	17	62
	12:15 PM	0	11	0	0	11	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	14	68
	12:30 PM	0	11	0	0	11	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17	74
	12:45 PM	1	10	0	0	11	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	14	66
	1:00 PM	0	14	0	0	14	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	23	73
	1:15 PM	0	13	0	0	13	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	20	62
	1:30 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9	68
1:45 PM	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	21	82	
PM Peak Period	2:00 PM	1	9	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	12	74
	2:15 PM	0	16	0	0	16	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	26	96
	2:30 PM	2	10	0	0	12	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	23	86
	2:45 PM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13	83
	3:00 PM	0	26	0	0	26	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	34	86
	3:15 PM	3	9	0	0	12	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	16	58
	3:30 PM	1	13	0	0	14	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	20	50
	3:45 PM	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	16	43
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	32
	4:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8	29
	4:30 PM	2	9	0	0	11	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	13	23
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5	11
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	7
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	5
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	10
	6:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5	
	6:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	6:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	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	16	450	0	0	466	0	0	0	0	0	0	236	2	0	238	5	0	21	0	26	730		

SU Truck %age: 5.8% 14.7% 0.0% 0.0% 14.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 9.6% 14.3% 0.0% 9.6% 25.0% 0.0% 6.8% 0.0% 8.0% 11.9%

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

Peak Hour Origin-Destination (O-D) Flow Data by Volume Summary																						
Hourly Time Period	Start Time	From North					From East					From South					From West					Total Hourly Volume
		CTH N										CTH N					CTH MN					
		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	2	44	0	0	46	0	0	0	0	0	0	22	1	0	23	1	0	1	0	2	7
MD	1:00 PM	0	45	0	0	45	0	0	0	0	0	0	24	1	0	25	1	0	2	0	3	7
PM	4:00 PM	2	18	0	0	20	0	0	0	0	0	0	10	0	0	10	1	0	1	0	2	3

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

CTH N & Fieldview Lane

Count Basics			Page 8 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Semi-Truck Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N										CTH N					CTH MN							
	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	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	18
	6:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21
	6:45 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	24
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	25
	7:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5	25
	7:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	29
	8:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	25
	8:15 AM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	31
	8:30 AM	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9	31
	8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28
	9:00 AM	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	37
9:15 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8	37	
9:30 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	36	
9:45 AM	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11	37	
Midday Peak Period	10:00 AM	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	12	32
	10:15 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	27
	10:30 AM	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	34
	10:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	6	36
	11:00 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	36
	11:15 AM	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14	36
	11:30 AM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	30
	11:45 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	31
	12:00 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	32
	12:15 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8	31
	12:30 PM	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	10	34
	12:45 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	31
	1:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	30
	1:15 PM	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	36
1:30 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	31	
1:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	27	
PM Peak Period	2:00 PM	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	12	26
	2:15 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	23
	2:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	28
	2:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	29
	3:00 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9	30
	3:15 PM	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11	27
	3:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	18
	3:45 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	17
	4:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	14
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	10
	4:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10
	4:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	9
	5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	4
	6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	6:15 PM	0	1	0	0	1	0	0	0	0	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	
	6:45 PM	0	1	0	0	1	0	0	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	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		2	244	0	0	246	0	0	0	0	0	0	66	0	0	66	0	0	2	0	2	314	

Semi Truck %age: 0.7% 8.0% 0.0% 0.0% 7.4% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 2.7% 0.0% 0.0% 2.7% 0.0% 0.0% 0.7% 0.0% 0.6% 5.1%

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	CTH N										CTH N					CTH MN					
	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	12	0	0	12	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	24
MD 1:00 PM	0	25	0	0	25	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	30
PM 4:00 PM	1	10	0	0	11	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	14

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

CTH N & Fieldview Lane

Count Basics			Page 9 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Data

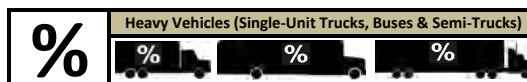
15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	CTH N										CTH N					CTH MN							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9	72
	6:15 AM	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14	82
	6:30 AM	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	21	103
	6:45 AM	0	13	0	0	13	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	28	108
	7:00 AM	1	13	0	0	14	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	19	95
	7:15 AM	0	22	0	0	22	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	35	98
	7:30 AM	1	17	0	0	18	0	0	0	0	0	0	4	1	0	5	1	0	2	0	3	26	93
	7:45 AM	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15	92
	8:00 AM	0	17	0	0	17	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	22	93
	8:15 AM	0	25	0	0	25	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	30	104
	8:30 AM	1	17	0	0	18	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	25	101
	8:45 AM	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	16	93
Midday Peak Period	9:00 AM	0	27	0	0	27	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	33	103
	9:15 AM	1	18	0	0	19	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	27	103
	9:30 AM	0	15	0	0	15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	17	96
	9:45 AM	0	20	0	0	20	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	26	105
	10:00 AM	0	24	0	0	24	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	33	101
	10:15 AM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	20	84
	10:30 AM	1	17	0	0	18	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	26	95
	10:45 AM	0	17	0	0	17	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	22	93
	11:00 AM	0	13	0	0	13	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	16	93
	11:15 AM	1	19	0	0	20	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	31	101
	11:30 AM	0	20	0	0	20	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	24	92
	11:45 AM	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	22	95
PM Peak Period	12:00 PM	0	19	0	0	19	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	24	94
	12:15 PM	0	15	0	0	15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	22	99
	12:30 PM	0	20	0	0	20	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	27	108
	12:45 PM	1	17	0	0	18	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	21	97
	1:00 PM	0	19	0	0	19	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	29	103
	1:15 PM	0	24	0	0	24	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	31	98
	1:30 PM	0	12	0	0	12	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	16	99
	1:45 PM	0	15	0	0	15	0	0	0	0	0	0	10	0	0	10	0	0	2	0	2	27	109
	2:00 PM	1	18	0	0	19	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	24	100
	2:15 PM	0	21	0	0	21	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	32	119
	2:30 PM	2	12	0	0	14	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	26	114
	2:45 PM	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	18	112
	3:00 PM	0	33	0	0	33	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	43	116
	3:15 PM	3	18	0	0	21	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	27	85
	3:30 PM	1	17	0	0	18	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	24	68
	3:45 PM	1	11	0	0	12	0	0	0	0	0	0	8	0	0	8	0	0	2	0	2	22	60
	4:00 PM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12	46
	4:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	10	39
	4:30 PM	3	11	0	0	14	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	16	33
	4:45 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	8	20
	5:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5	15
	5:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	12
	5:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	14
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	13
	6:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	13
	6:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6	
	6:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	6:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	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	
	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		18	694	0	0	712	0	0	0	0	0	0	302	2	0	304	5	0	23	0	28	1044	
Total Truck %age:		6.5%	22.7%	0.0%	0.0%	21.3%	0.0%	0.0%	0.0%	0.0%	0.0%	12.2%	14.3%	0.0%	12.2%	25.0%	0.0%	7.5%	0.0%	8.6%	17.0%		

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	
	CTH N										CTH N					CTH MN						
	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	2	56	0	0	58	0		0	0	0	0	0	33	1	0	34	1	0	2	0	3	95
MD 1:00 PM	0	70	0	0	70	0		0	0	0	0	0	29	1	0	30	1	0	2	0	3	103
PM 4:00 PM	3	28	0	0	31	0		0	0	0	0	0	13	0	0	13	1	0	1	0	2	46

15-Minute Heavy Vehicle Percentages

Count Basics		Page 10 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events



15-Minute Time Period Start Time		↓					←					↑					→					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		From North					From East					From South					From West						
		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	13.5	0.0	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	8.3	0.0	0.0	100.0	0.0	100.0	12.0	15.3
	6:15 AM	0.0	17.5	0.0	0.0	17.1	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	12.0	15.3
	6:30 AM	0.0	14.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	18.2	0.0	0.0	14.3	0.0	14.3	15.9	18.0
	6:45 AM	0.0	24.5	0.0	0.0	21.7	0.0	0.0	0.0	0.0	0.0	0.0	17.9	0.0	0.0	17.6	0.0	0.0	0.0	0.0	0.0	19.2	18.1
	7:00 AM	16.7	18.3	0.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0	9.4	0.0	0.0	9.4	0.0	0.0	0.0	0.0	0.0	13.6	15.6
	7:15 AM	0.0	33.3	0.0	0.0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	17.3	0.0	0.0	17.3	0.0	0.0	0.0	0.0	0.0	22.6	17.1
	7:30 AM	20.0	27.4	0.0	0.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	5.1	100.0	0.0	6.3	50.0	0.0	22.2	0.0	27.3	16.6	17.3
	7:45 AM	0.0	7.7	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	11.3	0.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0	9.6	19.5
	8:00 AM	0.0	34.7	0.0	0.0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	11.6	0.0	0.0	11.6	0.0	0.0	0.0	0.0	0.0	21.0	23.1
	8:15 AM	0.0	43.1	0.0	0.0	40.3	0.0	0.0	0.0	0.0	0.0	0.0	8.2	0.0	0.0	8.2	50.0	0.0	0.0	0.0	12.5	25.2	25.4
	8:30 AM	16.7	39.5	0.0	0.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	15.6	0.0	0.0	15.6	0.0	0.0	22.2	0.0	22.2	27.5	26.7
	8:45 AM	0.0	23.7	0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	18.4	0.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	18.2	25.2
9:00 AM	0.0	47.4	0.0	0.0	44.3	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.2	0.0	11.1	0.0	11.1	0.0	29.7	27.0	
9:15 AM	50.0	40.9	0.0	0.0	41.3	0.0	0.0	0.0	0.0	0.0	0.0	21.1	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0	30.7	28.2	
9:30 AM	0.0	32.6	0.0	0.0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	20.7	26.1	
9:45 AM	0.0	39.2	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	20.0	0.0	20.0	26.0	27.1	
Midday Peak Period	10:00 AM	0.0	46.2	0.0	0.0	41.4	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0.0	0.0	26.7	0.0	0.0	16.7	0.0	14.3	34.7	26.5
	10:15 AM	0.0	19.6	0.0	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	27.0	0.0	0.0	27.0	0.0	33.3	0.0	33.3	22.0	21.9	
	10:30 AM	20.0	34.0	0.0	0.0	32.7	0.0	0.0	0.0	0.0	0.0	0.0	18.6	0.0	0.0	18.2	0.0	0.0	0.0	0.0	25.5	23.9	
	10:45 AM	0.0	31.5	0.0	0.0	29.3	0.0																

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Hourly Heavy Vehicle Percent
	CTH N					CTH E					CTH S					CTH W					
	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	10.0	22.3	0.0	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0	10.9	100.0	0.0	11.2	50.0	0.0	6.7	0.0	9.4	15.0
MD 1:00 PM	0.0	32.3	0.0	0.0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	18.2	100.0	0.0	18.8	50.0	0.0	9.5	0.0	13.0	24.0
PM 4:00 PM	7.3	7.2	0.0	0.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	5.2	50.0	0.0	2.9	0.0	5.4	10.0

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

CTH N & Fieldview Lane

Count Basics			Page 11 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing  North Approach			Crossing  East Approach			Crossing  South Approach			Crossing  West Approach			15-Min Totals	Hourly Sum
	CTH N						CTH N			CTH MN				
	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
	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	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	1	0	1	1	1
	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	1
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:30 AM	0	0	0	0	0	0	0	0	1	1	1	1	1
	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	1
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:15 PM	0	0	0	0	0	0	0	0	0	1	1	1	1
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	0	0	0	0	0	0	0	0	1	2	3	3	

Special Pedestrians

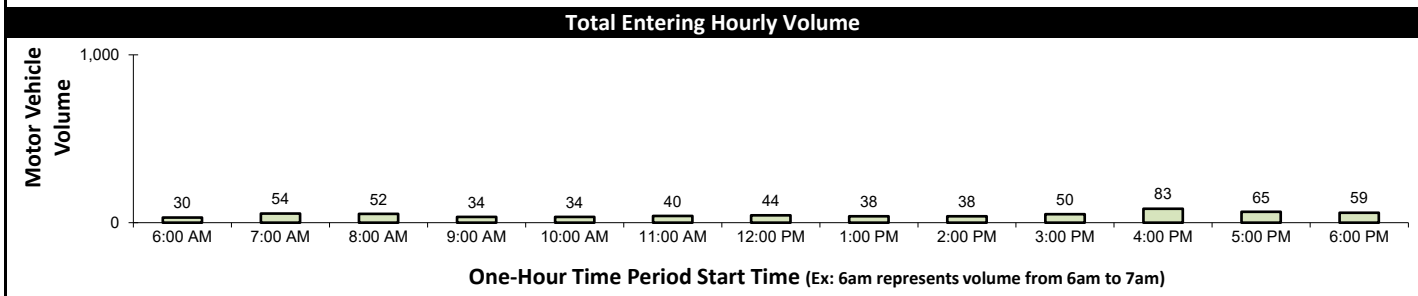
Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementary School Age Children	x					
Visually Impaired (white cane/help)	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Count Basics		Version 2025.03	Page 1 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Major St: CTH MN
Minor St: Fieldview Lane
Intersection of: CTH MN & Fieldview Lane

Municipality	Village of Cottage Grove		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Fieldview Lane		
East Leg	CTH MN		
South Leg			
West Leg	CTH MN		
Special Considerations			
Schools	Not 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	

Hrs Counted:		06:00 AM-07:00 PM			
1st Day of Count		Wednesday, August 20, 2025			Weather
AM Peak Period		Wednesday, August 20, 2025			Clear and Dry
Midday Peak Period		Wednesday, August 20, 2025			Clear and Dry
PM Peak Period		Wednesday, August 20, 2025			Clear and Dry
Calculated Peak Hours					
	AM	6:45-7:45am	MD	12:00-1:00pm	PM 4:30-5:30pm
Peak Hours Selected for Analysis					
	AM	6:45-7:45am	MD	12:00-1:00pm	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group			(2) Non-Interstate Med Truck %		
Count Expansion Group			(2) Non-Interstate Med Truck %		
Daily/Seasonal Adjustment Factor			0.873	Count Expansion Factor	1.205
Company Name TADI				Manual Adj. 1.000	
Observers	AM Peak Period		TADI SK		
	Midday Peak Period		TADI SK		
	PM Peak Period		TADI SK		
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

[illegible]

The diagram illustrates the traffic volume data for the Fieldview Lane intersection. It includes a north arrow and various traffic volume counts for different directions and movements.

ESTIMATED 24 HOUR AADT

Fieldview Lane

TOTAL ENTERING VOLUME

CTH MN

CTH MN

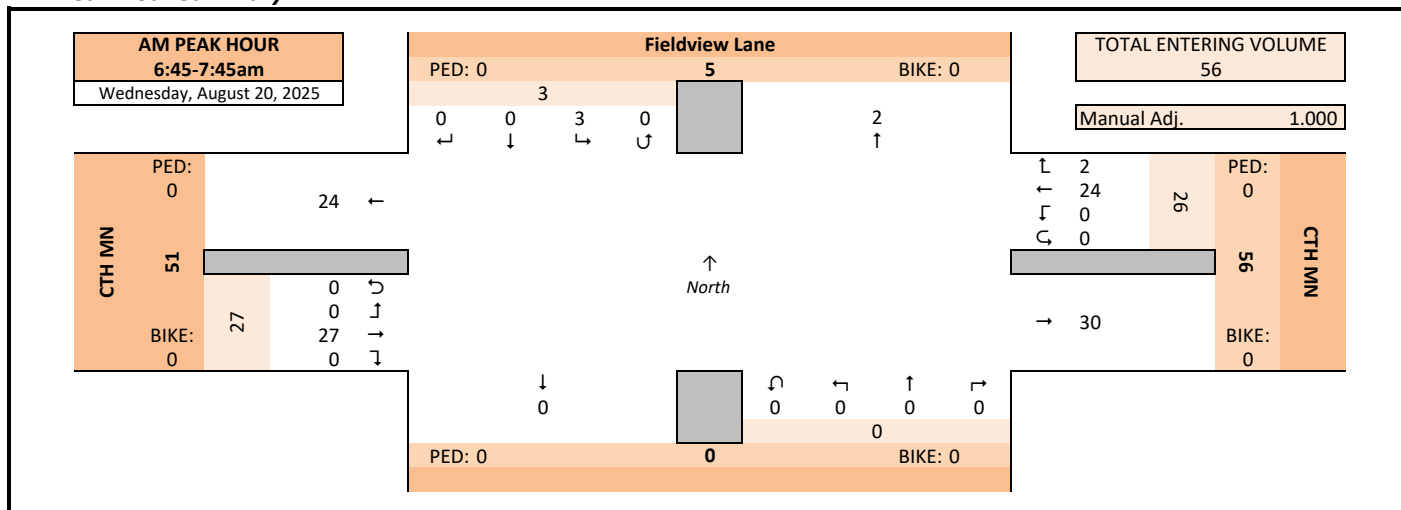
Daily/Seasonal Factor 0.873
Count Expansion Factor 1.205
Manual Adjustment Factor 1.000
Total 24 Hr Expansion Factor 1.052

Peak Hour Volume Graphical Summary

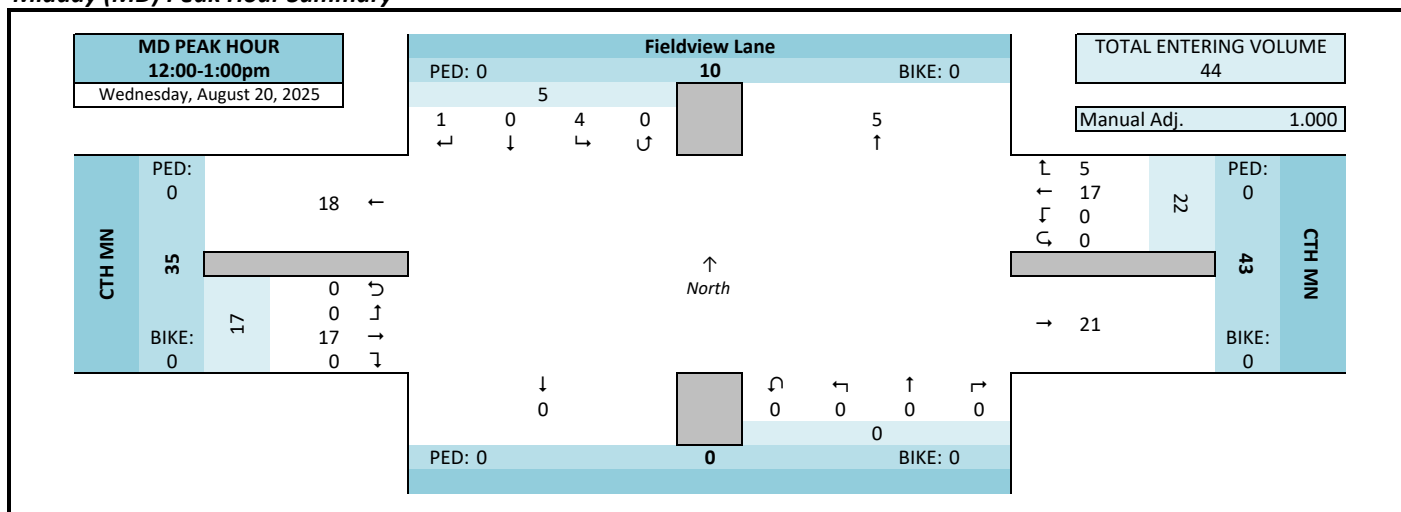
Count Basics		Page 2 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

CTH MN & Fieldview Lane

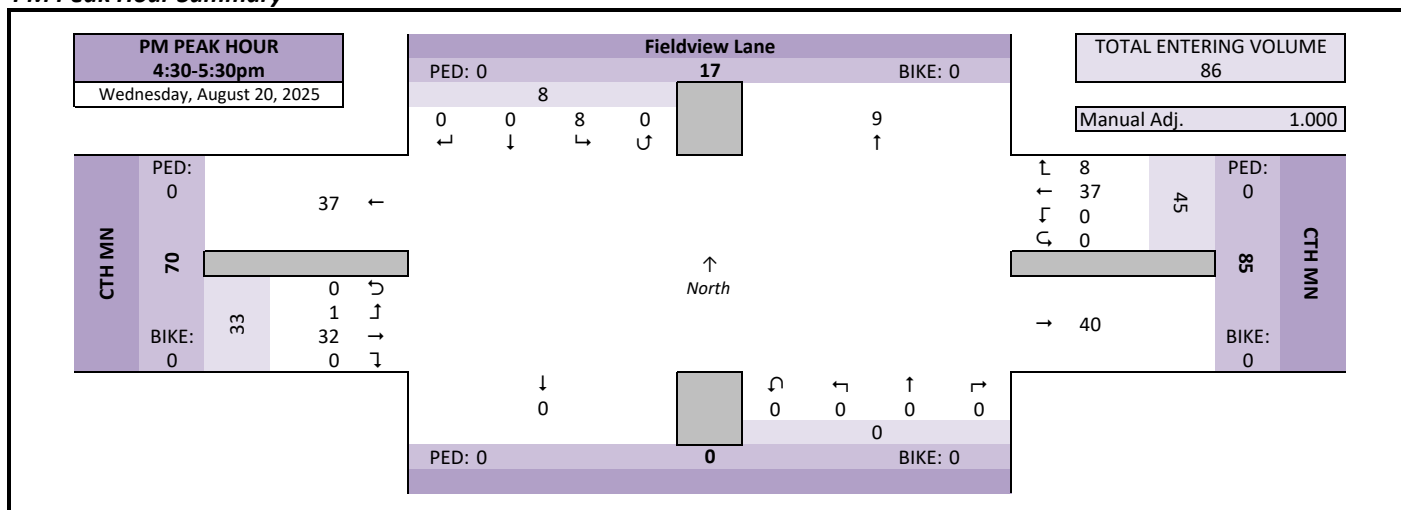
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Peak Hour Volume Summary

CTH MN & Fieldview Lane

All Motor Vehicles

Wednesday, August 20, 2025		↙					←					↑					→					Totals	
		From North					From East					From South					From West						
AM Peak Hour		Fieldview Lane					CTH MN					CTH MN					CTH MN						
Start Time		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	
6:45 AM		0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	1	0	0	0	1	9
7:00 AM		0	0	1	0	1	0	5	0	0	5	0	1	0	0	0	0	8	0	0	0	8	14
7:15 AM		0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	8	0	0	0	8	17
7:30 AM		0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	10	0	0	0	10	16
Peak Hour Volume		0	0	3	0	3	2	24	0	0	26	0	0	0	0	0	0	27	0	0	0	27	56
Rounded Hourly Volume		0	0	5	0	5	0	25	0	0	25	0	0	0	0	0	0	25	0	0	0	25	55
% Single Unit Trucks		0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	11.1	10.7
% 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	3.7	0.0	0.0	0.0	3.7	1.8
% Trucks (Total)		0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	14.8	0.0	0.0	0.0	14.8	12.5
Peak Hour Factor (PHF)		0.00	0.00	0.37	0.00	0.37	0.50	0.75	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.00	0.67	0.82

Wednesday, August 20, 2025		↓					←					↑					→					Totals
Midday (MD) Peak Hour	MD Peak Hour	From North					From East					From South					From West					
		Fieldview Lane					CTH MN					CTH MN					CTH MN					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	12:00 PM	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	0	0	4	0	0	4
12:15 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	0	7	0	0	7	12
12:30 PM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	0	3	0	0	3	9
12:45 PM	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	0	3	0	0	3	12
Peak Hour Volume	1	0	4	0	5	5	17	0	0	22	0	0	0	0	0	0	0	17	0	0	17	44
Rounded Hourly Volume	0	0	5	0	5	5	15	0	0	20	0	0	0	0	0	0	0	15	0	0	15	40
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Peak Hour Factor (PHF)	0.25	0.00	0.50	0.00	0.62	0.62	0.71	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.61	0.92

Wednesday, August 20, 2025		↓ From North					← From East					↑ From South					→ From West					Totals
PM Peak Hour		Fieldview Lane					CTH MN					CTH MN					CTH MN					
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
4:30 PM	0	0	1	0	1	1	11	0	0	12	0	0	0	0	0	0	0	6	0	0	6	19
4:45 PM	0	0	2	0	2	1	12	0	0	13	0	0	0	0	0	0	0	13	1	0	14	29
5:00 PM	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	0	0	9	0	0	9	17
5:15 PM	0	0	4	0	4	4	9	0	0	13	0	0	0	0	0	0	0	4	0	0	4	21
Peak Hour Volume	0	0	8	0	8	8	37	0	0	45	0	0	0	0	0	0	0	32	1	0	33	86
Rounded Hourly Volume	0	0	10	0	10	10	35	0	0	45	0	0	0	0	0	0	0	30	0	0	30	85
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	6.1	4.7
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	6.1	5.8
Peak Hour Factor (PHF)	0.00	0.00	0.50	0.00	0.50	0.50	0.77	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.25	0.00	0.59	0.74

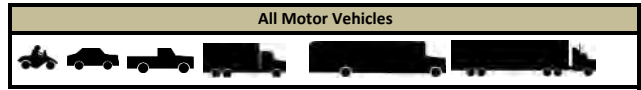
[illegible]

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

CTH MN & Fieldview Lane

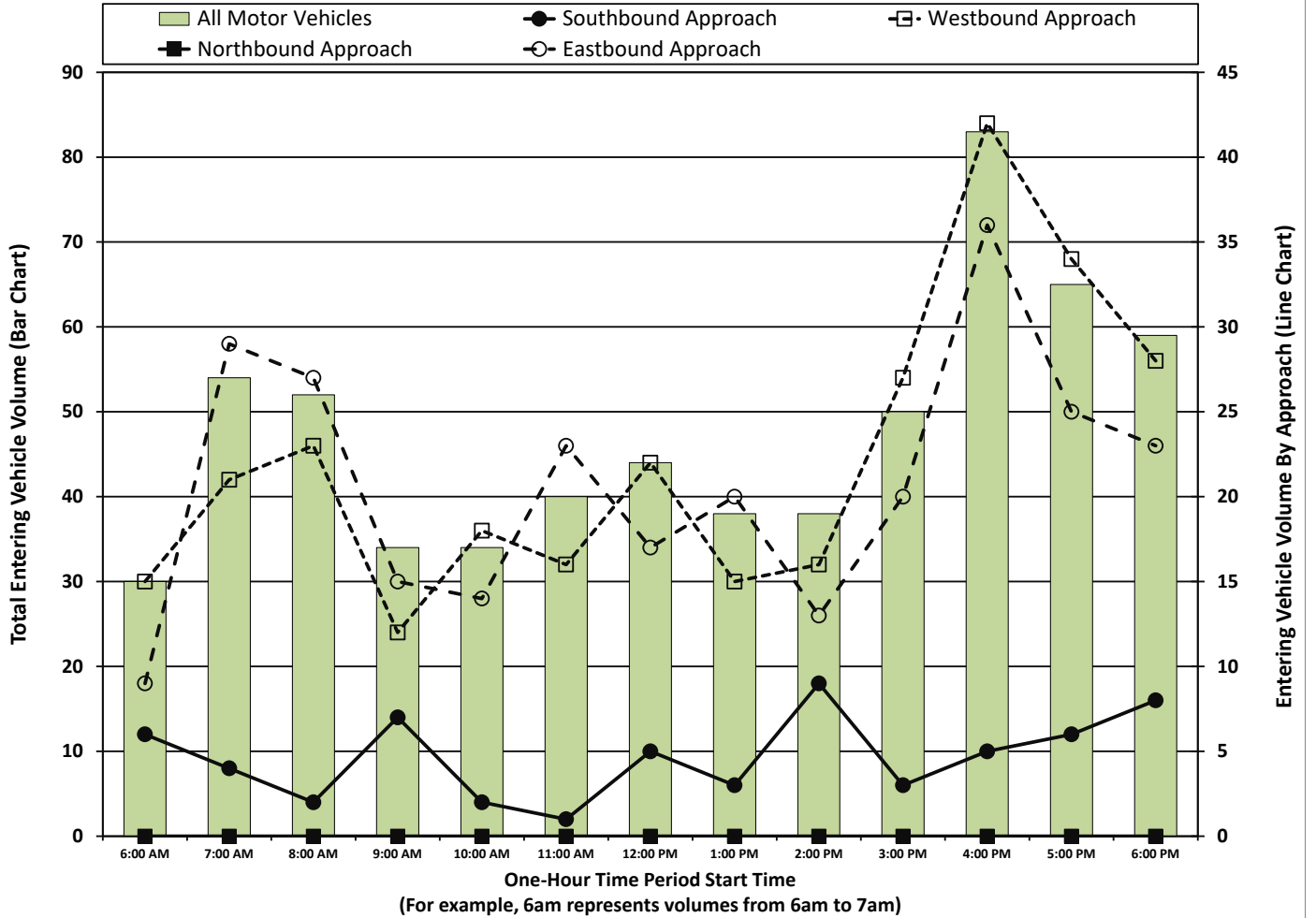
Count Basics			Page 4 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North Fieldview Lane					From East CTH MN					From South					From West CTH MN					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	6	0	6	0	15	0	0	15	0	0	0	0	0	0	9	0	0	9	30	24	6
	7:00 AM	0	0	4	0	4	2	19	0	0	21	0	0	0	0	0	0	29	0	0	29	54	50	4
	8:00 AM	0	0	2	0	2	5	18	0	0	23	0	0	0	0	0	0	27	0	0	27	52	50	2
	9:00 AM	0	0	7	0	7	5	7	0	0	12	0	0	0	0	0	0	15	0	0	15	34	27	7
MD	10:00 AM	0	0	2	0	2	4	14	0	0	18	0	0	0	0	0	0	14	0	0	14	34	32	2
	11:00 AM	0	0	1	0	1	2	14	0	0	16	0	0	0	0	0	0	23	0	0	23	40	39	1
	12:00 PM	1	0	4	0	5	5	17	0	0	22	0	0	0	0	0	0	17	0	0	17	44	39	5
	1:00 PM	0	0	3	0	3	4	11	0	0	15	0	0	0	0	0	0	20	0	0	20	38	35	3
PM	2:00 PM	1	0	8	0	9	6	10	0	0	16	0	0	0	0	0	0	13	0	0	13	38	29	9
	3:00 PM	0	0	3	0	3	7	20	0	0	27	0	0	0	0	0	0	20	0	0	20	50	47	3
	4:00 PM	1	0	4	0	5	4	38	0	0	42	0	0	0	0	0	0	34	2	0	36	83	78	5
	5:00 PM	1	0	5	0	6	8	26	0	0	34	0	0	0	0	0	0	25	0	0	25	65	59	6
	6:00 PM	0	0	8	0	8	12	16	0	0	28	0	0	0	0	0	0	22	1	0	23	59	51	8
Totals		4	0	57	0	61	64	225	0	0	289	0	0	0	0	0	0	268	3	0	271	621	560	61

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

CTH MN & Fieldview Lane

Count Basics			Page 5 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	Fieldview Lane					CTH MN										CTH MN								
	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	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	30	0.63
	6:15 AM	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	41	0.73
	6:30 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	12	52	0.76
	6:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	9	56	0.82
	7:00 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	14	54	0.79
	7:15 AM	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	8	0	0	8	17	52	0.76
	7:30 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	10	0	0	10	16	49	0.77
	7:45 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7	47	0.84
	8:00 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	12	52	0.93
	8:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	14	54	0.96
	8:30 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	14	45	0.80
	8:45 AM	0	0	1	0	1	4	3	0	0	7	0	0	0	0	0	0	4	0	0	4	12	35	0.63
	9:00 AM	0	0	2	0	2	2	3	0	0	5	0	0	0	0	0	0	7	0	0	7	14	34	0.61
	9:15 AM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	5	30	0.68
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	34	0.77
	9:45 AM	0	0	4	0	4	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	11	39	0.89
Midday Peak Period	10:00 AM	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	0	5	0	0	5	10	34	0.85
	10:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	35	0.80
	10:30 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	9	39	0.75
	10:45 AM	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	6	37	0.71
	11:00 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	11	40	0.77
	11:15 AM	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	5	0	0	5	13	40	0.77
	11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	39	0.81
	11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9	41	0.85
	12:00 PM	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	11	44	0.92
	12:15 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	7	0	0	7	12	43	0.90
	12:30 PM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	9	39	0.81
	12:45 PM	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	3	0	0	3	12	36	0.75
	1:00 PM	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	10	38	0.68
	1:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	35	0.63
	1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	38	0.68
	1:45 PM	0	0	1	0	1	3	4	0	0	7	0	0	0	0	0	0	6	0	0	6	14	39	0.70
PM Peak Period	2:00 PM	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	7	38	0.73
	2:15 PM	0	0	6	0	6	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	11	43	0.83
	2:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7	44	0.85
	2:45 PM	0	0	2	0	2	3	5	0	0	8	0	0	0	0	0	0	3	0	0	3	13	48	0.92
	3:00 PM	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	0	5	0	0	5	12	50	0.83
	3:15 PM	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	0	5	0	0	5	12	58	0.73
	3:30 PM	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	11	61	0.76
	3:45 PM	0	0	1	0	1	3	5	0	0	8	0	0	0	0	0	0	6	0	0	6	15	69	0.86
	4:00 PM	1	0	1	0	2	1	10	0	0	11	0	0	0	0	0	0	6	1	0	7	20	83	0.72
	4:15 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	9	0	0	9	15	80	0.69
	4:30 PM	0	0	1	0	1	1	11	0	0	12	0	0	0	0	0	0	6	0	0	6	19	86	0.74
	4:45 PM	0	0	2	0	2	1	12	0	0	13	0	0	0	0	0	0	13	1	0	14	29	79	0.68
	5:00 PM	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	0	9	0	0	9	17	65	0.77
	5:15 PM	0	0	4	0	4	4	9	0	0	13	0	0	0	0	0	0	4	0	0	4	21	64	0.76
	5:30 PM	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	7	0	0	7	12	66	0.72
	5:45 PM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	5	0	0	5	15	66	0.72
	6:00 PM	0	0	2	0	2	2	5	0	0	7	0	0	0	0	0	0	7	0	0	7	16	59	0.64
	6:15 PM	0	0	4	0	4	5	4	0	0	9	0	0	0	0	0	0	9	1	0	10	23		
	6:30 PM	0	0	2	0	2	3	4	0	0	7	0	0	0	0	0	0	3	0	0	3	12		
	6:45 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	3	0	0	3	8		
	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		4	0	57	0	61	64	225	0	0	289	0	0	0	0	0	0	268	3	0	271	621		

Intersection Traffic Volume Report

15-Minute Automobile Data

CTH MN & Fieldview Lane

Count Basics			Page 6 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Fieldview Lane					CTH MN					CTH MN					CTH MN							
	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	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	28
	6:15 AM	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	39
	6:30 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	11	49
	6:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	9	49
	7:00 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	13	47
	7:15 AM	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	7	0	0	7	16	46
	7:30 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	7	0	0	7	11	43
	7:45 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7	43
	8:00 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	12	48
	8:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	13	49
	8:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	6	0	0	6	11	40
	8:45 AM	0	0	1	0	1	4	3	0	0	7	0	0	0	0	0	0	4	0	0	4	12	33
	9:00 AM	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	0	7	0	0	7	13	30
	9:15 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	4	26
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	30
	9:45 AM	0	0	2	0	2	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	9	34
Midday Peak Period	10:00 AM	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	9	30
	10:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	32
	10:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	8	35
	10:45 AM	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	5	34
	11:00 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	11	37
	11:15 AM	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	0	4	0	0	4	11	37
	11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	38
	11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	40
	12:00 PM	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	11	43
	12:15 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	7	0	0	7	12	41
	12:30 PM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	9	36
	12:45 PM	0	0	2	0	2	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	11	33
	1:00 PM	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	9	34
	1:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	31
	1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	33
	1:45 PM	0	0	1	0	1	3	4	0	0	7	0	0	0	0	0	0	4	0	0	4	12	33
PM Peak Period	2:00 PM	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	6	33
	2:15 PM	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	9	38
	2:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	6	38
	2:45 PM	0	0	2	0	2	3	4	0	0	7	0	0	0	0	0	0	3	0	0	3	12	41
	3:00 PM	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	11	42
	3:15 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	5	0	0	5	9	51
	3:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	9	56
	3:45 PM	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	0	5	0	0	5	13	63
	4:00 PM	1	0	1	0	2	1	10	0	0	11	0	0	0	0	0	0	6	1	0	7	20	77
	4:15 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	14	74
	4:30 PM	0	0	1	0	1	1	8	0	0	9	0	0	0	0	0	0	6	0	0	6	16	81
	4:45 PM	0	0	2	0	2	1	12	0	0	13	0	0	0	0	0	0	11	1	0	12	27	77
	5:00 PM	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	0	9	0	0	9	17	65
	5:15 PM	0	0	4	0	4	4	9	0	0	13	0	0	0	0	0	0	4	0	0	4	21	64
	5:30 PM	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	7	0	0	7	12	65
	5:45 PM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	5	0	0	5	15	65
	6:00 PM	0	0	2	0	2	2	5	0	0	7	0	0	0	0	0	0	7	0	0	7	16	58
	6:15 PM	0	0	3	0	3	5	4	0	0	9	0	0	0	0	0	0	9	1	0	10	22	
	6:30 PM	0	0	2	0	2	3	4	0	0	7	0	0	0	0	0	0	3	0	0	3	12	
	6:45 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	3	0	0	3	8	
	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		4	0	49	0	53	61	208	0	0	269	0	0	0	0	0	0	247	3	0	250	572	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	Fieldview Lane					CTH MN					CTH MN					CTH MN					
	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 6:45 AM	0	0	3	0	3	2	21	0	0	23	0	0	0	0	0	0	23	0	0	23	49
MD 12:00 PM	1	0	4	0	5	5	16	0	0	21	0	0	0	0	0	0	17	0	0	17	43
PM 4:30 PM	0	0	8	0	8	8	34	0	0	42	0	0	0	0	0	0	30	1	0	31	81

Intersection Traffic Volume Report

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

CTH MN & Fieldview Lane

Count Basics			Page 7 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



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

15-Minute Time Period	Start Time	From North Fieldview Lane					From East CTH MN					From South					From West CTH MN					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	5
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	5
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Midday Peak Period	9:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	9:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	9:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:15 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1	0	0	1	2	3
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
PM Peak Period	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:45 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	1:15 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	4
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	6
	2:00 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	5
	2:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
	2:30 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	6
	2:45 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	7
PM Peak Period	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	8
	3:15 PM	0	0	0	0	0	1	2	0	3	3	0	0	0	0	0	0	0	0	0	0	3	7
	3:30 PM	0	0	1	0	1	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	2	5
	3:45 PM	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0	1	2	5
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	4:30 PM	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	2	4
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	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
	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	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	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	1
	6:15 PM	0	0	1	0	1	0	0	0	0	0	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
	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	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	8	0	8	3	15	0	0	18	0	0	0	0	0	0	19	0	0	19	45	
SU Truck %age:		0.0%	0.0%	14.0%	0.0%	13.1%	4.7%	6.7%	0.0%	0.0%	6.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	7.0%	7.2%	

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

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume
	Fieldview Lane					CTH MN										CTH MN					
	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 6:45 AM	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3	0	0	3
MD 12:00 PM	0	0	0	0	0	0	1	0	0	1	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	2	0	0	0	0	0	0	2	0	0	2

15-Minute Semi-Truck Data

CTH MN & Fieldview Lane



15-Minute Semi-Truck Data

[illegible]

Peak Hour Semi-Truck Volume Summary

Peak Hour Semi-Week Volume Summary																					
Hourly Time Period Start Time	 From North					 From East					 From South					 From West					Total Hourly Volume
	Fieldview Lane					CTH MN										CTH MN					
	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 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
MD 12:00 PM	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	0	0	0	0	

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

CTH MN & Fieldview Lane

Count Basics			Page 9 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Data

15-Minute Time Period	Start Time	From North Fieldview Lane					From East CTH MN					From South					From West CTH MN					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	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
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
	7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	6
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	5
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	9:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	9:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	9:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	3
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	1:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	6
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	2:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
	2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	8
	3:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3	7
	3:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	5
	3:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2	6
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
	4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	5
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	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
	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	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	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	1
	6:15 PM	0	0	1	0	1	0	0	0	0	0	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
	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	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	8	0	8	3	17	0	0	20	0	0	0	0	0	0	21	0	0	21	49	
Total Truck %age:		0.0%	0.0%	14.0%	0.0%	13.1%	4.7%	7.6%	0.0%	0.0%	6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.8%	0.0%	0.0%	7.7%	7.9%	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	↕ From North					↶ From East					↗ From South					↘ From West					Total Hourly Volume	
	Fieldview Lane					CTH MN					CTH MN					CTH MN						
	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 6:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
MD 12:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PM 4:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

CTH MN & Fieldview Lane

Count Basics			Page 10 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

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

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time	From North					From East					From South					From West					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
	Fieldview Lane					CTH MN										CTH MN						
	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	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	6.7
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9
	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	16.7	0.0	0.0	16.7	8.3
	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	12.5
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	5.9
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	30.0	31.3
	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	8.5
	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	7.7
	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	11.1	0.0	0.0	11.1	7.1
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	21.4
	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	5.7
	9:00 AM	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
	9:15 AM	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
	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	11.8
	9:45 AM	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2
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	20.0	0.0	0.0	20.0	10.0
	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	25.0	0.0	0.0	25.0	11.1
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1
	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	50.0	0.0	0.0	50.0	16.7
	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	7.5
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	15.4
	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	2.6
	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	16.7	0.0	0.0	16.7	11.1
	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	2.3
	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	4.7
	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	7.7
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3
	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	20.0	0.0	0.0	20.0	10.0
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5
	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	13.2
	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	33.3	0.0	0.0	33.3	14.3
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3
	2:15 PM	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7
	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	20.0	0.0	0.0	20.0	8.3
	3:15 PM	0.0	0.0	0.0	0.0	0.0	50.0	40.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
	3:30 PM	0.0	0.0	100.0	0.0	100.0	0.0	20.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2
	3:45 PM	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	13.3
	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	7.2
	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	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	11.1	6.7
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8
	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	15.4	0.0	0.0	14.3	6.9
	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
	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
	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	1.5
	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	1.5
	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
	6:15 PM	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
	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														

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

CTH MN & Fieldview Lane

Count Basics			Page 11 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	North Approach			East Approach			South Approach			West Approach				
	Fieldview Lane			CTH MN						CTH MN				
	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
	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
Midday Peak Period	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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					
Elementary School Age Children	x					
Visually Impaired (white cane/help)	x					
Elderly/Disabled (except wheelchai)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics		Version 2025.03	Page 1 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

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

Major St: USH 12-18

Minor St: Star Road

Intersection of: USH 12-18 & Star Road

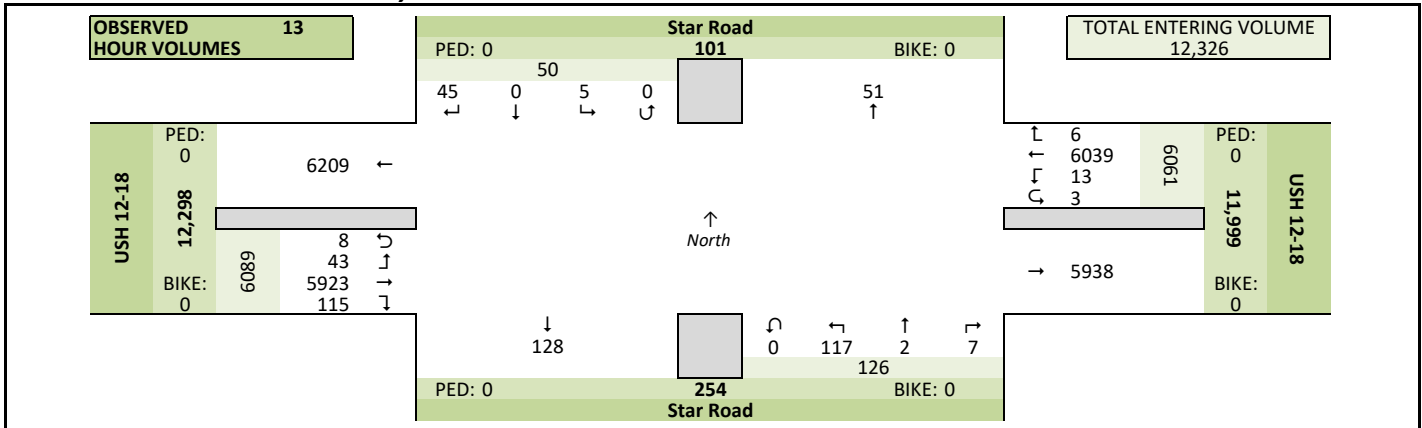
Site Information

Municipality	Village of Cottage Grove		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	Star Road		
East Leg	USH 12-18		
South Leg	Star Road		
West Leg	USH 12-18		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
	Other (describe)	None	None

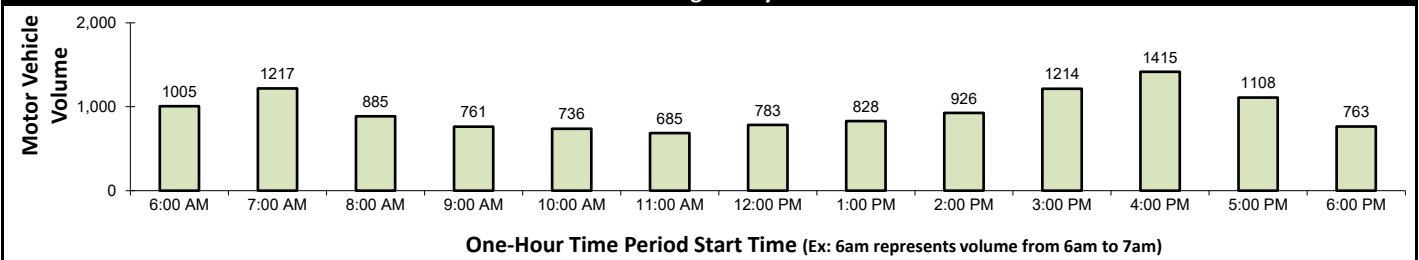
Count Information

Hrs Counted: 06:00 AM-07:00 PM					
1st Day of Count		Wednesday, August 20, 2025		Weather	
AM Peak Period		Wednesday, August 20, 2025		Clear and Dry	
Midday Peak Period		Wednesday, August 20, 2025		Clear and Dry	
PM Peak Period		Wednesday, August 20, 2025		Clear and 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) Non-Interstate Med Truck %		
Count Expansion Group			(2) Non-Interstate Med Truck %		
Daily/Seasonal Adjustment Factor			0.873	Count Expansion Factor	1.205
Company Name				TADI	Manual Adj. 1.000
Observers	AM Peak Period		TADI AS		
	Midday Peak Period		TADI AS		
	PM Peak Period		TADI AS		
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

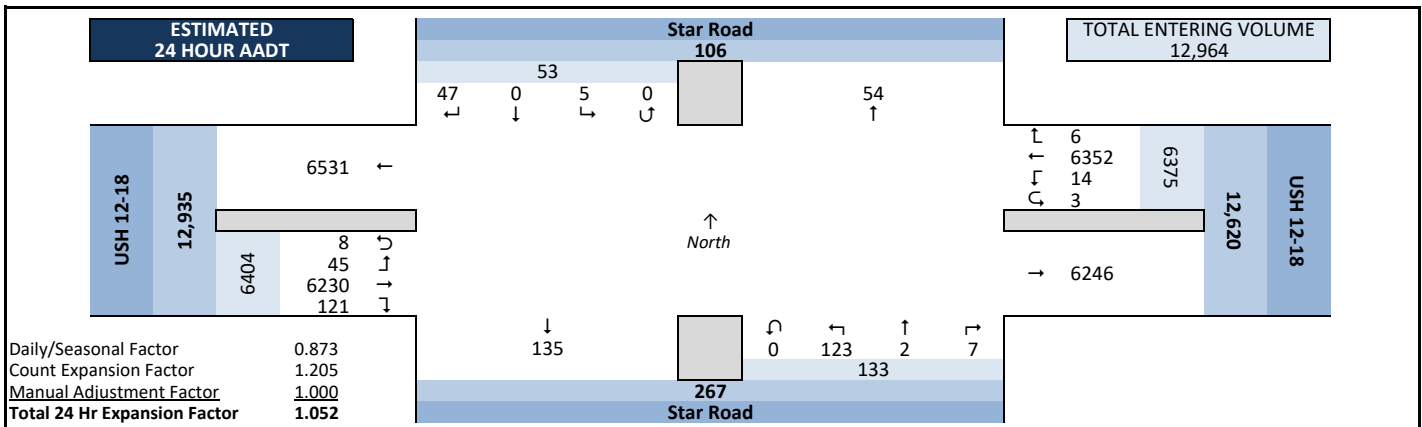
Observed 13 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

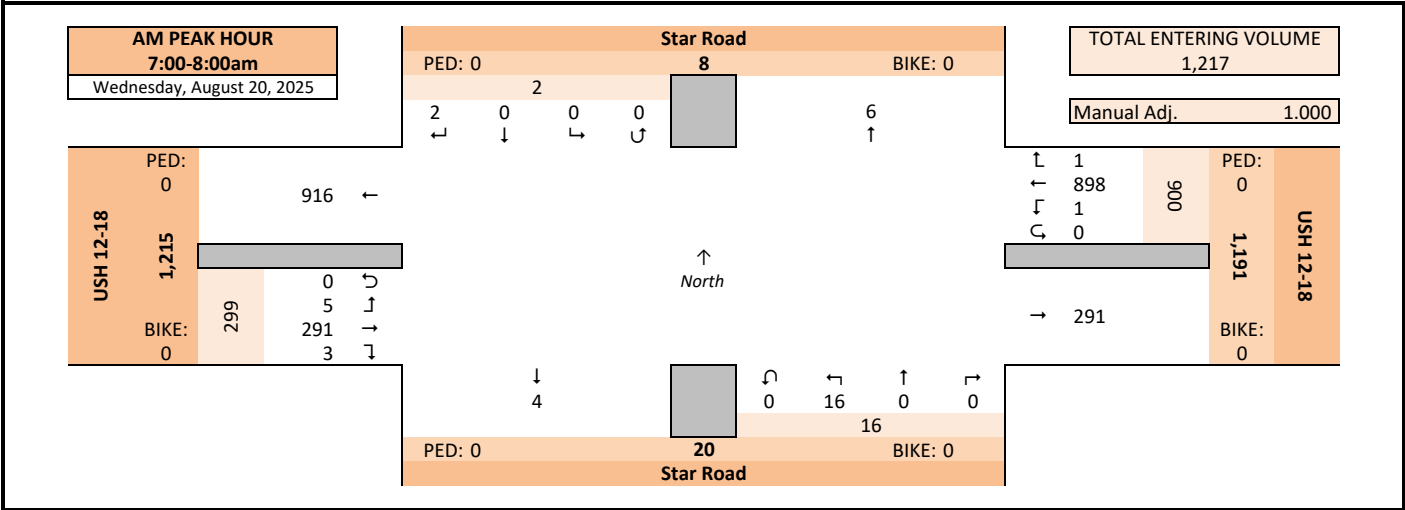


Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

USH 12-18 & Star Road

AM Peak Hour Summary



Peak Hour Volume Summary

Peak Hour Volumes, Truck Percentages, and PHFs

All Motor Vehicles

Wednesday, August 20, 2025						↙					←					↑					→					
From North						From East					From South					From West										
Star Road						USH 12-18					Star Road					USH 12-18										
AM Peak Hour	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					
Start Time																										
7:00 AM	1	0	0	0	1	0	211	0	0	211	0	0	2	0	2	1	61	2	0	0	64	278				
7:15 AM	1	0	0	0	1	0	251	1	0	252	0	0	3	0	3	1	78	1	0	0	80	336				
7:30 AM	0	0	0	0	0	1	241	0	0	242	0	0	8	0	8	1	84	2	0	0	87	337				
7:45 AM	0	0	0	0	0	0	195	0	0	195	0	0	3	0	3	0	68	0	0	0	68	266				
Peak Hour Volume	2	0	0	0	2	1	898	1	0	900	0	0	16	0	16	3	291	5	0	0	299	1217				
Rounded Hourly Volume	0	0	0	0	0	0	900	0	0	900	0	0	15	0	15	5	290	5	0	0	300	1215				
% Single Unit Trucks	50.0	0.0	0.0	0.0	50.0	0.0	5.5	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	8.2	20.0	0.0	0.0	8.4	6.2				
% Heavy Trucks	50.0	0.0	0.0	0.0	50.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	0.0	2.0	1.1				
% Trucks Total (Total)	100.0	0.0	0.0	0.0	100.0	0.0	6.1	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	10.3	20.0	0.0	0.0	10.4	7.2				
Peak Hour Factor (PHF)	0.50	0.00	0.00	0.00	0.50	0.25	0.89	0.25	0.00	0.89	0.00	0.00	0.50	0.00	0.50	0.75	0.87	0.62	0.00	0.00	0.86	0.90				

Wednesday, August 20, 2025		↓					←					↑					→					Totals
Midday (MD) Peak Hour	From North						From East					From South					From West					
	Star Road						USH 12-18					Star Road					USH 12-18					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	1:00 PM	0	0	0	0	0	0	0	82	0	0	82	0	0	2	0	2	1	101	0	0	102
	1:15 PM	0	0	0	0	0	0	0	79	0	0	79	1	0	1	0	2	5	110	1	0	116
	1:30 PM	1	0	0	0	1	1	1	91	0	0	92	0	0	0	0	0	4	139	2	0	145
	1:45 PM	1	0	0	0	1	0	0	86	0	0	86	1	0	1	0	2	3	113	1	1	118
	Peak Hour Volume	2	0	0	0	2	1	338	0	0	339	2	0	4	0	6	13	463	4	1	481	
	Rounded Hourly Volume	0	0	0	0	0	0	0	340	0	0	340	0	0	5	0	5	15	465	5	0	485
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	7.7	6.7	25.0	0.0	6.9
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.7	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	7.7	10.6	25.0	0.0	10.6	
Peak Hour Factor (PHF)	0.50	0.00	0.00	0.00	0.50	0.25	0.93	0.00	0.00	0.92	0.50	0.00	0.50	0.00	0.75	0.65	0.83	0.50	0.25	0.83	0.87	

Wednesday, August 20, 2025		↓ From North					← From East					↑ From South					→ From West					Totals
PM Peak Hour	PM Peak Hour	Star Road					USH 12-18					Star Road					USH 12-18					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	4:00 PM	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	4	209	0	0	213	
	4:15 PM	0	0	0	0	0	0	117	0	0	117	0	0	0	0	0	3	259	0	0	262	
	4:30 PM	0	0	0	0	0	1	129	3	0	133	0	0	3	0	3	5	244	2	0	251	
	4:45 PM	3	0	1	0	4	0	97	1	0	98	0	1	4	0	5	2	221	1	0	224	
	Peak Hour Volume	3	0	1	0	4	1	448	4	0	453	0	1	7	0	8	14	933	3	0	950	
	Rounded Hourly Volume	5	0	0	0	5	0	450	5	0	455	0	0	5	0	5	15	935	5	0	955	
	% Single Unit Trucks	66.7	0.0	0.0	0.0	50.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7	66.7	0.0	5.8	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	
% Trucks (Total)	66.7	0.0	0.0	0.0	50.0	0.0	7.4	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	7.1	66.7	0.0	7.2		
Peak Hour Factor (PHF)	0.25	0.00	0.25	0.00	0.25	0.25	0.87	0.33	0.00	0.85	0.00	0.25	0.44	0.00	0.40	0.70	0.90	0.37	0.00	0.91		

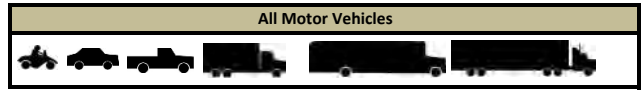
[illegible]

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

USH 12-18 & Star Road

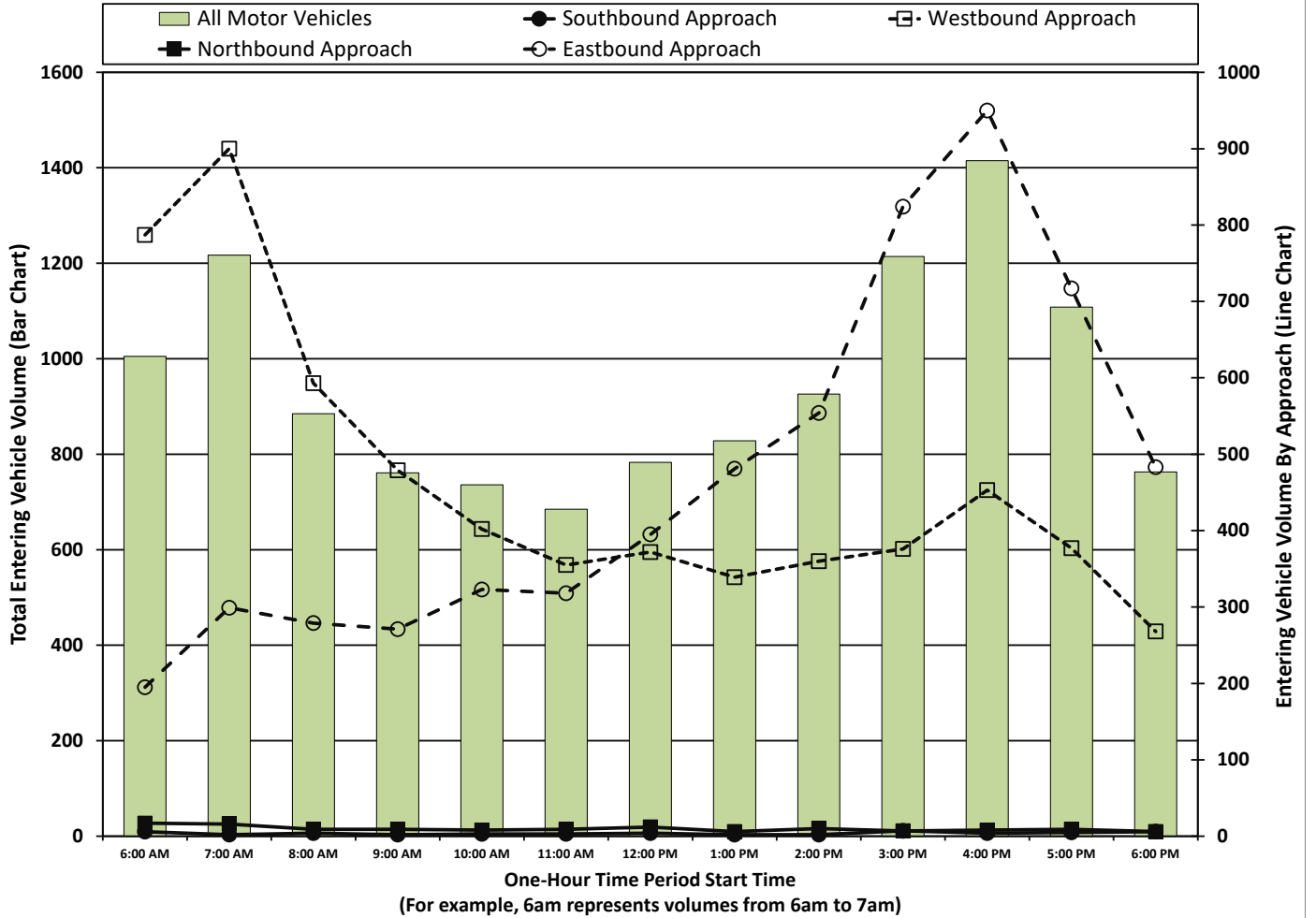
Count Basics			Page 4 of 13		
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session		
Total Number of Hours Counted:	13	Non-Holiday	No Special Events		



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals		
	Star Road					USH 12-18					Star Road					USH 12-18								
	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	6	0	0	0	6	0	787	0	0	787	2	1	14	0	17	1	186	8	0	195	1005	982	23
	7:00 AM	2	0	0	0	2	1	898	1	0	900	0	0	16	0	16	3	291	5	0	299	1217	1199	18
	8:00 AM	3	0	1	0	4	0	590	1	2	593	0	0	9	0	9	3	275	0	1	279	885	872	13
	9:00 AM	1	0	1	0	2	0	477	1	1	479	1	0	8	0	9	4	264	2	1	271	761	750	11
MD	10:00 AM	3	0	0	0	3	1	401	0	0	402	1	0	7	0	8	7	313	2	1	323	736	725	11
	11:00 AM	3	0	0	0	3	0	355	0	0	355	0	0	9	0	9	9	309	0	0	318	685	673	12
	12:00 PM	3	0	1	0	4	1	368	3	0	372	0	0	12	0	12	11	378	5	1	395	783	767	16
	1:00 PM	2	0	0	0	2	1	338	0	0	339	2	0	4	0	6	13	463	4	1	481	828	820	8
PM	2:00 PM	2	0	0	0	2	0	359	1	0	360	0	0	10	0	10	11	538	3	2	554	926	914	12
	3:00 PM	7	0	0	0	7	0	375	1	0	376	0	0	7	0	7	12	808	4	0	824	1214	1200	14
	4:00 PM	3	0	1	0	4	1	448	4	0	453	0	1	7	0	8	14	933	3	0	950	1415	1403	12
	5:00 PM	5	0	0	0	5	1	375	1	0	377	0	0	9	0	9	18	697	2	0	717	1108	1094	14
	6:00 PM	5	0	1	0	6	0	268	0	0	268	1	0	5	0	6	9	468	5	1	483	763	751	12
Totals		45	0	5	0	50	6	6039	13	3	6061	7	2	117	0	126	115	5923	43	8	6089	12326	12150	176

Graphical Summary of Hourly Volumes



15-Minute Motor Vehicle Data

All Motor Vehicles

15-Minute Motor Vehicle Data

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	PHF
	Star Road					USH 12-18					Star Road					USH 12-18						
	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	2	0	0	0	2	1	898	1	0	900	0	0	16	0	16	3	291	5	0	299	1217	0.90
MD 1:00 PM	2	0	0	0	2	1	338	0	0	339	2	0	4	0	6	13	463	4	1	481	828	0.87
PM 4:00 PM	3	0	1	0	4	1	448	4	0	453	0	1	7	0	8	14	933	3	0	950	1415	0.91

Intersection Traffic Volume Report

15-Minute Automobile Data

USH 12-18 & Star Road

Count Basics			Page 6 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Automobile Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Star Road					USH 12-18					Star Road					USH 12-18							
	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	154	0	0	154	0	0	2	0	2	1	18	2	0	21	177	914
	6:15 AM	0	0	0	0	0	0	164	0	0	164	1	0	2	0	3	0	31	5	0	36	203	987
	6:30 AM	0	0	0	0	0	0	231	0	0	231	1	1	2	0	4	0	57	1	0	58	293	1090
	6:45 AM	1	0	0	0	1	0	184	0	0	184	0	0	5	0	5	0	51	0	0	51	241	1118
	7:00 AM	0	0	0	0	0	0	194	0	0	194	0	0	2	0	2	1	51	2	0	54	250	1129
	7:15 AM	0	0	0	0	0	0	232	1	0	233	0	0	3	0	3	1	69	0	0	70	306	1095
	7:30 AM	0	0	0	0	0	1	231	0	0	232	0	0	8	0	8	1	78	2	0	81	321	1005
	7:45 AM	0	0	0	0	0	0	186	0	0	186	0	0	3	0	3	0	63	0	0	63	252	890
	8:00 AM	0	0	1	0	1	0	155	0	1	156	0	0	0	0	0	1	58	0	0	59	216	799
	8:15 AM	1	0	0	0	1	0	159	0	0	159	0	0	2	0	2	0	54	0	0	54	216	723
	8:30 AM	1	0	0	0	1	0	137	0	0	137	0	0	5	0	5	2	60	0	1	63	206	703
	8:45 AM	1	0	0	0	1	0	101	0	1	102	0	0	1	0	1	0	57	0	0	57	161	647
	9:00 AM	0	0	0	0	0	0	97	0	0	97	0	0	1	0	1	1	41	0	0	42	140	656
	9:15 AM	1	0	0	0	1	0	121	1	1	123	0	0	3	0	3	1	67	0	1	69	196	668
	9:30 AM	0	0	0	0	0	0	104	0	0	104	0	0	1	0	1	1	44	0	0	45	150	618
	9:45 AM	0	0	0	0	0	0	104	0	0	104	1	0	2	0	3	1	62	0	0	63	170	648
Midday Peak Period	10:00 AM	0	0	0	0	0	0	94	0	0	94	1	0	5	0	6	0	52	0	0	52	152	640
	10:15 AM	0	0	0	0	0	0	79	0	0	79	0	0	2	0	2	4	60	0	1	65	146	624
	10:30 AM	0	0	0	0	0	0	108	0	0	108	0	0	0	0	0	1	71	0	0	72	180	638
	10:45 AM	1	0	0	0	1	1	78	0	0	79	0	0	0	0	0	1	81	0	0	82	162	624
	11:00 AM	1	0	0	0	1	0	78	0	0	78	0	0	2	0	2	1	54	0	0	55	136	592
	11:15 AM	0	0	0	0	0	0	83	0	0	83	0	0	2	0	2	2	73	0	0	75	160	629
	11:30 AM	0	0	0	0	0	0	83	0	0	83	0	0	2	0	2	5	76	0	0	81	166	652
	11:45 AM	0	0	0	0	0	0	69	0	0	69	0	0	3	0	3	1	57	0	0	58	130	663
	12:00 PM	0	0	0	0	0	0	89	0	0	89	0	0	4	0	4	3	77	0	0	80	173	691
	12:15 PM	0	0	0	0	0	0	79	1	0	80	0	0	3	0	3	4	94	1	1	100	183	681
	12:30 PM	2	0	0	0	2	1	91	2	0	94	0	0	2	0	2	3	76	0	0	79	177	675
	12:45 PM	0	0	0	0	0	0	65	0	0	65	0	0	3	0	3	1	89	0	0	90	158	712
	1:00 PM	0	0	0	0	0	0	70	0	0	70	0	0	2	0	2	1	90	0	0	91	163	741
	1:15 PM	0	0	0	0	0	0	72	0	0	72	1	0	1	0	2	4	98	1	0	103	177	769
	1:30 PM	1	0	0	0	1	1	82	0	0	83	0	0	0	0	0	4	125	1	0	130	214	800
	1:45 PM	1	0	0	0	1	0	78	0	0	78	1	0	1	0	2	3	101	1	1	106	187	790
PM Peak Period	2:00 PM	0	0	0	0	0	0	83	0	0	83	0	0	3	0	3	3	101	0	1	105	191	820
	2:15 PM	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	4	125	0	0	129	208	861
	2:30 PM	0	0	0	0	0	0	70	0	0	70	0	0	1	0	1	3	129	0	1	133	204	935
	2:45 PM	0	0	0	0	0	0	78	1	0	79	0	0	5	0	5	0	133	0	0	133	217	1025
	3:00 PM	2	0	0	0	2	0	78	0	0	78	0	0	0	0	0	5	146	1	0	152	232	1113
	3:15 PM	1	0	0	0	1	0	79	0	0	79	0	0	2	0	2	5	194	1	0	200	282	1167
	3:30 PM	2	0	0	0	2	0	90	1	0	91	0	0	5	0	5	1	195	0	0	196	294	1229
	3:45 PM	2	0	0	0	2	0	88	0	0	88	0	0	0	0	0	1	213	1	0	215	305	1305
	4:00 PM	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	4	185	0	0	189	286	1312
	4:15 PM	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	3	238	0	0	241	344	1299
	4:30 PM	0	0	0	0	0	1	121	3	0	125	0	0	3	0	3	5	236	1	0	242	370	1228
	4:45 PM	1	0	1	0	2	0	94	1	0	95	0	1	4	0	5	2	208	0	0	210	312	1106
	5:00 PM	2	0	0	0	2	1	85	0	0	86	0	0	5	0	5	2	178	0	0	180	273	1063
	5:15 PM	2	0	0	0	2	0	91	1	0	92	0	0	0	0	0	4	175	0	0	179	273	1026
	5:30 PM	1	0	0	0	1	0	87	0	0	87	0	0	3	0	3	4	153	0	0	157	248	939
	5:45 PM	0	0	0	0	0	0	89	0	0	89	0	0	1	0	1	8	171	0	0	179	269	854
	6:00 PM	1	0	0	0	1	0	77	0	0	77	0	0	1	0	1	1	155	1	0	157	236	721
	6:15 PM	1	0	1	0	2	0	55	0	0	55	0	0	1	0	1	5	122	1	0	128	186	
	6:30 PM	2	0	0	0	2	0	82	0	0	82	1	0	2	0	3	0	76	0	0	76	163	
	6:45 PM	1	0	0	0	1	0	43	0	0	43	0	0	1	0	1	2	88	0	1	91	136	
	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		29	0	3	0	32	6	5521	12	3	5542	7	2	111	0	120	111	5356	22	8	5497	11191	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	Star Road					USH 12-18					Star Road					USH 12-18					
	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	1	843	1	0	845	0	0	16	0	16	3	261	4	0	268	1129
MD 1:00 PM	2	0	0	0	2	1	302	0	0	303	2	0	4	0	6	12	414	3	1	430	741
PM 4:00 PM	1	0	1	0	2	1	415	4	0	420	0	1	7	0	8	14	867	1	0	882	1312

Intersection Traffic Volume Report

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

USH 12-18 & Star Road

Count Basics			Page 7 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



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

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Star Road					USH 12-18					Star Road					USH 12-18							
	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	11	0	0	11	0	0	0	0	0	0	0	0	0	0	11	70
	6:15 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	12	82
	6:30 AM	1	0	0	0	1	0	18	0	0	18	0	0	1	0	1	0	7	0	0	7	27	96
	6:45 AM	3	0	0	0	3	0	11	0	0	11	0	0	2	0	2	0	4	0	0	4	20	83
	7:00 AM	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	0	7	0	0	7	23	75
	7:15 AM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	8	1	0	9	26	65
	7:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	14	56
	7:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12	55
	8:00 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	6	0	0	6	13	54
	8:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	10	0	0	10	17	58
	8:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13	57
	8:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	11	59
	9:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	17	65
	9:15 AM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	7	1	0	8	16	68
	9:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	15	67
	9:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	0	5	1	0	6	17	68
Midday Peak Period	10:00 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	9	1	0	11	20	66
	10:15 AM	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	15	60
	10:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	16	61
	10:45 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	15	60
	11:00 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	14	56
	11:15 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	16	56
	11:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	15	54
	11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	11	56
	12:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	2	0	7	14	62
	12:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	1	0	6	14	63
	12:30 PM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	17	63
	12:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	17	61
	1:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	15	58
	1:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	8	0	0	9	14	64
	1:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	1	0	7	15	73
	1:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	14	72
PM Peak Period	2:00 PM	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	0	8	1	0	9	21	81
	2:15 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	10	1	0	12	23	71
	2:30 PM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	14	74
	2:45 PM	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	23	84
	3:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	11	79
	3:15 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	14	0	0	14	26	90
	3:30 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	14	1	0	15	24	92
	3:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	18	80
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	20	0	0	20	22	75
	4:15 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	19	0	0	19	28	60
	4:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	1	0	7	12	36
	4:45 PM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	8	1	0	9	13	31
	5:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7	29
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	28
	5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	36
	5:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	2	0	6	11	36
	6:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	32
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	7	3	0	11	12	
	6:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	
	6:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	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	
	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		13	0	2	0	15	0	370	1	0	371	0	0	6	0	6	4	388	18	0	410	802	
SU Truck %age:		28.9%	0.0%	40.0%	0.0%	30.0%	0.0%	6.1%	7.7%	0.0%	6.1%	0.0%	0.0%	5.1%	0.0%	4.8%	3.5%	6.6%	41.9%	0.0%	6.7%	6.5%	

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

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	Star Road					USH 12-18					Star Road					USH 12-18					
	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	1	0	0	0	1	0	49	0	0	49	0	0	0	0	0	0	24	1	0	25	75
PM 1:00 PM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	1	31	1	0	33	58
PM 4:00 PM	2	0	0	0	2	0	18	0	0	18	0	0	0	0	0	0	53	2	0	55	71

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

USH 12-18 & Star Road

Count Basics			Page 8 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Semi-Truck Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Star Road					USH 12-18					Star Road					USH 12-18							
	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	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	21
	6:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	22
	6:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	19
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	13
	7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	13
	7:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	14
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	15
	7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	26
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	32
	8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	34
	8:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	13	42
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	34
Midday Peak Period	9:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	40
	9:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	13	39
	9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	34
	9:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	14	41
	10:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	30
	10:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	8	35
	10:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12	36
	10:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	32
	11:00 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	12	37
	11:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9	33
	11:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	30
	11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	32
PM Peak Period	12:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	30
	12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	6	30
	12:30 PM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	10	30
	12:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6	29
	1:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	29
	1:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	27
	1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9	29
	1:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	24
	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	25
	2:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	8	25
	2:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	21
	2:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	25
3:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	22	
3:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	26	
3:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	29	
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	26	
4:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	28	
4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7	22	
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	19	
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	18	
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	16	
5:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	15	
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	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	2	4	12	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	10	
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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3		
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		3	0	0	0	3	0	148	0	0	148	0	0	0	0	0	0	179	3	0	182	333	

Semi Truck %age: 6.7% 0.0% 0.0% 0.0% 6.0% 0.0% 2.5% 0.0% 0.0% 2.4% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 3.0% 7.0% 0.0% 3.0% 2.7%

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume
	Star Road					USH 12-18					Star Road					USH 12-18					
	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	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	13
MD 1:00 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	18	0	0	18	29
PM 4:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	13	0	0	13	28

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

USH 12-18 & Star Road

Count Basics			Page 9 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Star Road					USH 12-18					Star Road					USH 12-18							
	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	14	0	0	14	0	0	0	0	0	0	1	0	0	1	15	91
	6:15 AM	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	19	104
	6:30 AM	1	0	0	0	1	0	21	0	0	21	0	0	1	0	1	0	12	0	0	12	35	115
	6:45 AM	3	0	0	0	3	0	11	0	0	11	0	0	2	0	2	0	6	0	0	6	22	96
	7:00 AM	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	0	10	0	0	10	28	88
	7:15 AM	1	0	0	0	1	0	19	0	0	19	0	0	0	0	0	0	9	1	0	10	30	79
	7:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	16	71
	7:45 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	14	81
	8:00 AM	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	11	0	0	11	19	86
	8:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	13	0	0	13	22	92
	8:30 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	13	0	0	13	26	99
	8:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	19	93
9:00 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	14	0	0	14	25	105	
9:15 AM	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	0	14	1	0	15	29	107	
9:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	20	101	
9:45 AM	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	9	1	0	10	31	109	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	1	12	1	0	14	27	96
	10:15 AM	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	0	10	1	0	11	23	95
	10:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	18	0	0	18	28	97
	10:45 AM	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	18	92
	11:00 AM	2	0	0	0	2	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	26	93
	11:15 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	11	0	0	11	25	89
	11:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	14	0	0	14	23	84
	11:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	19	88
	12:00 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	10	2	0	12	22	92
	12:15 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	8	2	0	10	20	93
	12:30 PM	1	0	1	0	2	0	13	0	0	13	0	0	0	0	0	0	12	0	0	12	27	93
	12:45 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	23	90
PM Peak Period	1:00 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	11	0	0	11	23	87
	1:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	12	0	0	13	20	91
	1:30 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	14	1	0	15	24	102
	1:45 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	12	0	0	12	20	96
	2:00 PM	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	0	13	1	0	14	27	106
	2:15 PM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	1	12	2	0	15	31	96
	2:30 PM	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	18	95
	2:45 PM	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	0	16	0	0	16	30	109
	3:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	17	101
	3:15 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	16	0	0	16	30	116
	3:30 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	19	1	0	20	32	121
	3:45 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	22	106
4:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	24	0	0	24	32	103	
4:15 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	21	0	0	21	35	82	
4:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	1	0	9	17	55	
4:45 PM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	13	1	0	14	19	49	
5:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	11	45	
5:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	43	
5:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	11	49	
5:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	2	0	8	15	48	
6:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9	42	
6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	8	3	0	12	14		
6:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10		
6:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9		
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	16	0	2	0	18	0	518	1	0	519	0	0	6	0	6	4	567	21	0	592	1135		
total Truck %age:	35.6%	0.0%	40.0%	0.0%	36.0%	0.0%	8.6%	7.7%	0.0%	8.6%	0.0%	0.0%	5.1%	0.0%	4.8%	3.5%	9.6%	48.8%	0.0%	9.7%	9.2%		

total Truck %age: 35.6% 0.0% 40.0% 0.0% 36.0% 0.0% 8.6% 7.7% 0.0% 8.6% 0.0% 0.0% 5.1% 0.0% 4.8% 3.5% 9.6% 48.8% 0.0% 9.7% 9.2%

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	Star Road					USH 12-18					Star Road					USH 12-18					
	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	2	0	0	0	2	0	55	0	0	55	0	0	0	0	0	0	30	1	0	31	88
MD 1:00 PM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	1	49	1	0	51	87
PM 4:00 PM	2	0	0	0	2	0	33	0	0	33	0	0	0	0	0	0	66	2	0	68	103

15-Minute Heavy Vehicle Percentages

Count Basics		Page 10 of 13	
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events



15-Minute Time Period Start Time		From North					From East					From South					From West					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Star Road					USH 12-18					Star Road					USH 12-18						
		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	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.5	7.8	9.1
	6:15 AM	100.0	0.0	0.0	0.0	100.0	0.0	4.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	24.4	0.0	0.0	21.7	8.6	9.5
	6:30 AM	100.0	0.0	0.0	0.0	100.0	0.0	8.3	0.0	0.0	8.3	0.0	0.0	33.3	0.0	20.0	0.0	17.4	0.0	0.0	17.1	10.7	9.5
	6:45 AM	75.0	0.0	0.0	0.0	75.0	0.0	5.6	0.0	0.0	5.6	0.0	0.0	28.6	0.0	28.6	0.0	10.5	0.0	0.0	10.5	8.4	7.9
	7:00 AM	100.0	0.0	0.0	0.0	100.0	0.0	8.1	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	16.4	0.0	0.0	15.6	10.1	7.2
	7:15 AM	100.0	0.0	0.0	0.0	100.0	0.0	7.6	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	11.5	100.0	0.0	12.5	8.9	6.7
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.9	4.7	6.6
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	7.4	5.3	8.3
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.3	100.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	15.9	0.0	0.0	15.7	8.1	9.7
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.8	0.0	0.0	33.3	0.0	33.3	0.0	19.4	0.0	0.0	19.4	9.2	11.3
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	17.8	0.0	0.0	17.1	11.2	12.3
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0	13.6	10.6	12.6
Midday Peak Period	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	10.2	0.0	0.0	10.2	0.0	0.0	0.0	0.0	0.0	0.0	25.5	0.0	0.0	25.0	15.2	13.8
	9:15 AM	0.0	0.0	100.0	0.0	50.0	0.0	9.7	0.0	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	17.3	100.0	0.0	17.9	12.9	13.8
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	22.8	0.0	0.0	22.4	11.8	14.0
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	16.1	0.0	0.0	16.1	0.0	0.0	33.3	0.0	25.0	0.0	12.7	100.0	0.0	13.7	15.4	14.4
	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	12.1	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0	100.0	18.8	100.0	0.0	21.2	15.1	13.0
	10:15 AM	100.0	0.0	0.0	0.0	100.0	0.0	12.2	0.0	0.0	12.2	0.0	0.0	0.0	0.0	0.0	0.0	14.3	100.0	0.0	14.5	13.6	13.2
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0	20.2	0.0	0.0	20.0	13.5	13.2
	10:45 AM	50.0	0.0	0.0	0.0	50.0																	

Semi Truck Percentage: 2.7016

Hourly Time Period Start Time	Star Road Heavy Vehicle Percentages Summary																				Hourly Heavy Vehicle Percent
	From North					From East					From South					From West					
	Star Road					USH 12-18					Star Road					USH 12-18					
	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	100.0	0.0	0.0	0.0	100.0	0.0	6.1	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	10.3	20.0	0.0	10.4	7.2
MD 1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	7.7	10.6	25.0	0.0	10.6	10.5
PM 4:00 PM	66.7	0.0	0.0	0.0	50.0	0.0	7.4	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	7.1	66.7	0.0	7.2	7.3

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

USH 12-18 & Star Road

Count Basics			Page 11 of 13
Start Date:	Wednesday, August 20, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	North Approach			East Approach			South Approach			West Approach				
	Star Road			USH 12-18			Star Road			USH 12-18				
	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
	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
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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					
Elementary School Age Children	x					
Visually Impaired (white cane/help)	x					
Elderly/Disabled (except wheelchai)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					



DANE COUNTY HIGHWAY DEPARTMENT

2302 FISH HATCHERY ROAD

MADISON, WI 53713

(608) 283-1416

Latitude: 43.040100
Longitude: -89.199942

CTH N
B-13-0042

Time	Monday 3/6/2023	Tuesday 3/7/2023	Wednesday 3/8/2023	Thursday 3/9/2023	Friday 3/10/2023	Week Day Average
12:00 AM	*	4	8	5	*	6 
1:00 AM	*	4	4	10	*	6 
2:00 AM	*	1	5	11	*	6 
3:00 AM	*	8	8	6	*	7 
4:00 AM	*	20	23	19	*	21 
5:00 AM	*	82	71	78	*	77 
6:00 AM	*	223	230	228	*	227 
7:00 AM	*	353	368	365	*	362 
8:00 AM	*	216	214	246	*	225 
9:00 AM	*	169	209	184	*	187 
10:00 AM	*	205	305	195	*	235 
11:00 AM	*	167	280	195	*	214 
12:00 PM	*	204	308	240	*	251 
1:00 PM	*	171	225	198	*	198 
2:00 PM	*	246	267	230	*	248 
3:00 PM	*	269	317	358	*	315 
4:00 PM	*	362	415	388	*	388 
5:00 PM	*	278	304	97	*	226 
6:00 PM	*	145	169	56	*	123 
7:00 PM	*	77	78	30	*	62 
8:00 PM	*	45	75	20	*	47 
9:00 PM	*	33	44	4	*	27 
10:00 PM	*	18	14	2	*	11 
11:00 PM	*	7	17	1	*	8 
Total	0	3307	3958	3166	0	3477
ADT		ADT: 3,429		AADT: 3,738		

GREATER MADISON MPO TRAFFIC FORECAST REPORT

Region/COUNTY(IES): Dane

Developed by: D. Kanning

PROJECT ID(S): N/A

LOCATION: CTH N

Phone: 608-266-4335

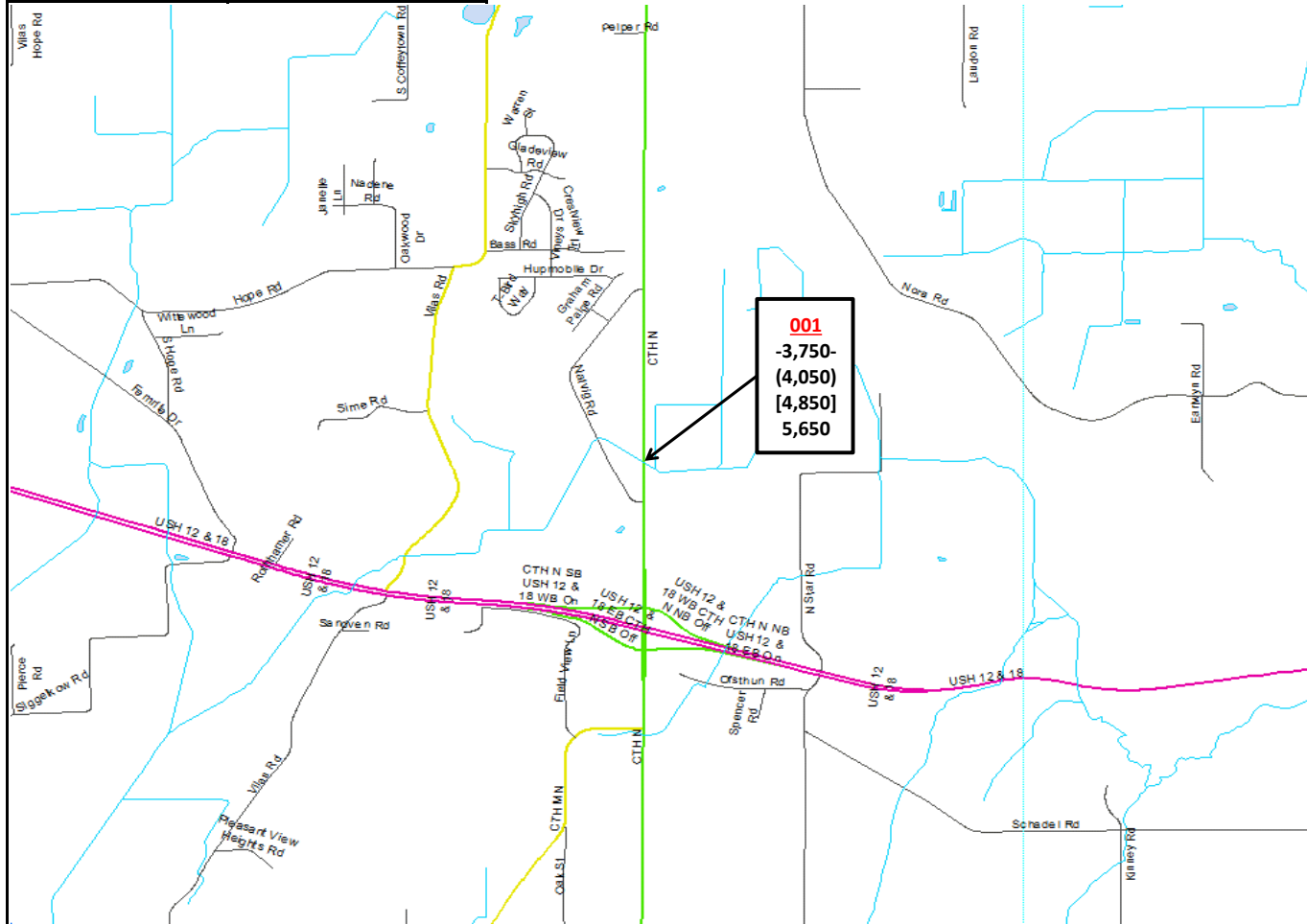
ROUTE(S): CTH N (Little Door Creek Bridge)

COMPLETED: November 1, 2024

Email: dkanning@cityofmadison.com



Site(s)	Route(s)	Volume(s)	Site Growth %
001		5660	2.14%

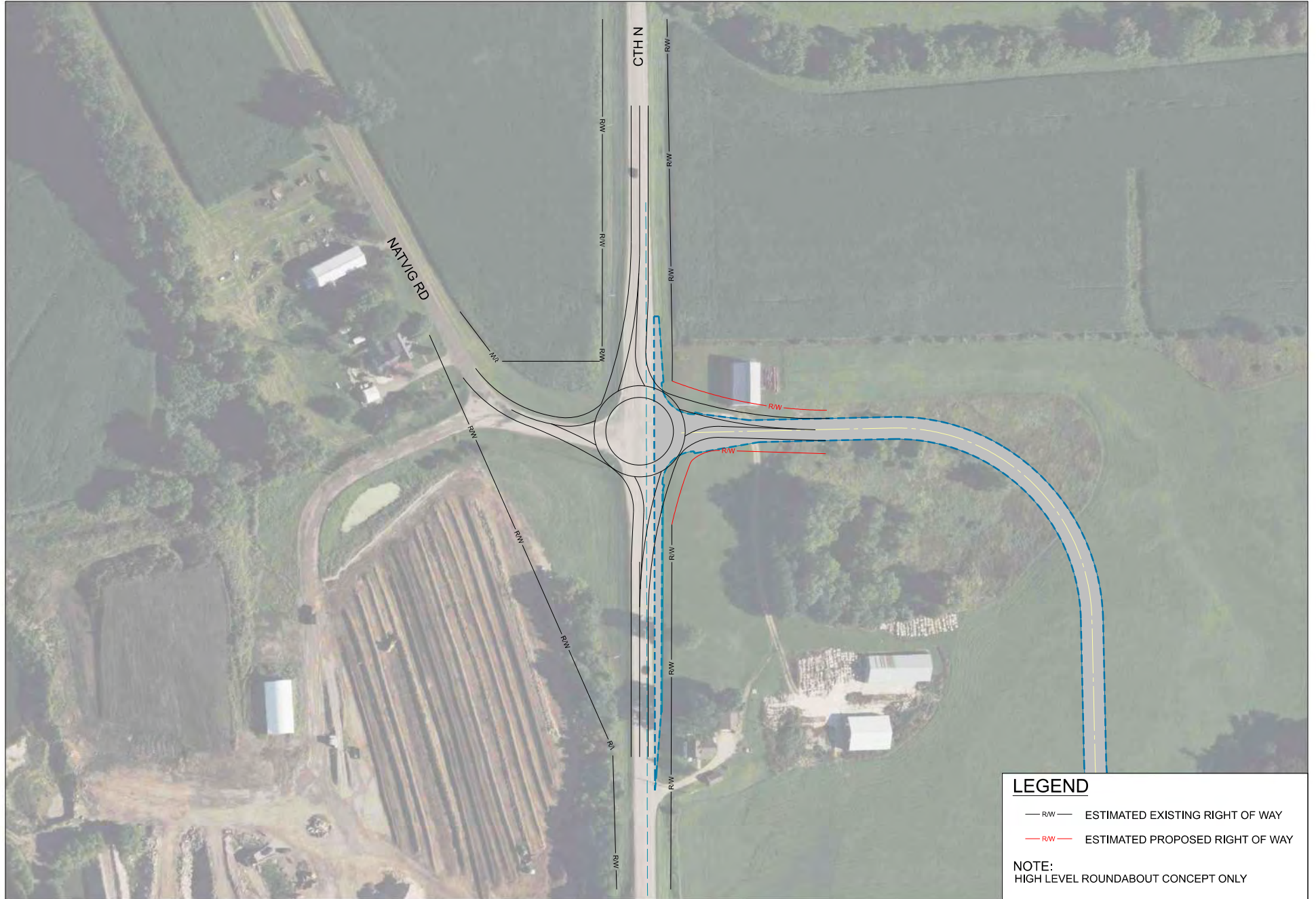


SITE ID = Colored, bolded, and underlined

NOTES ON THE FORECAST:

Symbol	Count	Symbol	Forecast
-000-	2023 Count	(000)	2027 AADT
		[000]	2037 AADT
		000	2047 AADT

1. This draft projection assumes that no major new traffic generators will be added to the development already included in the 2016/2050 Dane County Regional Travel Demand Model.
2. Vehicle classification data and design values (K factors, directional splits, and percent trucks in design hours) are available here: <http://wisconsin.dot.gov/Pages/projects/data-plan/traf-fore/default.aspx>
3. The Dane County Regional Travel Demand Model (Dane V7.4.5.0) was used to complete this forecast.
4. 2023 counts (AADT) are from Dane County.







APPENDIX B

Existing Transportation System with Background Traffic Operational Analysis

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

BaseYear-BackgroundTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	1	45	145	270	0	0	145	175
Future Volume (vph)	0	0	0	10	1	45	145	270	0	0	145	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

BaseYear-BackgroundTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1	131	0	0	0	0	315	15	20	140	0
Future Volume (vph)	95	1	131	0	0	0	0	315	15	20	140	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	7%	7%	7%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
9: CTH N & Natvig Rd

BaseYear-BackgroundTraffic-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	1	315	325	2
Future Volume (vph)	1	5	1	315	325	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	580			1262	1009	
Travel Time (s)	8.8			15.6	12.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	25%	9%	9%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

BaseYear-BackgroundTraffic-AMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	2	1	305	250	20
Future Volume (vph)	30	2	1	305	250	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	11%	11%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

BaseYear-BackgroundTraffic-AMPeak

01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	5	1	1	25	25	2
Future Volume (vph)	5	1	1	25	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	15%	15%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

BaseYear-BackgroundTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	290	5	1	900	1	15	1	1	1	1	2
Future Volume (vph)	5	290	5	1	900	1	15	1	1	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			706	
Travel Time (s)		31.5			16.7			11.0			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	0%	0%	0%	100%	100%	100%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

HCM 7th TWSC
3: CTH N & USH 12/18 WB Ramp

BaseYear-BackgroundTraffic-AMPeak

01/16/2026

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	0	0	0	10	1	45	145	270	0	0	145	175
Future Vol, veh/h	0	0	0	10	1	45	145	270	0	0	145	175
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	7	7	7	3	3	3
Mvmt Flow	0	0	0	11	1	51	163	303	0	0	163	197

Major/Minor	Minor1		Major1		Major2					
Conflicting Flow All	792	792	303	163	0	-	-	-	-	0
Stage 1	629	629	-	-	-	-	-	-	-	-
Stage 2	163	163	-	-	-	-	-	-	-	-
Critical Hdwy	6.58	6.68	6.38	4.17	-	-	-	-	-	-
Critical Hdwy Stg 1	5.58	5.68	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.58	5.68	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	2.263	-	-	-	-	-	-
Pot Cap-1 Maneuver	337	304	700	1386	-	0	0	-	-	0
Stage 1	502	451	-	-	-	0	0	-	-	0
Stage 2	829	734	-	-	-	0	0	-	-	0
Platoon blocked, %					-			-		
Mov Cap-1 Maneuver	297	0	700	1386	-	-	-	-	-	-
Mov Cap-2 Maneuver	297	0	-	-	-	-	-	-	-	-
Stage 1	443	0	-	-	-	-	-	-	-	-
Stage 2	829	0	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.22	2.78	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1386	-	562
HCM Lane V/C Ratio	0.118	-	0.112
HCM Control Delay (s/veh)	7.9	-	12.2
HCM Lane LOS	A	-	B
HCM 95th %tile Q(veh)	0.4	-	0.4

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↱	↰	
Traffic Vol, veh/h	95	1	131	0	0	0	0	315	15	20	140	0
Future Vol, veh/h	95	1	131	0	0	0	0	315	15	20	140	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
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, %	22	22	22	0	0	0	7	7	7	4	4	4
Mvmt Flow	102	1	141	0	0	0	0	339	16	22	151	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	532	532	151	-	0	-	339	0	0
Stage 1	194	194	-	-	-	-	-	-	-
Stage 2	339	339	-	-	-	-	-	-	-
Critical Hdwy	6.62	6.72	6.42	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.62	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.62	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	475	426	846	0	-	0	1209	-	0
Stage 1	794	704	-	0	-	0	-	-	0
Stage 2	679	606	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	466	0	846	-	-	-	1209	-	-
Mov Cap-2 Maneuver	466	0	-	-	-	-	-	-	-
Stage 1	794	0	-	-	-	-	-	-	-
Stage 2	667	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v12.13		0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	466	846	1209	-
HCM Lane V/C Ratio	-	0.221	0.167	0.018	-
HCM Control Delay (s/veh)	-	14.9	10.1	8	-
HCM Lane LOS	-	B	B	A	-
HCM 95th %tile Q(veh)	-	0.8	0.6	0.1	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	1	315	325	2
Future Vol, veh/h	1	5	1	315	325	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	25	25	9	9	7	7
Mvmt Flow	1	6	1	350	361	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	713	361	363	0	-	0
Stage 1	361	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Critical Hdwy	6.65	6.45	4.19	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.525	2.281	-	-	-
Pot Cap-1 Maneuver	366	635	1158	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	635	1158	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.44	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1158	-	565	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Control Delay (s/veh)	8.1	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	2	1	305	250	20
Future Vol, veh/h	30	2	1	305	250	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	9	11	11	21	21
Mvmt Flow	31	2	1	314	258	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	574	258	278	0	-	0
Stage 1	258	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.21	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.299	-	-	-
Pot Cap-1 Maneuver	469	764	1234	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	468	764	1234	-	-	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v13.05		0.03		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1234	-	480	-	-	
HCM Lane V/C Ratio	0.001	-	0.069	-	-	
HCM Control Delay (s/veh)	7.9	-	13.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection						
Int Delay, s/veh	1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	25	25	2
Future Vol, veh/h	5	1	1	25	25	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	15	15	12	12
Mvmt Flow	6	1	1	30	30	2

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	65	32	33	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.25	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.335	-	-	-
Pot Cap-1 Maneuver	946	1048	1499	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	945	1048	1499	-	-	-
Mov Cap-2 Maneuver	945	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	995	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	8.78	0.28	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR	
Capacity (veh/h)	69	-	961	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Control Delay (s/veh)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Vol, veh/h	5	290	5	1	900	1	15	1	1	1	1	2
Future Vol, veh/h	5	290	5	1	900	1	15	1	1	1	1	2
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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	6	6	6	0	0	0	100	100	100
Mvmt Flow	6	322	6	1	1000	1	17	1	1	1	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1001	0	0	328	0	0	839	1339	164	1176	1342	501
Stage 1	-	-	-	-	-	-	336	336	-	1003	1003	-
Stage 2	-	-	-	-	-	-	503	1003	-	173	339	-
Critical Hdwy	4.3	-	-	4.22	-	-	7.5	6.5	6.9	9.5	8.5	8.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	8.5	7.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	8.5	7.5	-
Follow-up Hdwy	2.3	-	-	2.26	-	-	3.5	4	3.3	4.5	5	4.3
Pot Cap-1 Maneuver	641	-	-	1200	-	-	262	154	858	69	67	323
Stage 1	-	-	-	-	-	-	657	645	-	132	165	-
Stage 2	-	-	-	-	-	-	525	322	-	592	446	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	641	-	-	1200	-	-	253	152	858	67	66	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	152	-	67	66	-
Stage 1	-	-	-	-	-	-	651	639	-	131	165	-
Stage 2	-	-	-	-	-	-	517	322	-	584	441	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.27			0.02			20.32			38.92		
HCM LOS							C			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	254	59	-	-	4	-	-	111
HCM Lane V/C Ratio	0.074	0.009	-	-	0.001	-	-	0.04
HCM Control Delay (s/veh)	20.3	10.7	0.1	-	8	0	-	38.9
HCM Lane LOS	C	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

BaseYear-BackgroundTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	20	1	25	85	360	0	0	280	125
Future Volume (vph)	0	0	0	20	1	25	85	360	0	0	280	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	7%	7%	7%	3%	3%	3%	4%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

BaseYear-BackgroundTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	1	170	0	0	0	0	260	30	50	245	0
Future Volume (vph)	185	1	170	0	0	0	0	260	30	50	245	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
9: CTH N & Natvig Rd

BaseYear-BackgroundTraffic-PMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	2	385	400	1
Future Volume (vph)	1	5	2	385	400	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	580			1262	1009	
Travel Time (s)	8.8			15.6	12.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
13: CTH N & CTH MN

BaseYear-BackgroundTraffic-PMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	35	2	1	250	385	40
Future Volume (vph)	35	2	1	250	385	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

BaseYear-BackgroundTraffic-PMPeak

01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	10	1	1	25	35	10
Future Volume (vph)	10	1	1	25	35	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	6%	6%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

BaseYear-BackgroundTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	935	15	5	450	1	5	1	1	1	1	5
Future Volume (vph)	5	935	15	5	450	1	5	1	1	1	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			706	
Travel Time (s)		31.5			16.7			11.0			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	0%	0%	0%	50%	50%	50%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

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	0	0	0	20	1	25	85	360	0	0	280	125
Future Vol, veh/h	0	0	0	20	1	25	85	360	0	0	280	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	7	7	7	3	3	3	4	4	3
Mvmt Flow	0	0	0	22	1	28	94	400	0	0	311	139

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	900	900	400	311	0	-	-
Stage 1	589	589	-	-	-	-	-
Stage 2	311	311	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	4.13	-	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	2.227	-	-	-
Pot Cap-1 Maneuver	303	273	639	1244	-	0	0
Stage 1	545	488	-	-	-	0	0
Stage 2	732	649	-	-	-	0	0
Platoon blocked, %					-		-
Mov Cap-1 Maneuver	280	0	639	1244	-	-	-
Mov Cap-2 Maneuver	280	0	-	-	-	-	-
Stage 1	504	0	-	-	-	-	-
Stage 2	732	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.11	1.55	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1244	-	407
HCM Lane V/C Ratio	0.076	-	0.126
HCM Control Delay (s/veh)	8.1	-	15.1
HCM Lane LOS	A	-	C
HCM 95th %tile Q(veh)	0.2	-	0.4

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	185	1	170	0	0	0	0	260	30	50	245	0
Future Vol, veh/h	185	1	170	0	0	0	0	260	30	50	245	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	0	-	100	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	0	0	0	3	3	3	4	4	4
Mvmt Flow	201	1	185	0	0	0	0	283	33	54	266	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	658	658	266	-	0	-	283	0	0
Stage 1	375	375	-	-	-	-	-	-	-
Stage 2	283	283	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	422	378	760	0	-	0	1268	-	0
Stage 1	684	608	-	0	-	0	-	-	0
Stage 2	754	668	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	404	0	760	-	-	-	1268	-	-
Mov Cap-2 Maneuver	404	0	-	-	-	-	-	-	-
Stage 1	684	0	-	-	-	-	-	-	-
Stage 2	722	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v17.09		0	1.35
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	404	760	1268	-
HCM Lane V/C Ratio	-	0.498	0.243	0.043	-
HCM Control Delay (s/veh)	-	22.5	11.2	8	-
HCM Lane LOS	-	C	B	A	-
HCM 95th %tile Q(veh)	-	2.7	1	0.1	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	2	385	400	1
Future Vol, veh/h	1	5	2	385	400	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	4	4	4	4
Mvmt Flow	1	6	2	433	449	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	887	449	451	0	-	0
Stage 1	449	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	317	614	1099	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	317	614	1099	-	-	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	11.87	0.04		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1099	-	531	-	-	
HCM Lane V/C Ratio	0.002	-	0.013	-	-	
HCM Control Delay (s/veh)	8.3	-	11.9	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	2	1	250	385	40
Future Vol, veh/h	35	2	1	250	385	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	7	7
Mvmt Flow	37	2	1	266	410	43

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	678	410	452	0	-	0
Stage 1	410	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	413	635	1093	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	413	635	1093	-	-	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.43	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1093	-	421	-	-
HCM Lane V/C Ratio	0.001	-	0.094	-	-
HCM Control Delay (s/veh)	8.3	-	14.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	25	35	10
Future Vol, veh/h	10	1	1	25	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	6	6	7	7
Mvmt Flow	14	1	1	34	47	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	91	54	61	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	915	1019	1517	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	914	1019	1517	-	-	-
Mov Cap-2 Maneuver	914	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	8.97	0.28		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	69	-	923	-	-	
HCM Lane V/C Ratio	0.001	-	0.016	-	-	
HCM Control Delay (s/veh)	7.4	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Vol, veh/h	5	935	15	5	450	1	5	1	1	1	1	5
Future Vol, veh/h	5	935	15	5	450	1	5	1	1	1	1	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	0	0	0	50	50	50
Mvmt Flow	5	1027	16	5	495	1	5	1	1	1	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	496	0	0	1044	0	0	1305	1553	522	1031	1561	248
Stage 1	-	-	-	-	-	-	1047	1047	-	506	506	-
Stage 2	-	-	-	-	-	-	259	507	-	525	1055	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.5	6.5	6.9	8.5	7.5	7.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.5	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	7.5	6.5	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.5	4	3.3	4	4.5	3.8
Pot Cap-1 Maneuver	1030	-	-	633	-	-	120	114	505	132	70	625
Stage 1	-	-	-	-	-	-	248	308	-	410	433	-
Stage 2	-	-	-	-	-	-	729	543	-	398	214	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1030	-	-	633	-	-	115	112	505	129	69	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	112	-	129	69	-
Stage 1	-	-	-	-	-	-	246	305	-	406	429	-
Stage 2	-	-	-	-	-	-	714	537	-	392	213	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.11			0.22			34.79			21.08		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	18	-	-	39	-	-	232
HCM Lane V/C Ratio	0.06	0.005	-	-	0.009	-	-	0.033
HCM Control Delay (s/veh)	34.8	8.5	0.1	-	10.7	0.1	-	21.1
HCM Lane LOS	D	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

InterimYear-BackgroundTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	15	1	45	160	300	0	0	160	195
Future Volume (vph)	0	0	0	15	1	45	160	300	0	0	160	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

InterimYear-BackgroundTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	1	145	0	0	0	0	350	15	20	155	0
Future Volume (vph)	105	1	145	0	0	0	0	350	15	20	155	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	7%	7%	7%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
9: CTH N & Natvig Rd

InterimYear-BackgroundTraffic-AMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	1	350	360	2
Future Volume (vph)	1	5	1	350	360	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	580			1262	1009	
Travel Time (s)	8.8			15.6	12.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	25%	9%	9%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

InterimYear-BackgroundTraffic-AMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	35	2	1	335	275	20
Future Volume (vph)	35	2	1	335	275	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	11%	11%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

InterimYear-BackgroundTraffic-AMPeak

01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	5	1	1	30	25	2
Future Volume (vph)	5	1	1	30	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	15%	15%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
18: North Star Rd & USH 12/18

InterimYear-BackgroundTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	320	5	1	990	1	20	1	1	1	1	2
Future Volume (vph)	5	320	5	1	990	1	20	1	1	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			706	
Travel Time (s)		31.5			16.7			11.0			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	0%	0%	0%	100%	100%	100%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	15	1	45	160	300	0	0	160	195
Future Vol, veh/h	0	0	0	15	1	45	160	300	0	0	160	195
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	7	7	7	3	3	3
Mvmt Flow	0	0	0	17	1	51	180	337	0	0	180	219
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				876	876	337	180	0	-	-	-	0
Stage 1				697	697	-	-	-	-	-	-	-
Stage 2				180	180	-	-	-	-	-	-	-
Critical Hdwy				6.58	6.68	6.38	4.17	-	-	-	-	-
Critical Hdwy Stg 1				5.58	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.58	5.68	-	-	-	-	-	-	-
Follow-up Hdwy				3.662	4.162	3.462	2.263	-	-	-	-	-
Pot Cap-1 Maneuver				299	271	670	1366	-	0	0	-	0
Stage 1				466	420	-	-	-	0	0	-	0
Stage 2				814	721	-	-	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver				260	0	670	1366	-	-	-	-	-
Mov Cap-2 Maneuver				260	0	-	-	-	-	-	-	-
Stage 1				405	0	-	-	-	-	-	-	-
Stage 2				814	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s/v				13.73		2.79		0				
HCM LOS				B								
Minor Lane/Major Mvmt		NBL	NBTWBLn1	SBT								
Capacity (veh/h)		1366	-	480	-							
HCM Lane V/C Ratio		0.132	-	0.143	-							
HCM Control Delay (s/veh)		8	-	13.7	-							
HCM Lane LOS		A	-	B	-							
HCM 95th %tile Q(veh)		0.5	-	0.5	-							

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↱	↰	
Traffic Vol, veh/h	105	1	145	0	0	0	0	350	15	20	155	0
Future Vol, veh/h	105	1	145	0	0	0	0	350	15	20	155	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
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, %	22	22	22	0	0	0	7	7	7	4	4	4
Mvmt Flow	113	1	156	0	0	0	0	376	16	22	167	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	586	586	167	-	0	-	376	0	0
Stage 1	210	210	-	-	-	-	-	-	-
Stage 2	376	376	-	-	-	-	-	-	-
Critical Hdwy	6.62	6.72	6.42	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.62	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.62	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	441	396	828	0	-	0	1171	-	0
Stage 1	780	693	-	0	-	0	-	-	0
Stage 2	652	583	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	433	0	828	-	-	-	1171	-	-
Mov Cap-2 Maneuver	433	0	-	-	-	-	-	-	-
Stage 1	780	0	-	-	-	-	-	-	-
Stage 2	640	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v12.85		0	0.93
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	433	828	1171	-
HCM Lane V/C Ratio	-	0.263	0.188	0.018	-
HCM Control Delay (s/veh)	-	16.3	10.4	8.1	-
HCM Lane LOS	-	C	B	A	-
HCM 95th %tile Q(veh)	-	1	0.7	0.1	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	1	350	360	2
Future Vol, veh/h	1	5	1	350	360	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	25	25	9	9	7	7
Mvmt Flow	1	6	1	389	400	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	791	400	402	0	-	0
Stage 1	400	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Critical Hdwy	6.65	6.45	4.19	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.525	2.281	-	-	-
Pot Cap-1 Maneuver	328	603	1120	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	328	603	1120	-	-	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.89	0.02	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1120	-	529	-	-
HCM Lane V/C Ratio	0.001	-	0.013	-	-
HCM Control Delay (s/veh)	8.2	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	2	1	335	275	20
Future Vol, veh/h	35	2	1	335	275	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	9	11	11	21	21
Mvmt Flow	36	2	1	345	284	21

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	631	284	304	0	-	0
Stage 1	284	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.21	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.299	-	-	-
Pot Cap-1 Maneuver	434	739	1207	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	739	1207	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	700	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.88		0.02	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1207	-	444	-	-
HCM Lane V/C Ratio	0.001	-	0.086	-	-
HCM Control Delay (s/veh)	8	-	13.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	30	25	2
Future Vol, veh/h	5	1	1	30	25	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	15	15	12	12
Mvmt Flow	6	1	1	37	30	2

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	71	32	33	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.25	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.335	-	-	-
Pot Cap-1 Maneuver	939	1048	1499	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	938	1048	1499	-	-	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	989	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	8.8	0.24	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	58	-	955	-
HCM Lane V/C Ratio	0.001	-	0.008	-
HCM Control Delay (s/veh)	7.4	0	8.8	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Vol, veh/h	5	320	5	1	990	1	20	1	1	1	1	2
Future Vol, veh/h	5	320	5	1	990	1	20	1	1	1	1	2
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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	6	6	6	0	0	0	100	100	100
Mvmt Flow	6	356	6	1	1100	1	22	1	1	1	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1101	0	0	361	0	0	922	1473	181	1292	1475	551
Stage 1	-	-	-	-	-	-	369	369	-	1103	1103	-
Stage 2	-	-	-	-	-	-	553	1103	-	189	372	-
Critical Hdwy	4.3	-	-	4.22	-	-	7.5	6.5	6.9	9.5	8.5	8.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	8.5	7.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	8.5	7.5	-
Follow-up Hdwy	2.3	-	-	2.26	-	-	3.5	4	3.3	4.5	5	4.3
Pot Cap-1 Maneuver	585	-	-	1166	-	-	228	128	837	53	52	293
Stage 1	-	-	-	-	-	-	628	624	-	109	141	-
Stage 2	-	-	-	-	-	-	490	289	-	574	425	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	585	-	-	1166	-	-	219	127	837	52	51	293
Mov Cap-2 Maneuver	-	-	-	-	-	-	219	127	-	52	51	-
Stage 1	-	-	-	-	-	-	622	617	-	109	141	-
Stage 2	-	-	-	-	-	-	482	289	-	567	420	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.28	0.02	23.5	48.08
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	219	53	-	-	4	-	-	88
HCM Lane V/C Ratio	0.112	0.009	-	-	0.001	-	-	0.051
HCM Control Delay (s/veh)	23.5	11.2	0.1	-	8.1	0	-	48.1
HCM Lane LOS	C	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.2

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

InterimYear-BackgroundTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	20	0	30	94	400	0	0	310	135
Future Volume (vph)	0	0	0	20	0	30	94	400	0	0	310	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	7%	7%	7%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

InterimYear-BackgroundTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	1	185	0	0	0	0	285	30	55	275	0
Future Volume (vph)	205	1	185	0	0	0	0	285	30	55	275	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
9: CTH N & Natvig Rd

InterimYear-BackgroundTraffic-PMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	2	424	443	1
Future Volume (vph)	1	5	2	424	443	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	580			1262	1009	
Travel Time (s)	8.8			15.6	12.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

InterimYear-BackgroundTraffic-PMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	5	1	275	425	45
Future Volume (vph)	40	5	1	275	425	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

InterimYear-BackgroundTraffic-PMPeak

01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	10	1	1	35	40	10
Future Volume (vph)	10	1	1	35	40	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	6%	6%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

InterimYear-BackgroundTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1030	15	5	495	1	10	1	1	1	0	5
Future Volume (vph)	5	1030	15	5	495	1	10	1	1	1	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			706	
Travel Time (s)		31.5			16.7			11.0			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.85	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	0%	0%	0%	50%	50%	50%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	20	0	30	94	400	0	0	310	135
Future Vol, veh/h	0	0	0	20	0	30	94	400	0	0	310	135
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	7	7	7	3	3	3	4	4	4
Mvmt Flow	0	0	0	22	0	33	104	444	0	0	344	150
Major/Minor	Minor1			Major1			Major2					
Conflicting Flow All	998			998	444	344	0	-	-	-	-	0
Stage 1	653			653	-	-	-	-	-	-	-	-
Stage 2	344			344	-	-	-	-	-	-	-	-
Critical Hdwy	6.47			6.57	6.27	4.13	-	-	-	-	-	-
Critical Hdwy Stg 1	5.47			5.57	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47			5.57	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.563			4.063	3.363	2.227	-	-	-	-	-	-
Pot Cap-1 Maneuver	265			239	603	1209	-	0	0	-	-	0
Stage 1	508			456	-	-	-	0	0	-	-	0
Stage 2	707			628	-	-	-	0	0	-	-	0
Platoon blocked, %							-			-		
Mov Cap-1 Maneuver	242			0	603	1209	-	-	-	-	-	-
Mov Cap-2 Maneuver	242			0	-	-	-	-	-	-	-	-
Stage 1	465			0	-	-	-	-	-	-	-	-
Stage 2	707			0	-	-	-	-	-	-	-	-
Approach	WB			NB			SB					
HCM Control Delay, s/v	16.18			1.57			0					
HCM LOS	C											
Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT								
Capacity (veh/h)	1209	-	377	-								
HCM Lane V/C Ratio	0.086	-	0.147	-								
HCM Control Delay (s/veh)	8.3	-	16.2	-								
HCM Lane LOS	A	-	C	-								
HCM 95th %tile Q(veh)	0.3	-	0.5	-								

Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	205	1	185	0	0	0	0	285	30	55	275	0
Future Vol, veh/h	205	1	185	0	0	0	0	285	30	55	275	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	0	-	100	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	0	0	0	3	3	3	4	4	4
Mvmt Flow	223	1	201	0	0	0	0	310	33	60	299	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	728	728	299	-	0	-	310	0	0
Stage 1	418	418	-	-	-	-	-	-	-
Stage 2	310	310	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	383	344	729	0	-	0	1239	-	0
Stage 1	653	582	-	0	-	0	-	-	0
Stage 2	733	650	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	365	0	729	-	-	-	1239	-	-
Mov Cap-2 Maneuver	365	0	-	-	-	-	-	-	-
Stage 1	653	0	-	-	-	-	-	-	-
Stage 2	697	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v20.96		0	1.34
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	365	729	1239	-
HCM Lane V/C Ratio	-	0.611	0.276	0.048	-
HCM Control Delay (s/veh)	-	29.2	11.8	8.1	-
HCM Lane LOS	-	D	B	A	-
HCM 95th %tile Q(veh)	-	3.9	1.1	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	2	424	443	1
Future Vol, veh/h	1	5	2	424	443	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	4	4	4	4
Mvmt Flow	1	6	2	476	498	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	979	498	499	0	-	0
Stage 1	498	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	280	577	1055	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	279	577	1055	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	12.45	0.04		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1055	-	490	-	-	
HCM Lane V/C Ratio	0.002	-	0.014	-	-	
HCM Control Delay (s/veh)	8.4	-	12.5	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	5	1	275	425	45
Future Vol, veh/h	40	5	1	275	425	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	7	7
Mvmt Flow	43	5	1	293	452	48

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	747	452	500	0	-	0
Stage 1	452	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	376	601	1049	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	376	601	1049	-	-	-
Mov Cap-2 Maneuver	376	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	749	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v15.45		0.03	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1049	-	392	-	-
HCM Lane V/C Ratio	0.001	-	0.122	-	-
HCM Control Delay (s/veh)	8.4	-	15.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	35	40	10
Future Vol, veh/h	10	1	1	35	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	6	6	7	7
Mvmt Flow	14	1	1	47	54	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	111	61	68	0	-	0
Stage 1	61	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	891	1010	1509	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	890	1010	1509	-	-	-
Mov Cap-2 Maneuver	890	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	9.07	0.21		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	50	-	900	-	-	
HCM Lane V/C Ratio	0.001	-	0.017	-	-	
HCM Control Delay (s/veh)	7.4	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔			↔↔			↔			↔		
Traffic Vol, veh/h	5	1030	15	5	495	1	10	1	1	1	0	5
Future Vol, veh/h	5	1030	15	5	495	1	10	1	1	1	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	85	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	0	0	0	50	50	50
Mvmt Flow	5	1132	16	6	544	1	11	1	1	1	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	545	0	0	1148	0	0	1435	1708	574	1134	1716	273
Stage 1	-	-	-	-	-	-	1151	1151	-	556	556	-
Stage 2	-	-	-	-	-	-	284	557	-	577	1159	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.5	6.5	6.9	8.5	7.5	7.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.5	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	7.5	6.5	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.5	4	3.3	4	4.5	3.8
Pot Cap-1 Maneuver	986	-	-	576	-	-	96	92	467	109	54	599
Stage 1	-	-	-	-	-	-	214	275	-	379	407	-
Stage 2	-	-	-	-	-	-	705	516	-	366	187	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	986	-	-	576	-	-	93	90	467	105	53	599
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	90	-	105	53	-
Stage 1	-	-	-	-	-	-	212	273	-	374	402	-
Stage 2	-	-	-	-	-	-	690	509	-	361	185	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.11			0.25			46.6			15.92		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	100	17	-	-	38	-	-	336
HCM Lane V/C Ratio	0.132	0.006	-	-	0.01	-	-	0.02
HCM Control Delay (s/veh)	46.6	8.7	0.1	-	11.3	0.1	-	15.9
HCM Lane LOS	E	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

HorizonYear-BackroundTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	15	1	60	195	365	0	0	195	235
Future Volume (vph)	0	0	0	15	1	60	195	365	0	0	195	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

HorizonYear-BackroundTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1	175	0	0	0	0	425	20	25	185	0
Future Volume (vph)	130	1	175	0	0	0	0	425	20	25	185	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	7%	7%	7%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
9: CTH N & Natvig Rd

HorizonYear-BackgroundTraffic-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	1	425	440	5
Future Volume (vph)	1	5	1	425	440	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	580			1262	1009	
Travel Time (s)	8.8			15.6	12.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	25%	9%	9%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
13: CTH N & CTH MN

HorizonYear-BackgroundTraffic-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	5	1	410	340	25
Future Volume (vph)	40	5	1	410	340	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	11%	11%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
15: CTH MN & Fieldview Ln

HorizonYear-BackgroundTraffic-AMPeak

01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	5	1	1	35	30	5
Future Volume (vph)	5	1	1	35	30	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	15%	15%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

HorizonYear-BackgroundTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	390	5	1	1210	1	20	1	1	1	1	5
Future Volume (vph)	5	390	5	1	1210	1	20	1	1	1	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			706	
Travel Time (s)		31.5			16.7			11.0			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	0%	0%	0%	100%	100%	100%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

HCM 7th TWSC
3: CTH N & USH 12/18 WB Ramp

HorizonYear-BackroundTraffic-AMPeak

01/16/2026

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑			↔	
Traffic Vol, veh/h	0	0	0	15	1	60	195	365	0	0	195	235
Future Vol, veh/h	0	0	0	15	1	60	195	365	0	0	195	235
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	7	7	7	3	3	3
Mvmt Flow	0	0	0	17	1	67	219	410	0	0	219	264
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				1067	1067	410	219	0	-	-	-	0
Stage 1				848	848	-	-	-	-	-	-	-
Stage 2				219	219	-	-	-	-	-	-	-
Critical Hdwy				6.58	6.68	6.38	4.17	-	-	-	-	-
Critical Hdwy Stg 1				5.58	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.58	5.68	-	-	-	-	-	-	-
Follow-up Hdwy				3.662	4.162	3.462	2.263	-	-	-	-	-
Pot Cap-1 Maneuver				229	208	608	1321	-	0	0	-	0
Stage 1				394	356	-	-	-	0	0	-	0
Stage 2				781	693	-	-	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver				191	0	608	1321	-	-	-	-	-
Mov Cap-2 Maneuver				191	0	-	-	-	-	-	-	-
Stage 1				329	0	-	-	-	-	-	-	-
Stage 2				781	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s/v				15.64		2.88		0				
HCM LOS				C								
Minor Lane/Major Mvmt				NBL		NBTWBLn1		SBT				
Capacity (veh/h)				1321		-		423				
HCM Lane V/C Ratio				0.166		-		0.202				
HCM Control Delay (s/veh)				8.3		-		15.6				
HCM Lane LOS				A		-		C				
HCM 95th %tile Q(veh)				0.6		-		0.7				

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↰	↱	
Traffic Vol, veh/h	130	1	175	0	0	0	0	425	20	25	185	0
Future Vol, veh/h	130	1	175	0	0	0	0	425	20	25	185	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
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, %	22	22	22	0	0	0	7	7	7	4	4	4
Mvmt Flow	140	1	188	0	0	0	0	457	22	27	199	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	710	710	199	-	0	-	457	0	0
Stage 1	253	253	-	-	-	-	-	-	-
Stage 2	457	457	-	-	-	-	-	-	-
Critical Hdwy	6.62	6.72	6.42	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.62	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.62	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	372	335	794	0	-	0	1093	-	0
Stage 1	745	663	-	0	-	0	-	-	0
Stage 2	598	535	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	363	0	794	-	-	-	1093	-	-
Mov Cap-2 Maneuver	363	0	-	-	-	-	-	-	-
Stage 1	745	0	-	-	-	-	-	-	-
Stage 2	583	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v15.29		0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	363	794	1093	-
HCM Lane V/C Ratio	-	0.388	0.237	0.025	-
HCM Control Delay (s/veh)	-	21.1	10.9	8.4	-
HCM Lane LOS	-	C	B	A	-
HCM 95th %tile Q(veh)	-	1.8	0.9	0.1	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	1	425	440	5
Future Vol, veh/h	1	5	1	425	440	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	25	25	9	9	7	7
Mvmt Flow	1	6	1	472	489	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	963	489	494	0	-	0
Stage 1	489	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.65	6.45	4.19	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.525	2.281	-	-	-
Pot Cap-1 Maneuver	258	535	1034	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	257	535	1034	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	581	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.05		0.02	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1034	-	454	-	-
HCM Lane V/C Ratio	0.001	-	0.015	-	-
HCM Control Delay (s/veh)	8.5	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	5	1	410	340	25
Future Vol, veh/h	40	5	1	410	340	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	9	11	11	21	21
Mvmt Flow	41	5	1	423	351	26

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	775	351	376
Stage 1	351	-	-
Stage 2	425	-	-
Critical Hdwy	6.49	6.29	4.21
Critical Hdwy Stg 1	5.49	-	-
Critical Hdwy Stg 2	5.49	-	-
Follow-up Hdwy	3.581	3.381	2.299
Pot Cap-1 Maneuver	357	677	1134
Stage 1	698	-	-
Stage 2	645	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	356	677	1134
Mov Cap-2 Maneuver	356	-	-
Stage 1	697	-	-
Stage 2	645	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v15.92		0.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1134	-	376	-	-
HCM Lane V/C Ratio	0.001	-	0.123	-	-
HCM Control Delay (s/veh)	8.2	-	15.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	35	30	5
Future Vol, veh/h	5	1	1	35	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	15	15	12	12
Mvmt Flow	6	1	1	43	37	6

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	85	40	43	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.25	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.335	-	-	-
Pot Cap-1 Maneuver	922	1038	1486	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	921	1038	1486	-	-	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	8.87	0.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	50	-	938	-
HCM Lane V/C Ratio	0.001	-	0.008	-
HCM Control Delay (s/veh)	7.4	0	8.9	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB			EB			EB	
Traffic Vol, veh/h	5	390	5	1	1210	1	20	1	1	1	1	5
Future Vol, veh/h	5	390	5	1	1210	1	20	1	1	1	1	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	6	6	6	0	0	0	100	100	100
Mvmt Flow	6	433	6	1	1344	1	22	1	1	1	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1346	0	0	439	0	0	1122	1795	219	1576	1797	673
Stage 1	-	-	-	-	-	-	447	447	-	1347	1347	-
Stage 2	-	-	-	-	-	-	675	1348	-	228	450	-
Critical Hdwy	4.3	-	-	4.22	-	-	7.5	6.5	6.9	9.5	8.5	8.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	8.5	7.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	8.5	7.5	-
Follow-up Hdwy	2.3	-	-	2.26	-	-	3.5	4	3.3	4.5	5	4.3
Pot Cap-1 Maneuver	468	-	-	1089	-	-	163	81	791	29	28	231
Stage 1	-	-	-	-	-	-	566	577	-	69	96	-
Stage 2	-	-	-	-	-	-	415	221	-	536	379	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	468	-	-	1089	-	-	151	80	791	28	28	231
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	80	-	28	28	-
Stage 1	-	-	-	-	-	-	558	569	-	69	96	-
Stage 2	-	-	-	-	-	-	399	221	-	527	374	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.32			0.02			33.6			58.75		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	150	44	-	-	3	-	-	75
HCM Lane V/C Ratio	0.163	0.012	-	-	0.001	-	-	0.104
HCM Control Delay (s/veh)	33.6	12.8	0.2	-	8.3	0	-	58.7
HCM Lane LOS	D	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.3

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

HorizonYear-BackroundTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	1	35	115	485	0	0	375	165
Future Volume (vph)	0	0	0	25	1	35	115	485	0	0	375	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	7%	7%	7%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

HorizonYear-BackroundTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1	230	0	0	0	0	350	40	70	335	0
Future Volume (vph)	250	1	230	0	0	0	0	350	40	70	335	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	5%	5%	5%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
9: CTH N & Natvig Rd

HorizonYear-BackgroundTraffic-PMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	5	520	540	1
Future Volume (vph)	1	5	5	520	540	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	580			1262	1009	
Travel Time (s)	8.8			15.6	12.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
13: CTH N & CTH MN

HorizonYear-BackgroundTraffic-PMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	5	1	340	520	55
Future Volume (vph)	45	5	1	340	520	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	10	1	1	45	50	10
Future Volume (vph)	10	1	1	45	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	7%	7%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
18: North Star Rd & USH 12/18

HorizonYear-BackgroundTraffic-PMPeak
01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1260	20	5	605	1	10	1	1	1	1	5
Future Volume (vph)	5	1260	20	5	605	1	10	1	1	1	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			706	
Travel Time (s)		31.5			16.7			11.0			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	0%	0%	0%	50%	50%	50%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

HCM 7th TWSC
3: CTH N & USH 12/18 WB Ramp

HorizonYear-BackroundTraffic-PMPeak

01/16/2026

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕		↕	↑			↕	
Traffic Vol, veh/h	0	0	0	25	1	35	115	485	0	0	375	165
Future Vol, veh/h	0	0	0	25	1	35	115	485	0	0	375	165
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	7	7	7	3	3	3	4	4	4
Mvmt Flow	0	0	0	28	1	39	128	539	0	0	417	183

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1211	1211	539	417	0	-	0
Stage 1	794	794	-	-	-	-	-
Stage 2	417	417	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	4.13	-	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	2.227	-	-	-
Pot Cap-1 Maneuver	197	178	533	1137	-	0	0
Stage 1	436	393	-	-	-	0	0
Stage 2	655	583	-	-	-	0	0
Platoon blocked, %					-		-
Mov Cap-1 Maneuver	175	0	533	1137	-	-	-
Mov Cap-2 Maneuver	175	0	-	-	-	-	-
Stage 1	387	0	-	-	-	-	-
Stage 2	655	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	21.36	1.64	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1137	-	287
HCM Lane V/C Ratio	0.112	-	0.236
HCM Control Delay (s/veh)	8.6	-	21.4
HCM Lane LOS	A	-	C
HCM 95th %tile Q(veh)	0.4	-	0.9

HCM 7th TWSC
6: CTH N & USH 12/18 EB Ramp

HorizonYear-BackroundTraffic-PMPeak
01/16/2026

Intersection												
Int Delay, s/veh	19.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↱	↰	
Traffic Vol, veh/h	250	1	230	0	0	0	0	350	40	70	335	0
Future Vol, veh/h	250	1	230	0	0	0	0	350	40	70	335	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	0	0	0	5	5	5	7	7	7
Mvmt Flow	272	1	250	0	0	0	0	380	43	76	364	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	897	897	364	-	0	-	380	0	0
Stage 1	516	516	-	-	-	-	-	-	-
Stage 2	380	380	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	-	-	-	4.17	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	-	-	-	2.263	-	-
Pot Cap-1 Maneuver	304	274	670	0	-	0	1151	-	0
Stage 1	589	526	-	0	-	0	-	-	0
Stage 2	680	605	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	284	0	670	-	-	-	1151	-	-
Mov Cap-2 Maneuver	284	0	-	-	-	-	-	-	-
Stage 1	589	0	-	-	-	-	-	-	-
Stage 2	635	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v49.95		0	1.44
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	284	670	1151	-
HCM Lane V/C Ratio	-	0.96	0.373	0.066	-
HCM Control Delay (s/veh)	-	83.3	13.5	8.3	-
HCM Lane LOS	-	F	B	A	-
HCM 95th %tile Q(veh)	-	9.4	1.7	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	5	520	540	1
Future Vol, veh/h	1	5	5	520	540	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	4	4	4	4
Mvmt Flow	1	6	6	584	607	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1202	607	608	0	-	0
Stage 1	607	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	206	500	961	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	205	500	961	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	555	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v14.08		0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	961	-	403	-	-
HCM Lane V/C Ratio	0.006	-	0.017	-	-
HCM Control Delay (s/veh)	8.8	-	14.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	5	1	340	520	55
Future Vol, veh/h	45	5	1	340	520	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	7	7
Mvmt Flow	48	5	1	362	553	59

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	917	553	612	0	-	0
Stage 1	553	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	298	527	953	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	298	527	953	-	-	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.92	0.03	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	953	-	311	-	-
HCM Lane V/C Ratio	0.001	-	0.171	-	-
HCM Control Delay (s/veh)	8.8	-	18.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	45	50	10
Future Vol, veh/h	10	1	1	45	50	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	6	6	7	7	6	6
Mvmt Flow	14	1	1	61	68	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	138	74	81	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.17	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.263	-	-	-
Pot Cap-1 Maneuver	846	976	1485	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	845	976	1485	-	-	-
Mov Cap-2 Maneuver	845	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	9.28	0.16		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	39	-	856	-	-	
HCM Lane V/C Ratio	0.001	-	0.017	-	-	
HCM Control Delay (s/veh)	7.4	0	9.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Vol, veh/h	5	1260	20	5	605	1	10	1	1	1	1	5
Future Vol, veh/h	5	1260	20	5	605	1	10	1	1	1	1	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	0	0	0	50	50	50
Mvmt Flow	5	1385	22	5	665	1	11	1	1	1	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	666	0	0	1407	0	0	1751	2084	703	1380	2094	333
Stage 1	-	-	-	-	-	-	1407	1407	-	676	676	-
Stage 2	-	-	-	-	-	-	344	677	-	704	1418	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.5	6.5	6.9	8.5	7.5	7.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	7.5	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	7.5	6.5	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.5	4	3.3	4	4.5	3.8
Pot Cap-1 Maneuver	886	-	-	456	-	-	56	54	384	68	29	541
Stage 1	-	-	-	-	-	-	149	207	-	313	350	-
Stage 2	-	-	-	-	-	-	650	455	-	299	132	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	886	-	-	456	-	-	52	52	384	64	28	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	52	-	64	28	-
Stage 1	-	-	-	-	-	-	147	205	-	308	344	-
Stage 2	-	-	-	-	-	-	632	449	-	294	131	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.13			0.29			88.25			38.24		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	56	14	-	-	29	-	-	116
HCM Lane V/C Ratio	0.236	0.006	-	-	0.012	-	-	0.066
HCM Control Delay (s/veh)	88.3	9.1	0.1	-	13	0.2	-	38.2
HCM Lane LOS	F	A	A	-	B	A	-	E
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.2

APPENDIX C

Existing Transportation System with Build Traffic Operational Analysis

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

BaseYear-BuildTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	1	50	145	300	0	0	150	205
Future Volume (vph)	0	0	0	10	1	50	145	300	0	0	150	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

BaseYear-BuildTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	1	130	0	0	0	0	320	15	20	145	0
Future Volume (vph)	125	1	130	0	0	0	0	320	15	20	145	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	7%	7%	7%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

BaseYear-BuildTraffic-AMPeak

9: CTH N & Natvig Rd/Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	20	1	5	1	315	25	5	330	2
Future Volume (vph)	1	1	5	20	1	5	1	315	25	5	330	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)	45			45			55			55		
Link Distance (ft)	580			414			1012			1009		
Travel Time (s)	8.8			6.3			12.5			12.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	25%	25%	18%	18%	18%	9%	9%	9%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

BaseYear-BuildTraffic-AMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	2	1	310	255	20
Future Volume (vph)	30	2	1	310	255	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	11%	11%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

BaseYear-BuildTraffic-AMPeak
01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	5	1	1	30	25	2
Future Volume (vph)	5	1	1	30	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	15%	15%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

BaseYear-BuildTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	290	5	1	905	5	15	1	1	5	1	10
Future Volume (vph)	15	290	5	1	905	5	15	1	1	5	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			628	
Travel Time (s)		31.5			16.7			11.0			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
20: North Star Rd & Development

BaseYear-BuildTraffic-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	10	5	2	2
Future Volume (vph)	5	10	10	5	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			45	45	
Link Distance (ft)	523			159	1274	
Travel Time (s)	14.3			2.4	19.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
25: North Star Rd & Theodore Lane

BaseYear-BuildTraffic-AMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	2	5	5	2	1
Future Volume (vph)	1	2	5	5	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			45	45	
Link Distance (ft)	1218			1274	987	
Travel Time (s)	18.5			19.3	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
30: CTH N & Development

BaseYear-BuildTraffic-AMPeak
01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	2	340	10	1	350
Future Volume (vph)	10	2	340	10	1	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	9%	9%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑			↔	
Traffic Vol, veh/h	0	0	0	10	1	50	145	300	0	0	150	205
Future Vol, veh/h	0	0	0	10	1	50	145	300	0	0	150	205
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	7	7	7	3	3	3
Mvmt Flow	0	0	0	11	1	56	163	337	0	0	169	230

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	831	831	337	169	0	-	0
Stage 1	663	663	-	-	-	-	-
Stage 2	169	169	-	-	-	-	-
Critical Hdwy	6.58	6.68	6.38	4.17	-	-	-
Critical Hdwy Stg 1	5.58	5.68	-	-	-	-	-
Critical Hdwy Stg 2	5.58	5.68	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	2.263	-	-	-
Pot Cap-1 Maneuver	319	288	670	1379	-	0	0
Stage 1	484	435	-	-	-	0	0
Stage 2	824	730	-	-	-	0	0
Platoon blocked, %					-		-
Mov Cap-1 Maneuver	281	0	670	1379	-	-	-
Mov Cap-2 Maneuver	281	0	-	-	-	-	-
Stage 1	427	0	-	-	-	-	-
Stage 2	824	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.56	2.59	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1379	-	544
HCM Lane V/C Ratio	0.118	-	0.126
HCM Control Delay (s/veh)	8	-	12.6
HCM Lane LOS	A	-	B
HCM 95th %tile Q(veh)	0.4	-	0.4

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↱	↰	
Traffic Vol, veh/h	125	1	130	0	0	0	0	320	15	20	145	0
Future Vol, veh/h	125	1	130	0	0	0	0	320	15	20	145	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
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, %	22	22	22	0	0	0	7	7	7	4	4	4
Mvmt Flow	134	1	140	0	0	0	0	344	16	22	156	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	543	543	156	-	0	-	344	0	0
Stage 1	199	199	-	-	-	-	-	-	-
Stage 2	344	344	-	-	-	-	-	-	-
Critical Hdwy	6.62	6.72	6.42	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.62	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.62	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	468	420	840	0	-	0	1204	-	0
Stage 1	789	700	-	0	-	0	-	-	0
Stage 2	675	603	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	460	0	840	-	-	-	1204	-	-
Mov Cap-2 Maneuver	460	0	-	-	-	-	-	-	-
Stage 1	789	0	-	-	-	-	-	-	-
Stage 2	663	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.06		0	0.98
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	460	840	1204	-
HCM Lane V/C Ratio	-	0.295	0.166	0.018	-
HCM Control Delay (s/veh)	-	16.1	10.1	8	-
HCM Lane LOS	-	C	B	A	-
HCM 95th %tile Q(veh)	-	1.2	0.6	0.1	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	20	1	5	1	315	25	5	330	2
Future Vol, veh/h	1	1	5	20	1	5	1	315	25	5	330	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	25	25	25	18	18	18	9	9	9	7	7	7
Mvmt Flow	1	1	6	22	1	6	1	350	28	6	367	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	731	758	367	744	746	364	369	0	0	378	0	0
Stage 1	378	378	-	366	366	-	-	-	-	-	-	-
Stage 2	353	380	-	378	380	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.45	7.28	6.68	6.38	4.19	-	-	4.17	-	-
Critical Hdwy Stg 1	6.35	5.75	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4.225	3.525	3.662	4.162	3.462	2.281	-	-	2.263	-	-
Pot Cap-1 Maneuver	310	311	630	311	323	647	1152	-	-	1154	-	-
Stage 1	600	577	-	622	595	-	-	-	-	-	-	-
Stage 2	619	576	-	612	587	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	304	309	630	305	321	647	1152	-	-	1154	-	-
Mov Cap-2 Maneuver	304	309	-	305	321	-	-	-	-	-	-	-
Stage 1	597	574	-	621	595	-	-	-	-	-	-	-
Stage 2	612	575	-	603	584	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v12.51		16.29	0.02	0.12
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1152	-	-	304	537	305	553	1154	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.012	0.073	0.012	0.005	-	-
HCM Control Delay (s/veh)	8.1	-	-	16.9	11.8	17.7	11.6	8.1	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.2	0	0	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	2	1	310	255	20
Future Vol, veh/h	30	2	1	310	255	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	9	11	11	21	21
Mvmt Flow	31	2	1	320	263	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	585	263	284	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.21	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.299	-	-	-
Pot Cap-1 Maneuver	462	759	1229	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	462	759	1229	-	-	-
Mov Cap-2 Maneuver	462	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v13.17		0.03		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1229	-	473	-	-	
HCM Lane V/C Ratio	0.001	-	0.07	-	-	
HCM Control Delay (s/veh)	7.9	-	13.2	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection						
Int Delay, s/veh	1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	30	25	2
Future Vol, veh/h	5	1	1	30	25	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	18	18	15	15	12	12
Mvmt Flow	6	1	1	37	30	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	71	32	33	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.25	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.335	-	-	-
Pot Cap-1 Maneuver	895	998	1499	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	895	998	1499	-	-	-
Mov Cap-2 Maneuver	895	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	8.99	0.24		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	58	-	910	-	-	
HCM Lane V/C Ratio	0.001	-	0.008	-	-	
HCM Control Delay (s/veh)	7.4	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	290	5	1	905	5	15	1	1	5	1	10
Future Vol, veh/h	15	290	5	1	905	5	15	1	1	5	1	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	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	6	6	6	0	0	0	18	18	18
Mvmt Flow	17	322	6	1	1006	6	17	1	1	6	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1011	0	0	328	0	0	864	1372	164	1206	1372	506
Stage 1	-	-	-	-	-	-	358	358	-	1011	1011	-
Stage 2	-	-	-	-	-	-	506	1013	-	195	361	-
Critical Hdwy	4.3	-	-	4.22	-	-	7.5	6.5	6.9	7.86	6.86	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Follow-up Hdwy	2.3	-	-	2.26	-	-	3.5	4	3.3	3.68	4.18	3.48
Pot Cap-1 Maneuver	635	-	-	1200	-	-	251	147	858	122	126	472
Stage 1	-	-	-	-	-	-	638	631	-	229	282	-
Stage 2	-	-	-	-	-	-	523	319	-	744	586	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	635	-	-	1200	-	-	237	143	858	118	123	472
Mov Cap-2 Maneuver	-	-	-	-	-	-	237	143	-	118	123	-
Stage 1	-	-	-	-	-	-	621	615	-	229	282	-
Stage 2	-	-	-	-	-	-	508	319	-	722	570	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.52			0.01			21.45			22.53		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	238	635	-	-	1200	-	-	223
HCM Lane V/C Ratio	0.079	0.026	-	-	0.001	-	-	0.08
HCM Control Delay (s/veh)	21.4	10.8	-	-	8	-	-	22.5
HCM Lane LOS	C	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	10	5	2	2
Future Vol, veh/h	5	10	10	5	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	6	12	12	6	2	2

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	33	4	5	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	941	1035	1518	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	934	1035	1518	-	-	-
Mov Cap-2 Maneuver	934	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	953	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.67	4.93	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1200	-	999	-	-
HCM Lane V/C Ratio	0.008	-	0.018	-	-
HCM Control Delay (s/veh)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	5	5	2	1
Future Vol, veh/h	1	2	5	5	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	1	2	6	6	2	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	21	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	957	1036	1520	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	953	1036	1520	-	-	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.59	3.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	1007	-	-
HCM Lane V/C Ratio	0.004	-	0.004	-	-
HCM Control Delay (s/veh)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	2	340	10	1	350
Future Vol, veh/h	10	2	340	10	1	350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	9	9	7	7
Mvmt Flow	12	2	400	12	1	412

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	820	406	0	0	412
Stage 1	406	-	-	-	-
Stage 2	414	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.17
Critical Hdwy Stg 1	5.58	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.263
Pot Cap-1 Maneuver	324	612	-	-	1121
Stage 1	640	-	-	-	-
Stage 2	634	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	323	612	-	-	1121
Mov Cap-2 Maneuver	323	-	-	-	-
Stage 1	640	-	-	-	-
Stage 2	633	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v15.68		0	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	351	1121
HCM Lane V/C Ratio	-	-	0.04	0.001
HCM Control Delay (s/veh)	-	-	15.7	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

BaseYear-BuildTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	20	0	25	85	380	0	0	290	170
Future Volume (vph)	0	0	0	20	0	25	85	380	0	0	290	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	7%	7%	7%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

BaseYear-BuildTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	1	170	0	0	0	0	260	30	55	255	0
Future Volume (vph)	200	1	170	0	0	0	0	260	30	55	255	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
9: CTH N & Natvig Rd/Theodore Lane

BaseYear-BuildTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	30	1	10	2	385	15	5	405	1
Future Volume (vph)	1	1	5	30	1	10	2	385	15	5	405	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

BaseYear-BuildTraffic-PMPeak

01/16/2026

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	35	2	1	255	395	40
Future Volume (vph)	35	2	1	255	395	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

BaseYear-BuildTraffic-PMPeak
01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	10	1	1	30	35	10
Future Volume (vph)	10	1	1	30	35	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	6%	6%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

BaseYear-BuildTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	935	15	5	450	5	5	1	1	5	1	15
Future Volume (vph)	10	935	15	5	450	5	5	1	1	5	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			1021	
Travel Time (s)		31.5			16.7			11.0			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
25: North Star Rd & Theodore Lane

BaseYear-BuildTraffic-PMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	2	5	5	5	1
Future Volume (vph)	1	2	5	5	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			45	45	
Link Distance (ft)	1218			1274	987	
Travel Time (s)	18.5			19.3	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
30: CTH N & Development

BaseYear-BuildTraffic-PMPeak

01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	2	400	5	1	440
Future Volume (vph)	15	2	400	5	1	440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
32: North Star Rd & Development

BaseYear-BuildTraffic-PMPeak

01/16/2026

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	2	2	1
Future Volume (vph)	5	10	5	2	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			45	45	
Link Distance (ft)	523			159	1274	
Travel Time (s)	14.3			2.4	19.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑			↔	
Traffic Vol, veh/h	0	0	0	20	0	25	85	380	0	0	290	170
Future Vol, veh/h	0	0	0	20	0	25	85	380	0	0	290	170
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	7	7	7	3	3	3	4	4	4
Mvmt Flow	0	0	0	22	0	28	94	422	0	0	322	189

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	933	933	422	322	0	-	0
Stage 1	611	611	-	-	-	-	-
Stage 2	322	322	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	4.13	-	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	2.227	-	-	-
Pot Cap-1 Maneuver	289	261	621	1232	-	0	0
Stage 1	532	476	-	-	-	0	0
Stage 2	723	642	-	-	-	0	0
Platoon blocked, %					-		-
Mov Cap-1 Maneuver	267	0	621	1232	-	-	-
Mov Cap-2 Maneuver	267	0	-	-	-	-	-
Stage 1	491	0	-	-	-	-	-
Stage 2	723	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.56	1.49	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1232	-	391
HCM Lane V/C Ratio	0.077	-	0.128
HCM Control Delay (s/veh)	8.2	-	15.6
HCM Lane LOS	A	-	C
HCM 95th %tile Q(veh)	0.2	-	0.4

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↱	↰	
Traffic Vol, veh/h	200	1	170	0	0	0	0	260	30	55	255	0
Future Vol, veh/h	200	1	170	0	0	0	0	260	30	55	255	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	0	0	0	3	3	3	4	4	4
Mvmt Flow	217	1	185	0	0	0	0	283	33	60	277	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	679	679	277	-	0	-	283	0	0
Stage 1	397	397	-	-	-	-	-	-	-
Stage 2	283	283	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	409	367	750	0	-	0	1268	-	0
Stage 1	669	595	-	0	-	0	-	-	0
Stage 2	754	668	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	390	0	750	-	-	-	1268	-	-
Mov Cap-2 Maneuver	390	0	-	-	-	-	-	-	-
Stage 1	669	0	-	-	-	-	-	-	-
Stage 2	718	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v18.95		0	1.42
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	390	750	1268	-
HCM Lane V/C Ratio	-	0.56	0.246	0.047	-
HCM Control Delay (s/veh)	-	25.4	11.4	8	-
HCM Lane LOS	-	D	B	A	-
HCM 95th %tile Q(veh)	-	3.3	1	0.1	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	30	1	10	2	385	15	5	405	1
Future Vol, veh/h	1	1	5	30	1	10	2	385	15	5	405	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	4	4	4	4	4	4
Mvmt Flow	1	1	6	34	1	11	2	433	17	6	455	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	904	920	455	912	913	441	456	0	0	449	0	0
Stage 1	466	466	-	446	446	-	-	-	-	-	-	-
Stage 2	438	454	-	467	467	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.28	6.68	6.38	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.662	4.162	3.462	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	260	273	609	238	257	584	1094	-	-	1100	-	-
Stage 1	581	566	-	562	548	-	-	-	-	-	-	-
Stage 2	602	573	-	547	536	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	252	271	609	234	256	584	1094	-	-	1100	-	-
Mov Cap-2 Maneuver	252	271	-	234	256	-	-	-	-	-	-	-
Stage 1	578	563	-	561	547	-	-	-	-	-	-	-
Stage 2	588	572	-	538	533	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v13.25		20.06	0.04	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	252	504	234	523	1100	-	-
HCM Lane V/C Ratio	0.002	-	-	0.004	0.013	0.144	0.024	0.005	-	-
HCM Control Delay (s/veh)	8.3	-	-	19.3	12.2	23	12.1	8.3	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.5	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	2	1	255	395	40
Future Vol, veh/h	35	2	1	255	395	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	37	2	1	271	420	43
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	694	420	463	0	-	0
Stage 1	420	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	403	625	1078	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	403	625	1078	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	14.7	0.03		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1078	-	410	-	-	
HCM Lane V/C Ratio	0.001	-	0.096	-	-	
HCM Control Delay (s/veh)	8.3	-	14.7	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection						
Int Delay, s/veh	1.2					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	30	35	10
Future Vol, veh/h	10	1	1	30	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	18	18	6	6	7	7
Mvmt Flow	14	1	1	41	47	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	97	54	61	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.16	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.254	-	-	-
Pot Cap-1 Maneuver	864	970	1517	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	864	970	1517	-	-	-
Mov Cap-2 Maneuver	864	-	-	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	9.2	0.24		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	58	-	872	-	-	
HCM Lane V/C Ratio	0.001	-	0.017	-	-	
HCM Control Delay (s/veh)	7.4	0	9.2	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	935	15	5	450	5	5	1	1	5	1	15
Future Vol, veh/h	10	935	15	5	450	5	5	1	1	5	1	15
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	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	0	0	0	18	18	18
Mvmt Flow	11	1027	16	5	495	5	5	1	1	5	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	500	0	0	1044	0	0	1316	1569	522	1045	1574	250
Stage 1	-	-	-	-	-	-	1058	1058	-	508	508	-
Stage 2	-	-	-	-	-	-	259	511	-	536	1066	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.5	6.5	6.9	7.86	6.86	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.5	4	3.3	3.68	4.18	3.48
Pot Cap-1 Maneuver	1026	-	-	633	-	-	117	112	505	163	93	703
Stage 1	-	-	-	-	-	-	244	304	-	476	499	-
Stage 2	-	-	-	-	-	-	729	540	-	457	265	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1026	-	-	633	-	-	111	110	505	158	92	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	110	-	158	92	-
Stage 1	-	-	-	-	-	-	241	301	-	472	494	-
Stage 2	-	-	-	-	-	-	704	536	-	450	262	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.09			0.12			35.72			16.79		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	125	1026	-	-	633	-	-	328
HCM Lane V/C Ratio	0.062	0.011	-	-	0.009	-	-	0.07
HCM Control Delay (s/veh)	35.7	8.5	-	-	10.7	-	-	16.8
HCM Lane LOS	E	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	5	5	5	1
Future Vol, veh/h	1	2	5	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	1	2	6	6	6	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	24	6	7	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	952	1031	1515	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	949	1031	1515	-	-	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.61	3.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	1002	-	-
HCM Lane V/C Ratio	0.004	-	0.004	-	-
HCM Control Delay (s/veh)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	2	400	5	1	440
Future Vol, veh/h	15	2	400	5	1	440
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	4	4	4	4
Mvmt Flow	18	2	471	6	1	518

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	994	474	0	0	476
Stage 1	474	-	-	-	-
Stage 2	520	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.14
Critical Hdwy Stg 1	5.58	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.236
Pot Cap-1 Maneuver	254	559	-	-	1075
Stage 1	595	-	-	-	-
Stage 2	565	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	254	559	-	-	1075
Mov Cap-2 Maneuver	254	-	-	-	-
Stage 1	595	-	-	-	-
Stage 2	565	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v19.32		0	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	271	1075
HCM Lane V/C Ratio	-	-	0.074	0.001
HCM Control Delay (s/veh)	-	-	19.3	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	2	2	1
Future Vol, veh/h	5	10	5	2	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	6	12	6	2	2	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	17	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	961	1036	1520	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	957	1036	1520	-	-	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.63	5.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1286	-	1008	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s/veh)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

InterimYear-BuildTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	15	1	50	160	330	0	0	165	220
Future Volume (vph)	0	0	0	15	1	50	160	330	0	0	165	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

InterimYear-BuildTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	1	145	0	0	0	0	355	15	20	160	0
Future Volume (vph)	135	1	145	0	0	0	0	355	15	20	160	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	7%	7%	7%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	5	20	1	5	1	350	25	5	360	2
Future Volume (vph)	1	0	5	20	1	5	1	350	25	5	360	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)	45			45			55			55		
Link Distance (ft)	580			414			1012			1009		
Travel Time (s)	8.8			6.3			12.5			12.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	25%	25%	18%	18%	18%	9%	9%	9%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

InterimYear-BuildTraffic-AMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	35	2	1	340	280	20
Future Volume (vph)	35	2	1	340	280	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	11%	11%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

InterimYear-BuildTraffic-AMPeak
01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	5	1	1	35	25	2
Future Volume (vph)	5	1	1	35	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	15%	15%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

InterimYear-BuildTraffic-AMPeak
01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	320	5	1	995	5	20	1	1	5	1	5
Future Volume (vph)	15	320	5	1	995	5	20	1	1	5	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			628	
Travel Time (s)		31.5			16.7			11.0			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	1.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
20: North Star Rd & Development

InterimYear-BuildTraffic-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	10	10	5	2
Future Volume (vph)	5	10	10	10	5	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			45	45	
Link Distance (ft)	523			159	1274	
Travel Time (s)	14.3			2.4	19.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
25: North Star Rd & Theodore Lane

InterimYear-BuildTraffic-AMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	5	5	2	1
Future Volume (vph)	1	5	5	5	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			45	45	
Link Distance (ft)	1218			1274	987	
Travel Time (s)	18.5			19.3	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
30: CTH N & Development

InterimYear-BuildTraffic-AMPeak

01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	2	375	10	1	385
Future Volume (vph)	10	2	375	10	1	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	9%	9%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑			↔	
Traffic Vol, veh/h	0	0	0	15	1	50	160	330	0	0	165	220
Future Vol, veh/h	0	0	0	15	1	50	160	330	0	0	165	220
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	7	7	7	3	3	3
Mvmt Flow	0	0	0	17	1	56	180	371	0	0	185	247

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	916	916	371	185	0	-	0
Stage 1	730	730	-	-	-	-	-
Stage 2	185	185	-	-	-	-	-
Critical Hdwy	6.58	6.68	6.38	4.17	-	-	-
Critical Hdwy Stg 1	5.58	5.68	-	-	-	-	-
Critical Hdwy Stg 2	5.58	5.68	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	2.263	-	-	-
Pot Cap-1 Maneuver	283	256	641	1360	-	0	0
Stage 1	449	405	-	-	-	0	0
Stage 2	809	717	-	-	-	0	0
Platoon blocked, %					-		-
Mov Cap-1 Maneuver	246	0	641	1360	-	-	-
Mov Cap-2 Maneuver	246	0	-	-	-	-	-
Stage 1	390	0	-	-	-	-	-
Stage 2	809	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.15	2.63	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1360	-	468
HCM Lane V/C Ratio	0.132	-	0.159
HCM Control Delay (s/veh)	8.1	-	14.1
HCM Lane LOS	A	-	B
HCM 95th %tile Q(veh)	0.5	-	0.6

HCM 7th TWSC
6: CTH N & USH 12/18 EB Ramp

InterimYear-BuildTraffic-AMPeak
01/16/2026

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↱	↰	
Traffic Vol, veh/h	135	1	145	0	0	0	0	355	15	20	160	0
Future Vol, veh/h	135	1	145	0	0	0	0	355	15	20	160	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
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, %	22	22	22	0	0	0	7	7	7	4	4	4
Mvmt Flow	145	1	156	0	0	0	0	382	16	22	172	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	597	597	172	-	0	-	382	0	0
Stage 1	215	215	-	-	-	-	-	-	-
Stage 2	382	382	-	-	-	-	-	-	-
Critical Hdwy	6.62	6.72	6.42	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.62	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.62	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	435	391	822	0	-	0	1166	-	0
Stage 1	776	689	-	0	-	0	-	-	0
Stage 2	648	579	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	427	0	822	-	-	-	1166	-	-
Mov Cap-2 Maneuver	427	0	-	-	-	-	-	-	-
Stage 1	776	0	-	-	-	-	-	-	-
Stage 2	637	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.97		0	0.91
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	427	822	1166	-
HCM Lane V/C Ratio	-	0.343	0.19	0.018	-
HCM Control Delay (s/veh)	-	17.8	10.4	8.1	-
HCM Lane LOS	-	C	B	A	-
HCM 95th %tile Q(veh)	-	1.5	0.7	0.1	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	5	20	1	5	1	350	25	5	360	2
Future Vol, veh/h	1	0	5	20	1	5	1	350	25	5	360	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	25	25	25	18	18	18	9	9	9	7	7	7
Mvmt Flow	1	0	6	22	1	6	1	389	28	6	400	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	803	830	400	816	818	403	402	0	0	417	0	0
Stage 1	411	411	-	405	405	-	-	-	-	-	-	-
Stage 2	392	419	-	411	413	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.45	7.28	6.68	6.38	4.19	-	-	4.17	-	-
Critical Hdwy Stg 1	6.35	5.75	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4.225	3.525	3.662	4.162	3.462	2.281	-	-	2.263	-	-
Pot Cap-1 Maneuver	276	281	603	278	293	614	1120	-	-	1116	-	-
Stage 1	575	557	-	592	572	-	-	-	-	-	-	-
Stage 2	589	552	-	587	567	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	271	280	603	274	291	614	1120	-	-	1116	-	-
Mov Cap-2 Maneuver	271	280	-	274	291	-	-	-	-	-	-	-
Stage 1	572	554	-	591	571	-	-	-	-	-	-	-
Stage 2	582	552	-	579	564	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v12.25		17.64	0.02	0.11
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1120	-	-	271	603	274	518	1116	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.009	0.081	0.013	0.005	-	-
HCM Control Delay (s/veh)	8.2	-	-	18.3	11	19.3	12	8.2	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.3	0	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	2	1	340	280	20
Future Vol, veh/h	35	2	1	340	280	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	9	11	11	21	21
Mvmt Flow	36	2	1	351	289	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	641	289	309	0	-	0
Stage 1	289	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.21	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.299	-	-	-
Pot Cap-1 Maneuver	428	734	1202	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	428	734	1202	-	-	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v14.01		0.02		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1202	-	437	-	-	
HCM Lane V/C Ratio	0.001	-	0.087	-	-	
HCM Control Delay (s/veh)	8	-	14	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	35	25	2
Future Vol, veh/h	5	1	1	35	25	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	18	18	15	15	12	12
Mvmt Flow	6	1	1	43	30	2

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	77	32	33	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.25	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.335	-	-	-
Pot Cap-1 Maneuver	888	998	1499	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	887	998	1499	-	-	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	9.01	0.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	50	- 904	-	-
HCM Lane V/C Ratio	0.001	- 0.008	-	-
HCM Control Delay (s/veh)	7.4	0 9	-	-
HCM Lane LOS	A	A A	-	-
HCM 95th %tile Q(veh)	0	- 0	-	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱			↰↱			↰↱	
Traffic Vol, veh/h	15	320	5	1	995	5	20	1	1	5	1	5
Future Vol, veh/h	15	320	5	1	995	5	20	1	1	5	1	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	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	100	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	6	6	6	0	0	0	18	18	18
Mvmt Flow	17	320	6	1	1106	6	22	1	1	6	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1111	0	0	326	0	0	912	1469	163	1304	1469	556
Stage 1	-	-	-	-	-	-	356	356	-	1111	1111	-
Stage 2	-	-	-	-	-	-	556	1113	-	194	359	-
Critical Hdwy	4.3	-	-	4.22	-	-	7.5	6.5	6.9	7.86	6.86	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Follow-up Hdwy	2.3	-	-	2.26	-	-	3.5	4	3.3	3.68	4.18	3.48
Pot Cap-1 Maneuver	580	-	-	1202	-	-	232	129	860	103	109	436
Stage 1	-	-	-	-	-	-	640	632	-	197	251	-
Stage 2	-	-	-	-	-	-	488	286	-	745	587	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	580	-	-	1202	-	-	220	125	860	99	106	436
Mov Cap-2 Maneuver	-	-	-	-	-	-	220	125	-	99	106	-
Stage 1	-	-	-	-	-	-	621	614	-	197	251	-
Stage 2	-	-	-	-	-	-	479	286	-	722	570	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.55			0.01			23.41			30.45		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	220	580	-	-	1202	-	-	154
HCM Lane V/C Ratio	0.111	0.029	-	-	0.001	-	-	0.08
HCM Control Delay (s/veh)	23.4	11.4	-	-	8	-	-	30.4
HCM Lane LOS	C	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	10	10	5	2
Future Vol, veh/h	5	10	10	10	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	6	12	12	12	6	2

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	42	7	8	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	930	1030	1513	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	922	1030	1513	-	-	-
Mov Cap-2 Maneuver	922	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	948	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.7	3.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	992	-	-
HCM Lane V/C Ratio	0.008	-	0.018	-	-
HCM Control Delay (s/veh)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	5	5	2	1
Future Vol, veh/h	1	5	5	5	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	1	6	6	6	2	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	21	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	957	1036	1520	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	953	1036	1520	-	-	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.55	3.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	1021	-	-
HCM Lane V/C Ratio	0.004	-	0.007	-	-
HCM Control Delay (s/veh)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	2	375	10	1	385
Future Vol, veh/h	10	2	375	10	1	385
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	9	9	7	7
Mvmt Flow	12	2	441	12	1	453

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	902	447	0	0	453
Stage 1	447	-	-	-	-
Stage 2	455	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.17
Critical Hdwy Stg 1	5.58	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.263
Pot Cap-1 Maneuver	289	579	-	-	1082
Stage 1	612	-	-	-	-
Stage 2	606	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	288	579	-	-	1082
Mov Cap-2 Maneuver	288	-	-	-	-
Stage 1	612	-	-	-	-
Stage 2	606	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v16.97		0	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	315	1082
HCM Lane V/C Ratio	-	-	0.045	0.001
HCM Control Delay (s/veh)	-	-	17	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

InterimYear-BuildTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	20	1	30	95	420	0	0	320	175
Future Volume (vph)	0	0	0	20	1	30	95	420	0	0	320	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	7%	7%	7%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

InterimYear-BuildTraffic-PMPeak

6: CTH N & USH 12/18 EB Ramp/USH 12/18 WB Ramp

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	1	185	0	0	0	0	285	30	65	280	0
Future Volume (vph)	220	1	185	0	0	0	0	285	30	65	280	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
9: CTH N & Natvig Rd/Theodore Lane

InterimYear-BuildTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	30	1	10	2	425	15	5	440	1
Future Volume (vph)	1	1	5	30	1	10	2	425	15	5	440	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

InterimYear-BuildTraffic-PMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	2	1	280	435	45
Future Volume (vph)	40	2	1	280	435	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

InterimYear-BuildTraffic-PMPeak
01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	10	1	1	35	40	10
Future Volume (vph)	10	1	1	35	40	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	6%	6%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

InterimYear-BuildTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1035	15	5	495	5	10	1	1	5	1	15
Future Volume (vph)	10	1035	15	5	495	5	10	1	1	5	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			1021	
Travel Time (s)		31.5			16.7			11.0			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
25: North Star Rd & Theodore Lane

InterimYear-BuildTraffic-PMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	5	5	5	1
Future Volume (vph)	1	5	5	5	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			45	45	
Link Distance (ft)	1218			1274	987	
Travel Time (s)	18.5			19.3	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
30: CTH N & Development

InterimYear-BuildTraffic-PMPeak
01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	2	440	5	1	475
Future Volume (vph)	15	2	440	5	1	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
32: North Star Rd & Development

InterimYear-BuildTraffic-PMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	5	5	1
Future Volume (vph)	5	10	5	5	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			45	45	
Link Distance (ft)	523			159	1274	
Travel Time (s)	14.3			2.4	19.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑			↔	
Traffic Vol, veh/h	0	0	0	20	1	30	95	420	0	0	320	175
Future Vol, veh/h	0	0	0	20	1	30	95	420	0	0	320	175
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	7	7	7	3	3	3	4	4	4
Mvmt Flow	0	0	0	22	1	33	106	467	0	0	356	194

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1033	1033	467	356	0	-	0
Stage 1	678	678	-	-	-	-	-
Stage 2	356	356	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	4.13	-	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	2.227	-	-	-
Pot Cap-1 Maneuver	252	228	586	1198	-	0	0
Stage 1	495	444	-	-	-	0	0
Stage 2	698	621	-	-	-	0	0
Platoon blocked, %					-		-
Mov Cap-1 Maneuver	230	0	586	1198	-	-	-
Mov Cap-2 Maneuver	230	0	-	-	-	-	-
Stage 1	452	0	-	-	-	-	-
Stage 2	698	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.8	1.53	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1198	-	362
HCM Lane V/C Ratio	0.088	-	0.157
HCM Control Delay (s/veh)	8.3	-	16.8
HCM Lane LOS	A	-	C
HCM 95th %tile Q(veh)	0.3	-	0.5

Intersection												
Int Delay, s/veh	10.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↱	↰	
Traffic Vol, veh/h	220	1	185	0	0	0	0	285	30	65	280	0
Future Vol, veh/h	220	1	185	0	0	0	0	285	30	65	280	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	0	0	0	3	3	3	4	4	4
Mvmt Flow	239	1	201	0	0	0	0	310	33	71	304	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	755	755	304	-	0	-	310	0	0
Stage 1	446	446	-	-	-	-	-	-	-
Stage 2	310	310	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	369	332	724	0	-	0	1239	-	0
Stage 1	635	566	-	0	-	0	-	-	0
Stage 2	733	650	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	348	0	724	-	-	-	1239	-	-
Mov Cap-2 Maneuver	348	0	-	-	-	-	-	-	-
Stage 1	635	0	-	-	-	-	-	-	-
Stage 2	691	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v24.72		0	1.52
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	348	724	1239	-
HCM Lane V/C Ratio	-	0.69	0.278	0.057	-
HCM Control Delay (s/veh)	-	35.5	11.9	8.1	-
HCM Lane LOS	-	E	B	A	-
HCM 95th %tile Q(veh)	-	4.9	1.1	0.2	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	30	1	10	2	425	15	5	440	1
Future Vol, veh/h	1	1	5	30	1	10	2	425	15	5	440	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	4	4	4	4	4	4
Mvmt Flow	1	1	6	34	1	11	2	478	17	6	494	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	988	1004	494	997	997	486	496	0	0	494	0	0
Stage 1	506	506	-	490	490	-	-	-	-	-	-	-
Stage 2	483	499	-	506	507	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.28	6.68	6.38	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.662	4.162	3.462	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	228	244	579	208	229	550	1058	-	-	1059	-	-
Stage 1	553	543	-	531	523	-	-	-	-	-	-	-
Stage 2	569	547	-	520	514	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	221	242	579	204	227	550	1058	-	-	1059	-	-
Mov Cap-2 Maneuver	221	242	-	204	227	-	-	-	-	-	-	-
Stage 1	550	540	-	530	522	-	-	-	-	-	-	-
Stage 2	555	546	-	511	511	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v14.01		22.48	0.04	0.09
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1058	-	-	221	470	204	487	1059	-	-
HCM Lane V/C Ratio	0.002	-	-	0.005	0.014	0.165	0.025	0.005	-	-
HCM Control Delay (s/veh)	8.4	-	-	21.4	12.8	26.1	12.6	8.4	-	-
HCM Lane LOS	A	-	-	C	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.6	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	2	1	280	435	45
Future Vol, veh/h	40	2	1	280	435	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	7	7
Mvmt Flow	43	2	1	298	463	48

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	763	463	511	0	-	0
Stage 1	463	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	368	593	1039	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	368	593	1039	-	-	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v15.91		0.03	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1039	-	375	-	-
HCM Lane V/C Ratio	0.001	-	0.119	-	-
HCM Control Delay (s/veh)	8.5	-	15.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	35	40	10
Future Vol, veh/h	10	1	1	35	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	18	18	6	6	7	7
Mvmt Flow	14	1	1	47	54	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	111	61	68	0	-	0
Stage 1	61	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.16	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.254	-	-	-
Pot Cap-1 Maneuver	849	961	1509	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	848	961	1509	-	-	-
Mov Cap-2 Maneuver	848	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	9.27	0.21		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	50	-	857	-	-	
HCM Lane V/C Ratio	0.001	-	0.017	-	-	
HCM Control Delay (s/veh)	7.4	0	9.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1035	15	5	495	5	10	1	1	5	1	15
Future Vol, veh/h	10	1035	15	5	495	5	10	1	1	5	1	15
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	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	0	0	0	18	18	18
Mvmt Flow	11	1137	16	5	544	5	11	1	1	5	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	549	0	0	1154	0	0	1451	1728	577	1149	1734	275
Stage 1	-	-	-	-	-	-	1168	1168	-	558	558	-
Stage 2	-	-	-	-	-	-	284	560	-	591	1176	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.5	6.5	6.9	7.86	6.86	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.5	4	3.3	3.68	4.18	3.48
Pot Cap-1 Maneuver	982	-	-	573	-	-	93	89	465	135	74	677
Stage 1	-	-	-	-	-	-	209	270	-	443	472	-
Stage 2	-	-	-	-	-	-	705	514	-	423	233	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	982	-	-	573	-	-	88	88	465	131	72	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	88	88	-	131	72	-
Stage 1	-	-	-	-	-	-	207	267	-	439	467	-
Stage 2	-	-	-	-	-	-	680	509	-	415	230	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.08			0.11			49.33			18.87		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	94	982	-	-	573	-	-	283
HCM Lane V/C Ratio	0.14	0.011	-	-	0.01	-	-	0.082
HCM Control Delay (s/veh)	49.3	8.7	-	-	11.3	-	-	18.9
HCM Lane LOS	E	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	5	5	5	1
Future Vol, veh/h	1	5	5	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	1	6	6	6	6	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	24	6	7	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	952	1031	1515	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	949	1031	1515	-	-	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.57	3.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	1016	-	-
HCM Lane V/C Ratio	0.004	-	0.007	-	-
HCM Control Delay (s/veh)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	2	440	5	1	475
Future Vol, veh/h	15	2	440	5	1	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	4	4	4	4
Mvmt Flow	18	2	518	6	1	559

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1082	521	0	0	524
Stage 1	521	-	-	-	-
Stage 2	561	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.14
Critical Hdwy Stg 1	5.58	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.236
Pot Cap-1 Maneuver	224	525	-	-	1033
Stage 1	565	-	-	-	-
Stage 2	541	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	224	525	-	-	1033
Mov Cap-2 Maneuver	224	-	-	-	-
Stage 1	565	-	-	-	-
Stage 2	540	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	21.33	0	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	240	1033
HCM Lane V/C Ratio	-	-	0.083	0.001
HCM Control Delay (s/veh)	-	-	21.3	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	5	5	1
Future Vol, veh/h	5	10	5	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	6	12	6	6	6	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	24	6	7	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	952	1031	1515	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	949	1031	1515	-	-	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.66	3.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	1002	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s/veh)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

HorizonYear-BuildTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	15	1	70	195	425	0	0	210	285
Future Volume (vph)	0	0	0	15	1	70	195	425	0	0	210	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

HorizonYear-BuildTraffic-AMPeak
01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	1	175	0	0	0	0	435	20	30	195	0
Future Volume (vph)	180	1	175	0	0	0	0	435	20	30	195	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	7%	7%	7%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	45	1	10	1	430	45	10	445	5
Future Volume (vph)	1	1	5	45	1	10	1	430	45	10	445	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	25%	25%	18%	18%	18%	9%	9%	9%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

HorizonYear-BuildTraffic-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	5	1	420	350	25
Future Volume (vph)	40	5	1	420	350	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	11%	11%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
15: CTH MN & Fieldview Ln

HorizonYear-BuildTraffic-AMPeak
01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	1	1	1	35	30	5
Future Volume (vph)	1	1	1	35	30	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	15%	15%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

HorizonYear-BuildTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	395	5	1	1220	5	20	1	1	5	1	20
Future Volume (vph)	20	395	5	1	1220	5	20	1	1	5	1	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			628	
Travel Time (s)		31.5			16.7			11.0			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
20: North Star Rd & Development

HorizonYear-BuildTraffic-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	15	15	15	10	5
Future Volume (vph)	5	15	15	15	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			45	45	
Link Distance (ft)	523			159	1274	
Travel Time (s)	11.9			2.4	19.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
25: North Star Rd & Theodore Lane

HorizonYear-BuildTraffic-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	10	10	5	1
Future Volume (vph)	1	5	10	10	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			45	45	
Link Distance (ft)	1218			1274	987	
Travel Time (s)	18.5			19.3	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
30: CTH N & Development

HorizonYear-BuildTraffic-AMPeak
01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	5	470	20	5	490
Future Volume (vph)	20	5	470	20	5	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	9%	9%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

HCM 7th TWSC
3: CTH N & USH 12/18 WB Ramp

HorizonYear-BuildTraffic-AMPeak
01/16/2026

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↗	↑			↘	
Traffic Vol, veh/h	0	0	0	15	1	70	195	425	0	0	210	285
Future Vol, veh/h	0	0	0	15	1	70	195	425	0	0	210	285
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	7	7	7	3	3	3
Mvmt Flow	0	0	0	17	1	79	219	478	0	0	236	320

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1152	1152	478	236	0	-	0
Stage 1	916	916	-	-	-	-	-
Stage 2	236	236	-	-	-	-	-
Critical Hdwy	6.58	6.68	6.38	4.17	-	-	-
Critical Hdwy Stg 1	5.58	5.68	-	-	-	-	-
Critical Hdwy Stg 2	5.58	5.68	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	2.263	-	-	-
Pot Cap-1 Maneuver	203	185	556	1302	-	0	0
Stage 1	365	331	-	-	-	0	0
Stage 2	767	681	-	-	-	0	0
Platoon blocked, %					-		-
Mov Cap-1 Maneuver	169	0	556	1302	-	-	-
Mov Cap-2 Maneuver	169	0	-	-	-	-	-
Stage 1	304	0	-	-	-	-	-
Stage 2	767	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.99	2.62	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1302	-	396
HCM Lane V/C Ratio	0.168	-	0.244
HCM Control Delay (s/veh)	8.3	-	17
HCM Lane LOS	A	-	C
HCM 95th %tile Q(veh)	0.6	-	0.9

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↰	↱	
Traffic Vol, veh/h	180	1	175	0	0	0	0	435	20	30	195	0
Future Vol, veh/h	180	1	175	0	0	0	0	435	20	30	195	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
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, %	22	22	22	0	0	0	7	7	7	4	4	4
Mvmt Flow	194	1	188	0	0	0	0	468	22	32	210	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	742	742	210	-	0	-	468	0	0
Stage 1	274	274	-	-	-	-	-	-	-
Stage 2	468	468	-	-	-	-	-	-	-
Critical Hdwy	6.62	6.72	6.42	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.62	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.62	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	356	321	783	0	-	0	1083	-	0
Stage 1	728	648	-	0	-	0	-	-	0
Stage 2	591	529	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	345	0	783	-	-	-	1083	-	-
Mov Cap-2 Maneuver	345	0	-	-	-	-	-	-	-
Stage 1	728	0	-	-	-	-	-	-	-
Stage 2	573	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v19.73		0	1.12
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	345	783	1083	-
HCM Lane V/C Ratio	-	0.564	0.24	0.03	-
HCM Control Delay (s/veh)	-	28.1	11	8.4	-
HCM Lane LOS	-	D	B	A	-
HCM 95th %tile Q(veh)	-	3.3	0.9	0.1	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	45	1	10	1	430	45	10	445	5
Future Vol, veh/h	1	1	5	45	1	10	1	430	45	10	445	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	25	25	25	18	18	18	9	9	9	7	7	7
Mvmt Flow	1	1	6	50	1	11	1	478	50	11	494	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	997	1047	494	1022	1027	503	500	0	0	528	0	0
Stage 1	517	517	-	505	505	-	-	-	-	-	-	-
Stage 2	481	530	-	517	522	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.45	7.28	6.68	6.38	4.19	-	-	4.17	-	-
Critical Hdwy Stg 1	6.35	5.75	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4.225	3.525	3.662	4.162	3.462	2.281	-	-	2.263	-	-
Pot Cap-1 Maneuver	202	208	531	200	220	538	1029	-	-	1014	-	-
Stage 1	502	498	-	521	515	-	-	-	-	-	-	-
Stage 2	525	491	-	513	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	195	205	531	195	217	538	1029	-	-	1014	-	-
Mov Cap-2 Maneuver	195	205	-	195	217	-	-	-	-	-	-	-
Stage 1	496	492	-	520	514	-	-	-	-	-	-	-
Stage 2	513	490	-	501	500	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v15.12		26.45	0.02	0.19
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1029	-	-	195	420	195	474	1014	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.016	0.257	0.026	0.011	-	-
HCM Control Delay (s/veh)	8.5	-	-	23.6	13.7	29.8	12.8	8.6	-	-
HCM Lane LOS	A	-	-	C	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	1	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	5	1	420	350	25
Future Vol, veh/h	40	5	1	420	350	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	9	11	11	21	21
Mvmt Flow	41	5	1	433	361	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	796	361	387	0	-	0
Stage 1	361	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.21	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.299	-	-	-
Pot Cap-1 Maneuver	347	668	1124	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	668	1124	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	638	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v16.26		0.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1124	-	366	-	-
HCM Lane V/C Ratio	0.001	-	0.127	-	-
HCM Control Delay (s/veh)	8.2	-	16.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	35	30	5
Future Vol, veh/h	1	1	1	35	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	18	18	15	15	12	12
Mvmt Flow	1	1	1	43	37	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	85	40	43	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.25	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.335	-	-	-
Pot Cap-1 Maneuver	879	988	1486	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	878	988	1486	-	-	-
Mov Cap-2 Maneuver	878	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	8.88	0.21		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	50	-	930	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Control Delay (s/veh)	7.4	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	395	5	1	1220	5	20	1	1	5	1	20
Future Vol, veh/h	20	395	5	1	1220	5	20	1	1	5	1	20
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	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	6	6	6	0	0	0	18	18	18
Mvmt Flow	22	439	6	1	1356	6	22	1	1	6	1	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1361	0	0	444	0	0	1167	1849	222	1625	1849	681
Stage 1	-	-	-	-	-	-	486	486	-	1361	1361	-
Stage 2	-	-	-	-	-	-	681	1363	-	264	489	-
Critical Hdwy	4.3	-	-	4.22	-	-	7.5	6.5	6.9	7.86	6.86	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Follow-up Hdwy	2.3	-	-	2.26	-	-	3.5	4	3.3	3.68	4.18	3.48
Pot Cap-1 Maneuver	461	-	-	1084	-	-	151	75	788	58	62	358
Stage 1	-	-	-	-	-	-	537	554	-	136	187	-
Stage 2	-	-	-	-	-	-	411	218	-	675	509	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	461	-	-	1084	-	-	133	72	788	54	59	358
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	72	-	54	59	-
Stage 1	-	-	-	-	-	-	511	528	-	135	187	-
Stage 2	-	-	-	-	-	-	383	217	-	640	485	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.63			0.01			38.25			33.01		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	132	461	-	-	1084	-	-	157
HCM Lane V/C Ratio	0.185	0.048	-	-	0.001	-	-	0.184
HCM Control Delay (s/veh)	38.2	13.2	-	-	8.3	-	-	33
HCM Lane LOS	E	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	15	15	15	10	5
Future Vol, veh/h	5	15	15	15	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	6	18	18	18	12	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	68	15	18	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	899	1020	1501	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	888	1020	1501	-	-	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	8.75	3.71		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	900	-	984	-	-	
HCM Lane V/C Ratio	0.012	-	0.024	-	-	
HCM Control Delay (s/veh)	7.4	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	10	10	5	1
Future Vol, veh/h	1	5	10	10	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	1	6	12	12	6	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	42	6	7
Stage 1	6	-	-
Stage 2	35	-	-
Critical Hdwy	6.58	6.38	4.28
Critical Hdwy Stg 1	5.58	-	-
Critical Hdwy Stg 2	5.58	-	-
Follow-up Hdwy	3.662	3.462	2.362
Pot Cap-1 Maneuver	930	1031	1515
Stage 1	976	-	-
Stage 2	948	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	923	1031	1515
Mov Cap-2 Maneuver	923	-	-
Stage 1	969	-	-
Stage 2	948	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.58	3.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	1011	-	-
HCM Lane V/C Ratio	0.008	-	0.007	-	-
HCM Control Delay (s/veh)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	5	470	20	5	490
Future Vol, veh/h	20	5	470	20	5	490
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	9	9	7	7
Mvmt Flow	24	6	553	24	6	576

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1153	565	0	0	576
Stage 1	565	-	-	-	-
Stage 2	588	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.17
Critical Hdwy Stg 1	5.58	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.263
Pot Cap-1 Maneuver	203	495	-	-	973
Stage 1	539	-	-	-	-
Stage 2	525	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	202	495	-	-	973
Mov Cap-2 Maneuver	202	-	-	-	-
Stage 1	539	-	-	-	-
Stage 2	522	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v23.03		0	0.09
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	229	973
HCM Lane V/C Ratio	-	-	0.129	0.006
HCM Control Delay (s/veh)	-	-	23	8.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

HorizonYear-BuildTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	1	40	115	520	0	0	395	245
Future Volume (vph)	0	0	0	25	1	40	115	520	0	0	395	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	7%	7%	7%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

HorizonYear-BuildTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	1	230	0	0	0	0	355	40	75	350	0
Future Volume (vph)	280	1	230	0	0	0	0	355	40	75	350	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	65	1	20	5	525	25	5	540	1
Future Volume (vph)	1	1	5	65	1	20	5	525	25	5	540	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

HorizonYear-BuildTraffic-PMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	5	1	345	535	55
Future Volume (vph)	45	5	1	345	535	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
15: CTH MN & Fieldview Ln

HorizonYear-BuildTraffic-PMPeak
01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	10	1	1	45	50	10
Future Volume (vph)	10	1	1	45	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	6%	6%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

HorizonYear-BuildTraffic-PMPeak
01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1265	20	5	610	5	10	1	1	10	1	25
Future Volume (vph)	15	1265	20	5	610	5	10	1	1	10	1	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			1021	
Travel Time (s)		31.5			16.7			11.0			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
25: North Star Rd & Theodore Lane

HorizonYear-BuildTraffic-PMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	10	5	5	1
Future Volume (vph)	1	5	10	5	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			45	45	
Link Distance (ft)	1218			1274	987	
Travel Time (s)	18.5			19.3	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
30: CTH N & Development

HorizonYear-BuildTraffic-PMPeak

01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	5	545	15	2	610
Future Volume (vph)	35	5	545	15	2	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

32: North Star Rd

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	25	10	10	10	2
Future Volume (vph)	10	25	10	10	10	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			45	45	
Link Distance (ft)	523			159	1274	
Travel Time (s)	11.9			2.4	19.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑			↔	
Traffic Vol, veh/h	0	0	0	25	1	40	115	520	0	0	395	245
Future Vol, veh/h	0	0	0	25	1	40	115	520	0	0	395	245
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	7	7	7	3	3	3	4	4	4
Mvmt Flow	0	0	0	28	1	44	128	578	0	0	439	272

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1272	1272	578	439	0	-	0
Stage 1	833	833	-	-	-	-	-
Stage 2	439	439	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	4.13	-	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	2.227	-	-	-
Pot Cap-1 Maneuver	181	164	506	1116	-	0	0
Stage 1	418	377	-	-	-	0	0
Stage 2	639	570	-	-	-	0	0
Platoon blocked, %					-		-
Mov Cap-1 Maneuver	160	0	506	1116	-	-	-
Mov Cap-2 Maneuver	160	0	-	-	-	-	-
Stage 1	370	0	-	-	-	-	-
Stage 2	639	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	22.68	1.57	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1116	-	276
HCM Lane V/C Ratio	0.115	-	0.266
HCM Control Delay (s/veh)	8.6	-	22.7
HCM Lane LOS	A	-	C
HCM 95th %tile Q(veh)	0.4	-	1

Intersection												
Int Delay, s/veh	32.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↰	↱	
Traffic Vol, veh/h	280	1	230	0	0	0	0	355	40	75	350	0
Future Vol, veh/h	280	1	230	0	0	0	0	355	40	75	350	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	0	0	0	3	3	3	4	4	4
Mvmt Flow	304	1	250	0	0	0	0	386	43	82	380	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	929	929	380	-	0	-	386	0	0
Stage 1	543	543	-	-	-	-	-	-	-
Stage 2	386	386	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	~ 291	262	656	0	-	0	1162	-	0
Stage 1	572	511	-	0	-	0	-	-	0
Stage 2	676	602	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	~ 270	0	656	-	-	-	1162	-	-
Mov Cap-2 Maneuver	~ 270	0	-	-	-	-	-	-	-
Stage 1	572	0	-	-	-	-	-	-	-
Stage 2	629	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	80.3	0	1.47
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	270	656	1162	-
HCM Lane V/C Ratio	-	1.129	0.381	0.07	-
HCM Control Delay (s/veh)	-	134.7	13.8	8.3	-
HCM Lane LOS	-	F	B	A	-
HCM 95th %tile Q(veh)	-	13.1	1.8	0.2	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	65	1	20	5	525	25	5	540	1
Future Vol, veh/h	1	1	5	65	1	20	5	525	25	5	540	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	4	4	4	4	4	4
Mvmt Flow	1	1	6	73	1	22	6	590	28	6	607	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1220	1247	607	1234	1234	604	608	0	0	618	0	0
Stage 1	618	618	-	615	615	-	-	-	-	-	-	-
Stage 2	602	629	-	619	619	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.28	6.68	6.38	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.662	4.162	3.462	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	158	175	500	142	164	470	961	-	-	953	-	-
Stage 1	480	484	-	452	458	-	-	-	-	-	-	-
Stage 2	490	478	-	450	456	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	148	173	500	138	163	470	961	-	-	953	-	-
Mov Cap-2 Maneuver	148	173	-	138	163	-	-	-	-	-	-	-
Stage 1	477	481	-	450	455	-	-	-	-	-	-	-
Stage 2	463	476	-	442	453	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v16.76		46.48	0.08	0.08
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	148	380	138	431	953	-	-
HCM Lane V/C Ratio	0.006	-	-	0.008	0.018	0.528	0.055	0.006	-	-
HCM Control Delay (s/veh)	8.8	-	-	29.5	14.6	57	13.8	8.8	-	-
HCM Lane LOS	A	-	-	D	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	2.6	0.2	0	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	5	1	345	535	55
Future Vol, veh/h	45	5	1	345	535	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	7	7
Mvmt Flow	48	5	1	367	569	59
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	938	569	628	0	-	0
Stage 1	569	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	290	516	940	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	289	516	940	-	-	-
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	19.42	0.03		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	940	-	303	-	-	
HCM Lane V/C Ratio	0.001	-	0.176	-	-	
HCM Control Delay (s/veh)	8.8	-	19.4	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.6	-	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	45	50	10
Future Vol, veh/h	10	1	1	45	50	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	18	18	6	6	7	7
Mvmt Flow	14	1	1	61	68	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	138	74	81	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.16	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.254	-	-	-
Pot Cap-1 Maneuver	819	944	1492	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	818	944	1492	-	-	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	9.43	0.16		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	39	-	828	-	-	
HCM Lane V/C Ratio	0.001	-	0.018	-	-	
HCM Control Delay (s/veh)	7.4	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1265	20	5	610	5	10	1	1	10	1	25
Future Vol, veh/h	15	1265	20	5	610	5	10	1	1	10	1	25
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	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	0	0	0	18	18	18
Mvmt Flow	16	1390	22	5	670	5	11	1	1	11	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	676	0	0	1412	0	0	1781	2121	706	1413	2129	338
Stage 1	-	-	-	-	-	-	1434	1434	-	684	684	-
Stage 2	-	-	-	-	-	-	347	687	-	729	1445	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.5	6.5	6.9	7.86	6.86	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.5	4	3.3	3.68	4.18	3.48
Pot Cap-1 Maneuver	879	-	-	454	-	-	53	51	383	85	40	613
Stage 1	-	-	-	-	-	-	143	201	-	369	410	-
Stage 2	-	-	-	-	-	-	648	451	-	346	169	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	879	-	-	454	-	-	48	49	383	80	39	613
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	49	-	80	39	-
Stage 1	-	-	-	-	-	-	140	197	-	365	405	-
Stage 2	-	-	-	-	-	-	610	445	-	337	166	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.11			0.11			97.18			29.16		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	52	879	-	-	454	-	-	188
HCM Lane V/C Ratio	0.255	0.019	-	-	0.012	-	-	0.21
HCM Control Delay (s/veh)	97.2	9.2	-	-	13	-	-	29.2
HCM Lane LOS	F	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0	-	-	0.8

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	10	5	5	1
Future Vol, veh/h	1	5	10	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	1	6	12	6	6	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	36	6	7	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	938	1031	1515	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	930	1031	1515	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	953	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.58	4.93	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1200	-	1013	-	-
HCM Lane V/C Ratio	0.008	-	0.007	-	-
HCM Control Delay (s/veh)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	5	545	15	2	610
Future Vol, veh/h	35	5	545	15	2	610
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	4	4	4	4
Mvmt Flow	41	6	641	18	2	718
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1372	650	0	0	659	0
Stage 1	650	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.14	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.236	-
Pot Cap-1 Maneuver	148	442	-	-	920	-
Stage 1	491	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	442	-	-	920	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	491	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	36.2	0		0.03		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	162	920	-	
HCM Lane V/C Ratio	-	-	0.291	0.003	-	
HCM Control Delay (s/veh)	-	-	36.2	8.9	-	
HCM Lane LOS	-	-	E	A	-	
HCM 95th %tile Q(veh)	-	-	1.1	0	-	

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	25	10	10	10	2
Future Vol, veh/h	10	25	10	10	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	12	29	12	12	12	2

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	48	13	14	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	922	1023	1506	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	915	1023	1506	-	-	-
Mov Cap-2 Maneuver	915	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	948	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.8	3.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	989	-	-
HCM Lane V/C Ratio	0.008	-	0.042	-	-
HCM Control Delay (s/veh)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

APPENDIX D

Existing Transportation System with Total Traffic Operational Analysis

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

BaseYear-TotalTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	1	50	145	300	0	0	150	205
Future Volume (vph)	0	0	0	10	1	50	145	300	0	0	150	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

BaseYear-TotalTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	1	130	0	0	0	0	320	15	20	145	0
Future Volume (vph)	125	1	130	0	0	0	0	320	15	20	145	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	7%	7%	7%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

BaseYear-TotalTraffic-AMPeak

9: CTH N & Natvig Rd/Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	20	1	5	1	315	25	5	330	2
Future Volume (vph)	1	1	5	20	1	5	1	315	25	5	330	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	25%	25%	18%	18%	18%	9%	9%	9%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

BaseYear-TotalTraffic-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	2	1	310	255	20
Future Volume (vph)	30	2	1	310	255	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	11%	11%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

BaseYear-TotalTraffic-AMPeak
01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	5	1	1	30	25	2
Future Volume (vph)	5	1	1	30	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	15%	15%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

BaseYear-TotalTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	290	5	1	905	5	15	1	1	5	1	10
Future Volume (vph)	15	290	5	1	905	5	15	1	1	5	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			628	
Travel Time (s)		31.5			16.7			11.0			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
20: North Star Rd & Development

BaseYear-TotalTraffic-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	10	5	2	2
Future Volume (vph)	5	10	10	5	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			45	45	
Link Distance (ft)	523			159	1274	
Travel Time (s)	14.3			2.4	19.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
25: North Star Rd & Theodore Lane

BaseYear-TotalTraffic-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	2	5	5	2	1
Future Volume (vph)	1	2	5	5	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			45	45	
Link Distance (ft)	1218			1274	987	
Travel Time (s)	18.5			19.3	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
30: CTH N & Development

BaseYear-TotalTraffic-AMPeak
01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	2	340	10	1	350
Future Volume (vph)	10	2	340	10	1	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	9%	9%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

HCM 7th TWSC
3: CTH N & USH 12/18 WB Ramp

BaseYear-TotalTraffic-AMPeak

01/16/2026

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↗	↑			↘	
Traffic Vol, veh/h	0	0	0	10	1	50	145	300	0	0	150	205
Future Vol, veh/h	0	0	0	10	1	50	145	300	0	0	150	205
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	7	7	7	3	3	3
Mvmt Flow	0	0	0	11	1	56	163	337	0	0	169	230

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	831	831	337	169	0	-	0
Stage 1	663	663	-	-	-	-	-
Stage 2	169	169	-	-	-	-	-
Critical Hdwy	6.58	6.68	6.38	4.17	-	-	-
Critical Hdwy Stg 1	5.58	5.68	-	-	-	-	-
Critical Hdwy Stg 2	5.58	5.68	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	2.263	-	-	-
Pot Cap-1 Maneuver	319	288	670	1379	-	0	0
Stage 1	484	435	-	-	-	0	0
Stage 2	824	730	-	-	-	0	0
Platoon blocked, %					-		-
Mov Cap-1 Maneuver	281	0	670	1379	-	-	-
Mov Cap-2 Maneuver	281	0	-	-	-	-	-
Stage 1	427	0	-	-	-	-	-
Stage 2	824	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.56	2.59	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1379	-	544
HCM Lane V/C Ratio	0.118	-	0.126
HCM Control Delay (s/veh)	8	-	12.6
HCM Lane LOS	A	-	B
HCM 95th %tile Q(veh)	0.4	-	0.4

HCM 7th TWSC
6: CTH N & USH 12/18 EB Ramp

BaseYear-TotalTraffic-AMPeak
01/16/2026

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↱	↰	
Traffic Vol, veh/h	125	1	130	0	0	0	0	320	15	20	145	0
Future Vol, veh/h	125	1	130	0	0	0	0	320	15	20	145	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
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, %	22	22	22	0	0	0	7	7	7	4	4	4
Mvmt Flow	134	1	140	0	0	0	0	344	16	22	156	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	543	543	156	-	0	-	344	0	0
Stage 1	199	199	-	-	-	-	-	-	-
Stage 2	344	344	-	-	-	-	-	-	-
Critical Hdwy	6.62	6.72	6.42	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.62	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.62	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	468	420	840	0	-	0	1204	-	0
Stage 1	789	700	-	0	-	0	-	-	0
Stage 2	675	603	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	460	0	840	-	-	-	1204	-	-
Mov Cap-2 Maneuver	460	0	-	-	-	-	-	-	-
Stage 1	789	0	-	-	-	-	-	-	-
Stage 2	663	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.06		0	0.98
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	460	840	1204	-
HCM Lane V/C Ratio	-	0.295	0.166	0.018	-
HCM Control Delay (s/veh)	-	16.1	10.1	8	-
HCM Lane LOS	-	C	B	A	-
HCM 95th %tile Q(veh)	-	1.2	0.6	0.1	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	20	1	5	1	315	25	5	330	2
Future Vol, veh/h	1	1	5	20	1	5	1	315	25	5	330	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	25	25	25	18	18	18	9	9	9	7	7	7
Mvmt Flow	1	1	6	22	1	6	1	350	28	6	367	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	731	758	367	744	746	364	369	0	0	378	0	0
Stage 1	378	378	-	366	366	-	-	-	-	-	-	-
Stage 2	353	380	-	378	380	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.45	7.28	6.68	6.38	4.19	-	-	4.17	-	-
Critical Hdwy Stg 1	6.35	5.75	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4.225	3.525	3.662	4.162	3.462	2.281	-	-	2.263	-	-
Pot Cap-1 Maneuver	310	311	630	311	323	647	1152	-	-	1154	-	-
Stage 1	600	577	-	622	595	-	-	-	-	-	-	-
Stage 2	619	576	-	612	587	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	304	309	630	305	321	647	1152	-	-	1154	-	-
Mov Cap-2 Maneuver	304	309	-	305	321	-	-	-	-	-	-	-
Stage 1	597	574	-	621	595	-	-	-	-	-	-	-
Stage 2	612	575	-	603	584	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v12.51			16.29		0.02		0.12	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1152	-	-	304	537	305	553	1154	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.012	0.073	0.012	0.005	-	-
HCM Control Delay (s/veh)	8.1	-	-	16.9	11.8	17.7	11.6	8.1	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.2	0	0	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	2	1	310	255	20
Future Vol, veh/h	30	2	1	310	255	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	9	11	11	21	21
Mvmt Flow	31	2	1	320	263	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	585	263	284	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.21	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.299	-	-	-
Pot Cap-1 Maneuver	462	759	1229	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	462	759	1229	-	-	-
Mov Cap-2 Maneuver	462	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v13.17		0.03		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1229	-	473	-	-	
HCM Lane V/C Ratio	0.001	-	0.07	-	-	
HCM Control Delay (s/veh)	7.9	-	13.2	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection						
Int Delay, s/veh	1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	30	25	2
Future Vol, veh/h	5	1	1	30	25	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	18	18	15	15	12	12
Mvmt Flow	6	1	1	37	30	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	71	32	33	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.25	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.335	-	-	-
Pot Cap-1 Maneuver	895	998	1499	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	895	998	1499	-	-	-
Mov Cap-2 Maneuver	895	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	8.99	0.24		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	58	-	910	-	-	
HCM Lane V/C Ratio	0.001	-	0.008	-	-	
HCM Control Delay (s/veh)	7.4	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	290	5	1	905	5	15	1	1	5	1	10
Future Vol, veh/h	15	290	5	1	905	5	15	1	1	5	1	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	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	6	6	6	0	0	0	18	18	18
Mvmt Flow	17	322	6	1	1006	6	17	1	1	6	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1011	0	0	328	0	0	864	1372	164	1206	1372	506
Stage 1	-	-	-	-	-	-	358	358	-	1011	1011	-
Stage 2	-	-	-	-	-	-	506	1013	-	195	361	-
Critical Hdwy	4.3	-	-	4.22	-	-	7.5	6.5	6.9	7.86	6.86	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Follow-up Hdwy	2.3	-	-	2.26	-	-	3.5	4	3.3	3.68	4.18	3.48
Pot Cap-1 Maneuver	635	-	-	1200	-	-	251	147	858	122	126	472
Stage 1	-	-	-	-	-	-	638	631	-	229	282	-
Stage 2	-	-	-	-	-	-	523	319	-	744	586	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	635	-	-	1200	-	-	237	143	858	118	123	472
Mov Cap-2 Maneuver	-	-	-	-	-	-	237	143	-	118	123	-
Stage 1	-	-	-	-	-	-	621	615	-	229	282	-
Stage 2	-	-	-	-	-	-	508	319	-	722	570	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.52			0.01			21.45			22.53		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	238	635	-	-	1200	-	-	223
HCM Lane V/C Ratio	0.079	0.026	-	-	0.001	-	-	0.08
HCM Control Delay (s/veh)	21.4	10.8	-	-	8	-	-	22.5
HCM Lane LOS	C	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.3

HCM 7th TWSC
20: North Star Rd & Development

BaseYear-TotalTraffic-AMPeak
01/16/2026

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	10	5	2	2
Future Vol, veh/h	5	10	10	5	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	6	12	12	6	2	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	33	4	5	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	941	1035	1518	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	934	1035	1518	-	-	-
Mov Cap-2 Maneuver	934	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	8.67	4.93		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1200	-	999	-	-	
HCM Lane V/C Ratio	0.008	-	0.018	-	-	
HCM Control Delay (s/veh)	7.4	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	5	5	2	1
Future Vol, veh/h	1	2	5	5	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	1	2	6	6	2	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	21	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	957	1036	1520	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	953	1036	1520	-	-	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.59	3.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	1007	-	-
HCM Lane V/C Ratio	0.004	-	0.004	-	-
HCM Control Delay (s/veh)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	2	340	10	1	350
Future Vol, veh/h	10	2	340	10	1	350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	9	9	7	7
Mvmt Flow	12	2	400	12	1	412

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	820	406	0
Stage 1	406	-	-
Stage 2	414	-	-
Critical Hdwy	6.58	6.38	-
Critical Hdwy Stg 1	5.58	-	-
Critical Hdwy Stg 2	5.58	-	-
Follow-up Hdwy	3.662	3.462	-
Pot Cap-1 Maneuver	324	612	-
Stage 1	640	-	-
Stage 2	634	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	323	612	-
Mov Cap-2 Maneuver	323	-	-
Stage 1	640	-	-
Stage 2	633	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v15.68		0	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	351	1121
HCM Lane V/C Ratio	-	-	0.04	0.001
HCM Control Delay (s/veh)	-	-	15.7	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

BaseYear-TotalTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	20	0	25	85	380	0	0	290	170
Future Volume (vph)	0	0	0	20	0	25	85	380	0	0	290	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	7%	7%	7%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

BaseYear-TotalTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	1	170	0	0	0	0	260	30	55	255	0
Future Volume (vph)	200	1	170	0	0	0	0	260	30	55	255	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

BaseYear-TotalTraffic-PMPeak

9: CTH N & Natvig Rd/Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	30	1	10	2	385	15	5	405	1
Future Volume (vph)	1	1	5	30	1	10	2	385	15	5	405	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

BaseYear-TotalTraffic-PMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	35	2	1	255	395	40
Future Volume (vph)	35	2	1	255	395	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
15: CTH MN & Fieldview Ln

BaseYear-TotalTraffic-PMPeak
01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	10	1	1	30	35	10
Future Volume (vph)	10	1	1	30	35	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	6%	6%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

BaseYear-TotalTraffic-PMPeak
01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	935	15	5	450	5	5	1	1	5	1	15
Future Volume (vph)	10	935	15	5	450	5	5	1	1	5	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			1021	
Travel Time (s)		31.5			16.7			11.0			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
25: North Star Rd & Theodore Lane

BaseYear-TotalTraffic-PMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	2	5	5	5	1
Future Volume (vph)	1	2	5	5	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			45	45	
Link Distance (ft)	1218			1274	987	
Travel Time (s)	18.5			19.3	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
30: CTH N & Development

BaseYear-TotalTraffic-PMPeak

01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	2	400	5	1	440
Future Volume (vph)	15	2	400	5	1	440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
32: North Star Rd & Development

BaseYear-TotalTraffic-PMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	2	2	1
Future Volume (vph)	5	10	5	2	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			45	45	
Link Distance (ft)	523			159	1274	
Travel Time (s)	14.3			2.4	19.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

HCM 7th TWSC
3: CTH N & USH 12/18 WB Ramp

BaseYear-TotalTraffic-PMPeak

01/16/2026

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑			↔	
Traffic Vol, veh/h	0	0	0	20	0	25	85	380	0	0	290	170
Future Vol, veh/h	0	0	0	20	0	25	85	380	0	0	290	170
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	7	7	7	3	3	3	4	4	4
Mvmt Flow	0	0	0	22	0	28	94	422	0	0	322	189

Major/Minor	Minor1		Major1		Major2					
Conflicting Flow All	933	933	422	322	0	-	-	-	-	0
Stage 1	611	611	-	-	-	-	-	-	-	-
Stage 2	322	322	-	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	4.13	-	-	-	-	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	2.227	-	-	-	-	-	-
Pot Cap-1 Maneuver	289	261	621	1232	-	0	0	-	-	0
Stage 1	532	476	-	-	-	0	0	-	-	0
Stage 2	723	642	-	-	-	0	0	-	-	0
Platoon blocked, %					-			-		
Mov Cap-1 Maneuver	267	0	621	1232	-	-	-	-	-	-
Mov Cap-2 Maneuver	267	0	-	-	-	-	-	-	-	-
Stage 1	491	0	-	-	-	-	-	-	-	-
Stage 2	723	0	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.56	1.49	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1232	-	391
HCM Lane V/C Ratio	0.077	-	0.128
HCM Control Delay (s/veh)	8.2	-	15.6
HCM Lane LOS	A	-	C
HCM 95th %tile Q(veh)	0.2	-	0.4

HCM 7th TWSC
6: CTH N & USH 12/18 EB Ramp

BaseYear-TotalTraffic-PMPeak
01/16/2026

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↱	↰	
Traffic Vol, veh/h	200	1	170	0	0	0	0	260	30	55	255	0
Future Vol, veh/h	200	1	170	0	0	0	0	260	30	55	255	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	0	0	0	3	3	3	4	4	4
Mvmt Flow	217	1	185	0	0	0	0	283	33	60	277	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	679	679	277	-	0	-	283	0	0
Stage 1	397	397	-	-	-	-	-	-	-
Stage 2	283	283	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	409	367	750	0	-	0	1268	-	0
Stage 1	669	595	-	0	-	0	-	-	0
Stage 2	754	668	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	390	0	750	-	-	-	1268	-	-
Mov Cap-2 Maneuver	390	0	-	-	-	-	-	-	-
Stage 1	669	0	-	-	-	-	-	-	-
Stage 2	718	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v18.95		0	1.42
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	390	750	1268	-
HCM Lane V/C Ratio	-	0.56	0.246	0.047	-
HCM Control Delay (s/veh)	-	25.4	11.4	8	-
HCM Lane LOS	-	D	B	A	-
HCM 95th %tile Q(veh)	-	3.3	1	0.1	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	30	1	10	2	385	15	5	405	1
Future Vol, veh/h	1	1	5	30	1	10	2	385	15	5	405	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	4	4	4	4	4	4
Mvmt Flow	1	1	6	34	1	11	2	433	17	6	455	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	904	920	455	912	913	441	456	0	0	449	0	0
Stage 1	466	466	-	446	446	-	-	-	-	-	-	-
Stage 2	438	454	-	467	467	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.28	6.68	6.38	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.662	4.162	3.462	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	260	273	609	238	257	584	1094	-	-	1100	-	-
Stage 1	581	566	-	562	548	-	-	-	-	-	-	-
Stage 2	602	573	-	547	536	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	252	271	609	234	256	584	1094	-	-	1100	-	-
Mov Cap-2 Maneuver	252	271	-	234	256	-	-	-	-	-	-	-
Stage 1	578	563	-	561	547	-	-	-	-	-	-	-
Stage 2	588	572	-	538	533	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v13.25			20.06		0.04		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	252	504	234	523	1100	-	-
HCM Lane V/C Ratio	0.002	-	-	0.004	0.013	0.144	0.024	0.005	-	-
HCM Control Delay (s/veh)	8.3	-	-	19.3	12.2	23	12.1	8.3	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.5	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	2	1	255	395	40
Future Vol, veh/h	35	2	1	255	395	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	37	2	1	271	420	43
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	694	420	463	0	-	0
Stage 1	420	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	403	625	1078	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	403	625	1078	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	14.7	0.03		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1078	-	410	-	-	
HCM Lane V/C Ratio	0.001	-	0.096	-	-	
HCM Control Delay (s/veh)	8.3	-	14.7	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection						
Int Delay, s/veh	1.2					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	30	35	10
Future Vol, veh/h	10	1	1	30	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	18	18	6	6	7	7
Mvmt Flow	14	1	1	41	47	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	97	54	61	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.16	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.254	-	-	-
Pot Cap-1 Maneuver	864	970	1517	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	864	970	1517	-	-	-
Mov Cap-2 Maneuver	864	-	-	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	9.2	0.24		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	58	-	872	-	-	
HCM Lane V/C Ratio	0.001	-	0.017	-	-	
HCM Control Delay (s/veh)	7.4	0	9.2	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	935	15	5	450	5	5	1	1	5	1	15
Future Vol, veh/h	10	935	15	5	450	5	5	1	1	5	1	15
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	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	0	0	0	18	18	18
Mvmt Flow	11	1027	16	5	495	5	5	1	1	5	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	500	0	0	1044	0	0	1316	1569	522	1045	1574	250
Stage 1	-	-	-	-	-	-	1058	1058	-	508	508	-
Stage 2	-	-	-	-	-	-	259	511	-	536	1066	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.5	6.5	6.9	7.86	6.86	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.5	4	3.3	3.68	4.18	3.48
Pot Cap-1 Maneuver	1026	-	-	633	-	-	117	112	505	163	93	703
Stage 1	-	-	-	-	-	-	244	304	-	476	499	-
Stage 2	-	-	-	-	-	-	729	540	-	457	265	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1026	-	-	633	-	-	111	110	505	158	92	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	110	-	158	92	-
Stage 1	-	-	-	-	-	-	241	301	-	472	494	-
Stage 2	-	-	-	-	-	-	704	536	-	450	262	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.09			0.12			35.72			16.79		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	125	1026	-	-	633	-	-	328
HCM Lane V/C Ratio	0.062	0.011	-	-	0.009	-	-	0.07
HCM Control Delay (s/veh)	35.7	8.5	-	-	10.7	-	-	16.8
HCM Lane LOS	E	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	5	5	5	1
Future Vol, veh/h	1	2	5	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	1	2	6	6	6	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	24	6	7
Stage 1	6	-	-
Stage 2	18	-	-
Critical Hdwy	6.58	6.38	4.28
Critical Hdwy Stg 1	5.58	-	-
Critical Hdwy Stg 2	5.58	-	-
Follow-up Hdwy	3.662	3.462	2.362
Pot Cap-1 Maneuver	952	1031	1515
Stage 1	976	-	-
Stage 2	965	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	949	1031	1515
Mov Cap-2 Maneuver	949	-	-
Stage 1	973	-	-
Stage 2	965	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.61	3.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	1002	-	-
HCM Lane V/C Ratio	0.004	-	0.004	-	-
HCM Control Delay (s/veh)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	2	400	5	1	440
Future Vol, veh/h	15	2	400	5	1	440
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	4	4	4	4
Mvmt Flow	18	2	471	6	1	518

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	994	474	0	0	476
Stage 1	474	-	-	-	-
Stage 2	520	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.14
Critical Hdwy Stg 1	5.58	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.236
Pot Cap-1 Maneuver	254	559	-	-	1075
Stage 1	595	-	-	-	-
Stage 2	565	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	254	559	-	-	1075
Mov Cap-2 Maneuver	254	-	-	-	-
Stage 1	595	-	-	-	-
Stage 2	565	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v19.32		0	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	271	1075
HCM Lane V/C Ratio	-	-	0.074	0.001
HCM Control Delay (s/veh)	-	-	19.3	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	2	2	1
Future Vol, veh/h	5	10	5	2	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	6	12	6	2	2	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	17	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	961	1036	1520	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	957	1036	1520	-	-	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.63	5.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1286	-	1008	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s/veh)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

InterimYear-TotalTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	20	1	50	160	330	0	0	165	220
Future Volume (vph)	0	0	0	20	1	50	160	330	0	0	165	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

InterimYear-TotalTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	1	150	0	0	0	0	355	15	20	165	0
Future Volume (vph)	135	1	150	0	0	0	0	355	15	20	165	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	7%	7%	7%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

InterimYear-TotalTraffic-AMPeak

9: CTH N & Natvig Rd/Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	5	20	1	10	1	350	25	10	360	2
Future Volume (vph)	1	0	5	20	1	10	1	350	25	10	360	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Bus Blockages (#/hr)	25	25	25	18	18	18	9	9	9	7	7	7
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

InterimYear-TotalTraffic-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	35	5	2	340	280	30
Future Volume (vph)	35	5	2	340	280	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	11%	11%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

InterimYear-TotalTraffic-AMPeak
01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	5	1	1	35	25	5
Future Volume (vph)	5	1	1	35	25	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	15%	15%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

InterimYear-TotalTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	320	5	1	995	5	20	1	1	5	1	20
Future Volume (vph)	30	320	5	1	995	5	20	1	1	5	1	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			628	
Travel Time (s)		31.5			16.7			11.0			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	1.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
20: North Star Rd & Development

InterimYear-TotalTraffic-AMPeak
01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	10	15	1	2	10	10	15	2	5	2
Future Volume (vph)	5	1	10	15	1	2	10	10	15	2	5	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			30			45			45	
Link Distance (ft)		523			527			159			1274	
Travel Time (s)		14.3			12.0			2.4			19.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

InterimYear-TotalTraffic-AMPeak

25: North Star Rd & Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	2	2	1	5	5	2	1	2	1
Future Volume (vph)	1	1	5	2	2	1	5	5	2	1	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			30			45			45	
Link Distance (ft)		1218			442			1274			987	
Travel Time (s)		18.5			10.0			19.3			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
30: CTH N & Development

InterimYear-TotalTraffic-AMPeak
01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	2	375	10	1	385
Future Volume (vph)	10	2	375	10	1	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	9%	9%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

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	0	0	0	20	1	50	160	330	0	0	165	220
Future Vol, veh/h	0	0	0	20	1	50	160	330	0	0	165	220
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	7	7	7	3	3	3
Mvmt Flow	0	0	0	22	1	56	180	371	0	0	185	247

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	916	916	371	185	0	-	0
Stage 1	730	730	-	-	-	-	-
Stage 2	185	185	-	-	-	-	-
Critical Hdwy	6.58	6.68	6.38	4.17	-	-	-
Critical Hdwy Stg 1	5.58	5.68	-	-	-	-	-
Critical Hdwy Stg 2	5.58	5.68	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	2.263	-	-	-
Pot Cap-1 Maneuver	283	256	641	1360	-	0	0
Stage 1	449	405	-	-	-	0	0
Stage 2	809	717	-	-	-	0	0
Platoon blocked, %					-		-
Mov Cap-1 Maneuver	246	0	641	1360	-	-	-
Mov Cap-2 Maneuver	246	0	-	-	-	-	-
Stage 1	390	0	-	-	-	-	-
Stage 2	809	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.01	2.63	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1360	-	439
HCM Lane V/C Ratio	0.132	-	0.182
HCM Control Delay (s/veh)	8.1	-	15
HCM Lane LOS	A	-	C
HCM 95th %tile Q(veh)	0.5	-	0.7

HCM 7th TWSC
6: CTH N & USH 12/18 EB Ramp

InterimYear-TotalTraffic-AMPeak
01/16/2026

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↱	↰	
Traffic Vol, veh/h	135	1	150	0	0	0	0	355	15	20	165	0
Future Vol, veh/h	135	1	150	0	0	0	0	355	15	20	165	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
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, %	22	22	22	0	0	0	7	7	7	4	4	4
Mvmt Flow	145	1	161	0	0	0	0	382	16	22	177	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	602	602	177	-	0	-	382	0	0
Stage 1	220	220	-	-	-	-	-	-	-
Stage 2	382	382	-	-	-	-	-	-	-
Critical Hdwy	6.62	6.72	6.42	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.62	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.62	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	431	388	817	0	-	0	1166	-	0
Stage 1	771	685	-	0	-	0	-	-	0
Stage 2	648	579	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	423	0	817	-	-	-	1166	-	-
Mov Cap-2 Maneuver	423	0	-	-	-	-	-	-	-
Stage 1	771	0	-	-	-	-	-	-	-
Stage 2	637	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v14.02		0	0.88
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	423	817	1166	-
HCM Lane V/C Ratio	-	0.345	0.198	0.018	-
HCM Control Delay (s/veh)	-	17.9	10.5	8.1	-
HCM Lane LOS	-	C	B	A	-
HCM 95th %tile Q(veh)	-	1.5	0.7	0.1	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	5	20	1	10	1	350	25	10	360	2
Future Vol, veh/h	1	0	5	20	1	10	1	350	25	10	360	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	1	0	6	22	1	11	1	389	28	11	400	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	814	841	400	827	829	403	402	0	0	417	0	0
Stage 1	422	422	-	405	405	-	-	-	-	-	-	-
Stage 2	392	419	-	422	424	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.18	6.58	6.28	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.572	4.072	3.372	2.272	-	-	2.272	-	-
Pot Cap-1 Maneuver	290	295	637	284	299	635	1125	-	-	1111	-	-
Stage 1	598	578	-	611	588	-	-	-	-	-	-	-
Stage 2	621	580	-	598	577	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	281	291	637	278	296	635	1125	-	-	1111	-	-
Mov Cap-2 Maneuver	281	291	-	278	296	-	-	-	-	-	-	-
Stage 1	592	572	-	610	588	-	-	-	-	-	-	-
Stage 2	608	579	-	586	571	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	11.9		16.34		0.02		0.22	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1125	-	-	281	637	278	575	1111	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.009	0.08	0.021	0.01	-	-
HCM Control Delay (s/veh)	8.2	-	-	17.9	10.7	19.1	11.4	8.3	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.3	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	5	2	340	280	30
Future Vol, veh/h	35	5	2	340	280	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	9	11	11	21	21
Mvmt Flow	36	5	2	351	289	31

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	643	289	320	0	-	0
Stage 1	289	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.21	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.299	-	-	-
Pot Cap-1 Maneuver	427	734	1191	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	426	734	1191	-	-	-
Mov Cap-2 Maneuver	426	-	-	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	695	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.81		0.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	450	-	-
HCM Lane V/C Ratio	0.002	-	0.092	-	-
HCM Control Delay (s/veh)	8	-	13.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	35	25	5
Future Vol, veh/h	5	1	1	35	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	18	18	15	15	12	12
Mvmt Flow	6	1	1	43	30	6

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	79	34	37
Stage 1	34	-	-
Stage 2	45	-	-
Critical Hdwy	6.58	6.38	4.25
Critical Hdwy Stg 1	5.58	-	-
Critical Hdwy Stg 2	5.58	-	-
Follow-up Hdwy	3.662	3.462	2.335
Pot Cap-1 Maneuver	886	996	1494
Stage 1	949	-	-
Stage 2	938	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	885	996	1494
Mov Cap-2 Maneuver	885	-	-
Stage 1	948	-	-
Stage 2	938	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	9.02	0.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	50	-	902	-
HCM Lane V/C Ratio	0.001	-	0.008	-
HCM Control Delay (s/veh)	7.4	0	9	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	320	5	1	995	5	20	1	1	5	1	20
Future Vol, veh/h	30	320	5	1	995	5	20	1	1	5	1	20
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	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	100	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	6	6	6	0	0	0	18	18	18
Mvmt Flow	33	320	6	1	1106	6	22	1	1	6	1	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1111	0	0	326	0	0	945	1503	163	1338	1503	556
Stage 1	-	-	-	-	-	-	389	389	-	1111	1111	-
Stage 2	-	-	-	-	-	-	556	1113	-	227	392	-
Critical Hdwy	4.3	-	-	4.22	-	-	7.5	6.5	6.9	7.86	6.86	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Follow-up Hdwy	2.3	-	-	2.26	-	-	3.5	4	3.3	3.68	4.18	3.48
Pot Cap-1 Maneuver	580	-	-	1202	-	-	220	123	860	97	104	436
Stage 1	-	-	-	-	-	-	612	612	-	197	251	-
Stage 2	-	-	-	-	-	-	488	286	-	711	566	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	580	-	-	1202	-	-	194	116	860	90	98	436
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	116	-	90	98	-
Stage 1	-	-	-	-	-	-	576	576	-	197	251	-
Stage 2	-	-	-	-	-	-	461	286	-	668	534	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.08			0.01			26.1			22.62		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	195	580	-	-	1202	-	-	233
HCM Lane V/C Ratio	0.125	0.057	-	-	0.001	-	-	0.124
HCM Control Delay (s/veh)	26.1	11.6	-	-	8	-	-	22.6
HCM Lane LOS	D	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	10	15	1	2	10	10	15	2	5	2
Future Vol, veh/h	5	1	10	15	1	2	10	10	15	2	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18	18	18	18	18	18	18
Mvmt Flow	6	1	12	18	1	2	12	12	18	2	6	2
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	48	65	7	55	57	21	8	0	0	29	0	0
Stage 1	12	12	-	44	44	-	-	-	-	-	-	-
Stage 2	36	53	-	11	13	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.68	6.38	7.28	6.68	6.38	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	3.662	4.162	3.462	2.362	-	-	2.362	-	-
Pot Cap-1 Maneuver	915	796	1030	904	804	1013	1513	-	-	1486	-	-
Stage 1	969	855	-	931	828	-	-	-	-	-	-	-
Stage 2	940	820	-	970	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	902	789	1030	884	796	1013	1513	-	-	1486	-	-
Mov Cap-2 Maneuver	902	789	-	884	796	-	-	-	-	-	-	-
Stage 1	967	853	-	923	821	-	-	-	-	-	-	-
Stage 2	929	814	-	956	852	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s/v	8.79		9.14			2.11			1.65			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	459	-	-	969	891	378	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.019	0.024	0.002	-	-				
HCM Control Delay (s/veh)	7.4	0	-	8.8	9.1	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	5	2	2	1	5	5	2	1	2	1
Future Vol, veh/h	1	1	5	2	2	1	5	5	2	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18	18	18	18	18	18	18
Mvmt Flow	1	1	6	2	2	1	6	6	2	1	2	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	24	25	3	24	25	7	4	0	0	8	0	0
Stage 1	5	5	-	19	19	-	-	-	-	-	-	-
Stage 2	19	20	-	5	6	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.68	6.38	7.28	6.68	6.38	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	3.662	4.162	3.462	2.362	-	-	2.362	-	-
Pot Cap-1 Maneuver	948	837	1036	948	838	1030	1520	-	-	1513	-	-
Stage 1	977	860	-	960	849	-	-	-	-	-	-	-
Stage 2	960	848	-	977	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	940	834	1036	937	834	1030	1520	-	-	1513	-	-
Mov Cap-2 Maneuver	940	834	-	937	834	-	-	-	-	-	-	-
Stage 1	976	860	-	957	846	-	-	-	-	-	-	-
Stage 2	953	845	-	969	859	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.68		8.99		3.07		1.85	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	709	-	-	987	909	422	-	-
HCM Lane V/C Ratio	0.004	-	-	0.008	0.006	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	8.7	9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	2	375	10	1	385
Future Vol, veh/h	10	2	375	10	1	385
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	9	9	7	7
Mvmt Flow	12	2	441	12	1	453

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	902	447	0	0	453
Stage 1	447	-	-	-	-
Stage 2	455	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.17
Critical Hdwy Stg 1	5.58	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.263
Pot Cap-1 Maneuver	289	579	-	-	1082
Stage 1	612	-	-	-	-
Stage 2	606	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	288	579	-	-	1082
Mov Cap-2 Maneuver	288	-	-	-	-
Stage 1	612	-	-	-	-
Stage 2	606	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v16.97		0	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	315	1082
HCM Lane V/C Ratio	-	-	0.045	0.001
HCM Control Delay (s/veh)	-	-	17	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

InterimYear-TotalTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	1	30	100	420	0	0	320	175
Future Volume (vph)	0	0	0	25	1	30	100	420	0	0	320	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	7%	7%	7%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

InterimYear-TotalTraffic-PMPeak

6: CTH N & USH 12/18 EB Ramp/USH 12/18 WB Ramp

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	1	190	0	0	0	0	290	30	65	285	0
Future Volume (vph)	220	1	190	0	0	0	0	290	30	65	285	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

InterimYear-TotalTraffic-PMPeak

9: CTH N & Natvig Rd/Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	30	1	15	2	425	15	5	440	1
Future Volume (vph)	1	1	5	30	1	15	2	425	15	5	440	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

InterimYear-TotalTraffic-PMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	50	5	2	280	435	45
Future Volume (vph)	50	5	2	280	435	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

InterimYear-TotalTraffic-PMPeak
01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	15	1	1	35	40	20
Future Volume (vph)	15	1	1	35	40	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	6%	6%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

InterimYear-TotalTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1035	15	5	495	5	10	1	1	5	1	30
Future Volume (vph)	15	1035	15	5	495	5	10	1	1	5	1	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			1021	
Travel Time (s)		31.5			16.7			11.0			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

InterimYear-TotalTraffic-PMPeak

25: North Star Rd & Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	2	1	2	5	5	2	1	5	1
Future Volume (vph)	1	1	5	2	1	2	5	5	2	1	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			30			45			45	
Link Distance (ft)		1218			612			1274			987	
Travel Time (s)		18.5			13.9			19.3			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
30: CTH N & Development

InterimYear-TotalTraffic-PMPeak
01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	2	440	5	1	475
Future Volume (vph)	15	2	440	5	1	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
32: North Star Rd & Development

InterimYear-TotalTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	10	15	1	2	5	10	5	1	5	1
Future Volume (vph)	5	1	10	15	1	2	5	10	5	1	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			30			45			45	
Link Distance (ft)		523			327			159			1274	
Travel Time (s)		14.3			7.4			2.4			19.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑			↔	
Traffic Vol, veh/h	0	0	0	25	1	30	100	420	0	0	320	175
Future Vol, veh/h	0	0	0	25	1	30	100	420	0	0	320	175
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	7	7	7	3	3	3	4	4	4
Mvmt Flow	0	0	0	28	1	33	111	467	0	0	356	194

Major/Minor	Minor1		Major1		Major2			
Conflicting Flow All	1044	1044	467	356	0	-	-	0
Stage 1	689	689	-	-	-	-	-	-
Stage 2	356	356	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	4.13	-	-	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	2.227	-	-	-	-
Pot Cap-1 Maneuver	248	224	586	1198	-	0	0	0
Stage 1	489	439	-	-	-	0	0	0
Stage 2	698	621	-	-	-	0	0	0
Platoon blocked, %					-			-
Mov Cap-1 Maneuver	225	0	586	1198	-	-	-	-
Mov Cap-2 Maneuver	225	0	-	-	-	-	-	-
Stage 1	444	0	-	-	-	-	-	-
Stage 2	698	0	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	18	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT
Capacity (veh/h)	1198	-	339
HCM Lane V/C Ratio	0.093	-	0.184
HCM Control Delay (s/veh)	8.3	-	18
HCM Lane LOS	A	-	C
HCM 95th %tile Q(veh)	0.3	-	0.7

HCM 7th TWSC
6: CTH N & USH 12/18 EB Ramp/USH 12/18 WB Ramp

InterimYear-TotalTraffic-PMPeak

01/16/2026

Intersection												
Int Delay, s/veh	10.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↱	↰	
Traffic Vol, veh/h	220	1	190	0	0	0	0	290	30	65	285	0
Future Vol, veh/h	220	1	190	0	0	0	0	290	30	65	285	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	0	0	0	3	3	3	4	4	4
Mvmt Flow	239	1	207	0	0	0	0	315	33	71	310	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	766	766	310	-	0	-	315	0	0
Stage 1	451	451	-	-	-	-	-	-	-
Stage 2	315	315	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	364	327	719	0	-	0	1234	-	0
Stage 1	631	563	-	0	-	0	-	-	0
Stage 2	729	647	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	343	0	719	-	-	-	1234	-	-
Mov Cap-2 Maneuver	343	0	-	-	-	-	-	-	-
Stage 1	631	0	-	-	-	-	-	-	-
Stage 2	687	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v25.31		0	1.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	343	719	1234	-
HCM Lane V/C Ratio	-	0.701	0.287	0.057	-
HCM Control Delay (s/veh)	-	36.7	12	8.1	-
HCM Lane LOS	-	E	B	A	-
HCM 95th %tile Q(veh)	-	5	1.2	0.2	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	30	1	15	2	425	15	5	440	1
Future Vol, veh/h	1	1	5	30	1	15	2	425	15	5	440	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	4	4	4	4	4	4
Mvmt Flow	1	1	6	34	1	17	2	478	17	6	494	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	988	1004	494	997	997	486	496	0	0	494	0	0
Stage 1	506	506	-	490	490	-	-	-	-	-	-	-
Stage 2	483	499	-	506	507	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.28	6.68	6.38	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.662	4.162	3.462	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	228	244	579	208	229	550	1058	-	-	1059	-	-
Stage 1	553	543	-	531	523	-	-	-	-	-	-	-
Stage 2	569	547	-	520	514	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	218	242	579	204	227	550	1058	-	-	1059	-	-
Mov Cap-2 Maneuver	218	242	-	204	227	-	-	-	-	-	-	-
Stage 1	550	540	-	530	522	-	-	-	-	-	-	-
Stage 2	549	546	-	511	511	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v14.03		21.34	0.04	0.09
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1058	-	-	218	470	204	505	1059	-	-
HCM Lane V/C Ratio	0.002	-	-	0.005	0.014	0.165	0.036	0.005	-	-
HCM Control Delay (s/veh)	8.4	-	-	21.6	12.8	26.1	12.4	8.4	-	-
HCM Lane LOS	A	-	-	C	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.6	0.1	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	5	2	280	435	45
Future Vol, veh/h	50	5	2	280	435	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	7	7
Mvmt Flow	53	5	2	298	463	48
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	765	463	511	0	-	0
Stage 1	463	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	367	593	1039	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	593	1039	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	16.2	0.06		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1039	-	380	-	-	
HCM Lane V/C Ratio	0.002	-	0.154	-	-	
HCM Control Delay (s/veh)	8.5	-	16.2	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.5	-	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	15	1	1	35	40	20
Future Vol, veh/h	15	1	1	35	40	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	18	18	6	6	7	7
Mvmt Flow	20	1	1	47	54	27

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	118	68	81	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.16	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.254	-	-	-
Pot Cap-1 Maneuver	841	953	1492	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	841	953	1492	-	-	-
Mov Cap-2 Maneuver	841	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	9.36	0.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	50	-	847	-
HCM Lane V/C Ratio	0.001	-	0.026	-
HCM Control Delay (s/veh)	7.4	0	9.4	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1035	15	5	495	5	10	1	1	5	1	30
Future Vol, veh/h	15	1035	15	5	495	5	10	1	1	5	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	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	0	0	0	18	18	18
Mvmt Flow	16	1137	16	5	544	5	11	1	1	5	1	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	549	0	0	1154	0	0	1462	1739	577	1160	1745	275
Stage 1	-	-	-	-	-	-	1179	1179	-	558	558	-
Stage 2	-	-	-	-	-	-	284	560	-	602	1187	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.5	6.5	6.9	7.86	6.86	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.5	4	3.3	3.68	4.18	3.48
Pot Cap-1 Maneuver	982	-	-	573	-	-	92	88	465	133	72	677
Stage 1	-	-	-	-	-	-	206	267	-	443	472	-
Stage 2	-	-	-	-	-	-	705	514	-	416	230	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	982	-	-	573	-	-	84	86	465	127	70	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	86	-	127	70	-
Stage 1	-	-	-	-	-	-	202	262	-	439	467	-
Stage 2	-	-	-	-	-	-	663	509	-	406	226	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.12			0.11			51.79			15.95		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	90	982	-	-	573	-	-	368
HCM Lane V/C Ratio	0.147	0.017	-	-	0.01	-	-	0.107
HCM Control Delay (s/veh)	51.8	8.7	-	-	11.3	-	-	16
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	5	2	1	2	5	5	2	1	5	1
Future Vol, veh/h	1	1	5	2	1	2	5	5	2	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18	18	18	18	18	18	18
Mvmt Flow	1	1	6	2	1	2	6	6	2	1	6	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	27	29	6	28	28	7	7	0	0	8	0	0
Stage 1	9	9	-	19	19	-	-	-	-	-	-	-
Stage 2	18	20	-	9	9	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.68	6.38	7.28	6.68	6.38	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	3.662	4.162	3.462	2.362	-	-	2.362	-	-
Pot Cap-1 Maneuver	944	834	1031	943	834	1030	1515	-	-	1513	-	-
Stage 1	972	857	-	960	849	-	-	-	-	-	-	-
Stage 2	961	848	-	972	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	936	830	1031	932	830	1030	1515	-	-	1513	-	-
Mov Cap-2 Maneuver	936	830	-	932	830	-	-	-	-	-	-	-
Stage 1	972	857	-	957	846	-	-	-	-	-	-	-
Stage 2	954	845	-	965	856	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	8.69		8.83		3.08		1.05	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	709	-	-	983	945	249	-	-
HCM Lane V/C Ratio	0.004	-	-	0.008	0.006	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	8.7	8.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	2	440	5	1	475
Future Vol, veh/h	15	2	440	5	1	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	4	4	4	4
Mvmt Flow	18	2	518	6	1	559

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1082	521	0	0	524
Stage 1	521	-	-	-	-
Stage 2	561	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.14
Critical Hdwy Stg 1	5.58	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.236
Pot Cap-1 Maneuver	224	525	-	-	1033
Stage 1	565	-	-	-	-
Stage 2	541	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	224	525	-	-	1033
Mov Cap-2 Maneuver	224	-	-	-	-
Stage 1	565	-	-	-	-
Stage 2	540	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	21.33	0	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	240	1033
HCM Lane V/C Ratio	-	-	0.083	0.001
HCM Control Delay (s/veh)	-	-	21.3	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	10	15	1	2	5	10	5	1	5	1
Future Vol, veh/h	5	1	10	15	1	2	5	10	5	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18	18	18	18	18	18	18
Mvmt Flow	6	1	12	18	1	2	6	12	6	1	6	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	33	38	6	35	36	15	7	0	0	18	0	0
Stage 1	9	9	-	26	26	-	-	-	-	-	-	-
Stage 2	24	29	-	9	9	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.68	6.38	7.28	6.68	6.38	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	3.662	4.162	3.462	2.362	-	-	2.362	-	-
Pot Cap-1 Maneuver	935	824	1031	932	826	1020	1515	-	-	1501	-	-
Stage 1	972	857	-	951	842	-	-	-	-	-	-	-
Stage 2	954	840	-	972	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	927	820	1031	916	822	1020	1515	-	-	1501	-	-
Mov Cap-2 Maneuver	927	820	-	916	822	-	-	-	-	-	-	-
Stage 1	972	857	-	948	839	-	-	-	-	-	-	-
Stage 2	947	837	-	959	856	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.74	9	1.85	1.06
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	422	-	-	981	920	249	-	-
HCM Lane V/C Ratio	0.004	-	-	0.019	0.023	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	8.7	9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

HorizonYear-TotalTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	40	1	70	210	430	0	0	210	295
Future Volume (vph)	0	0	0	40	1	70	210	430	0	0	210	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

HorizonYear-TotalTraffic-AMPeak
01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	1	205	0	0	0	0	450	35	30	230	0
Future Volume (vph)	180	1	205	0	0	0	0	450	35	30	230	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	7%	7%	7%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

HorizonYear-TotalTraffic-AMPeak

9: CTH N & Natvig Rd/Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	55	1	45	1	435	45	40	450	5
Future Volume (vph)	1	1	5	55	1	45	1	435	45	40	450	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	25%	25%	18%	18%	18%	9%	9%	9%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

HorizonYear-TotalTraffic-AMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	5	10	435	370	105
Future Volume (vph)	60	5	10	435	370	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	11%	11%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
15: CTH MN & Fieldview Ln

HorizonYear-TotalTraffic-AMPeak

01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	20	1	1	35	30	75
Future Volume (vph)	20	1	1	35	30	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	15%	15%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: Northstar Rd & USH 12/18

HorizonYear-TotalTraffic-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	395	5	1	1225	25	20	1	1	25	1	150
Future Volume (vph)	155	395	5	1	1225	25	20	1	1	25	1	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			628	
Travel Time (s)		31.5			16.7			11.0			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
20: Northstar Rd & Development

HorizonYear-TotalTraffic-AMPeak
01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	15	130	1	20	15	35	140	20	30	5
Future Volume (vph)	5	1	15	130	1	20	15	35	140	20	30	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		523			529			159			1274	
Travel Time (s)		14.3			14.4			2.4			19.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
25: Northstar Rd & Theodore Lane

HorizonYear-TotalTraffic-AMPeak
01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	10	25	20	20	1	30	10	20	1	5	1
Future Volume (vph)	1	10	25	20	20	1	30	10	20	1	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1218			654			1274			987	
Travel Time (s)		18.5			9.9			19.3			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
30: CTH N & Development

HorizonYear-TotalTraffic-AMPeak
01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	5	475	20	5	505
Future Volume (vph)	20	5	475	20	5	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	9%	9%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑			↔	
Traffic Vol, veh/h	0	0	0	40	1	70	210	430	0	0	210	295
Future Vol, veh/h	0	0	0	40	1	70	210	430	0	0	210	295
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	7	7	7	3	3	3
Mvmt Flow	0	0	0	45	1	79	236	483	0	0	236	331
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				1191	1191	483	236	0	-	-	-	0
Stage 1				955	955	-	-	-	-	-	-	-
Stage 2				236	236	-	-	-	-	-	-	-
Critical Hdwy				6.58	6.68	6.38	4.17	-	-	-	-	-
Critical Hdwy Stg 1				5.58	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.58	5.68	-	-	-	-	-	-	-
Follow-up Hdwy				3.662	4.162	3.462	2.263	-	-	-	-	-
Pot Cap-1 Maneuver				192	175	552	1302	-	0	0	-	0
Stage 1				350	317	-	-	-	0	0	-	0
Stage 2				767	681	-	-	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver				157	0	552	1302	-	-	-	-	-
Mov Cap-2 Maneuver				157	0	-	-	-	-	-	-	-
Stage 1				286	0	-	-	-	-	-	-	-
Stage 2				767	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s/v				26.6		2.75		0				
HCM LOS				D								
Minor Lane/Major Mvmt				NBL		NBTWBLn1		SBT				
Capacity (veh/h)				1302		-		289				
HCM Lane V/C Ratio				0.181		-		0.432				
HCM Control Delay (s/veh)				8.4		-		26.6				
HCM Lane LOS				A		-		D				
HCM 95th %tile Q(veh)				0.7		-		2.1				

HCM 7th TWSC
6: CTH N & USH 12/18 EB Ramp

HorizonYear-TotalTraffic-AMPeak
01/16/2026

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰		↱	↰	
Traffic Vol, veh/h	180	1	205	0	0	0	0	450	35	30	230	0
Future Vol, veh/h	180	1	205	0	0	0	0	450	35	30	230	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	100	-	-	-	-	-	-	100	-	-
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, %	22	22	22	0	0	0	7	7	7	4	4	4
Mvmt Flow	194	1	220	0	0	0	0	484	38	32	247	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	796	796	247	-	0	-	484	0	0
Stage 1	312	312	-	-	-	-	-	-	-
Stage 2	484	484	-	-	-	-	-	-	-
Critical Hdwy	6.62	6.72	6.42	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.62	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.62	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	330	298	745	0	-	0	1069	-	0
Stage 1	699	623	-	0	-	0	-	-	0
Stage 2	580	520	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	320	0	745	-	-	-	1069	-	-
Mov Cap-2 Maneuver	320	0	-	-	-	-	-	-	-
Stage 1	699	0	-	-	-	-	-	-	-
Stage 2	563	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	21.43	0	0.98
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	320	745	1069	-
HCM Lane V/C Ratio	-	0.608	0.296	0.03	-
HCM Control Delay (s/veh)	-	32.3	11.9	8.5	-
HCM Lane LOS	-	D	B	A	-
HCM 95th %tile Q(veh)	-	3.8	1.2	0.1	-

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	55	1	45	1	435	45	40	450	5
Future Vol, veh/h	1	1	5	55	1	45	1	435	45	40	450	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	25	25	25	18	18	18	9	9	9	7	7	7
Mvmt Flow	1	1	6	61	1	50	1	483	50	44	500	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1075	1124	500	1100	1105	508	506	0	0	533	0	0
Stage 1	589	589	-	511	511	-	-	-	-	-	-	-
Stage 2	486	536	-	589	594	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.45	7.28	6.68	6.38	4.19	-	-	4.17	-	-
Critical Hdwy Stg 1	6.35	5.75	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4.225	3.525	3.662	4.162	3.462	2.281	-	-	2.263	-	-
Pot Cap-1 Maneuver	178	186	527	177	197	534	1024	-	-	1009	-	-
Stage 1	457	461	-	517	512	-	-	-	-	-	-	-
Stage 2	522	488	-	467	468	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	154	178	527	166	188	534	1024	-	-	1009	-	-
Mov Cap-2 Maneuver	154	178	-	166	188	-	-	-	-	-	-	-
Stage 1	437	440	-	517	511	-	-	-	-	-	-	-
Stage 2	471	487	-	441	448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v16.27		26.97	0.02	0.71
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1024	-	-	154	397	166	514	1009	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.017	0.368	0.1	0.044	-	-
HCM Control Delay (s/veh)	8.5	-	-	28.6	14.2	38.8	12.8	8.7	-	-
HCM Lane LOS	A	-	-	D	B	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	1.6	0.3	0.1	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	5	10	435	370	105
Future Vol, veh/h	60	5	10	435	370	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	9	11	11	21	21
Mvmt Flow	62	5	10	448	381	108
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	851	381	490	0	-	0
Stage 1	381	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.21	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.299	-	-	-
Pot Cap-1 Maneuver	322	651	1028	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	318	651	1028	-	-	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	18.6	0.19		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1028	-	331	-	-	
HCM Lane V/C Ratio	0.01	-	0.202	-	-	
HCM Control Delay (s/veh)	8.5	-	18.6	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.7	-	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	20	1	1	35	30	75
Future Vol, veh/h	20	1	1	35	30	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	18	18	15	15	12	12
Mvmt Flow	24	1	1	43	37	91

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	127	82	128	0	-	0
Stage 1	82	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.25	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.335	-	-	-
Pot Cap-1 Maneuver	830	935	1381	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	830	935	1381	-	-	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	9.45	0.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR	
Capacity (veh/h)	50	-	834	-	-
HCM Lane V/C Ratio	0.001	-	0.031	-	-
HCM Control Delay (s/veh)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	51.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱			↰↱			↰↱	
Traffic Vol, veh/h	155	395	5	1	1225	25	20	1	1	25	1	150
Future Vol, veh/h	155	395	5	1	1225	25	20	1	1	25	1	150
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	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	6	6	6	0	0	0	18	18	18
Mvmt Flow	172	439	6	1	1361	28	22	1	1	28	1	167

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1389	0	0	444	0	0	1469	2177	222	1942	2166	694
Stage 1	-	-	-	-	-	-	786	786	-	1377	1377	-
Stage 2	-	-	-	-	-	-	683	1391	-	564	789	-
Critical Hdwy	4.3	-	-	4.22	-	-	7.5	6.5	6.9	7.86	6.86	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Follow-up Hdwy	2.3	-	-	2.26	-	-	3.5	4	3.3	3.68	4.18	3.48
Pot Cap-1 Maneuver	449	-	-	1084	-	-	90	47	788	32	38	350
Stage 1	-	-	-	-	-	-	356	406	-	132	183	-
Stage 2	-	-	-	-	-	-	410	211	-	439	364	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	449	-	-	1084	-	-	28	29	788	~ 19	23	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	28	29	-	~ 19	23	-
Stage 1	-	-	-	-	-	-	219	250	-	132	183	-
Stage 2	-	-	-	-	-	-	213	211	-	269	225	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	5			0.01			\$ 302.53			\$ 531.99		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	30	449	-	-	1084	-	-	100
HCM Lane V/C Ratio	0.824	0.383	-	-	0.001	-	-	1.949
HCM Control Delay (s/veh)	\$ 302.5	17.9	-	-	8.3	-	-	\$ 532
HCM Lane LOS	F	C	-	-	A	-	-	F
HCM 95th %tile Q(veh)	2.7	1.8	-	-	0	-	-	16.4

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	15	130	1	20	15	35	140	20	30	5
Future Vol, veh/h	5	1	15	130	1	20	15	35	140	20	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18	18	18	18	18	18	18
Mvmt Flow	6	1	18	153	1	24	18	41	165	24	35	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	162	326	38	242	247	124	41	0	0	206	0	0
Stage 1	85	85	-	159	159	-	-	-	-	-	-	-
Stage 2	77	241	-	83	88	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.68	6.38	7.28	6.68	6.38	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	3.662	4.162	3.462	2.362	-	-	2.362	-	-
Pot Cap-1 Maneuver	768	567	990	680	629	886	1471	-	-	1276	-	-
Stage 1	884	794	-	807	737	-	-	-	-	-	-	-
Stage 2	894	677	-	887	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	722	548	990	645	608	886	1471	-	-	1276	-	-
Mov Cap-2 Maneuver	722	548	-	645	608	-	-	-	-	-	-	-
Stage 1	868	779	-	796	727	-	-	-	-	-	-	-
Stage 2	856	668	-	853	777	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.22		12.32		0.59		2.86	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	123	-	-	878	669	636	-	-
HCM Lane V/C Ratio	0.012	-	-	0.028	0.266	0.018	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.2	12.3	7.9	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	0.1	-	-

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	10	25	20	20	1	30	10	20	1	5	1
Future Vol, veh/h	1	10	25	20	20	1	30	10	20	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18	18	18	18	18	18	18
Mvmt Flow	1	12	29	24	24	1	35	12	24	1	6	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	103	115	6	108	104	24	7	0	0	35	0	0
Stage 1	9	9	-	94	94	-	-	-	-	-	-	-
Stage 2	94	106	-	14	9	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.68	6.38	7.28	6.68	6.38	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	3.662	4.162	3.462	2.362	-	-	2.362	-	-
Pot Cap-1 Maneuver	841	747	1031	834	757	1009	1515	-	-	1478	-	-
Stage 1	972	857	-	875	787	-	-	-	-	-	-	-
Stage 2	875	778	-	966	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	794	728	1031	778	739	1009	1515	-	-	1478	-	-
Mov Cap-2 Maneuver	794	728	-	778	739	-	-	-	-	-	-	-
Stage 1	972	857	-	854	768	-	-	-	-	-	-	-
Stage 2	827	759	-	925	856	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.11		10.04		3.72		1.06	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	794	-	-	918	762	249	-	-
HCM Lane V/C Ratio	0.023	-	-	0.046	0.063	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.1	10	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	5	475	20	5	505
Future Vol, veh/h	20	5	475	20	5	505
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	9	9	7	7
Mvmt Flow	24	6	559	24	6	594

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1176	571	0	0	582
Stage 1	571	-	-	-	-
Stage 2	606	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.17
Critical Hdwy Stg 1	5.58	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.263
Pot Cap-1 Maneuver	196	492	-	-	968
Stage 1	535	-	-	-	-
Stage 2	515	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	195	492	-	-	968
Mov Cap-2 Maneuver	195	-	-	-	-
Stage 1	535	-	-	-	-
Stage 2	512	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v23.69		0	0.09
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	222	968
HCM Lane V/C Ratio	-	-	0.133	0.006
HCM Control Delay (s/veh)	-	-	23.7	8.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

HorizonYear-TotalTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	55	1	40	170	535	0	0	400	255
Future Volume (vph)	0	0	0	55	1	40	170	535	0	0	400	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	7%	7%	7%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

HorizonYear-TotalTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	1	260	0	0	0	0	420	60	75	385	0
Future Volume (vph)	280	1	260	0	0	0	0	420	60	75	385	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

HorizonYear-TotalTraffic-PMPeak

9: CTH N & Natvig Rd/Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	75	1	55	5	540	25	20	545	1
Future Volume (vph)	1	1	5	75	1	55	5	540	25	20	545	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

HorizonYear-TotalTraffic-PMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	15	2	355	560	75
Future Volume (vph)	120	15	2	355	560	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

HorizonYear-TotalTraffic-PMPeak

01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	75	1	1	45	50	25
Future Volume (vph)	75	1	1	45	50	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.74	0.74	0.85	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	6%	6%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: Northstar Rd & USH 12/18

HorizonYear-TotalTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	1275	20	5	615	15	10	1	1	35	1	170
Future Volume (vph)	80	1275	20	5	615	15	10	1	1	35	1	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			1348			728			1021	
Travel Time (s)		31.5			16.7			11.0			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

HorizonYear-TotalTraffic-PMPeak

25: Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	15	20	20	1	30	5	10	1	5	1
Future Volume (vph)	1	5	15	20	20	1	30	5	10	1	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1218			581			1274			987	
Travel Time (s)		18.5			8.8			29.0			22.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
30: CTH N & Development

HorizonYear-TotalTraffic-PMPeak
01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	5	555	15	2	630
Future Volume (vph)	35	5	555	15	2	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics

32: Development

HorizonYear-TotalTraffic-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	25	150	1	20	10	20	60	10	30	2
Future Volume (vph)	10	1	25	150	1	20	10	20	60	10	30	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		523			596			159			1274	
Travel Time (s)		14.3			16.3			3.6			29.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	55	1	40	170	535	0	0	400	255
Future Vol, veh/h	0	0	0	55	1	40	170	535	0	0	400	255
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	7	7	7	3	3	3	4	4	4
Mvmt Flow	0	0	0	61	1	44	189	594	0	0	444	283
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				1417	1417	594	444	0	-	-	-	0
Stage 1				972	972	-	-	-	-	-	-	-
Stage 2				444	444	-	-	-	-	-	-	-
Critical Hdwy				6.47	6.57	6.27	4.13	-	-	-	-	-
Critical Hdwy Stg 1				5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy				3.563	4.063	3.363	2.227	-	-	-	-	-
Pot Cap-1 Maneuver				147	134	495	1110	-	0	0	-	0
Stage 1				359	324	-	-	-	0	0	-	0
Stage 2				636	566	-	-	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver				122	0	495	1110	-	-	-	-	-
Mov Cap-2 Maneuver				122	0	-	-	-	-	-	-	-
Stage 1				298	0	-	-	-	-	-	-	-
Stage 2				636	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s/v				51.06		2.15		0				
HCM LOS				F								
Minor Lane/Major Mvmt		NBL	NBTWBLn1	SBT								
Capacity (veh/h)		1110	-	179	-							
HCM Lane V/C Ratio		0.17	-	0.596	-							
HCM Control Delay (s/veh)		8.9	-	51.1	-							
HCM Lane LOS		A	-	F	-							
HCM 95th %tile Q(veh)		0.6	-	3.3	-							

Intersection												
Int Delay, s/veh	44.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	280	1	260	0	0	0	0	420	60	75	385	0
Future Vol, veh/h	280	1	260	0	0	0	0	420	60	75	385	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	0	-	100	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	0	0	0	3	3	3	4	4	4
Mvmt Flow	304	1	283	0	0	0	0	457	65	82	418	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1038	1038	418	-	0	-	457	0	0
Stage 1	582	582	-	-	-	-	-	-	-
Stage 2	457	457	-	-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.47	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	~ 250	226	624	0	-	0	1094	-	0
Stage 1	549	491	-	0	-	0	-	-	0
Stage 2	628	559	-	0	-	0	-	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	~ 232	0	624	-	-	-	1094	-	-
Mov Cap-2 Maneuver	~ 232	0	-	-	-	-	-	-	-
Stage 1	549	0	-	-	-	-	-	-	-
Stage 2	581	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/16.47		0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	232	624	1094	-
HCM Lane V/C Ratio	-	1.314	0.453	0.075	-
HCM Control Delay (s/veh)	-	210.3	15.5	8.6	-
HCM Lane LOS	-	F	C	A	-
HCM 95th %tile Q(veh)	-	16.2	2.4	0.2	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	75	1	55	5	540	25	20	545	1
Future Vol, veh/h	1	1	5	75	1	55	5	540	25	20	545	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	150	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	18	18	18	4	4	4	4	4	4
Mvmt Flow	1	1	6	84	1	62	6	607	28	22	612	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1276	1303	612	1290	1290	621	613	0	0	635	0	0
Stage 1	657	657	-	632	632	-	-	-	-	-	-	-
Stage 2	619	646	-	658	658	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.28	6.68	6.38	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.662	4.162	3.462	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	145	162	497	130	152	460	956	-	-	939	-	-
Stage 1	457	465	-	443	450	-	-	-	-	-	-	-
Stage 2	480	470	-	428	437	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	121	157	497	124	147	460	956	-	-	939	-	-
Mov Cap-2 Maneuver	121	157	-	124	147	-	-	-	-	-	-	-
Stage 1	446	454	-	440	447	-	-	-	-	-	-	-
Stage 2	412	467	-	412	427	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.91	52.43	0.08	0.32
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	956	-	-	121	365	124	443	939	-	-
HCM Lane V/C Ratio	0.006	-	-	0.009	0.018	0.68	0.142	0.024	-	-
HCM Control Delay (s/veh)	8.8	-	-	35.1	15	80.8	14.5	8.9	-	-
HCM Lane LOS	A	-	-	E	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	3.7	0.5	0.1	-	-

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	120	15	2	355	560	75
Future Vol, veh/h	120	15	2	355	560	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	7	7
Mvmt Flow	128	16	2	378	596	80
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	978	596	676	0	-	0
Stage 1	596	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	274	498	902	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	274	498	902	-	-	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v29.29		0.05		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	902	-	288	-	-	
HCM Lane V/C Ratio	0.002	-	0.498	-	-	
HCM Control Delay (s/veh)	9	-	29.3	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0	-	2.6	-	-	

Intersection						
Int Delay, s/veh	3.9					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	75	1	1	45	50	25
Future Vol, veh/h	75	1	1	45	50	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	85	74	74	74
Heavy Vehicles, %	18	18	6	6	7	7
Mvmt Flow	101	1	1	61	68	34
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	148	84	101	0	-	0
Stage 1	84	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.16	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.254	-	-	-
Pot Cap-1 Maneuver	808	932	1466	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	808	932	1466	-	-	-
Mov Cap-2 Maneuver	808	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	10.1	0.14		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	34	-	809	-	-	
HCM Lane V/C Ratio	0.001	-	0.127	-	-	
HCM Control Delay (s/veh)	7.5	0	10.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

Intersection												
Int Delay, s/veh	13											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	1275	20	5	615	15	10	1	1	35	1	170
Future Vol, veh/h	80	1275	20	5	615	15	10	1	1	35	1	170
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	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	0	0	0	18	18	18
Mvmt Flow	88	1401	22	5	676	16	11	1	1	38	1	187

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	692	0	0	1423	0	0	1937	2291	712	1572	2294	346
Stage 1	-	-	-	-	-	-	1588	1588	-	695	695	-
Stage 2	-	-	-	-	-	-	349	703	-	877	1599	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.5	6.5	6.9	7.86	6.86	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.86	5.86	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	3.5	4	3.3	3.68	4.18	3.48
Pot Cap-1 Maneuver	866	-	-	450	-	-	40	40	380	64	31	606
Stage 1	-	-	-	-	-	-	115	169	-	363	405	-
Stage 2	-	-	-	-	-	-	646	443	-	279	140	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	866	-	-	450	-	-	24	35	380	55	28	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	24	35	-	55	28	-
Stage 1	-	-	-	-	-	-	103	152	-	359	400	-
Stage 2	-	-	-	-	-	-	440	437	-	248	126	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.56	0.1	233.24	123.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	27	866	-	-	450	-	-	215
HCM Lane V/C Ratio	0.494	0.102	-	-	0.012	-	-	1.052
HCM Control Delay (s/veh)	233.2	9.6	-	-	13.1	-	-	123.1
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.5	0.3	-	-	0	-	-	9.9

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	15	20	20	1	30	5	10	1	5	1
Future Vol, veh/h	1	5	15	20	20	1	30	5	10	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18	18	18	18	18	18	18
Mvmt Flow	1	6	18	24	24	1	35	6	12	1	6	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	97	97	6	94	92	12	7	0	0	18	0	0
Stage 1	9	9	-	82	82	-	-	-	-	-	-	-
Stage 2	88	88	-	11	9	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.68	6.38	7.28	6.68	6.38	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	3.662	4.162	3.462	2.362	-	-	2.362	-	-
Pot Cap-1 Maneuver	848	764	1031	853	769	1024	1515	-	-	1501	-	-
Stage 1	972	857	-	888	796	-	-	-	-	-	-	-
Stage 2	881	792	-	970	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	801	745	1031	812	750	1024	1515	-	-	1501	-	-
Mov Cap-2 Maneuver	801	745	-	812	750	-	-	-	-	-	-	-
Stage 1	972	857	-	867	778	-	-	-	-	-	-	-
Stage 2	833	773	-	946	856	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	8.96		9.89		4.96		1.06					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1059	-	-	933	784	249	-	-				
HCM Lane V/C Ratio	0.023	-	-	0.026	0.062	0.001	-	-				
HCM Control Delay (s/veh)	7.4	0	-	9	9.9	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0	-	-				

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	5	555	15	2	630
Future Vol, veh/h	35	5	555	15	2	630
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	4	4	4	4
Mvmt Flow	41	6	653	18	2	741
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1408	662	0	0	671	0
Stage 1	662	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.14	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.236	-
Pot Cap-1 Maneuver	141	435	-	-	910	-
Stage 1	484	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	141	435	-	-	910	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	38.41	0		0.03		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	154	910	-	
HCM Lane V/C Ratio	-	-	0.306	0.003	-	
HCM Control Delay (s/veh)	-	-	38.4	9	-	
HCM Lane LOS	-	-	E	A	-	
HCM 95th %tile Q(veh)	-	-	1.2	0	-	

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	1	25	150	1	20	10	20	60	10	30	2
Future Vol, veh/h	10	1	25	150	1	20	10	20	60	10	30	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18	18	18	18	18	18	18
Mvmt Flow	12	1	29	176	1	24	12	24	71	12	35	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	108	178	36	142	144	59	38	0	0	94	0	0
Stage 1	60	60	-	82	82	-	-	-	-	-	-	-
Stage 2	48	118	-	59	61	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.68	6.38	7.28	6.68	6.38	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	3.662	4.162	3.462	2.362	-	-	2.362	-	-
Pot Cap-1 Maneuver	835	688	992	793	719	964	1475	-	-	1405	-	-
Stage 1	913	814	-	888	796	-	-	-	-	-	-	-
Stage 2	927	768	-	913	813	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	799	676	992	755	707	964	1475	-	-	1405	-	-
Mov Cap-2 Maneuver	799	676	-	755	707	-	-	-	-	-	-	-
Stage 1	905	807	-	880	790	-	-	-	-	-	-	-
Stage 2	895	762	-	877	807	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	9.11		11.28		0.83		1.81					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	174	-	-	919	774	423	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.046	0.26	0.008	-	-				
HCM Control Delay (s/veh)	7.5	0	-	9.1	11.3	7.6	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0	-	-				

APPENDIX E

Transportation System Improvements with Background Traffic Operational Analysis

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

HorizonYear-BackgroundTraffic-Reclmp-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	15	1	60	195	365	0	0	195	235
Future Volume (vph)	0	0	0	15	1	60	195	365	0	0	195	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	7%	7%	7%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

HorizonYear-BackgroundTraffic-Reclmp-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1	175	0	0	0	0	425	20	25	185	0
Future Volume (vph)	130	1	175	0	0	0	0	425	20	25	185	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	11%	11%	11%	21%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
9: CTH N & Natvig Rd

HorizonYear-BackgroundTraffic-Reclmp-AMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	1	425	440	5
Future Volume (vph)	1	5	1	425	440	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	580			1262	1009	
Travel Time (s)	8.8			15.6	12.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	25%	9%	9%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
11: USH 12/18 & North Star U-Turn

HorizonYear-BackgroundTraffic-Reclmp-AMPeak

01/16/2026



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰		↻↻	↻↻			
Traffic Volume (vph)	20	0	390	1210	0	0	0
Future Volume (vph)	20	0	390	1210	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)			0%	0%		0%	
Storage Length (ft)		400			0	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Link Speed (mph)			55	55		45	
Link Distance (ft)			783	642		421	
Travel Time (s)			9.7	8.0		6.4	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)			0%	0%		0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

HorizonYear-BackgroundTraffic-Reclmp-AMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	5	1	410	340	25
Future Volume (vph)	40	5	1	410	340	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	11%	11%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
15: CTH MN & Fieldview Ln

HorizonYear-BackgroundTraffic-Reclmp-AMPeak

01/16/2026



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	5	1	1	35	30	5
Future Volume (vph)	5	1	1	35	30	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	15%	15%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
18: North Star Rd & USH 12/18

HorizonYear-BackgroundTraffic-Reclmp-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	390	5	1	1230	1	0	0	20	0	0	5
Future Volume (vph)	5	390	5	1	1230	1	0	0	20	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%			
Storage Length (ft)	400			0	400			0	0	0	0	0
Storage Lanes	1			0	1			0	0	1	0	1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)	55				55				45		45	
Link Distance (ft)	2545				783				728		706	
Travel Time (s)	31.5				9.7				11.0		10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	0%	0%	0%	100%	100%	100%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%				0%		0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	1	425	440	5
Future Vol, veh/h	1	5	1	425	440	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	25	25	9	9	7	7
Mvmt Flow	1	6	1	472	489	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	963	489	494	0	-	0
Stage 1	489	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.65	6.45	4.19	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.525	2.281	-	-	-
Pot Cap-1 Maneuver	258	535	1034	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	257	535	1034	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v13.05		0.02		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1034	-	454	-	-	
HCM Lane V/C Ratio	0.001	-	0.015	-	-	
HCM Control Delay (s/veh)	8.5	-	13.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	5	1	410	340	25
Future Vol, veh/h	40	5	1	410	340	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	9	11	11	21	21
Mvmt Flow	41	5	1	423	351	26

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	775	351	376
Stage 1	351	-	-
Stage 2	425	-	-
Critical Hdwy	6.49	6.29	4.21
Critical Hdwy Stg 1	5.49	-	-
Critical Hdwy Stg 2	5.49	-	-
Follow-up Hdwy	3.581	3.381	2.299
Pot Cap-1 Maneuver	357	677	1134
Stage 1	698	-	-
Stage 2	645	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	356	677	1134
Mov Cap-2 Maneuver	356	-	-
Stage 1	697	-	-
Stage 2	645	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v15.92		0.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1134	-	376	-	-
HCM Lane V/C Ratio	0.001	-	0.123	-	-
HCM Control Delay (s/veh)	8.2	-	15.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	35	30	5
Future Vol, veh/h	5	1	1	35	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	15	15	12	12
Mvmt Flow	6	1	1	43	37	6

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	85	40	43	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.25	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.335	-	-	-
Pot Cap-1 Maneuver	922	1038	1486	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	921	1038	1486	-	-	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	8.87	0.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	50	-	938	-
HCM Lane V/C Ratio	0.001	-	0.008	-
HCM Control Delay (s/veh)	7.4	0	8.9	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱				↰			↰
Traffic Vol, veh/h	5	390	5	1	1230	1	0	0	20	0	0	5
Future Vol, veh/h	5	390	5	1	1230	1	0	0	20	0	0	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	400	-	-	400	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	6	6	6	0	0	0	100	100	100
Mvmt Flow	6	433	6	1	1367	1	0	0	22	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1368	0	0	439	0	0	-	-	219	-	-	684
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.3	-	-	4.22	-	-	-	-	6.9	-	-	8.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.3	-	-	2.26	-	-	-	-	3.3	-	-	4.3
Pot Cap-1 Maneuver	458	-	-	1089	-	-	0	0	791	0	0	226
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	458	-	-	1089	-	-	-	-	791	-	-	226
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

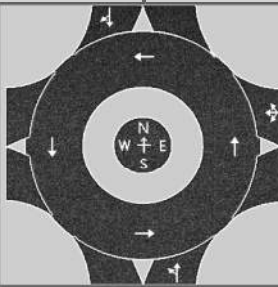
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.16			0.01			9.68			21.34		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	791	458	-	-	1089	-	-	226
HCM Lane V/C Ratio	0.028	0.012	-	-	0.001	-	-	0.025
HCM Control Delay (s/veh)	9.7	13	-	-	8.3	-	-	21.3
HCM Lane LOS	A	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	AM
Project Description	HorizonYear-Background



Site Information

Intersection	USH 12/18 WB Ramp & CTH...
E/W Street Name	USH 12/18 WB Ramp
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.89
Jurisdiction	Dane County

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	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LTR				LT				TR	
Volume (V), veh/h					0	15	1	60	0	195	365		0		195	235
Percent Heavy Vehicles, %					18	18	18	18	7	7	7		4		4	4
Flow Rate (v _{PCE}), pc/h					0	20	1	80	0	234	439		0		228	275
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					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					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

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					101			673			503	
Entry Volume, veh/h					86			629			484	
Circulating Flow (v_c), pc/h	248			673			0			255		
Exiting Flow (v_{ex}), pc/h	0			510			519			248		
Capacity (C_{pce}), pc/h					695			1380			1064	
Capacity (c), veh/h					589			1290			1023	
v/c Ratio (x)					0.15			0.49			0.47	

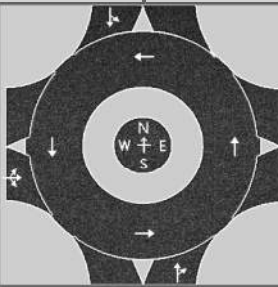
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					7.9			7.9			9.0	
Lane LOS					A			A			A	
95% Queue Length, Q ₉₅ (veh)					0.5			2.8			2.7	
95% Queue Length, Q ₉₅ (ft)					14.3			70.0			69.7	
Approach Delay, s/veh LOS				7.9		A	7.9		A	9.0		A
Intersection Delay, s/veh LOS	8.3						A					

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	AM
Project Description	HorizonYear-Background



Site Information

Intersection	USH 12/18 EB Ramp & CTH N
E/W Street Name	USH 12/18 EB Ramp
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.93
Jurisdiction	Dane County

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	0	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR								TR				LT	
Volume (V), veh/h	0	130	1	175					0		425	20	0	25	185	
Percent Heavy Vehicles, %	22	22	22	22					7		7	7	4	4	4	
Flow Rate (v _{PCE}), pc/h	0	171	1	230					0		489	23	0	28	207	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	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		4.9763						4.9763			4.9763	
Follow-Up Headway, s		2.6087						2.6087			2.6087	

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		402						512			235	
Entry Volume, veh/h		330						479			226	
Circulating Flow (v_c), pc/h	235			660			200			0		
Exiting Flow (v_{ex}), pc/h	52			0			660			437		
Capacity (C_{pce}), pc/h		1086						1125			1380	
Capacity (c), veh/h		890						1052			1327	
v/c Ratio (x)		0.37						0.45			0.17	

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		8.3						8.5			4.1	
Lane LOS		A						A			A	
95% Queue Length, Q_{95} (veh)		1.8						2.5			0.6	
95% Queue Length, Q_{95} (ft)		52.9						66.0			15.0	
Approach Delay, s/veh LOS	8.3	A					8.5	A		4.1	A	
Intersection Delay, s/veh LOS	7.5						A					

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

HorizonYear-BackgroundTraffic-Reclmp-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	1	35	115	485	0	0	375	165
Future Volume (vph)	0	0	0	25	1	35	115	485	0	0	375	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	7%	7%	7%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

HorizonYear-BackgroundTraffic-Reclmp-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1	230	0	0	0	0	350	40	70	335	0
Future Volume (vph)	250	1	230	0	0	0	0	350	40	70	335	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	5%	5%	5%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
9: CTH N & Natvig Rd

HorizonYear-BackgroundTraffic-Reclmp-PMPeak
01/16/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	5	520	540	1
Future Volume (vph)	1	5	5	520	540	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			150
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	580			1262	1009	
Travel Time (s)	8.8			15.6	12.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
11: USH 12/18 & North Star U-Turn

HorizonYear-BackgroundTraffic-Reclmp-PMPeak

01/16/2026



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↓		↑↑	↑↑			
Traffic Volume (vph)	10	0	1260	610	0	0	0
Future Volume (vph)	10	0	1260	610	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)			0%	0%		0%	
Storage Length (ft)		400			0	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		180				25	
Link Speed (mph)			55	55		30	
Link Distance (ft)			800	503		316	
Travel Time (s)			9.9	6.2		7.2	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)			0%	0%		0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

HorizonYear-BackgroundTraffic-Reclmp-PMPeak
01/16/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	5	1	340	520	55
Future Volume (vph)	45	5	1	340	520	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
15: CTH MN & Fieldview Ln

HorizonYear-BackgroundTraffic-Reclmp-PMPeak

01/16/2026



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	10	1	1	45	50	10
Future Volume (vph)	10	1	1	45	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	7%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
18: North Star Rd & USH 12/18

HorizonYear-BackgroundTraffic-Reclmp-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1260	20	5	615	1	0	0	10	0	0	5
Future Volume (vph)	5	1260	20	5	615	1	0	0	10	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	400		0	400		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)	55			55			45			45		
Link Distance (ft)	2545			800			728			706		
Travel Time (s)	31.5			9.9			11.0			10.7		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	0%	0%	0%	50%	50%	50%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	5	520	540	1
Future Vol, veh/h	1	5	5	520	540	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	4	4	4	4
Mvmt Flow	1	6	6	584	607	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1202	607	608	0	-	0
Stage 1	607	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	206	500	961	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	205	500	961	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v14.08		0.08		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	961	-	403	-	-	
HCM Lane V/C Ratio	0.006	-	0.017	-	-	
HCM Control Delay (s/veh)	8.8	-	14.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	5	1	340	520	55
Future Vol, veh/h	45	5	1	340	520	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	7	7
Mvmt Flow	48	5	1	362	553	59
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	917	553	612	0	-	0
Stage 1	553	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	298	527	953	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	298	527	953	-	-	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	18.92	0.03		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	953	-	311	-	-	
HCM Lane V/C Ratio	0.001	-	0.171	-	-	
HCM Control Delay (s/veh)	8.8	-	18.9	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.6	-	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	45	50	10
Future Vol, veh/h	10	1	1	45	50	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	6	6	7	7	0	0
Mvmt Flow	14	1	1	61	68	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	138	74	81	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.17	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.263	-	-	-
Pot Cap-1 Maneuver	846	976	1485	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	845	976	1485	-	-	-
Mov Cap-2 Maneuver	845	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	9.28	0.16		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	39	-	856	-	-	
HCM Lane V/C Ratio	0.001	-	0.017	-	-	
HCM Control Delay (s/veh)	7.4	0	9.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱				↱			↱
Traffic Vol, veh/h	5	1260	20	5	615	1	0	0	10	0	0	5
Future Vol, veh/h	5	1260	20	5	615	1	0	0	10	0	0	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	400	-	-	400	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	0	0	0	50	50	50
Mvmt Flow	5	1385	22	5	676	1	0	0	11	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	677	0	0	1407	0	0	-	-	703	-	-	338
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.24	-	-	4.24	-	-	-	-	6.9	-	-	7.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	-	-	3.3	-	-	3.8
Pot Cap-1 Maneuver	878	-	-	456	-	-	0	0	384	0	0	536
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	878	-	-	456	-	-	-	-	384	-	-	536
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

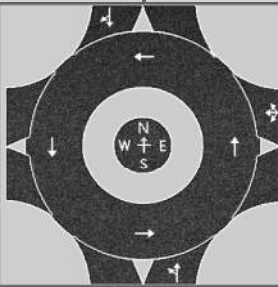
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.04			0.1			14.64			11.79		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	878	-	-	456	-	-	536
HCM Lane V/C Ratio	0.029	0.006	-	-	0.012	-	-	0.01
HCM Control Delay (s/veh)	14.6	9.1	-	-	13	-	-	11.8
HCM Lane LOS	B	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	PM
Project Description	HorizonYear-Background



Site Information

Intersection	USH 12/18 WB Ramp & CTH...
E/W Street Name	USH 12/18 WB Ramp
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.90
Jurisdiction	Dane County

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	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LTR				LT				TR	
Volume (V), veh/h					0	25	1	35	0	115	485		0		375	165
Percent Heavy Vehicles, %					7	7	7	7	3	3	3		4		4	4
Flow Rate (v _{PCE}), pc/h					0	30	1	42	0	132	555		0		433	191
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					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					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

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					73			687			624	
Entry Volume, veh/h					68			667			600	
Circulating Flow (v_c), pc/h	463			687			0			163		
Exiting Flow (v_{ex}), pc/h	0			324			597			463		
Capacity (C_{pce}), pc/h					685			1380			1169	
Capacity (c), veh/h					640			1340			1124	
v/c Ratio (x)					0.11			0.50			0.53	

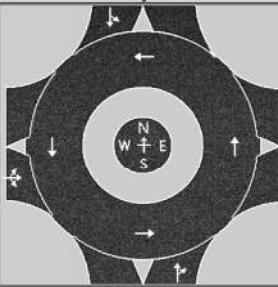
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					6.8			7.8			9.5	
Lane LOS					A			A			A	
95% Queue Length, Q ₉₅ (veh)					0.4			2.9			3.4	
95% Queue Length, Q ₉₅ (ft)					10.6			72.5			87.7	
Approach Delay, s/veh LOS				6.8		A	7.8		A	9.5		A
Intersection Delay, s/veh LOS	8.5						A					

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	PM
Project Description	HorizonYear-Background



Site Information

Intersection	USH 12/18 EB Ramp & CTH N
E/W Street Name	USH 12/18 EB Ramp
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	Dane County

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	0	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR								TR				LT	
Volume (V), veh/h	0	250	1	230					0		350	40	0	70	335	
Percent Heavy Vehicles, %	7	7	7	7					3		3	3	4	4	4	
Flow Rate (v _{PCE}), pc/h	0	291	1	268					0		392	45	0	79	379	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	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		4.9763						4.9763			4.9763	
Follow-Up Headway, s		2.6087						2.6087			2.6087	

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		560						437			458	
Entry Volume, veh/h		523						424			440	
Circulating Flow (v_c), pc/h	458			683			371			0		
Exiting Flow (v_{ex}), pc/h	125			0			683			647		
Capacity (C_{pce}), pc/h		865						945			1380	
Capacity (c), veh/h		808						918			1327	
v/c Ratio (x)		0.65						0.46			0.33	

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		15.8						9.6			5.7	
Lane LOS		C						A			A	
95% Queue Length, Q_{95} (veh)		5.3						2.6			1.5	
95% Queue Length, Q_{95} (ft)		139.9						66.6			37.5	
Approach Delay, s/veh LOS	15.8	C					9.6	A		5.7	A	
Intersection Delay, s/veh LOS	10.7						B					

APPENDIX F

Transportation System Improvements with Build Traffic Operational Analysis

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

HorizonYear-BuildTraffic-Reclmp-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	15	1	70	195	425	0	0	215	285
Future Volume (vph)	0	0	0	15	1	70	195	425	0	0	215	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

HorizonYear-BuildTraffic-Reclmp-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	1	175	0	0	0	0	435	20	35	195	0
Future Volume (vph)	180	1	175	0	0	0	0	435	20	35	195	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	7%	7%	7%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	50	1	10	1	430	45	10	445	5
Future Volume (vph)	1	1	5	50	1	10	1	430	45	10	445	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	25%	25%	18%	18%	18%	9%	9%	9%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

HorizonYear-BuildTraffic-Reclmp-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	5	1	420	350	25
Future Volume (vph)	40	5	1	420	350	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	11%	11%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
15: CTH MN & Fieldview Ln

HorizonYear-BuildTraffic-Reclmp-AMPeak
01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	1	1	1	35	30	5
Future Volume (vph)	1	1	1	35	30	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	15%	15%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

HorizonYear-BuildTraffic-Reclmp-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	400	5	1	1240	5	0	0	20	0	0	20
Future Volume (vph)	20	400	5	1	1240	5	0	0	20	0	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		0	400		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			884			728			628	
Travel Time (s)		31.5			11.0			11.0			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
20: North Star Rd & Development

HorizonYear-BuildTraffic-Reclmp-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	10	15	15	10	5
Future Volume (vph)	10	10	15	15	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			45	45	
Link Distance (ft)	523			159	1274	
Travel Time (s)	14.3			2.4	19.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
25: North Star Rd & Theodore Lane

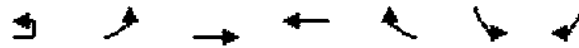
HorizonYear-BuildTraffic-Reclmp-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	15	10	5	1
Future Volume (vph)	1	5	15	10	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			45	45	
Link Distance (ft)	1218			1274	987	
Travel Time (s)	18.5			19.3	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
30: CTH N & Development

HorizonYear-BuildTraffic-Reclmp-AMPeak
01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	5	470	20	5	495
Future Volume (vph)	20	5	470	20	5	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	9%	9%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	⇐		⇐⇐	⇐⇐			
Traffic Volume (vph)	20	0	400	1225	0	0	0
Future Volume (vph)	20	0	400	1225	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)			0%	0%		0%	
Storage Length (ft)		400			0	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Link Speed (mph)			55	55		30	
Link Distance (ft)			884	464		257	
Travel Time (s)			11.0	5.8		5.8	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)			0%	0%		0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	5	1	420	350	25
Future Vol, veh/h	40	5	1	420	350	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	9	11	11	21	21
Mvmt Flow	41	5	1	433	361	26

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	796	361	387
Stage 1	361	-	-
Stage 2	435	-	-
Critical Hdwy	6.49	6.29	4.21
Critical Hdwy Stg 1	5.49	-	-
Critical Hdwy Stg 2	5.49	-	-
Follow-up Hdwy	3.581	3.381	2.299
Pot Cap-1 Maneuver	347	668	1124
Stage 1	690	-	-
Stage 2	638	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	346	668	1124
Mov Cap-2 Maneuver	346	-	-
Stage 1	690	-	-
Stage 2	638	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v16.26		0.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1124	-	366	-	-
HCM Lane V/C Ratio	0.001	-	0.127	-	-
HCM Control Delay (s/veh)	8.2	-	16.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	35	30	5
Future Vol, veh/h	1	1	1	35	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	18	18	15	15	12	12
Mvmt Flow	1	1	1	43	37	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	85	40	43	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.25	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.335	-	-	-
Pot Cap-1 Maneuver	879	988	1486	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	878	988	1486	-	-	-
Mov Cap-2 Maneuver	878	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	8.88	0.21		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	50	-	930	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Control Delay (s/veh)	7.4	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱				↰			↰
Traffic Vol, veh/h	20	400	5	1	1240	5	0	0	20	0	0	20
Future Vol, veh/h	20	400	5	1	1240	5	0	0	20	0	0	20
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	400	-	-	400	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	6	6	6	0	0	0	18	18	18
Mvmt Flow	22	444	6	1	1378	6	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1383	0	0	450	0	0	-	-	225	-	-	692
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.3	-	-	4.22	-	-	-	-	6.9	-	-	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.3	-	-	2.26	-	-	-	-	3.3	-	-	3.48
Pot Cap-1 Maneuver	452	-	-	1079	-	-	0	0	784	0	0	352
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	452	-	-	1079	-	-	-	-	784	-	-	352
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.63			0.01			9.72			15.93		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	784	452	-	-	1079	-	-	352
HCM Lane V/C Ratio	0.028	0.049	-	-	0.001	-	-	0.063
HCM Control Delay (s/veh)	9.7	13.4	-	-	8.3	-	-	15.9
HCM Lane LOS	A	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	15	15	10	5
Future Vol, veh/h	10	10	15	15	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	12	12	18	18	12	6

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	68	15	18	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	899	1020	1501	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	888	1020	1501	-	-	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	930	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.89	3.71	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	950	-	-
HCM Lane V/C Ratio	0.012	-	0.025	-	-
HCM Control Delay (s/veh)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	15	10	5	1
Future Vol, veh/h	1	5	15	10	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	1	6	18	12	6	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	54	6	7	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	916	1031	1515	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	905	1031	1515	-	-	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.6	4.44	0
HCM LOS	A		

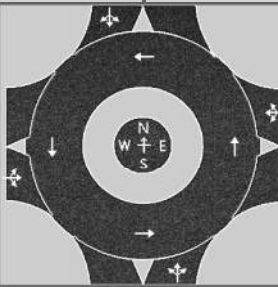
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1080	-	1008	-	-
HCM Lane V/C Ratio	0.012	-	0.007	-	-
HCM Control Delay (s/veh)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	5	470	20	5	495
Future Vol, veh/h	20	5	470	20	5	495
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	9	9	7	7
Mvmt Flow	24	6	553	24	6	582
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1159	565	0	0	576	0
Stage 1	565	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.17	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.263	-
Pot Cap-1 Maneuver	201	495	-	-	973	-
Stage 1	539	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	200	495	-	-	973	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v23.19		0	0.09			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	227	973	-	
HCM Lane V/C Ratio	-	-	0.129	0.006	-	
HCM Control Delay (s/veh)	-	-	23.2	8.7	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	AM
Project Description	HorizonYear-Build



Site Information

Intersection	CTH N & Natvig Rd/Theodo...
E/W Street Name	Natvig Rd/Theodore Lane
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.90
Jurisdiction	Dane County

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	0	1	1	5	0	50	1	10	0	1	430	45	0	10	445	5
Percent Heavy Vehicles, %	25	25	25	25	18	18	18	18	9	9	9	9	7	7	7	7
Flow Rate (v _{PCE}), pc/h	0	1	1	7	0	66	1	13	0	1	521	55	0	12	529	6
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		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

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		9			80			577			547	
Entry Volume, veh/h		7			68			529			511	
Circulating Flow (v_c), pc/h	607			523			14			68		
Exiting Flow (v_{ex}), pc/h	68			8			535			602		
Capacity (C_{pce}), pc/h		743			809			1360			1288	
Capacity (c), veh/h		594			686			1248			1203	
v/c Ratio (x)		0.01			0.10			0.42			0.42	

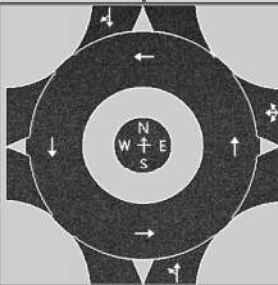
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.2			6.3			7.1			7.3	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.0			0.3			2.2			2.2	
95% Queue Length, Q_{95} (ft)		0.0			8.6			59.0			58.1	
Approach Delay, s/veh LOS	6.2	A		6.3	A		7.1	A		7.3	A	
Intersection Delay, s/veh LOS	7.2						A					

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	AM
Project Description	HorizonYear-Build



Site Information

Intersection	USH 12/18 WB Ramp & CTH...
E/W Street Name	USH 12/18 WB Ramp
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.89
Jurisdiction	Dane County

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	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LTR				LT				TR	
Volume (V), veh/h					0	15	1	70	0	195	425		0		215	285
Percent Heavy Vehicles, %					18	18	18	18	7	7	7		4		4	4
Flow Rate (v _{PCE}), pc/h					0	20	1	93	0	234	511		0		251	333
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					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					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

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					114			745			584	
Entry Volume, veh/h					97			696			562	
Circulating Flow (v_c), pc/h	271			745			0			255		
Exiting Flow (v_{ex}), pc/h	0			568			604			271		
Capacity (C_{pce}), pc/h					645			1380			1064	
Capacity (c), veh/h					547			1290			1023	
v/c Ratio (x)					0.18			0.54			0.55	

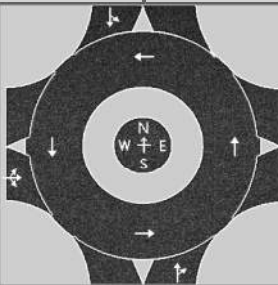
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					8.9			8.8			10.5	
Lane LOS					A			A			B	
95% Queue Length, Q ₉₅ (veh)					0.6			3.5			3.6	
95% Queue Length, Q ₉₅ (ft)					17.2			87.5			92.9	
Approach Delay, s/veh LOS				8.9		A	8.8		A	10.5		B
Intersection Delay, s/veh LOS	9.5						A					

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	AM
Project Description	HorizonYear-Build



Site Information

Intersection	USH 12/18 EB Ramp & CTH N
E/W Street Name	USH 12/18 EB Ramp
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.93
Jurisdiction	Dane County

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	0	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR								TR				LT	
Volume (V), veh/h	0	180	1	175					0		435	20	0	35	195	
Percent Heavy Vehicles, %	22	22	22	22					7		7	7	4	4	4	
Flow Rate (v _{PCE}), pc/h	0	236	1	230					0		500	23	0	39	218	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	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		4.9763						4.9763			4.9763	
Follow-Up Headway, s		2.6087						2.6087			2.6087	

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		467						523			257	
Entry Volume, veh/h		383						489			247	
Circulating Flow (v_c), pc/h	257			736			276			0		
Exiting Flow (v_{ex}), pc/h	63			0			736			448		
Capacity (C_{pce}), pc/h		1062						1041			1380	
Capacity (c), veh/h		870						973			1327	
v/c Ratio (x)		0.44						0.50			0.19	

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		9.6						9.9			4.3	
Lane LOS		A						A			A	
95% Queue Length, Q_{95} (veh)		2.3						3.0			0.7	
95% Queue Length, Q_{95} (ft)		67.6						79.2			17.5	
Approach Delay, s/veh LOS	9.6	A					9.9	A		4.3	A	
Intersection Delay, s/veh LOS	8.6						A					

Lanes and Geometrics
3: CTH N & USH 12/18 WB Ramp

HorizonYear-BuildTraffic-Reclmp-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	1	40	115	520	0	0	400	245
Future Volume (vph)	0	0	0	30	1	40	115	520	0	0	400	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	7%	7%	7%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

HorizonYear-BuildTraffic-Reclmp-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	1	230	0	0	0	0	355	40	85	350	0
Future Volume (vph)	280	1	230	0	0	0	0	355	40	85	350	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	70	1	20	5	525	25	5	540	1
Future Volume (vph)	1	1	5	70	1	20	5	525	25	5	540	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

HorizonYear-BuildTraffic-Reclmp-PMPeak

01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	5	1	345	535	55
Future Volume (vph)	45	5	1	345	535	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
15: CTH MN & Fieldview Ln

HorizonYear-BuildTraffic-Reclmp-PMPeak
01/16/2026



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	10	1	1	45	50	10
Future Volume (vph)	10	1	1	45	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	6%	6%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
18: North Star Rd & USH 12/18

HorizonYear-BuildTraffic-Reclmp-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1275	20	5	620	5	0	0	10	0	0	30
Future Volume (vph)	15	1275	20	5	620	5	0	0	10	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		0	400		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			842			728			1021	
Travel Time (s)		31.5			10.4			11.0			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
25: North Star Rd & Theodore Lane

HorizonYear-BuildTraffic-Reclmp-PMPeak
01/16/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	15	5	5	1
Future Volume (vph)	1	5	15	5	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			45	45	
Link Distance (ft)	1218			1274	987	
Travel Time (s)	18.5			19.3	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
30: CTH N & Development

HorizonYear-BuildTraffic-Reclmp-PMPeak

01/16/2026



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	5	545	15	2	615
Future Volume (vph)	35	5	545	15	2	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
32: North Star Rd & Development

HorizonYear-BuildTraffic-Reclmp-PMPeak

01/16/2026



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	20	10	10	10	2
Future Volume (vph)	15	20	10	10	10	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			45	45	
Link Distance (ft)	523			159	1274	
Travel Time (s)	14.3			2.4	19.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	10	0	1275	620	0	0	0
Future Volume (vph)	10	0	1275	620	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)			0%	0%		0%	
Storage Length (ft)		400			0	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Link Speed (mph)			55	55		30	
Link Distance (ft)			842	506		470	
Travel Time (s)			10.4	6.3		10.7	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)			0%	0%		0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	5	1	345	535	55
Future Vol, veh/h	45	5	1	345	535	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	7	7
Mvmt Flow	48	5	1	367	569	59
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	938	569	628	0	-	0
Stage 1	569	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	290	516	940	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	289	516	940	-	-	-
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	19.42	0.03		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	940	-	303	-	-	
HCM Lane V/C Ratio	0.001	-	0.176	-	-	
HCM Control Delay (s/veh)	8.8	-	19.4	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.6	-	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	45	50	10
Future Vol, veh/h	10	1	1	45	50	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	18	18	6	6	7	7
Mvmt Flow	14	1	1	61	68	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	138	74	81	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.16	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.254	-	-	-
Pot Cap-1 Maneuver	819	944	1492	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	818	944	1492	-	-	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	9.43	0.16		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	39	-	828	-	-	
HCM Lane V/C Ratio	0.001	-	0.018	-	-	
HCM Control Delay (s/veh)	7.4	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱				↰			↰
Traffic Vol, veh/h	15	1275	20	5	620	5	0	0	10	0	0	30
Future Vol, veh/h	15	1275	20	5	620	5	0	0	10	0	0	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	400	-	-	400	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	0	0	0	18	18	18
Mvmt Flow	16	1401	22	5	681	5	0	0	11	0	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	687	0	0	1423	0	0	-	-	712	-	-	343
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.24	-	-	4.24	-	-	-	-	6.9	-	-	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	-	-	3.3	-	-	3.48
Pot Cap-1 Maneuver	870	-	-	450	-	-	0	0	380	0	0	608
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	870	-	-	450	-	-	-	-	380	-	-	608
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.11			0.1			14.76			11.26		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	380	870	-	-	450	-	-	608
HCM Lane V/C Ratio	0.029	0.019	-	-	0.012	-	-	0.054
HCM Control Delay (s/veh)	14.8	9.2	-	-	13.1	-	-	11.3
HCM Lane LOS	B	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	15	5	5	1
Future Vol, veh/h	1	5	15	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	1	6	18	6	6	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	48	6	7	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	923	1031	1515	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	912	1031	1515	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.59	5.55	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1350	-	1009	-	-
HCM Lane V/C Ratio	0.012	-	0.007	-	-
HCM Control Delay (s/veh)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	5	545	15	2	615
Future Vol, veh/h	35	5	545	15	2	615
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	41	6	641	18	2	724

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1378	650	0
Stage 1	650	-	-
Stage 2	728	-	-
Critical Hdwy	6.58	6.38	-
Critical Hdwy Stg 1	5.58	-	-
Critical Hdwy Stg 2	5.58	-	-
Follow-up Hdwy	3.662	3.462	-
Pot Cap-1 Maneuver	147	442	-
Stage 1	491	-	-
Stage 2	450	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	147	442	-
Mov Cap-2 Maneuver	147	-	-
Stage 1	491	-	-
Stage 2	449	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v36.56		0	0.03
HCM LOS	E		

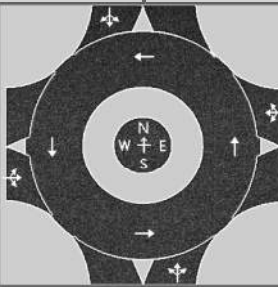
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	160	858
HCM Lane V/C Ratio	-	-	0.294	0.003
HCM Control Delay (s/veh)	-	-	36.6	9.2
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.2	0

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	20	10	10	10	2
Future Vol, veh/h	15	20	10	10	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18
Mvmt Flow	18	24	12	12	12	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	48	13	14	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	922	1023	1506	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	915	1023	1506	-	-	-
Mov Cap-2 Maneuver	915	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	8.86	3.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	900	-	974	-	-	
HCM Lane V/C Ratio	0.008	-	0.042	-	-	
HCM Control Delay (s/veh)	7.4	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	PM
Project Description	HorizonYear-Build



Site Information

Intersection	CTH N & Natvig Rd/Theodo...
E/W Street Name	Natvig Rd/Theodore Lane
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.89
Jurisdiction	Dane County

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	0	1	1	5	0	70	1	20	0	5	525	25	0	5	540	1
Percent Heavy Vehicles, %	0	0	0	0	18	18	18	18	4	4	4	4	4	4	4	4
Flow Rate (v _{PCE}), pc/h	0	1	1	6	0	93	1	27	0	6	613	29	0	6	631	1
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		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

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		8			121			648			638	
Entry Volume, veh/h		8			103			623			613	
Circulating Flow (v_c), pc/h	730			620			8			100		
Exiting Flow (v_{ex}), pc/h	36			8			641			730		
Capacity (C_{pce}), pc/h		655			733			1369			1246	
Capacity (c), veh/h		655			621			1316			1198	
v/c Ratio (x)		0.01			0.17			0.47			0.51	

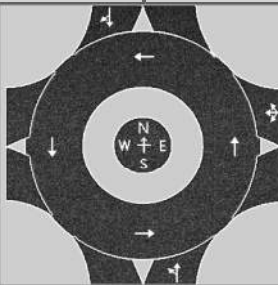
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.6			7.8			7.6			8.7	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.0			0.6			2.7			3.1	
95% Queue Length, Q_{95} (ft)		0.0			17.2			69.7			80.0	
Approach Delay, s/veh LOS	5.6	A		7.8	A		7.6	A		8.7	A	
Intersection Delay, s/veh LOS	8.1						A					

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	PM
Project Description	HorizonYear-Build



Site Information

Intersection	USH 12/18 WB Ramp & CTH...
E/W Street Name	USH 12/18 WB Ramp
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.90
Jurisdiction	Dane County

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	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LTR				LT				TR	
Volume (V), veh/h					0	30	1	40	0	115	520		0		400	245
Percent Heavy Vehicles, %					7	7	7	7	3	3	3		4		4	4
Flow Rate (v _{PCE}), pc/h					0	36	1	48	0	132	595		0		462	283
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					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					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

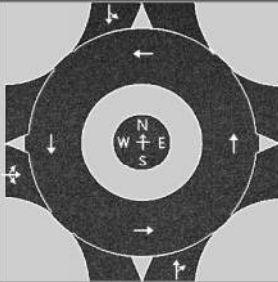
Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h					85			727			745	
Entry Volume, veh/h					79			706			716	
Circulating Flow (v_c), pc/h	498			727			0			169		
Exiting Flow (v_{ex}), pc/h	0			416			643			498		
Capacity (C_{pce}), pc/h					657			1380			1161	
Capacity (c), veh/h					614			1340			1117	
v/c Ratio (x)					0.13			0.53			0.64	

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					7.4			8.3			12.1	
Lane LOS					A			A			B	
95% Queue Length, Q ₉₅ (veh)					0.4			3.3			5.2	
95% Queue Length, Q ₉₅ (ft)					10.6			82.5			134.2	
Approach Delay, s/veh LOS				7.4		A	8.3		A	12.1		B
Intersection Delay, s/veh LOS	10.1						B					

HCS Roundabouts Report

General Information			Site Information		
Analyst	Jacob Reelfs		Intersection	USH 12/18 EB Ramp & CTH N	
Agency or Co.	Snyder & Associates		E/W Street Name	USH 12/18 EB Ramp	
Date Performed	1/16/2026		N/S Street Name	CTH N	
Analysis Year	2056		Analysis Time Period, hrs	1.00	
Time Analyzed	PM		Peak Hour Factor	0.92	
Project Description	HorizonYear-Build		Jurisdiction	Dane County	

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	0	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR								TR				LT	
Volume (V), veh/h	0	280	1	230					0		355	40	0	85	350	
Percent Heavy Vehicles, %	7	7	7	7					3		3	3	4	4	4	
Flow Rate (v _{PCE}), pc/h	0	326	1	268					0		397	45	0	96	396	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	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		4.9763						4.9763			4.9763	
Follow-Up Headway, s		2.6087						2.6087			2.6087	

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		595						442			492	
Entry Volume, veh/h		556						429			473	
Circulating Flow (v_c), pc/h	492			723			423			0		
Exiting Flow (v_{ex}), pc/h	142			0			723			664		
Capacity (C_{pce}), pc/h		835						896			1380	
Capacity (c), veh/h		781						870			1327	
v/c Ratio (x)		0.71						0.49			0.36	

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		19.3						10.6			6.0	
Lane LOS		C						B			A	
95% Queue Length, Q_{95} (veh)		7.0						2.9			1.7	
95% Queue Length, Q_{95} (ft)		184.8						74.2			42.5	
Approach Delay, s/veh LOS	19.3	C					10.6	B		6.0	A	
Intersection Delay, s/veh LOS	12.4						B					

APPENDIX G

Transportation System Improvements with Total Traffic Operational Analysis

Lanes and Geometrics

HorizonYear-TotalTraffic-Reclmp-AMPeak

3: CTH N & USH 12/18 WB Ramp

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	50	1	70	210	430	0	0	225	295
Future Volume (vph)	0	0	0	50	1	70	210	430	0	0	225	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

HorizonYear-TotalTraffic-Reclmp-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	1	205	0	0	0	0	450	35	55	230	0
Future Volume (vph)	180	1	205	0	0	0	0	450	35	55	230	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	22%	22%	22%	0%	0%	0%	7%	7%	7%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

HorizonYear-TotalTraffic-Reclmp-AMPeak

9: CTH N & Natvig Rd/Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	70	1	45	1	435	45	40	450	5
Future Volume (vph)	1	1	5	70	1	45	1	435	45	40	450	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	25%	25%	25%	18%	18%	18%	9%	9%	9%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

HorizonYear-TotalTraffic-Reclmp-AMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	5	10	435	370	105
Future Volume (vph)	60	5	10	435	370	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	11%	11%	21%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
15: CTH MN & Fieldview Ln

HorizonYear-TotalTraffic-Reclmp-AMPeak
01/16/2026

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	20	1	1	35	30	75
Future Volume (vph)	20	1	1	35	30	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	15%	15%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
18: North Star Rd & USH 12/18

HorizonYear-TotalTraffic-Reclmp-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	420	5	1	1245	25	0	0	20	0	0	160
Future Volume (vph)	165	420	5	1	1245	25	0	0	20	0	0	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		0	400		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			884			728			628	
Travel Time (s)		31.5			11.0			11.0			9.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	6%	6%	6%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
20: North Star Rd & Development

HorizonYear-TotalTraffic-Reclmp-AMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	10	120	1	30	15	35	140	20	30	5
Future Volume (vph)	10	1	10	120	1	30	15	35	140	20	30	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		523			529			159			1274	
Travel Time (s)		14.3			14.4			2.4			19.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

HorizonYear-TotalTraffic-Reclmp-AMPeak

25: North Star Rd & Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	10	25	20	20	1	45	10	20	1	5	1
Future Volume (vph)	1	10	25	20	20	1	45	10	20	1	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1218			654			1274			987	
Travel Time (s)		18.5			9.9			19.3			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
30: CTH N & Development

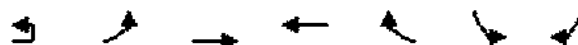
HorizonYear-TotalTraffic-Reclmp-AMPeak

01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	5	475	20	5	520
Future Volume (vph)	20	5	475	20	5	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	9%	9%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	⇐		⇐⇐	⇐⇐			
Traffic Volume (vph)	20	0	420	1250	0	0	0
Future Volume (vph)	20	0	420	1250	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)			0%	0%		0%	
Storage Length (ft)		400			0	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Link Speed (mph)			55	55		30	
Link Distance (ft)			884	464		257	
Travel Time (s)			11.0	5.8		5.8	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)			0%	0%		0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	5	10	435	370	105
Future Vol, veh/h	60	5	10	435	370	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	9	9	11	11	21	21
Mvmt Flow	62	5	10	448	381	108
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	851	381	490	0	-	0
Stage 1	381	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.21	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.299	-	-	-
Pot Cap-1 Maneuver	322	651	1028	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	318	651	1028	-	-	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	18.6	0.19		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1028	-	331	-	-	
HCM Lane V/C Ratio	0.01	-	0.202	-	-	
HCM Control Delay (s/veh)	8.5	-	18.6	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.7	-	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	20	1	1	35	30	75
Future Vol, veh/h	20	1	1	35	30	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	18	18	15	15	12	12
Mvmt Flow	24	1	1	43	37	91
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	127	82	128	0	-	0
Stage 1	82	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.25	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.335	-	-	-
Pot Cap-1 Maneuver	830	935	1381	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	830	935	1381	-	-	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	9.45	0.21		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	50	-	834	-	-	
HCM Lane V/C Ratio	0.001	-	0.031	-	-	
HCM Control Delay (s/veh)	7.6	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱				↰			↰
Traffic Vol, veh/h	165	420	5	1	1245	25	0	0	20	0	0	160
Future Vol, veh/h	165	420	5	1	1245	25	0	0	20	0	0	160
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	400	-	-	400	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	6	6	6	0	0	0	18	18	18
Mvmt Flow	183	467	6	1	1383	28	0	0	22	0	0	178

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1411	0	0	472	0	0	-	-	236	-	-	706
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.3	-	-	4.22	-	-	-	-	6.9	-	-	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.3	-	-	2.26	-	-	-	-	3.3	-	-	3.48
Pot Cap-1 Maneuver	440	-	-	1058	-	-	0	0	772	0	0	344
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	440	-	-	1058	-	-	-	-	772	-	-	344
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	5.28			0.01			9.8			26.14		
HCM LOS							A			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	772	440	-	-	1058	-	-	344
HCM Lane V/C Ratio	0.029	0.416	-	-	0.001	-	-	0.517
HCM Control Delay (s/veh)	9.8	18.9	-	-	8.4	-	-	26.1
HCM Lane LOS	A	C	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	2	-	-	0	-	-	2.8

HCM 7th TWSC
20: North Star Rd & Development

HorizonYear-TotalTraffic-Reclmp-AMPeak
01/16/2026

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	10	120	1	30	15	35	140	20	30	5
Future Vol, veh/h	10	1	10	120	1	30	15	35	140	20	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18	18	18	18	18	18	18
Mvmt Flow	12	1	12	141	1	35	18	41	165	24	35	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	162	326	38	242	247	124	41	0	0	206	0	0
Stage 1	85	85	-	159	159	-	-	-	-	-	-	-
Stage 2	77	241	-	83	88	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.68	6.38	7.28	6.68	6.38	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	3.662	4.162	3.462	2.362	-	-	2.362	-	-
Pot Cap-1 Maneuver	768	567	990	680	629	886	1471	-	-	1276	-	-
Stage 1	884	794	-	807	737	-	-	-	-	-	-	-
Stage 2	894	677	-	887	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	712	548	990	649	608	886	1471	-	-	1276	-	-
Mov Cap-2 Maneuver	712	548	-	649	608	-	-	-	-	-	-	-
Stage 1	868	779	-	796	727	-	-	-	-	-	-	-
Stage 2	845	668	-	859	777	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.59		12.09		0.59		2.86	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	123	-	-	809	685	636	-	-
HCM Lane V/C Ratio	0.012	-	-	0.031	0.259	0.018	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.6	12.1	7.9	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0.1	-	-

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	10	25	20	20	1	45	10	20	1	5	1
Future Vol, veh/h	1	10	25	20	20	1	45	10	20	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18	18	18	18	18	18	18
Mvmt Flow	1	12	29	24	24	1	53	12	24	1	6	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	138	150	6	144	139	24	7	0	0	35	0	0
Stage 1	9	9	-	129	129	-	-	-	-	-	-	-
Stage 2	129	141	-	14	9	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.68	6.38	7.28	6.68	6.38	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	3.662	4.162	3.462	2.362	-	-	2.362	-	-
Pot Cap-1 Maneuver	797	713	1031	790	724	1009	1515	-	-	1478	-	-
Stage 1	972	857	-	837	759	-	-	-	-	-	-	-
Stage 2	837	750	-	966	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	742	687	1031	728	697	1009	1515	-	-	1478	-	-
Mov Cap-2 Maneuver	742	687	-	728	697	-	-	-	-	-	-	-
Stage 1	972	857	-	807	732	-	-	-	-	-	-	-
Stage 2	780	723	-	925	856	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.21		10.38		4.48		1.06	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	897	717	249	-	-
HCM Lane V/C Ratio	0.035	-	-	0.047	0.067	0.001	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.2	10.4	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	5	475	20	5	520
Future Vol, veh/h	20	5	475	20	5	520
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	9	9	7	7
Mvmt Flow	24	6	559	24	6	612
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1194	571	0	0	582	0
Stage 1	571	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.17	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.263	-
Pot Cap-1 Maneuver	191	492	-	-	968	-
Stage 1	535	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	190	492	-	-	968	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v24.19		0	0.08			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	217	968	-	
HCM Lane V/C Ratio	-	-	0.136	0.006	-	
HCM Control Delay (s/veh)	-	-	24.2	8.7	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	AM
Project Description	HorizonYear-Total



Site Information

Intersection	CTH N & Natvig Rd/Theodo...
E/W Street Name	Natvig Rd/Theodore Lane
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.90
Jurisdiction	Dane County

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	0	1	1	5	0	70	1	45	0	1	435	45	0	40	450	5
Percent Heavy Vehicles, %	25	25	25	25	18	18	18	18	9	9	9	9	7	7	7	7
Flow Rate (v _{PCE}), pc/h	0	1	1	7	0	92	1	59	0	1	527	55	0	48	535	6
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		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

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		9			152			583			589	
Entry Volume, veh/h		7			129			535			550	
Circulating Flow (v_c), pc/h	675			529			50			94		
Exiting Flow (v_{ex}), pc/h	104			8			587			634		
Capacity (C_{pce}), pc/h		693			805			1311			1254	
Capacity (c), veh/h		555			682			1203			1172	
v/c Ratio (x)		0.01			0.19			0.44			0.47	

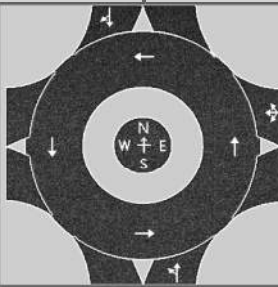
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.6			7.5			7.6			8.1	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.0			0.7			2.4			2.6	
95% Queue Length, Q_{95} (ft)		0.0			20.0			64.3			68.6	
Approach Delay, s/veh LOS	6.6	A		7.5	A		7.6	A		8.1	A	
Intersection Delay, s/veh LOS	7.8						A					

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	AM
Project Description	HorizonYear-Total



Site Information

Intersection	USH 12/18 WB Ramp & CTH...
E/W Street Name	USH 12/18 WB Ramp
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.89
Jurisdiction	Dane County

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	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LTR				LT				TR	
Volume (V), veh/h					0	50	1	70	0	210	430		0		225	295
Percent Heavy Vehicles, %					18	18	18	18	7	7	7		4		4	4
Flow Rate (v _{PCE}), pc/h					0	66	1	93	0	252	517		0		263	345
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					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					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

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					160			769			608	
Entry Volume, veh/h					136			719			585	
Circulating Flow (v_c), pc/h	329			769			0			319		
Exiting Flow (v_{ex}), pc/h	0			598			610			329		
Capacity (C_{pce}), pc/h					630			1380			997	
Capacity (c), veh/h					534			1290			958	
v/c Ratio (x)					0.25			0.56			0.61	

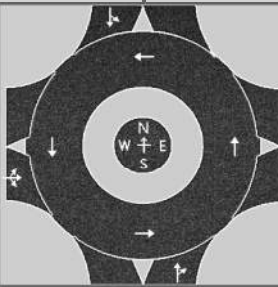
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					10.3			9.1			12.6	
Lane LOS					B			A			B	
95% Queue Length, Q ₉₅ (veh)					1.0			3.7			4.6	
95% Queue Length, Q ₉₅ (ft)					28.6			92.5			118.7	
Approach Delay, s/veh LOS				10.3		B	9.1		A	12.6		B
Intersection Delay, s/veh LOS	10.6						B					

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	AM
Project Description	HorizonYear-Total



Site Information

Intersection	USH 12/18 EB Ramp & CTH N
E/W Street Name	USH 12/18 EB Ramp
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.93
Jurisdiction	Dane County

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	0	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR								TR				LT	
Volume (V), veh/h	0	180	1	205					0		450	35	0	55	230	
Percent Heavy Vehicles, %	22	22	22	22					7		7	7	4	4	4	
Flow Rate (v _{PCE}), pc/h	0	236	1	269					0		518	40	0	62	257	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	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		4.9763						4.9763			4.9763	
Follow-Up Headway, s		2.6087						2.6087			2.6087	

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		506						558			319	
Entry Volume, veh/h		415						521			307	
Circulating Flow (v_c), pc/h	319			754			299			0		
Exiting Flow (v_{ex}), pc/h	103			0			754			526		
Capacity (C_{pce}), pc/h		997						1017			1380	
Capacity (c), veh/h		817						951			1327	
v/c Ratio (x)		0.51						0.55			0.23	

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		11.5						11.1			4.7	
Lane LOS		B						B			A	
95% Queue Length, Q_{95} (veh)		3.0						3.6			0.9	
95% Queue Length, Q_{95} (ft)		88.2						95.0			22.5	
Approach Delay, s/veh LOS	11.5	B					11.1	B		4.7	A	
Intersection Delay, s/veh LOS	9.6						A					

Lanes and Geometrics

HorizonYear-TotalTraffic-Reclmp-PMPeak

3: CTH N & USH 12/18 WB Ramp

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	70	1	40	170	535	0	0	420	255
Future Volume (vph)	0	0	0	70	1	40	170	535	0	0	420	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			120			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		310			851			780			711	
Travel Time (s)		4.7			12.9			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	7%	7%	7%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
6: CTH N & USH 12/18 EB Ramp

HorizonYear-TotalTraffic-Reclmp-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	1	260	0	0	0	0	420	60	110	385	0
Future Volume (vph)	280	1	260	0	0	0	0	420	60	110	385	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			120		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		677			616			589			780	
Travel Time (s)		10.3			9.3			7.3			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	5%	5%	5%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	95	1	55	5	540	25	20	545	1
Future Volume (vph)	1	1	5	95	1	55	5	540	25	20	545	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	200		0	150		0	150		150
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		580			414			1012			1009	
Travel Time (s)		8.8			6.3			12.5			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	18%	18%	18%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
13: CTH N & CTH MN

HorizonYear-TotalTraffic-Reclmp-PMPeak
01/16/2026

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	15	2	355	560	75
Future Volume (vph)	120	15	2	355	560	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			50
Storage Lanes	1	0	1			1
Taper Length (ft)	25		150			
Link Speed (mph)	55			55	55	
Link Distance (ft)	1196			355	865	
Travel Time (s)	14.8			4.4	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
15: CTH MN & Fieldview Ln

HorizonYear-TotalTraffic-Reclmp-PMPeak
01/16/2026



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	75	1	1	45	50	25
Future Volume (vph)	75	1	1	45	50	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	45			55	55	
Link Distance (ft)	835			598	1196	
Travel Time (s)	12.7			7.4	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	6%	6%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Lanes and Geometrics
18: North Star Rd & USH 12/18

HorizonYear-TotalTraffic-Reclmp-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	1310	20	5	609	15	0	0	10	0	0	185
Future Volume (vph)	80	1310	20	5	609	15	0	0	10	0	0	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		0	400		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2545			842			728			1021	
Travel Time (s)		31.5			10.4			11.0			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	0%	0%	0%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics

HorizonYear-TotalTraffic-Reclmp-PMPeak

25: North Star Rd & Theodore Lane

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	15	20	20	1	50	5	10	1	5	1
Future Volume (vph)	1	5	15	20	20	1	50	5	10	1	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1218			581			1274			987	
Travel Time (s)		18.5			8.8			19.3			15.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Lanes and Geometrics
30: CTH N & Development

HorizonYear-TotalTraffic-Reclmp-PMPeak

01/16/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	5	555	15	2	650
Future Volume (vph)	35	5	555	15	2	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		55			55
Link Distance (ft)	501		250			1012
Travel Time (s)	11.4		3.1			12.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

Lanes and Geometrics
32: North Star Rd & Development

HorizonYear-TotalTraffic-Reclmp-PMPeak

01/16/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1	20	135	1	35	10	20	60	10	30	2
Future Volume (vph)	15	1	20	135	1	35	10	20	60	10	30	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		523			596			159			1274	
Travel Time (s)		14.3			16.3			2.4			19.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	10	0	1310	618	0	0	0
Future Volume (vph)	10	0	1310	618	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)			0%	0%		0%	
Storage Length (ft)		400			0	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Link Speed (mph)			55	55		30	
Link Distance (ft)			842	506		470	
Travel Time (s)			10.4	6.3		10.7	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)			0%	0%		0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

HCM 7th TWSC
13: CTH N & CTH MN

HorizonYear-TotalTraffic-Reclmp-PMPeak
01/16/2026

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	120	15	2	355	560	75
Future Vol, veh/h	120	15	2	355	560	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	7	7
Mvmt Flow	128	16	2	378	596	80
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	978	596	676	0	-	0
Stage 1	596	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	274	498	902	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	274	498	902	-	-	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v29.29		0.05		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	902	-	288	-	-	
HCM Lane V/C Ratio	0.002	-	0.498	-	-	
HCM Control Delay (s/veh)	9	-	29.3	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0	-	2.6	-	-	

Intersection						
Int Delay, s/veh	3.9					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	75	1	1	45	50	25
Future Vol, veh/h	75	1	1	45	50	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	18	18	6	6	7	7
Mvmt Flow	101	1	1	61	68	34
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	148	84	101	0	-	0
Stage 1	84	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.58	6.38	4.16	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	2.254	-	-	-
Pot Cap-1 Maneuver	808	932	1466	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	807	932	1466	-	-	-
Mov Cap-2 Maneuver	807	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s/v	10.1	0.16		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	39	-	809	-	-	
HCM Lane V/C Ratio	0.001	-	0.127	-	-	
HCM Control Delay (s/veh)	7.5	0	10.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱				↰			↰
Traffic Vol, veh/h	80	1310	20	5	609	15	0	0	10	0	0	185
Future Vol, veh/h	80	1310	20	5	609	15	0	0	10	0	0	185
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	400	-	-	400	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	7	7	7	7	7	0	0	0	18	18	18
Mvmt Flow	88	1440	22	5	669	16	0	0	11	0	0	203

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	686	0	0	1462	0	0	-	-	731	-	-	343
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.24	-	-	4.24	-	-	-	-	6.9	-	-	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.27	-	-	2.27	-	-	-	-	3.3	-	-	3.48
Pot Cap-1 Maneuver	871	-	-	434	-	-	0	0	369	0	0	609
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	871	-	-	434	-	-	-	-	369	-	-	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.54			0.11			15.06			13.85		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	369	871	-	-	434	-	-	609
HCM Lane V/C Ratio	0.03	0.101	-	-	0.013	-	-	0.334
HCM Control Delay (s/veh)	15.1	9.6	-	-	13.4	-	-	13.9
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1.5

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	15	20	20	1	50	5	10	1	5	1
Future Vol, veh/h	1	5	15	20	20	1	50	5	10	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18	18	18	18	18	18	18
Mvmt Flow	1	6	18	24	24	1	59	6	12	1	6	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	144	144	6	141	139	12	7	0	0	18	0	0
Stage 1	9	9	-	129	129	-	-	-	-	-	-	-
Stage 2	135	135	-	11	9	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.68	6.38	7.28	6.68	6.38	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	3.662	4.162	3.462	2.362	-	-	2.362	-	-
Pot Cap-1 Maneuver	790	719	1031	794	724	1024	1515	-	-	1501	-	-
Stage 1	972	857	-	837	759	-	-	-	-	-	-	-
Stage 2	831	755	-	970	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	733	690	1031	743	695	1024	1515	-	-	1501	-	-
Mov Cap-2 Maneuver	733	690	-	743	695	-	-	-	-	-	-	-
Stage 1	972	857	-	804	729	-	-	-	-	-	-	-
Stage 2	772	725	-	946	856	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	9.08		10.33		5.75		1.06					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1222	-	-	907	723	249	-	-				
HCM Lane V/C Ratio	0.039	-	-	0.027	0.067	0.001	-	-				
HCM Control Delay (s/veh)	7.5	0	-	9.1	10.3	7.4	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0	-	-				

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	5	555	15	2	650
Future Vol, veh/h	35	5	555	15	2	650
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	18	18	4	4	4	4
Mvmt Flow	41	6	653	18	2	765
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1431	662	0	0	671	0
Stage 1	662	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Critical Hdwy	6.58	6.38	-	-	4.14	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.462	-	-	2.236	-
Pot Cap-1 Maneuver	136	435	-	-	910	-
Stage 1	484	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	136	435	-	-	910	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v39.98		0		0.03		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	149	910	-	
HCM Lane V/C Ratio	-	-	0.316	0.003	-	
HCM Control Delay (s/veh)	-	-	40	9	-	
HCM Lane LOS	-	-	E	A	-	
HCM 95th %tile Q(veh)	-	-	1.3	0	-	

HCM 7th TWSC
32: North Star Rd & Development

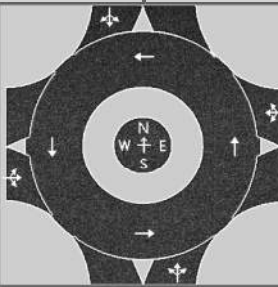
HorizonYear-TotalTraffic-Reclmp-PMPeak
01/16/2026

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1	20	135	1	35	10	20	60	10	30	2
Future Vol, veh/h	15	1	20	135	1	35	10	20	60	10	30	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	18	18	18	18	18	18	18	18	18	18	18	18
Mvmt Flow	18	1	24	159	1	41	12	24	71	12	35	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	108	178	36	142	144	59	38	0	0	94	0	0
Stage 1	60	60	-	82	82	-	-	-	-	-	-	-
Stage 2	48	118	-	59	61	-	-	-	-	-	-	-
Critical Hdwy	7.28	6.68	6.38	7.28	6.68	6.38	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.28	5.68	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	3.662	4.162	3.462	2.362	-	-	2.362	-	-
Pot Cap-1 Maneuver	835	688	992	793	719	964	1475	-	-	1405	-	-
Stage 1	913	814	-	888	796	-	-	-	-	-	-	-
Stage 2	927	768	-	913	813	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	784	676	992	759	707	964	1475	-	-	1405	-	-
Mov Cap-2 Maneuver	784	676	-	759	707	-	-	-	-	-	-	-
Stage 1	905	807	-	880	790	-	-	-	-	-	-	-
Stage 2	878	762	-	883	807	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	9.28		11.07		0.83		1.81					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	174	-	-	883	793	423	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.048	0.254	0.008	-	-				
HCM Control Delay (s/veh)	7.5	0	-	9.3	11.1	7.6	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	1	0	-	-				

HCS Roundabouts Report

General Information

Analyst	Jacob Reelfs
Agency or Co.	Snyder & Associates
Date Performed	1/16/2026
Analysis Year	2056
Time Analyzed	PM
Project Description	HorizonYear-Total



Site Information

Intersection	CTH N & Natvig Rd/Theodo...
E/W Street Name	Natvig Rd/Theodore Lane
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.89
Jurisdiction	Dane County

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	0	1	1	5	0	95	1	55	0	5	540	25	0	20	545	1
Percent Heavy Vehicles, %	0	0	0	0	18	18	18	18	4	4	4	4	4	4	4	4
Flow Rate (v _{PCE}), pc/h	0	1	1	6	0	126	1	73	0	6	631	29	0	23	637	1
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		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

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		8			200			666			661	
Entry Volume, veh/h		8			169			640			636	
Circulating Flow (v_c), pc/h	786			638			25			133		
Exiting Flow (v_{ex}), pc/h	53			8			705			769		
Capacity (C_{pce}), pc/h		619			720			1345			1205	
Capacity (c), veh/h		619			610			1294			1159	
v/c Ratio (x)		0.01			0.28			0.50			0.55	

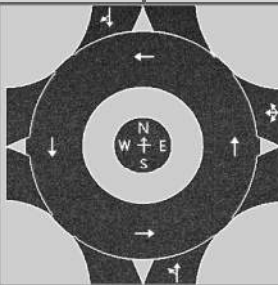
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.0			9.6			8.0			9.6	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.0			1.1			2.9			3.6	
95% Queue Length, Q_{95} (ft)		0.0			31.5			74.8			92.9	
Approach Delay, s/veh LOS	6.0	A		9.6	A		8.0	A		9.6	A	
Intersection Delay, s/veh LOS	8.9						A					

HCS Roundabouts Report

General Information

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Time Analyzed	PM
Project Description	HorizonYear-Total



Site Information

Intersection	USH 12/18 WB Ramp & CTH...
E/W Street Name	USH 12/18 WB Ramp
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.90
Jurisdiction	Dane County

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	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment							LTR				LT				TR	
Volume (V), veh/h					0	70	1	40	0	170	535		0		420	255
Percent Heavy Vehicles, %					7	7	7	7	3	3	3		4		4	4
Flow Rate (v _{PCE}), pc/h					0	83	1	48	0	195	612		0		485	295
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					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					4.9763			4.9763			4.9763	
Follow-Up Headway, s					2.6087			2.6087			2.6087	

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					132			807			780	
Entry Volume, veh/h					123			783			750	
Circulating Flow (v_c), pc/h	568			807			0			279		
Exiting Flow (v_{ex}), pc/h	0			491			660			568		
Capacity (C_{PCE}), pc/h					606			1380			1038	
Capacity (c), veh/h					566			1340			998	
v/c Ratio (x)					0.22			0.58			0.75	

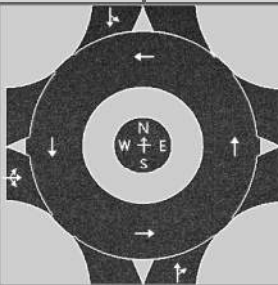
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh					9.2			9.4			18.0	
Lane LOS					A			A			C	
95% Queue Length, Q ₉₅ (veh)					0.8			4.2			8.5	
95% Queue Length, Q ₉₅ (ft)					21.1			105.0			219.3	
Approach Delay, s/veh LOS				9.2		A	9.4		A	18.0		C
Intersection Delay, s/veh LOS	13.3						B					

HCS Roundabouts Report

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Time Analyzed	PM
Project Description	HorizonYear-Total



Site Information

Intersection	USH 12/18 EB Ramp & CTH N
E/W Street Name	USH 12/18 EB Ramp
N/S Street Name	CTH N
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	Dane County

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	0	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR								TR				LT	
Volume (V), veh/h	0	280	1	260					0		420	60	0	110	385	
Percent Heavy Vehicles, %	7	7	7	7					3		3	3	4	4	4	
Flow Rate (v _{PCE}), pc/h	0	326	1	302					0		470	67	0	124	435	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	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		4.9763						4.9763			4.9763	
Follow-Up Headway, s		2.6087						2.6087			2.6087	

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		629						537			559	
Entry Volume, veh/h		588						521			538	
Circulating Flow (v_c), pc/h	559			796			451			0		
Exiting Flow (v_{ex}), pc/h	192			0			796			737		
Capacity (C_{pce}), pc/h		780						871			1380	
Capacity (c), veh/h		729						846			1327	
v/c Ratio (x)		0.81						0.62			0.41	

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		28.4						14.1			6.6	
Lane LOS		D						B			A	
95% Queue Length, Q_{95} (veh)		10.8						4.7			2.0	
95% Queue Length, Q_{95} (ft)		285.1						120.3			50.0	
Approach Delay, s/veh LOS	28.4	D					14.1	B		6.6	A	
Intersection Delay, s/veh LOS	16.8						C					