VILLAGE OF MOUNT HOREB
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Mount Horeb, WI 53572
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PLAN COMMISSION AGENDA
Wednesday, October 22, 2025 at 7:00 PM

Public Safety Building Meeting Room
400 Blue Mounds St.
Mount Horeb, WI

1) Call to order
2) Roll call
3) Public Comments
4) Agenda Items
   a. Consideration of September 24, 2025 Meeting Minutes
   b. Consideration of October 2, 2025 Special Meeting Minutes
   c. Consideration of 212 E Lincoln Street Design Review Approval
   d. Rezone Request, General Development Planand Certified Survey Map for 214-220 E Main Street, Langhūs on Main
      1. Public Hearing: Rezone Request 210-220 E Main Street, from CB - Central Business to PD-1 Planned Development for a mixed-use building
      2. Recommendation on Rezone request to PD-Planned Development
      3. Recommendation on Certified Survey Map:to combine 208, 214 and 220 E Main
5) Committee Reports:
   a. Plan Commission Chair Report
   b. Village Planner Report
   c. Building Inspector Report
6) Meeting adjournment.

UPON REASONABLE NOTICE, EFFORTS WILL BE MADE TO ACCOMMODATE THE NEEDS OF DISABLED INDIVIDUALS THROUGH APPROPRIATE AIDS AND SERVICES. FOR INFORMATION OR TO REQUEST THIS SERVICE, CONTACT

ALYSSA GAFFNEY, CLERK, AT 138 E MAIN STREET, MOUNT HOREB, WI (608) 437-9404.

VILLAGE OF
MOUNT HOREB

AGENDA ITEM REPORT

MEETING DATE	PREPARED BY
October 22, 2025	

AGENDA ITEM # 4.a

Consideration of September 24, 2025 Meeting Minutes

BACKGROUND

RECOMMENDATION

ATTACHMENTS

1. 09 24 25 Draft Minutes

PLAN COMMISSION AGENDA
Wednesday, September 24, 2025 at 7:00 PM

DRAFT MEETING MINUTES

1) **Call to order**

Chair Ryan Czyzewski called the meeting to order at 7:00 pm in the Board Room of the Municipal Building, 138 East Main Street, Mount Horeb, WI.

2) **Roll call**

Members Present: Sarah Best, Jill Remmert-Willis, Destinee Udelhoven, Ben Vondra,
Absentee Members: Peggy Zalucha, Andrew Kidd
Others Present: Village Administrator Nic Owen, Village Planner Ben Rohr, Assistant Clerk Jean Culberson

3) **Public Comments**

Steven Sopack at 215 N Brookwood Drive spoke on the policy of meetings asking for additional 3 minutes after the agenda item discussion and a link for comments before and during the meeting.

Agenda Items

a. **Consideration of August 27, 2025 Meeting Minutes**

Vondra Motioned and Best seconded to approve the minutes of the August 27, 2025 meeting. Motion carried by unanimous voice vote.

b. **Consideration of Design Review Application for 400 E Main Street, Elk Property Management (Melrose on Main)**

Kristen Dresen property owner of Melrose on Main and contractor Eric Thompson presented the proposal for two additions. An addition on the existing detached accessory structure and the addition to the existing porch. Rohr summarized the waivers of not requiring a 40" decorative base, and allowing a metal seam roof for the accessory, Including staff approval of lighting and signage. The Commission discussed the project. Best Motioned and Vondra seconded to approve the design review with the recommendations listed in the September 24th Village Planner Memorandum. Motion carried by unanimous voice vote.

c. **Consideration of SIP Amendment Steve Brown Apartments, Front Street Station Apartments, 120 S First St**

Vice President of Development for Steve Brown Apartments Dan Seely and lead architect Shane Frye summarized the project. The proposal requested reducing the size of two 5th floor studios and create a rooftop common space. After a brief Commission discussion, Udelhoven Motioned and Remmert-Willis seconded to approve the SIP Amendment. Motion carried by unanimous voice vote.

d. **Recommendation of Extraterritorial CSM, Bilse Family LLC, Lange Road, Town of Springdale**

Owen summarized the proposed 4-lot CSM with no Village concerns.
Best Motioned and Udelhoven seconded to approve the Extraterritorial CSM. Motion carried by unanimous voice vote.

4) **Committee Reports:**

a. **Plan Commission Chair Report**

Czyzewski informed on additional public comments received and reported on various Village activity and upcoming meetings.

Village Planner Report

Rohr informed on continuing with the Recodification and special meetings needed. Udelhoven questioned public communication/open house on the recodification and Czyzewski said it was removed from the contract.

b. **Building Inspector Report**

Owen informed on the report and the Potterton building permit issue requiring a special meeting. Vondra would like an as of date included in the report.

5) **Meeting adjournment.**

Best Motioned and Vondra seconded to the adjournment at 7:34pm. Motion carried by unanimous voice vote.

Minutes by Assistant Clerk Jean Culberson

VILLAGE OF
MOUNT HOREB

AGENDA ITEM REPORT

MEETING DATE	PREPARED BY
October 22, 2025	

AGENDA ITEM # 4.b

Consideration of October 2, 2025 Special Meeting Minutes

BACKGROUND

RECOMMENDATION

ATTACHMENTS

1. 10 02 25 Draft Minutes

PLAN COMMISSION AGENDA
Thursday, October 2, 2025 at 7:00 PM

DRAFT MEETING MINUTES

1) **Call to order**

Chair Ryan Czyzewski called the meeting to order at 7:00 pm in the Board Room of the Municipal Building, 138 East Main Street, Mount Horeb, WI.

2) **Roll call**

Members Present: Andrew Kidd, Jill Remmert-Willis, Destinee Udelhoven, Ben Vondra, Peggy Zalucha
Members Absent: Sarah Best
Others Present: Village Administrator Nic Owen, Assistant Clerk Jean Culberson

3) **Public Comments**

The following spoke regarding the Potterton agenda item: Marc Schellpffeffer at 400 S Brookwood Dr, Stephen Sopcak at 215 N Brookwood, Maura Overland at 5783 Golden Ter Fitchburg. Bricking was preferred due to the historic significance of the building and if the Commission could request additional information including detailing of the building.

4) **Agenda Items**

a. **Consideration of Design Review Application: Keric Potterton, 105/107 E Main Street**

Owen gave an overview of the approved rebricking permit for the front face of the Potterton building. During the project rotted wood was discovered making it unsafe and cost prohibitive to procced with brick. Applicants Keric and Andrea Potterton presented a letter from the mason and proposed siding samples. Keric stated they would incorporate the stone marker into the design. The Commission discussed the project and advised on possible Village funding and a structural engineer review before proceeding with any decisions. Udelhoven Motioned to table for more information and Kidd seconded to include a structural engineer review. Owen to send email on what documents are required. Motion carried by unanimous voice vote.

5) **Meeting Adjournment**

Vondra Motioned and Zalucha seconded to the adjournment at 7:55pm. Motion carried by unanimous voice vote.

Minutes by Assistant Clerk Jean Culberson

VILLAGE OF
MOUNT HOREB

AGENDA ITEM REPORT

MEETING DATE	PREPARED BY
October 22, 2025	Nicholas Owen, Administrator

AGENDA ITEM # 4.c

Consideration of 212 E Lincoln Street Design Review Approval

BACKGROUND

The new owner of 212 E Lincoln has submitted plans for some improvements to the front facade including new garage doors, a new walk-in door and new windows. The upgrade of those few items substantially improves the front facade of the building.

RECOMMENDATION

ATTACHMENTS

1. Plan Commission App - Pictures Proposed & Current

VILLAGE OF MOUNT HOREB

VILLAGE OF MOUNT HOREB
Zoning Administrator 608-437-9409
138 East Main Street
Mount Horeb, WI 53572

PLAN COMMISSION APPLICATION

PROJECT NAME: Heirloom Craftsman Store Front

Project Address 212 E Lincoln, Mt Horeb **Parcel Number:** 157/0606-123-8825-5

Access Dane Link

Zoning Map

Current Zoning Central Business **Future Land Use Zoning:** Mixed Use

(select zoning layer in map) *(select future land use layer in map)*

APPLICANT: Dennis Hiorns	
ADDRESS: 312 S 5th St, Mt Horeb	
PHONE: 608-658-9724	EMAIL: Dennis@Heirloom-Craftsman.com

OWNER: DHRG Properties LLC	
ADDRESS: 212 E Lincoln, Mt Horeb	
PHONE: 608-658-9724	EMAIL: Dennis@Heirloom-Craftsman.com

PROJECT DESCRIPTION: Remove 2 existing metal overhead doors on front/south side and replace them with glass windows and a door; paint existing service door and window trim black to match new glass window trim; add sign/lettering (approx 4' x 20') to front using approved Sherwin Williams white color (photos attached).

OWNER/APPLICANT SIGNATURE: Dennis Hiorns **DATE:** Oct 13, 2025

FEES & DEPOSITS: (CHECK ALL THAT APPLY)

		Application	Fee	Public Hearing-
	✔	Certificate of Appropriateness (for Central Business Zoning)	No Fee	
		Certified Survey Map (CSM) *scroll to Section 18.61 in schedule*	Schedule	
		Certified Survey Map Extraterritorial *scroll to Section 18.61 in schedule*	Schedule	
		Comprehensive Plan Amendment	$150.00	Class One
		Conditional Use Permit (changes in USE of property)	$150.00	Class Two
		Conditional Use Permit (planned development district)	$200.00	Class Two
		Design Review	$100.00	
		General Development Plan (GDP)	$200.00	
		Specific Improvement Plan (SIP)	$300.00	
		Zoning Amendment (changes in zoning)	$150.00	Class Two
		Zoning Amendment (planned development district)	$200.00	Class Two

Developer Deposit:

An escrow deposit is required in accordance with the Development Application Agreement.

Total Fee Paid:

_____

Date: _____

Fee Waived By:

_____


HEIRLOOM CRAFTSMAN
RESTORATION & WOODWORKS
212

Current Building





VILLAGE OF
MOUNT HOREB

AGENDA ITEM REPORT

MEETING DATE	PREPARED BY
October 22, 2025	Nicholas Owen, Administrator

AGENDA ITEM # 4.d

Rezone Request, General Development Planand Certified Survey Map for 214-220 E Main Street, Langhūs on Main

BACKGROUND

The Development team will present the plans for the mixed-use building, Langhūs on Main, followed by a public hearing, then a plan commission discussion amd make a recommendation to the Village Board on the project. The project will consist of 6,000 square feet of commercial space on the 1st floor and 3 floors of commercial apartments, consisting of 63 single-family units. We have had two previous concept presentations on this project, heard and received a lot of public comments on the project and the developer has made significant changes to the building to take those comments into account.

Many of the public comments expressed concerns related to traffic safety with the addition of residential units at this location. The developer has provided a traffic impact analysis to show the expected impact their project will have if approved and constructed. In addition, we had Mount Horeb Chief of Police Vierck provide a report comparing a previous traffic analysis they had conducted to a more recent analysis performed after school had started to view the difference in traffic patterns during the summer versus when school is in session.

Planner Ben Rohr has submitted a more detailed review letter than normal due to the complexity of this project and the need to correct a number of inaccurate statements that have been made do to this. Rohr also provided a document explaining the Planned Development Process. Engineer Rob Wright has provided a review letter focusing on the stormwater management, traffic flow and the CSM.

This is definitely one of the tougher decisions I remember coming to plan commission in my time here. I can understand the concern for the impact on the look and feel of main street. But this project also accomplishes many of the Village's goals that were established when creating the Downtown TID, bringing housing downtown to create a captive customer base, growing the tax base, taking advantage of infill/redevelopment opportunities. As noted in the review letters, a lot of the concerns about traffic safety and stormwater can be addressed. We can work with the developer to find creative

ways to address parking if the Commission is in favor of this project. The developer made significant changes to the building from the original proposal to address the aesthetic concerns. Plan Commission is tasked with reviewing the plans and reviews and determining if they are comfortable with what has been presented, if additional changes are needed or if they do not see a path forward for this project.

I have added a parking and traffic report done by Gallina Companies on three of their existing buildings to demonstrate parking levels at existing mixed-use buildings. Their purpose is to demonstrate how the parking ratios and high traffic hour trips would be projected in the proposed building. I have also added additional comments received since the last comments were added to the packet and one email that was missed in the first round of comments. We plan on this being the last round of written comments added to the packet. The rest will be emailed to commission members due to the limited time available to add to the packet before the meeting tomorrow.

RECOMMENDATION

ATTACHMENTS

1. 214 E. Main Street Mixed Use Building GDP 10.22.25
2. Planned Development Overview
3. 2025 Main Street Traffic Study
4. MEM 2025-1016 Langhus Development GDP
5. 250922_Mount Horeb Main St_LOI
6. GDP and SIP Application Langhus on Main 092325
7. 250922_GDP Submittal
8. C100
9. Mixed-use Main Street TIA 092225
10. 251430_CSM (09-22-25)
11. Economic Impact Analysis for 214-220 E Main
12. Comments for October Packet
13. Gallina Properties Parking and Vehicle per bed Analysis - Lesilve rev 10.21.25 revised
14. Comments for October Packet.2

VANDEWALLE & ASSOCIATES INC.

To: Village of Mount Horeb Plan Commission

From: Village Planner Ben Rohr, AICP

Date: October 22, 2025

Re: Proposed Certified Survey Map to Combine Parcels 0606-123-2382-3, 0606-123-2369-0, 0606-123-2355-6 and Zoning Map Amendment from Central Business (PB) zoning to Planned Development - General Development Plan (GDP) for a 4-Story Mixed-Use Building at 210, 214, and 220 E. Main Street for JG Development.

Project Overview

JG Development (Jeff Grundahl) is proposing to combine three existing parcels into one new parcel to accommodate a four-story mixed-use building. The structure is proposed to include 63 multi-family dwelling units, 6,509 square feet of commercial space, 2,900 square feet of resident amenity space, and 68 parking spaces. Two of the subject properties are currently owned by the applicant and proposed developer, Jeff Grundahl (214 E. Main, LLC). The other property is currently under contract for purchase by Jeff Grundahl, but owned by Five Families, LLC.

The project is proposed to be located directly east of the Mount Horeb Telephone Company building on the block bounded by East Main Street, North 3rd Street, North 2nd Street, and the public alley. This block and its counterpart on the southern side of East Main Street serve as a transitional area of downtown development patterns. This includes blocks to the west featuring zero setback buildings and contiguous block faces that transition to the east to feature mixed setback former residential structures that have been converted into commercial businesses or mixed-use buildings. North of the subject properties and public alley also features a transition of development patterns into mixed residential neighborhoods and off-street parking lots.

Today, there are two existing structures and a vacant lot that occupy the subject properties. If approved, the two structures would be removed from the site to accommodate the proposed project. A Certified Survey Map has been submitted to combine the three existing parcels into one new parcel to facilitate the development. The new parcel would be 31,653 square feet or 0.73 acres. This process is proposed to occur simultaneously with the General Development Plan to ensure the Village's standards are met.

The proposed mixed-use building is a combination of market rate multi-family apartments (12 studio units, 38 one-bedroom units, and 13 two-bedroom units) above leased commercial space (6,509 sf). It also includes a shared community room, workout room, and patio for the residential tenants. In-building vehicle parking (68 stalls) and bicycle parking (10 stalls) are provided for residential tenants on the ground floor. On-street parking is proposed to be utilized for residential guests and commercial patrons. Pedestrians would have access to the site from a planned sidewalk extension/connection along both East Main Street and North 3rd Street. The western portion of the in-building parking (24 stalls) would be

accessed via the public alley, and the eastern portion of the in-building parking (44 stalls) would be accessed via 3rd Street. Within the eastern parking area, 20 of the stalls will be stacked (i.e. double loaded), meaning that 10 stalls will be directly accessible from the drive aisle and the other 10 can only be accessed through the front row parking stalls. Per the applicant's submitted materials, the double loaded parking stalls are proposed to be leased to residents of the two-bedroom units.

A further breakdown of the proposed project by floor is provided below:

- 1st Floor = no dwelling units, 6,509 square feet of commercial space, 68 in-building vehicle parking stalls, and 10 in-building bicycle parking stalls
- 2nd Floor = 22 dwelling units
- 3rd Floor = 20 dwelling units, 764 square foot workout room, 1,223 square foot community room, and a community patio
- 4th Floor = 21 dwelling units

The proposed project is a redevelopment because there are existing structures on two of the lots. The subject properties are surrounded by existing development, and each are served by existing Village utilities and services. The subject properties generally slope downward from north to south, so the frontage on East Main Street is at a lower elevation than that of the northern portion of the site. This creates a situation where the building is proposed to be 50 feet tall at its peak along East Main Street, but only 43 feet tall at its peak along the rear alley. Additionally, a proposed building façade stepback has been employed to recess the 4th floor along East Main Street and North 3rd Street approximately 8 feet back from the front façade of the structure. This technique is used in buildings throughout Dane County to create an appearance at ground level of a three-story structure because the fourth story is less visible from street view with the recessed façade.

Further, like many structures in Mount Horeb, in-building parking is proposed. This design technique is employed to screen the parking from view, eliminate the need for surface parking, distribute vehicle access to and from the building between two different access points (alley and North 3rd Street), and provide the ability to build above the parking area. The downtown setting is distinctly different than many other areas of the Village in that its more densely developed, has greater pedestrian connectivity, and the majority of parking occurs on-street or within public off-street parking lots. The proposed project aims to provide residential tenant parking within the building, but residential visitors and commercial patrons will utilize on-street or public off-street parking lots. This approach is utilized throughout downtown.

The proposed mixed-use building is unique and desirable for Mount Horeb. It features both leased commercial space and multi-family apartments within the same structure. While common in older structures within the downtown area and new structures throughout other communities in Dane County, only a few new mixed-use buildings have been proposed and approved within Mount Horeb. This type of development in this location also provides great benefits to the new residents where they can walk to nearby amenities (shopping, services, recreation, the Military Ridge Trail, parks, etc.), while also providing commercial spaces to support the economic vitality of downtown Mount Horeb.

The project has conceptually been brought before the Plan Commission in June and July for review and comment. Additionally, a Neighborhood Meeting was held in August to provide public review and comment. The requested General Development Plan (GDP), if approved by the Village, would establish the new zoning on the subject property. It is anticipated that the project will pursue approval of the Specific Implementation Plan (SIP) for design and operational details at a later date, pending GDP action.

Analysis

If flexibility is granted in the General Development Plan (zoning) step, a Planned Development can exceed the minimums/maximums as indicated below and incorporate additional permitted land uses.

Land Use

The subject properties are currently zoned Central Business (CB). The property will be using the Central Business (CB) zoning district as the underlying district under the Planned Development zoning.

Section 17.43(2) lists the permitted and conditional principal and accessory uses of the CB zoning district. Currently, the CB district permits residential under the Commercial Apartment accessory land use category, requiring a commercial component on the first floor above the residential. Commercial land uses such as Office, Personal or Professional Services, Indoor Sales or Service, and Indoor Commercial Entertainment are permitted and conditional principal land uses in the CB zoning district.

The Commercial Apartment land use is defined in Section 17.20(8)(a) as: "Commercial apartments are dwelling units which are located above the ground floor of a building used for a commercial land use…, most typically an office or retail establishment. The primary advantage of commercial apartments is that they are able to share required parking spaces with nonresidential uses."

The required standards associated with the Commercial Apartment land use include:

- The gross floor area devoted to commercial apartments shall be counted toward the floor area of a nonresidential development.
- A minimum of one off-street parking space shall be provided for each bedroom within a commercial apartment. Parking space provided by nonresidential land uses on the site may be counted for this requirement with the approval of the Zoning Administrator.

Accessory land uses are defined in Section 17.20(8) as: "land uses which are incidental to the principal activity conducted on the subject property." In recognition of this definition, the proposed Planned Development would have to change Commercial Apartments from an accessory land use to a permitted by-right principal land use. All other existing permitted and conditional principal, accessory, and temporary land uses in the CB district would remain the same. This would include opportunities for office, retail, restaurants, etc. to be located within the ground floor commercial areas. As often occurs when there are multiple uses proposed for a single building or property, a project can have two principal uses (residential and commercial).

There is no current residential density requirement specified for the Commercial Apartment land use. However, it is listed as an accessory use, indicating that it is incidental to the principal activity being conducted on the subject property. In other cases of new mixed-use projects in Mount Horeb, the Village has utilized the approach of interpreting the ordinance to regulate density of mixed-use buildings through the Apartment land use (Section 17.20(1)(a)7.), which has the following standards:

- No more than 8 dwelling units in a building.
- Any building containing more than 4 dwelling units shall provide additional site design features such as underground parking, architectural elements, landscaping, and/or on-site recreational facilities.
- All apartment units shall be located a minimum of 30 feet from the boundary of the property.

As identified below, flexibilities will need to be approved within the PUD related to changing the Commercial Apartment land use from accessory to principal and related to the Apartment land use's

density standards of no more than 8 dwelling units per building. To note, the Apartment land use is an exclusively residential use with no commercial component. Within the PDD, it is not proposed to be a new permitted principal land use. The Village has expressed a strong desire for commercial space to be located on the ground floor along Main Street and thus, the Commercial Apartment standards would still require that to be the case. If the Apartment land use were to be granted zoning flexibility through the PDD and be an additional principal land use, then, in theory, the ground floor could be utilized as residential space, which is not desired by the community.

Bulk Dimensional Standards

Section 17.43(7) provides the bulk dimensions for the CB district:

Lot and Density Requirements**		
	Village Standards	Proposed
Min. Lot Area	2,000 sf	31,653 sf
Min. Lot Width	24’	253’
Min. Street Frontage	N/A	378’
Max. Number of Floors	4 floors	4 floors
Min. Building Height	20’	50’
Max. Building Height	50’	50’
Min. Landscape Surface Ratio	0%	2%
Max. Impervious Surface Ratio	100%	98%
Max. Floor Area Ratio	3.00	3.04
Max. Building Size	N/A	96,072 sf
Building and Pavement Setbacks**		
	Village Standards	Proposed*
Min. and Max. Front or Street*	0’	5’
Min. and Max. Side (residential)*	0’	N/A
Min. and Max. Side (nonresidential)*	0’	1’
Min. Rear (residential)	0’	2’
Max. Rear (nonresidential)	0’	N/A
Min. Accessory Side	5’ (property line and alley)	N/A
Min. Accessory Rear	5’ (property line and alley)	N/A
Min. Paved Surface (all sides)*	0’	0’ (east), 1’ (west), 0’ (south), 2’ (north)
Min. Building Separation*	0’	1’

*Maximum permitted setback of 0 feet, expect where permitted by the Plan Commission as an essential component of site design.

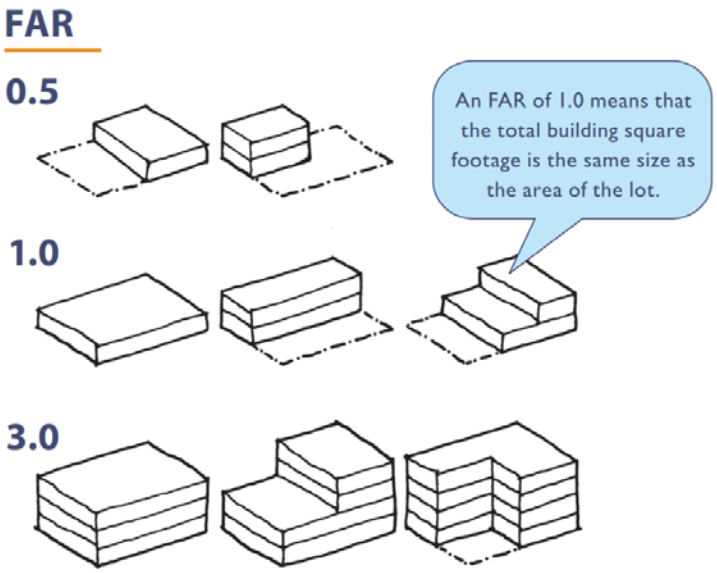
** The proposed project meets all of the bulk standards of CB zoning district listed above, except for maximum floor area ratio and minimum and maximum front or street setback, side setback, paved surface setback, and building separation. The maximum floor area ratio will require a zoning flexibility through the PDD, but the minimum and maximum front or street setback, side setback, paved surface setback, and building separation can be approved as proposed if the Plan Commission determines that the proposed approach is an essential component of the site’s design.

The Village Building Inspector and Fire Department provided comments on the proposed project, particularly the proposed one-foot separation between the new structure and the existing Mount Horeb Telephone Company (MHTC) building. Fire separation walls that are used for zero lot line situations will be required to meet all standards of the Building and Fire Codes. Additionally, the Fire Department has

recommended that a fence be utilized within the one-foot separation area to avoid people or animals being able to access this area. If the GDP is approved, this recommendation would be addressed in the SIP step.

Within the Zoning Ordinance, floor area ratio maximums are required for the NB, PB, CB, and MSB zoning districts and vary in size based on the district. Floor area ratios are used to regulate the intensity of development on a parcel.

The floor area ratio is calculated by dividing the total gross floor area of the structure by the total gross area of the lot in which it is located. In the most simplistic terms, a floor area ratio of 1 means that the maximum structure size can only be as large as the lot size. In the Central Business District, there is a maximum floor area ratio of 3.00. This means that the maximum size of the structure can be three times the size of the lot. The proposed project is 96,072 sf, which is 3.04 times the size of the lot (31,653 sf).



Source: The Urbanist, 2025

Parking

Throughout downtown, off-street parking is not required because of the unique characteristics of this area where nearby on-street parking and public/private off-street parking lots accommodate the parking demand. Per Section 17.43(7)(b)5., on-site parking is not required in the CB District, unless identified as a requirement for a conditional use permit or planned development.

Parking Requirements in the CB Zoning District			
	Village Standards	Village Standards Based on Proposed Project	Proposed On-Site Parking Provided
Dwelling Units	None	-	68 in-building spaces
Commercial Standards	None	-	
	Total	0 spaces	68 spaces

Section 17.20(8)(a) provides the minimum required off-street parking spaces for the Commercial Apartment land use. This section states, "A minimum of one off-street parking space shall be provided for each bedroom within a commercial apartment. Parking space provided by nonresidential land uses on the site may be counted for this requirement with the approval of the Zoning Administrator."

Parking Requirements for Commercial Apartment Land Uses			
	Village Standards	Village Standards Based on Proposed Project	Proposed On-Site Parking Provided
Dwelling Units	1.0 space/unit	68 units = 68 spaces	68 in-building spaces
	Total	68 spaces	68 spaces

Section 17.132 provides the minimum required off-street parking spaces for all other areas of the Village that are not zoned Central Business. Although there are no parking minimums in the CB zoning district, the Village may require parking as condition for approval associated with a planned development. While the table below does not illustrate the parking requirements for a proposed project within the CB zoning district, it provides the parking standards that would apply to the project in other areas of the community for context purposes.

Parking Requirements Outside of the CB Zoning District			
	Village Standards	Village Standards Based on Proposed Units	Proposed On-Site Parking Provided*
Efficiency Unit	1.0 spaces/unit	12 units at 1.0 spaces/unit = 12 spaces	68 in-building spaces
One-Bedroom Unit	1.5 spaces/unit	38 units at 1.5 spaces/unit = 57 spaces	
Two- Bedroom+ Units	2.0 spaces/unit	13 units at 2.0 spaces/unit = 26 spaces	
General Commercial Standards	1 spaces/300 sf	6,509 sf = 22 spaces	
	Total	139 spaces	68 spaces

Over the years, minimum off-street residential parking minimums have been applied in a variety of ways in downtown Mount Horeb:

- Many of the older mixed-use buildings along Main Street do not provide on-site residential tenant parking and instead rely on both on-street and off-street public parking lots to supply the associated parking demand.
- For new construction (Hoff Mall and Front Street Station), alternative approaches have been taken. The approved Hoff Mall project includes 30 total dwelling units, 20 in-building parking stalls, and 10 surface parking stalls. It also includes 17 off-site parking stalls provided for tenants and guests on the south side of Front Street. This is a combined 47 stalls for 30 dwelling units (1.5 stalls per dwelling unit). The approved Front Street Station project includes 94 in-building parking stalls for 63 total dwelling units (1.5 stalls per dwelling unit). Both projects provide a larger amount of on-site parking than the proposed project.

To better understand the parking situation downtown, the Village commissioned a Downtown Parking Study. That study found that there is not a parking problem downtown. According to the Village's 2024 Downtown Parking Study, "there is a noted healthy downtown parking surplus (based on the current demand) that's evident when looking at the occupancy of public parking. Most public lots hovered around or below 50% filled in nearly all surveys."

The study further separated the downtown area into zones for analysis purposes in respect to potential redevelopment that could take place. The proposed project is located within Zone C within the Study. In Zone C, the Study found that there are currently 46 off-street spaces with 30% of the spaces filled during the non-event day peak period, and there are 42 on-street spaces that were 29% filled during this period. In total, that meant that there was a surplus of 25 parking spaces in off-street lots and 24 on-street spaces within Zone C.

The Study estimated that 10,000 square feet of new commercial space could potentially be added within this zone and that new commercial space could generate a parking demand at around 1 stall per 370 square feet. This would be an increased demand of 27 spaces. To note, the parking analysis also factored in 6 new parking spaces for residential tenant use within Zone C, which added an additional 6 spaces to the total increased demand (33). In total, the Study found that if a parking demand of 33 new parking spaces were generated by future redevelopment in this zone, the parking network would still have a surplus of 16 spaces during the non-event peak period. The proposed project includes 6,509 square feet of commercial and removes approximately the same amount of existing commercial space within the two structures today. The result is a very minor potential increase in commercially generated parking demand.

No on-site parking is proposed for use by residential visitors or commercial patrons. As documented within the Downtown Parking Study, there is sufficient existing surplus of off-street and on-street parking spaces that could be utilized to accommodate this demand.

However, there is insufficient existing off-site capacity to support the project's residential tenant parking demand. The proposed project includes a total of 63 dwelling units, 68 vehicle parking spaces, and 10 bicycle parking spaces within the building for residential tenant use. This is a ratio of approximately 1.08 vehicle parking spaces per dwelling unit. Additionally, 20 of the proposed 68 vehicle parking spaces will be reserved for the two-family dwelling units because they are stacked. This results in 48 stalls being left over for use by the combined 50 studio and 1-bedroom dwelling units within the building. It creates a situation where there are less than one vehicle parking spaces per dwelling unit provided.

Furthermore, one reason why parking demand may be lower downtown than in other areas of the community can be attributed to the demographic make-up of those choosing to live within a downtown setting. According to the Dane County Regional Housing Strategy, in 2021, rental-occupied household sizes were smaller across Dane County than owner-occupied units (2.47 owner-occupied verses 1.98 rental-occupied). While admittedly anecdotal and not based on a study or quantitative analysis, the personal preferences of those choosing to live within a more urban setting (such as the proposed project) may be different than those choosing to live in a more suburban setting in other areas of the Village. For those looking to live within walking distance of many different amenities and a more densely developed portion of the community, renters may be more likely to make the tradeoff for less parking and only have one vehicle. These residents may also skew less middle age and reflect older occupants looking to downsize or young professional occupants looking for a low maintenance living opportunity.

An additional resource that can assist in determining the anticipated parking demand associated with a project like this includes the Institute of Transportation Engineer's (ITE) Parking Generation Manual. According to the ITE Parking Generation Manual, 6th Edition, 2023, the ITE Land Use Code 221 (Multi-Family Housing) has an average rate of parking demand expected to be generated at 1.23 vehicles per unit. This ratio is higher than the proposed project.

In total, it would be insufficient to assume that all of the proposed project's parking demand could be met by the off-street and on-street parking supply that exists within downtown Mount Horeb today. However, based on the number of available off-street and on-street parking spaces identified within the Downtown Parking Study, the demand associated with the proposed project's commercial space and residential visitors could be accommodated.

When it comes to the residential tenant parking demand associated with the proposed project, a reduced parking ratio may be best suited as the standard for a project such as this (lower than the Village's parking

standards for other areas of the community outside of the CB zoning district). This may be appropriate for a number of reasons: 1) the downtown is a vibrant place designed for people not cars and parking lots, as evidenced by the Comprehensive Plan, Downtown Plan, and the Central Business zoning district's purpose statement and parking requirement, 2) the Downtown Parking Study indicates a surplus of available supply to support residential visitors and commercial patrons, 3) downtown renters may be more likely to be one car households, and 4) national average data suggests that the existing Village parking requirements (for other areas outside of the CB zoning district) are higher than the demand associated with multi-family uses.

As noted above, per Section 17.43(7)(b)5., on-site parking is not required in the CB District, unless identified as a requirement for a conditional use permit or planned development. As the Plan Commission considers that amount of parking needed for this project, one of the following standards could be applied:

- **Central Business Zoning District Parking Standards: None**
  - Proposed development exceeds the minimum parking requirements by 68 spaces
- **Commercial Apartment Land Use Parking Standards: 1 space per dwelling unit**
  - Proposed development would need an additional 2 spaces to meet this requirement (50 spaces for 50 studio and 1-bedroom units, 20 spaces for 13 2-bedroom units = 70 total)
- **Village Parking Standards (outside of the CB Zoning District): 1 space per studio unit, 1.5 spaces per 1-bedroom unit, and 2 spaces per 2+ bedroom unit, and 1 space per 300 square feet of commercial area**
  - Proposed development would need an additional 71 spaces (139 required and 68 provided)
- **ITE Land Use Code Parking Averages: 1.23 spaces per dwelling unit**
  - Proposed development would need an additional 10 spaces to meet this standard (1.23 spaces per 63 dwelling units = 78 total)

As indicated within the proposed Village Planner's Recommendations Regarding the GDP below, I would recommend that the project be required to meet a 1.2 spaces per dwelling unit standard (additional 10 stalls required) and double the number of bicycle parking spaces provided (additional 10 stall required).

Central Business Zoning District

Section 17.43(1) includes the purpose statement of the Central Business Zoning District. It states, "This district is intended to permit both large- and small-scale downtown commercial development at an intensity which provides significant incentives for in-fill development, redevelopment, and the continued economic viability of existing development. To accomplish this effect, minimum landscape surface ratios (LSRs) permitted in this district are much lower than those allowed in the Planned Business and General Business Districts. A wide range of office, retail, and lodging land uses are permitted within this district. In order to ensure a minimum of disruption to residential development, no development within this district shall take direct access to a local residential street or a residential collector street. No requirements for on-site landscaping or parking are required in this district. This district is strictly limited to the central Village locations. This district is intended to provide an alternative, primarily in-fill development, designation for commercial activity to the Planned Business (PB) District to assist in maintaining the long-term viability of the central Village."

As noted above, the proposed project reflects many attributes of the purpose statement including being a redevelopment project, containing a combination of commercial and residential within a mixed-use building, utilizing the entire proposed lot, and assisting to maintain the long-term viability of the central Village. It also states that no direct access should be taken from a local residential street or residential

collector street. After confirming with the Village Engineer, there is no official Village map that depicts street classifications. The Village Engineer views the portions of 2nd and 3rd Street directly adjacent to the lots that front onto Main Street as not falling within the classification of a local residential street or residential collector street. He views each street as a local residential street north of the existing alley in the rear of the subject properties. As such, the proposed project is consistent with the purpose statement of the Central Business District.

Further, in Section 17.43(8), there are a special set of standards that apply within the Central Business Zoning District. This includes, "No person shall perform, cause, or permit the exterior construction, alteration or remodeling or the removal, movement, or demolition of any building, structure, or other improvement on premises located within the CB Central Business District without determination from the Plan Commission that the proposed development or alteration corresponds with the typical existing layout of the Central Business District and is compatible with the existing characteristics of the area and/or original design of the improvement. In its determination, the Plan Commission shall take into consideration the special character of the downtown and shall promote the preservation of the traditional Main Street facade and its elements of design and architectural features. Those features would include, but would not be limited to,: building width, the rhythmic characteristic pattern of bays or windows, building heights, horizontal bands or elements, proportions of new buildings to old, proportion and window proportion, rhythm of solids and voids, materials and color, parking, and side, front and rear setbacks. All considerations will promote the historic and architectural qualities of the downtown and act to preserve its original distinctive character."

This standard is best applied in the Specific Implementation Plan (SIP) stage, because it deals with the detailed design characteristics of the structure. However, there is inherent overlap between the building's design and the General Development Plan.

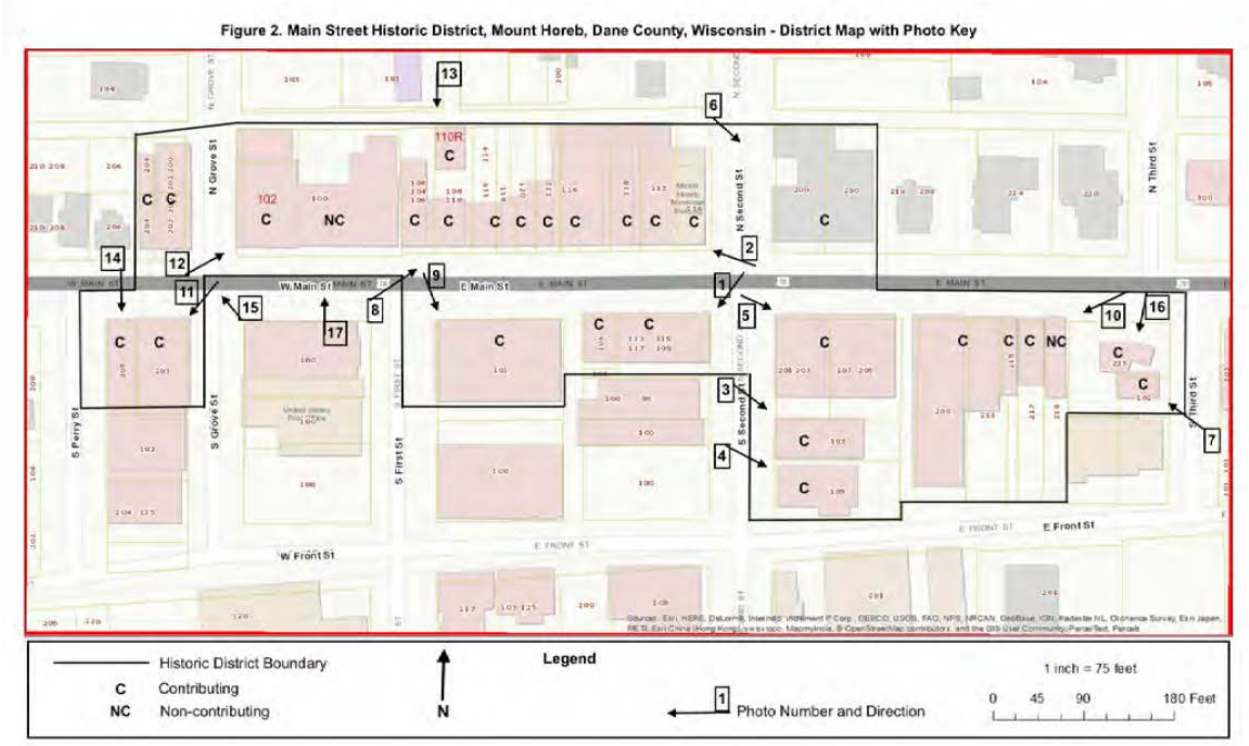
As noted above, the proposed project meets the vast majority of the Central Business District's land use and bulk dimensional requirements. There are flexibilities required to accommodate certain aspects of the project such as floor area ratio, number of dwelling units per building, and Commercial Apartments being a permitted principal land use. There is also a parking standard determination to be made by the Plan Commission.

While this project is unique, it also features many elements of other recently approved and/or constructed projects in Mount Horeb. This includes ground floor level in-building parking (Hoff Building, Duluth Trading Company Headquarters, Front Street Station, and 1881 Springdale Street), similar densities (Hoff Building and Front Street Station), and mixed-use commercial and residential buildings (1881 Springdale Street). It is also shorter in height than both Front Street Station (60 feet) and the Duluth Trading Company Headquarters (85 feet to peak) and is a similar height to the Hoff Building (47 feet) and Opera House (35 feet to gutter, 50 feet to peak).

Historic Designation

Downtown Mount Horeb was designated by the United States Department of the Interior as a Main Street Historic District in 2019. The district includes 29 total structures within six blocks of downtown Mount Horeb. Below is a map of the district from the nomination forms. The subject properties are not included within the district.

Figure 2. Main Street Historic District, Mount Horeb, Dane County, Wisconsin - District Map with Photo Key



Source: Village of Mount Horeb Main Street Historic Designation nomination, 2018.

The Village's last historic survey was completed in 1997. The survey included both 212 and 220 East Main Street and found that neither structure is eligible for historic designation. 212 East Main Street is considered to be a contributing element in the potential locally-designated Main Street Historic District, but 220 East Main Street is not a contributing element. Below are excerpts from the survey related to the subject properties.

- 212 East Main Street. This frame Foursquare house was erected for Elef Severson in 1910 (Village of Mount Horeb Tax Rolls). It is a fine and intact example of a Foursquare and features cottage windows with leaded glass. The house remained in the Severson family until 1964, when William and Muriel Olson purchased it for their florist shop (Mount Horeb: Presettlement to 1986, p. 30). Olson's Flowers was still in the building in 1996. The Olsons put an addition on the rear and east of the building. This property was owned by Elef Severson from 1910 until at least 1935, by John Severson from at least 1940 until at least 1945, by Emma Severson from at least 1950 until 1964, and by William and Muriel Olson since 1964. The Severson House is not individually eligible for historic designation, but is a contributing element in the potential locally-designated Main Street Historic District.
- 220 East Main Street. This frame two-story cube house was probably built by carpenter Ole Granum in 1883 to serve as his residence (Village of Mount Horeb Tax Rolls; Blue Mounds Weekly News, October 23, 1883). Railroad and telegraph agent Albert W. Gordon and his wife Elizabeth bought the house in 1886 (Blue Mounds Weekly News, May 12, 1886). Gordon was the son of Madison architect J.O. Gordon, who designed the Mount Horeb Opera House. The Gordons substantially expanded this house in 1896 (Village of Mount Horeb Tax Rolls). The Gordons lived in the house until at least 1907. A later resident was Teman Gordon, who resided here from 1911 until his death in late 1920; it remained in his family until at least 1940 (Village of Mount Horeb Tax Rolls). William and Muriel

> Olson bought the property circa 1975, opening the Christmas gift shop in the building in 1977. The Olsons put a large addition on the front of the building in 1987 (building permit, July 15, 1987). This property was owned by Ole Granum from 1883 until 1886, by Albert W. Gordon from 1886 until 1908, by Ben Erbe from 1908 until 1911, by Teman Gordon (and later his estate) from 1911 until at least 1940, by Roy Fink from at least 1945 until at least 1955, by the American Legion in 1960, by James Scott in 1965, by Zwald Properties in 1970, and by William and Muriel Olson since at least 1975. The Granum/Gordon House is not individually eligible for historic designation, and is a noncontributing element in the potential locally-designated Main Street District.

Further, Section 17.17 is the historic preservation portion of the Zoning Ordinance. This ordinance establishes the Historic Preservation Commission to oversee locally-designated historic structures. Today, there are no locally-designated historic structures or sites in Mount Horeb. The subject properties and proposed project do not require conformance with Section 17.17.

PDD Zoning District

A Planned Development is a unique zoning district which is specific to a particular project or area. In addition to enabling flexibilities from zoning requirements, Planned Developments also enable the imposition of higher standards for design and operation, and/or requirements related to timing. With the resulting combination of customized flexibility and control, every Planned Development is reviewed on its relation to the subject property, nearby properties, and the community as a whole.

Every Planned Development has three steps:

- Conceptual discussion to identify project concepts and concerns.
- General Development Plan (GDP) to establish the unique zoning district.
- Specific Implementation Plan (SIP) to approve design and operation details.

If the GDP is approved, the approval of a Specific Implementation Plan (SIP) will be required at a subsequent date. The SIP submittal requires all of the details of development, including specific exterior materials and colors, floor plans, detailed exterior lighting plans, and detailed landscaping plans.

Section 17.49 includes the purpose statement of the Planned Development District. It states:

> "The purpose of this section is to provide regulations that govern the procedure and requirements for the review and approval, or denial, of proposed planned developments, and to provide for the possible relaxation of certain development standards pertaining to the underlying standard zoning district. The regulatory framework for planned developments is designed to encourage and promote environmental quality by allowing for greater freedom, imagination and flexibility in the development of land while ensuring substantial compliance to the basic intent of this chapter and the Comprehensive Plan.
>
> Planned developments are intended to provide incentives for development and redevelopment in areas of the community that are experiencing a lack of significant investment. Furthermore, planned developments are designed to forward both the aesthetic and economic development objectives of the Village by controlling the site design and the appearance, density or intensity of development in terms of more flexible requirements for land uses, density, intensity, bulk, landscaping, and parking requirements. In exchange for such flexibility, the Planned Development

shall provide a much higher level of site design, architectural control and other aspects of aesthetic and functional excellence than normally required for other developments.

Planned Developments have the potential to create undesirable impacts on nearby properties if allowed to develop simply under the general requirements of this chapter. In addition to such potential, Planned Developments also have the potential to create undesirable impacts on nearby properties which potentially cannot be determined except with a binding site plan, landscape plan and architectural plan, and on a case-by-case basis. In order to prevent this from occurring, all Planned Developments are required to meet certain procedural requirements applicable only to Planned Developments, in addition to the general requirements of this chapter. A public hearing process is required to review a request for a Planned Development. This process shall essentially combine the process for a Zoning Map amendment with that required for a conditional use, with several additional requirements."

Through the Planned Development process, the project must follow the required process steps, and the Plan Commission must determine if the development warrants greater freedom, imagination and flexibility, while still being substantially compliant with the basic intent of the Zoning Ordinance and Comprehensive Plan. The Plan Commission has determined this to be the case for more than ten projects in the past five years. One of the driving factors for the Zoning Ordinance rewrite process was to reduce the frequency and consistent need for utilizing the Planned Development process.

Other applicable Planned Development District standards include:

- Permitted within all zoning districts
- No minimum area requirement for redevelopment or infill projects
- Flexibilities may be granted from the underlying zoning district associated with land use, density and intensity, bulk dimensional standards, landscaping, signage, parking and loading, and lot, block, and street configuration requirements.
- Flexibilities must be identified within the General Development Plan (GDP)

PDD Criteria For Approval

The following criteria for approval are outlined within the PDD Section 17.49 (analysis provided with underlined text):

- Character and intensity of land use. In a Planned Development District, the uses proposed and their intensity and arrangement on the site shall be of a visual and functional character, which:
    - Is compatible with the physical nature of the site with particular concern for preservation of natural features and open space.
        - The subject properties include two structures and a vacant lot. Dating back to the 2017 Downtown Plan, it has been envisioned that the vacant lot would be redeveloped. Additionally, the subject properties are surrounded by existing development. This block of East Main Street and its counterpart to the south includes a transition of development patterns today from zero lot line, fully built out mixed-use buildings to the west and former residential structures that have been converted into commercial uses or mixed-use buildings to the east. The proposed project would create a uniform street edge along East Main Street and wrap that around a portion of North 3rd Street. The proposed building's East Main Street façade is broken up visually utilizing articulation to appear as multiple smaller

buildings and the fourth story stepback is employed to give the visual appearance of a three-story building from the street.

- Produces an attractive environment of sustained aesthetic and ecologic desirability, economic stability and functional practicality and complies with the Master Plan, including any residential density limitations, for the area as established by the Village.
  - As discussed above, the proposed project would require flexibility from the Zoning Ordinance's standards for dwelling unit density and floor area ratio. As discussed below, the proposed project can be viewed as consistent with the Comprehensive Plan, but that will ultimately be a determination made by the Plan Commission. There are no residential density limitations within the Comprehensive Plan for this area as it was envisioned that any redevelopment would require some flexibility related to what could be developed on a given a site.

- Will not adversely affect the anticipated provision for school or other municipal services.
  - The subject properties are currently served by municipal services. See the Village Engineer's Report for more information on traffic and stormwater. It is anticipated that very few, if any, school-aged children will reside in the project given that 50 of the proposed 63 units will be studio or one-bedroom apartments. Based on Village staff discussions with the School District, it is unlikely that any adverse impacts will be created for the area schools.

- Will not create a traffic or parking demand incompatible with the existing or proposed facilities to serve it.
  - See the Village Engineer's Report for more information on traffic impacts. As discussed above, the Downtown Parking Study identifies capacity to support the proposed project's residential visitors and commercial patrons. The residential in-building parking standards must be determined by the Plan Commission.

- Economic feasibility and impact. The petitioner shall provide evidence satisfactory to the Village Board that the proposed development is economically feasible, that the developer has adequate available financing, and that the development will not adversely affect the economic prosperity of the Village or the values of surrounding properties.
  - The Village's economic development consultant prepared an Economic Impact Analysis of the proposed project in July 2025. It found that the initial construction of the $20 million dollar project will have direct and indirect employment impacts and gross outputs. Further, if found that the potential assessed value following construction could be upwards of $15,400,000, yielding nearly $250,000 in property taxes each year. Today, the subject properties have a combined assessed value of $714,700 and generate $11,428 in property taxes annually. Finally, it found that the potential new residents that live within the proposed project could generate a significant economic boost in new spending within the downtown area to support existing and new local businesses.

  - The applicant has developed several other projects within Mount Horeb and across Dane County. The Village Board will ultimately have to make the determination on the economic feasibility of the developer and their financing.

- Engineering design standards. The width of street rights-of-way, width and location of street or other paving, outdoor lighting, location of sewer and water lines, provision for stormwater drainage, or other similar environmental engineering considerations shall be based on determinations approved by the Village Engineer as to the appropriate standards necessary to implement the specific function in the specific situation; provided, however, in no case shall such standards be less than those necessary to ensure the public safety and welfare as determined by the Village.
    - See the Village Engineer's Report for more information on traffic impacts.

- Preservation and maintenance of open space. In a Planned Development District, not less than 15% of the total land area of such district shall be designated as open space and adequate provision shall be made for the permanent preservation and maintenance of such open space either by private reservation or dedication to the public. In the case of private reservation, areas of open space shall be protected against building development by conveying to the Village, as a condition for project approval, an open space easement over such open areas restricting any future building or use except as is consistent with such easement.
    - Provision shall be made to landscape open space for the aesthetic and recreational benefit of the development.
    - The care and maintenance of such privately reserved open space shall be assured by establishment of appropriate management organization. The manner of assuring maintenances shall be included in the title to each property in the development.

    - The Village has approved multiple PDDs within the Central Business District and haven't required a minimum of 15% open space (Duluth Trading Company Corporate Headquarters, Front Street Station, Hoff Building). This standard makes sense when considering a greenfield project that typically has additional space within the site to accommodate such open spaces. I believe the intent of this provision was to ensure that greenfield development projects fit the context of the development patterns in the area. A downtown redevelopment project is distinctly different than that. It would not fit the context of the existing development patterns in the area to require open spaces, nor would it be possible in many circumstances given site constraints experienced with most redevelopment projects. This requirement would also be counter to the Zoning Ordinance's purpose statement and standards within the Central Business District, which require zero setbacks and full use of the property.

Traffic and Stormwater
Please refer to the Village Engineer's Report on these items.

Comprehensive Plan
The Village's 2022 Comprehensive Plan designates the subject properties in the Central Mixed Use land use category which is defined as "intended for pedestrian-oriented commercial, office, community facility, and upper story residential uses in a "downtown" setting, with on-street parking and minimal building setbacks. The Central Mixed-Use land use category includes the historic downtown area. The existing Village zoning district that is most appropriate to implement this future land use category is the Central Business District (CB)."

Further, the Comprehensive Plan indicates a set of policies and programs for the Central Mixed Use land use category, including:

- Continue to implement the recommendations of the Downtown Redevelopment Plan.

- Promote downtown as a tourist, commercial, civic, and social center.
- Work with downtown property owners and businesses to preserve, renovate, modernize, and put to active use historically significant buildings.
- Support the expansion, retention, and upgrading of specialty retail, restaurants, financial services, offices, neighborhood retail and services, and community uses.
- Require that all projects submit and have approved detailed building elevations and site plans, showing the proposed locations of the building(s), parking, storage, loading, signage, landscaping, and lighting prior to development approval.
- Protect the unique quality of downtown by requiring buildings to be at least two stories with a zero-lot line front setback.
- Promote truly mixed-use development with residential above the first floor and design oriented to pedestrian and not automobiles.
- Consider rewriting the Village Zoning Ordinance to establish permitted by-right mixed-use land uses in the Central Business District, potentially increasing maximum height for buildings to 72 feet for flat roofs and 85 feet with pitched roof with stepback requirements for any building exceeding four stories or 50 feet in height, and improve the historic preservation standards in this district.

Other relevant goals, objectives, and policies from the plan that align with the proposed development include the following:

- Support mixed use development projects as designated on the Future Land Use Map that integrate non-residential and residential uses into high-quality, unified places.
- Identify opportunities for and actively encourage infill and redevelopment opportunities in areas where existing utilities and infrastructure are available.
- Provide a variety of housing types, densities, arrangements, and costs to accommodate the needs, desires, and life cycles of existing and future residents.
- Promote infill and redevelopment practices to help diversify the community's housing supply.
- Guide new housing to areas within the Village with convenient access to commercial and recreational facilities, transportation systems, schools, shopping, jobs, and other necessary facilities and services.
- Encourage residential uses be incorporated into upper-story downtown buildings, infill, redevelopment, and new commercial/office development to increase the viability and vitality of the community.

The Village's overarching vision statement states: "In 2042, the Village of Mount Horeb will continue to be a thriving and active community that builds on its unique culture, character, assets, location, and history to foster community, economic, and tourism development. The Village will continue to grow and evolve by developing and retaining local businesses, attracting new businesses and employers, and offering housing availability and affordability, while maintaining its character, aesthetic look, and feel. A vibrant downtown featuring the community's historic past and bright future acts as the community's center piece for cultural, recreational, business, shopping, and tourism activities. Building on its high quality of life, the Village will be a welcoming, safe, clean, healthy, and inclusive place to live, work, and play."

Additionally, the plan's overarching goals include:

- Grow responsibly through well-planned, orderly, coordinated, and high-quality development, while maintaining the community's character, look, and feel.
- Promote a future land use pattern containing a mix of uses and building types, while respecting the Village's historic character.

- Encourage infill and redevelopment within the Village, while also providing opportunities for new housing, business, and industrial development along the periphery.
- Protect and preserve the important natural resources in and around the Village.
- Increase the types and affordability levels in the Village's housing stock.
- Emphasize intergovernmental communications and cooperation in planning efforts.
- Enhance the sense of community and recreational opportunities within the Village.
- Ensure the provision of high-quality services and excellent schools.

The Plan Commission will have to determine if it believes that the proposed project is consistent with the adopted Comprehensive Plan. There are many components of the proposed project that align with the plan's land use category, goals, objectives, and strategies, vision, and overarching goals. However, the idea of preserving and maintaining the Village's community character, aesthetic look, and feel are inherently subjective and can have a different meaning to each individual based on their viewpoint. The plan does not define what Mount Horeb's community character is, but does provide terms gathered during the process that residents used to describe it:

- Tight knit community where you run into people you know on the street
- Attractive and aesthetically unique, not a suburban feel
- Small-town fee with cultural connection and sense of place
- Walkable
- Historic and active downtown
- Community is built around the schools
- Civic engagement
- Significant natural resource and recreational opportunities
- High quality of life

As the primary author of the Comprehensive Plan, I believe that the intent of the plan was to enable and promote redevelopment, create new housing and commercial opportunities, grow the local tax base, foster new high-quality mixed-use development, encourage walkability, and grow the local economy.

Downtown Plan

In 2017, the Village adopted the Downtown Redevelopment Plan. The plan's vision statement states that the Village will "Create a healthy mix of downtown businesses and residences (destination retail, food, beverage, service, entertainment, and single/multi-family housing) that will serve as a magnet for local residents and tourists/travelers."

The plan identified key themes that are the focal points in supporting growth of businesses, branding, marketing, and promotion. Those themes include trolls, outdoor recreation, destination shopping, history/heritage, local food and agriculture, arts and artisans, indoor programming entertainment, and residential housing opportunities. Several of these align with the proposed project, including commercial space that could feature any number of new businesses fitting one or more of these themes, creating new residential housing opportunities, and featuring design themes on the building's facade that speaks to the Village history and heritage.

Additionally, the identification of redevelopment opportunities was analyzed within the plan. While the plan does not identify all three of the subject properties for redevelopment, it does identify the currently vacant property directly adjacent to the MHTC building. The property is shown as a short-term

redevelopment opportunity, though few other details are provided. Furthermore, within Map 3 (Downtown Plan – Proposed Land Use), there are three different proposed land uses shown along the block. This includes Government and Institutional for the MHTC building, Historic Downtown/Central Business for the currently vacant parcel, and Main Street Business for the two eastern parcels that currently have structures on them today. This does not exactly match what is shown within the Comprehensive Plan's Future Land Use Map that was updated in 2022 to designate all properties along the block as Central Mixed Use.

Formal General Development Plan (GDP) Review

Requested Flexibility from Zoning Ordinance Requirements:

The proposed GDP identifies the following items of flexibility from the standards of the Central Business (CB) zoning district:

1. The **Permitted Principal Land Use** established for the CB district in Section 17.43(2) of the Zoning Ordinance permits Commercial Apartments only as an accessory land use. Multi-Family is proposed to be one of the principal land uses for this project and needs to become a permitted principal land use. The proposed use contains two principal land uses: multi-family (Commercial Apartments) and commercial (specific business type to be determined).

2. The **Maximum Number of Dwelling Units Limit** established for Multi-Family uses in Section 17.20(1)(a)7. of the Zoning Ordinance will not be met by this proposal. Specifically, the maximum number of dwelling units per building is 8 for Multi-Family land uses. The proposed use is 63 units in one building.

3. The **Maximum Floor Area Ratio** established for the CB district in Section 17.43(7) of the Zoning Ordinance will not be met by this proposal. Specifically, the maximum floor area ratio is 3.00. The proposed project will have a floor area ratio of 3.04.

Analysis of Requested Flexibilities

The project's proposed flexibilities are needed because of the existing Zoning Ordinance's stringent requirements for dwelling unit density and lack of modern mixed-use development standards.

While the Zoning Ordinance is currently being rewritten to address these specific types of situations and foster new housing and mixed-use opportunities, today the ordinance has stringent requirements on the number of units per building and structure of mixed-use buildings and land uses. Further, the ordinance's current floor area ratio standards (3.00) are oriented to accommodate this exact type of structure as the flexibility required is 0.04 or approximately 1,000 square feet from meeting the standard.

The project is also in direct response to the Village's 2021 Housing Report commissioned by the Housing Task Force. The report identified that there are projected increases in new households over the next decade and a need for more housing options. It also surveyed residents, and over 50% of respondents stated that there weren't enough rental options in the Village today.

In 2025, the Village completed a Housing Assessment to better understand the current market considering changes that have occurred since 2021. Some of the key takeaways from the assessment include:

- One-unit attached and one-unit detached housing makes up 85% of the Village's housing stock

- The current overall vacancy rate in Mount Horeb is 3.1%
- There is significant demand for new housing units in Mount Horeb (between 435-935 new units)
- Two of the largest age cohorts in the Village are residents age 15-24 and 55-64
- Both employment and labor have grown by approximately 35,000 over the last ten years in Dane County

In 2024, Dane County completed the Regional Housing Strategy. This included an analysis of the existing and projected housing situation, but also identified strategies, policies, and actions that could be taken to combat the existing housing situation. Below are several key data takeaways from that report.

Documented Housing Shortage:

- Dane County added 42,000 new households between 2010-2020, making it the fastest growing county in the state. However, only 34,000 new housing units were constructed during this time period.
- The number of jobs in Dane County grew by 14% between 2010-2021, adding over 38,000 new employment opportunities, which is more than double the rate experienced across the state during that time.
- Dane County's rental vacancy rate in 2020 was 3 percentage points below the national average and average rents have increased by 28% between 2010-2022.
- The fastest growing age groups within the Dane County between 2010-2020 included young adults (age 15-24) at 15% and retirees (age 55-74) at 31%.
- Homeownership rates across Dane County have decreased from 65% in 2010 to 59% in 2021.
- Between 2020-2040, Dane County is projected to add over 89,000 net new households or a 38% increase. That's almost 4,500 new households per year.
- Between 2020-2040, Mount Horeb is projected to add 1,831 new households and need 103 new housing units per year to keep up with projected demand.
- The 2024 Dane County Housing Strategy sets a goal of constructing 7,000 new housing units each year over the next 20 years to address forecasted household growth.

While the Village has approved several new housing projects within the last year, housing construction is not keeping pace with demand. This is a trend experienced across Dane County. The Regional Data Group recently released population projections for Dane County. The Capital Area Regional Planning Commission worked in partnership with the Madison Metropolitan Planning Organization, Dane County, City of Madison, and University of Wisconsin to produce the new projections (Regional Data Group). The analysis found that Dane County's current population (611,419) is projected to increase to 887,000 over the next 25 years (2050) or an average of 11,000 new residents per year. Specifically related to Mount Horeb, the projections indicate a potential of 1,034 new residents by 2030, 2,424 new residents by 2040, and 3,994 new residents by 2050. The Village of Mount Horeb's 2025 population is 8,006 according to the Wisconsin Department of Administration.

For further context, the Village's 2022 Comprehensive Plan projected an increase of 1,765 new residents between 2020-2040, which is about 660 fewer than what these new projections predict.

To help understand the housing situation in Dane County, I reached out to planners across Dane County that work for municipalities ranging in population from 8,000-13,000. Below is a summary of the number of new units permitted between 2020-2025 within each community that responded.

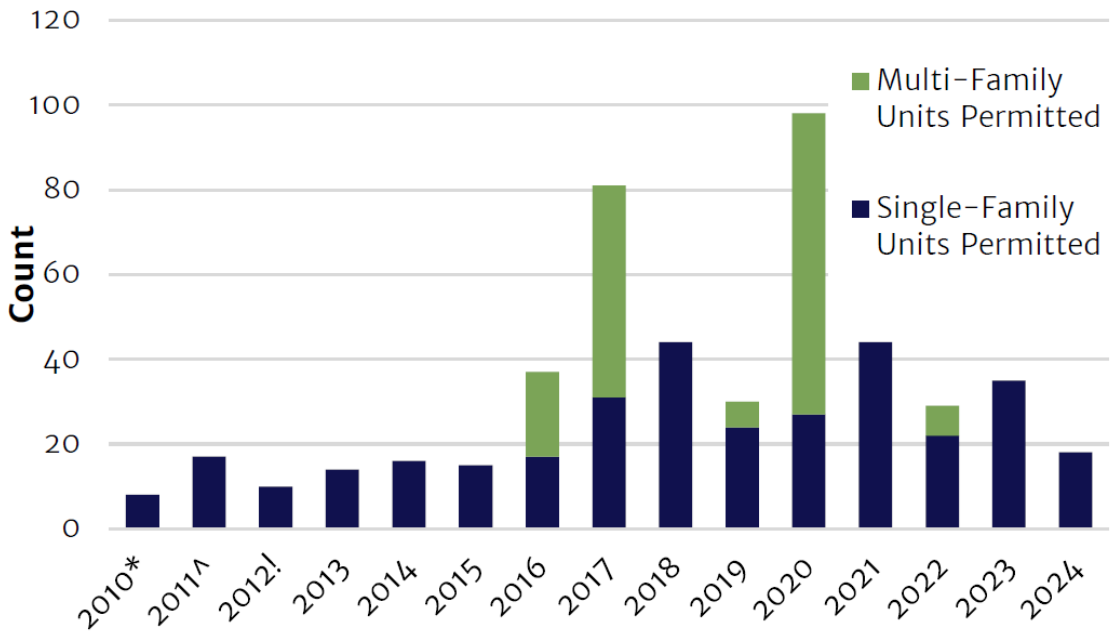
Municipal Population Comparison

Municipality	2025 Population*
Village of Mount Horeb	8,006
Village of McFarland	9,737
Village of Windsor	10,472
Village of DeForest	13,101
City of Monona	9,084
Village of Cottage Grove	9,470

*Source: Wisconsin Department of Administration, 2025.

Mount Horeb Unit Construction Trends (2025 Housing Assessment)

Figure 18. Unit Construction Trends



Number of Housing Units Permitted

Municipality	2020	2021	2022	2023	2024	2025 (to date)
McFarland	152	127	59	25	34	31
Windsor	79	204	222	142	150	No data
DeForest	64	241	126	244	443	No data
Monona	145	0	45	173	300	282
Cottage Grove	55	567	37	68	41	144

Source: Village of McFarland, Village of Windsor, Village of DeForest, City of Monona, Village of Cottage Grove.

The documented need for more housing and greater housing diversity in the Village is one reason that additional mixed-use and multi-family development is needed within Mount Horeb.

Additionally, as described throughout this staff report, the project can be viewed as being in alignment with the Comprehensive Plan and Downtown Plan, not adversely impacting the downtown parking or traffic situation as illustrated by the Downtown Parking Study and Traffic Impact Analysis, providing the ability to generate significant economic impact as illustrated within the Economic Impact Analysis, and helping to address the Village's and County's housing shortage as documented within Village's 2021 Housing Report, 2025 Housing Assessment, 2022 Comprehensive Plan, 2025 Dane County population projections, and the 2024 Dane County Regional Housing Strategy.

In my professional opinion, this project provides great benefits to the community, is supported by data, facts, findings, and studies, aligns with community plans and urban planning best practices, and addresses community challenges.

Additional Review

The following are observations of the proposed project, many of which will be further reviewed through the SIP stage.

1. **Building Quality:** The proposed GDP provides a high-quality building of sound design and materials that are reflective of the aesthetic look of the area. In particular, the façade is visually broken up to appear as though its four separate structures, utilizes a fourth story stepback to create a visual appearance at the street of a three-story structure, creates a uniform street edge along East Main Street on this block that is reflective of those blocks to the west, and promotes walkability and street activity.

2. **Project Layout:** The project layout works well within the confines of the existing development patterns surrounding it. The setbacks are reflective of buildings directly to the west, vehicle access is distributed between the rear alley and North 3rd Street offering opportunities to utilize both the North 2nd Street/Main Street intersection and North 3rd Street/Main Street intersection for ingress/egress, residential tenant parking is provided within the building, and pedestrian access is provided along East Main Street and North 3rd Street. The commercial portion of the proposed project directly fronts onto East Main Street, providing a more engaging and active street frontage than today.

3. **Project Scale/Number of Units:** The proposed GDP represents a density of 63 dwelling units on 0.73 acres – or about 86 dwelling units per acre. This is generally in line with densities that were approved with the Hoff Building (100 units/acre) and Front Street Station project (85 units/acre). The inclusion of 6,509 square feet of commercial space is approximately equivalent to the existing commercial space provided today within the two on-site structures.

   Overall, the building scale, while larger than that of the existing structures on-site and buildings to the east and north, is reflective of other structures in the downtown area. There is no denying that this would be a change in building size and scale from what's on the site today, in addition to being larger than the existing MHTC building to remain to the west. However, the design aims to create a visual appearance from the street of a smaller structure utilizing variation in façade materials, recesses, and projections, and a fourth story stepback.

4. **Architecture:** The proposed GDP as depicted on the elevations has a flat roof which fits well in the context of the existing development patterns to the west, but is different than that of the structures that exist to the east. Overall, variation in materials, façade heights, projections within the façade, glazing, and unit porches provide articulation along each façade.

5. **Site Design:** The proposed GDP as depicted on the site plan provides vehicle, pedestrian, and bicycle access to the project and parking for all modes. It also includes both indoor recreational amenities for residents and visitors. See the Village Engineer's report for more information on traffic safety impacts.

6. **Landscaping:** The proposed GDP does not include landscaping and this is reflective of the downtown development pattern and Zoning Ordinance requirements.

7. **Lighting:** The proposed GDP does not include an exterior lighting plan. The specific lighting plan for the site will be submitted and reviewed as part of the SIP process.

8. **Signage:** The GDP proposes on-building wall signs for the building and future commercial tenants. The specific signage plan for the site may be submitted and reviewed as part of the SIP process.

9. **Requested Zoning Flexibility:** I support granting flexibility for the use, density, and intensity requirements because of the following. First, the Zoning Ordinance standards are clearly outdated and are currently being rewritten to address the existing ordinance's deficiencies. Second, the project helps meet the housing shortage currently in the Village and increases the diversity of the Village's housing stock. Third, one of the core goals of the 2017 Downtown Plan was to increase housing options within downtown. Fourth, the new mixed-use structure provides new commercial spaces directly located along East Main Street that will help activate and enhance the streetscape. Finally, I believe that the parking situation could be enhanced from what's proposed and would recommend that additional off-site parking spaces be required to supplement a shortage within the existing vehicle parking structure and additional in-building bicycle parking spaces also be provided. While understandably a big change from what's on the site today, the proposed development provides a unique and high-quality mixed-use redevelopment within downtown Mount Horeb.

Village Planner's Recommendations Regarding the GDP

If acceptable to the Plan Commission, the Village Planner recommends the Plan Commission make, consider, and adopt a motion which makes a finding that the criteria for GDP submittals and approval have been met, and that also recommends approval of the proposed GDP Zoning Map Amendment by the Village Board, inclusive of full and continuous compliance with the submittal documents, the list of flexibilities and conditions provided in the submittal, and with any conditions identified by Village Staff and the Plan Commission, including all of those identified below:

1. A Plan Commission determination that the proposed GDP is consistent with the Village's adopted Comprehensive Plan and the purpose statement of the PDD Zoning District as required in Section 17.49(1).

2. A Plan Commission determination that the proposed GDP is consistent with the PDD criteria for approval in Section 17.49, with the exception of the required 15% open space that has been waived as part of past PDDs within the downtown area and would be waived for the proposed project.

3. A Plan Commission determination that as an essential component of the site's design per Section 17.43(7), the maximum permitted setbacks of 0 feet within the CB Zoning District may be exceeded as depicted on the GDP.

4. A Plan Commission determination that the minimum vehicle parking standards of 1.2 spaces per dwelling unit be applied to all residential units within the structure and no on-site commercial parking is required. This would result in the need for an additional 10 spaces for residential use (1.2 spaces per 63 dwelling units = 78 total) to be obtained by the developer within an off-street location either on-site or within 500 feet (walking distance) of the proposed project.

5. A Plan Commission determination that the minimum bicycle parking standards of 1 space per 3 dwelling units be applied to all residential units within the structure. This would result in the need for an additional 11 spaces for residential use (1 space per 3 units (63 units) = 21 total).

6. The proposed flexibility to allow Commercial Apartments as a principal by-right land use in the CB zoning district should be granted as proposed in the GDP submittal. All other principal, accessory, and temporary land uses within the CB zoning district shall remain the same.

7. The proposed flexibility to allow the maximum dwelling units per building to exceed 8 dwelling units per building should be granted up to 63 dwelling units as proposed in the GDP submittal.

8. The proposed flexibility to allow a maximum floor area ratio greater than 3.00 should be granted up to 3.04 as proposed in the GDP submittal.

9. The approval of the Certified Survey Map as depicted, contingent upon Village Board approval of the GDP.

10. The Village's design review standards be applied through the SIP phase of project review.

11. Any additional requirements identified by Village Staff, the Village Engineer, the Plan Commission, or the Village Board.

PLANNED DEVELOPMENT OVERVIEW

- What is a Planned Development?
- How does it work?
- What General Development Plan flexibilities are being requested?
- What are we considering tonight vs. what would be the next step?



WHAT IS A PLANNED DEVELOPMENT (PD)?

- **Provides Flexibility From Zoning Standards**
- **Base Zoning District Standards**
  - Existing zoning standards still apply, except where flexibilities are granted through the process.
- **Two Steps**
  - Zoning = General Development Plan (GDP)
  - Site Plan/Design Review = Specific Implementation Plan (SIP)
- **Approval Process**
  - Public Hearing + Plan Commission & Village Board Approval

WHAT IS THE PURPOSE OF A PLANNED DEVELOPMENT?

- **Relaxation of identified standards from base zoning district, in exchange for higher standards**
  - Allows greater freedom, imagination, and flexibility
  - Advances aesthetic and economic development objectives of the Village
- **Plans approved on a case-by-case basis**
  - Ability to control site design, appearance, density, and intensity
  - Requires compliance with intent of the Zoning Code and the Comprehensive Plan

WHEN ARE PLANNED DEVELOPMENTS USED?



Transitional Areas: Areas with a mix of old and new development patterns.



Infill Sites: Previously undeveloped parcels within developed areas.



Redevelopment: Replacing old structures with new development.



Special Areas: Community gateways, entry corridors, or special planning areas.



Areas Needing Flexibility: Where base zoning standards may not be suitable for the unique development.

PLANNED DEVELOPMENT CRITERIA FOR APPROVAL

- Compatible with the physical nature of the site
- Produces an attractive environment, economic stability, and complies with the Comprehensive Plan
- Does not adversely impact schools or other municipal services
- Does not create traffic or parking demand incompatible with facilities to serve it
- Does not adversely affect economic prosperity
- Provides evidence of economic feasibility
- Meets engineering design standards
- Preserves and maintains open spaces

Step 1. General Development Plan (GDP)

- Public hearing + Plan Commission and Village Board action
- Zoning Map Amendment establishes new zoning standards for the property, with identified flexibilities

Step 2. Specific Implementation Plan (SIP)

- Plan Commission and Village Board action
- Site Plan and Design Review establishes detailed site plan characteristics (architecture, landscaping, lighting, site design)

HOW DOES THE PROCESS WORK?



PROPOSED DEVELOPMENT SUMMARY

Mixed-Use Building

- 4-story structure, 50’ at peak
- 6,509 square feet of commercial space
- 63 dwelling units
- 68 in-building vehicle parking spaces
- 10 in-building bicycle parking spaces

Structure

- 1st Floor = commercial, vehicle/bicycle parking
- 2nd Floor = 22 units
- 3rd Floor = 20 units, residential amenities
- 4th Floor = 21 units

REQUESTED GDP FLEXIBILITIES

Land Use

- Commercial Apartments = from accessory land use to principal land use

Number of Units

- Apartments = greater than 8 units in one building, up to 63 units

Floor Area Ratio

- Greater than 3.00, proposed to be 3.04

OTHER PLAN COMMISSION DETERMINATIONS

Setbacks

- Maximum setbacks for front, side, paved surface, and building separation
- PC can determine that maximum setbacks may be exceeded as an essential part of the site design

Parking

- No minimum on-site parking requirements within the Central Business Zoning District
- PC can determine the minimum parking requirements with a planned development

Consistency

- PC can determine consistency with adopted plans, purpose statements, and PDD criteria

Tonight

General Development Plan (GDP):

- Customized zoning for subject properties.

Certified Survey Map (CSM):

- CSM to combine three existing parcels into one.

What's **Not** Being Considered:

- Site specific plans and design review.
- This is the first step in a multi-step process.

What Comes Next

<u>If the Plan Commission recommends approval:</u>

General Development Plan (GDP):

- Would also require Village Board approval

Specific Implementation Plan (SIP):

- Site detailed including design, landscaping, lighting, etc.
- SIP must align with the approved General Development Plan (GDP) standards.

Mount Horeb Police Department
2025 Downtown Traffic Study



October 10, 2025

Mount Horeb PD

Authored by: Chief Doug Vierck

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Graphs and Charts	**5-7**
Crash Data	**8-9**
Safety Initiatives	**10**
Summary	**11**

INTRODUCTION

The Mount Horeb Police Department enforces laws and ordinances through reactive response as well as preventative patrol. Our agency uses data driven approaches to traffic safety and policing services. This includes monitoring traffic patterns, working with community stakeholders, meeting with the Public Safety Committee, and working collaboratively with Public Services and engineering firms to make appropriate traffic safety decisions.

One of the ways we study traffic patterns is by collecting data through two Stalker Brand Traffic Data Collector devices. These devices are placed on traffic or power poles. They collect vehicle counts, speed readings, and allow us to use software to analyze the different traffic counts and patterns. This data allows supervisors and officers to more efficiently monitor and enforce traffic violations by spending times in high volume areas. It also allows us to provide guidance to decision makers on problems, complaints, and new developments.

On June 5, 2025, there was a crash involving a pedestrian crossing Main Street near 3rd Street. This started a discussion and study of downtown pedestrian safety. Not long after, a proposed building project and updates to Village Codes added to this ongoing discussion and study. The following report on crashes, traffic counts, safety initiatives, and speed studies was completed based on these studies and discussions. The area of this study will be downtown Mount Horeb on Main Street between Washington Street and Fourth Street.

SPEED AND TRAFFIC DATA

The Traffic Data Counter was placed downtown between Third Street and Fourth Street twice to get comparative data. This was done once in the summer to show traffic before school was in session and once in the fall to show traffic during school times.

Speed and Vehicle Count Data (July 9 through July 16 2025)

78,826 Vehicles (11,260 per Day)

Average Speed 22 MPH

81% below the Speed Limit

18% between 26 MPH and 39 MPH

0.4% above 40 MHP

Traffic count is within 10% of the TADI professional traffic study, leading to a reasonable assurance of accuracy

Speed and Vehicle County Data (September 13 through September 16 2025)

30,383 Vehicles (7,595 per Day x 7 = 53,165 per week)

Average Speed 23.77 MPH

72% Below the Speed Limit

25.5% between 26 MPH and 39 MPH

2.1% above 40 MPH

GRAPHS AND CHARTS

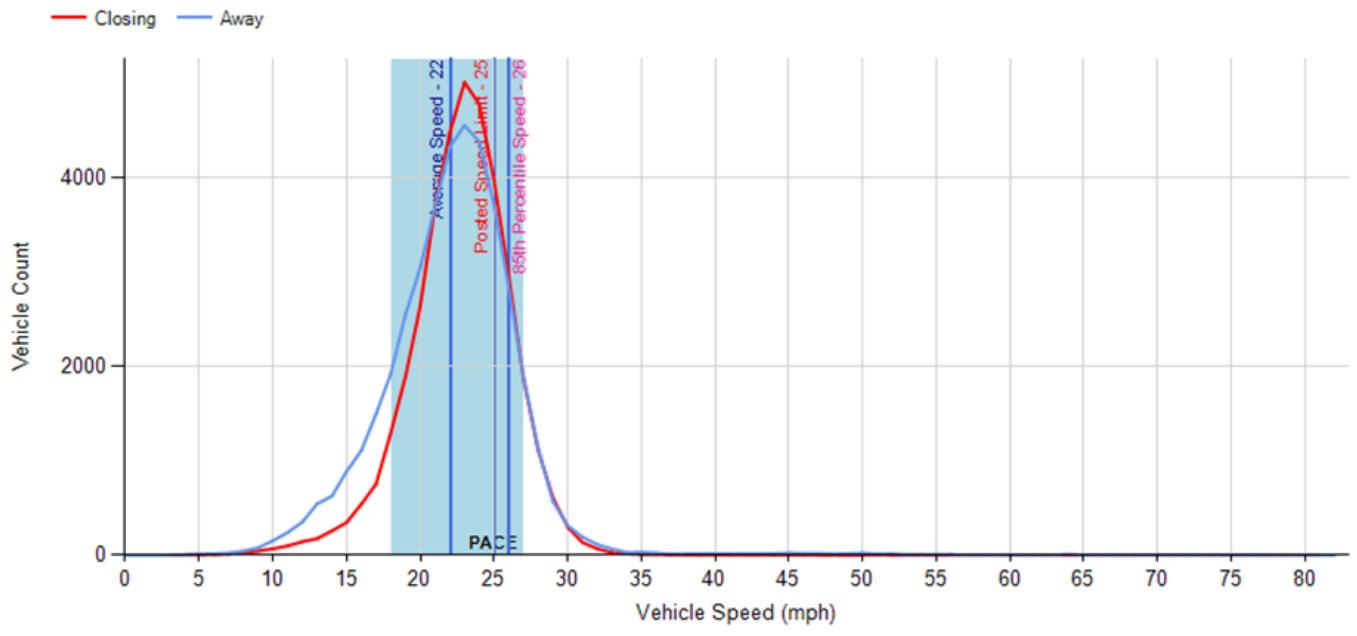
Summer Data Summary

Survey Description | Survey Map | Survey Summary | Count vs Speed - Line

Survey Summary

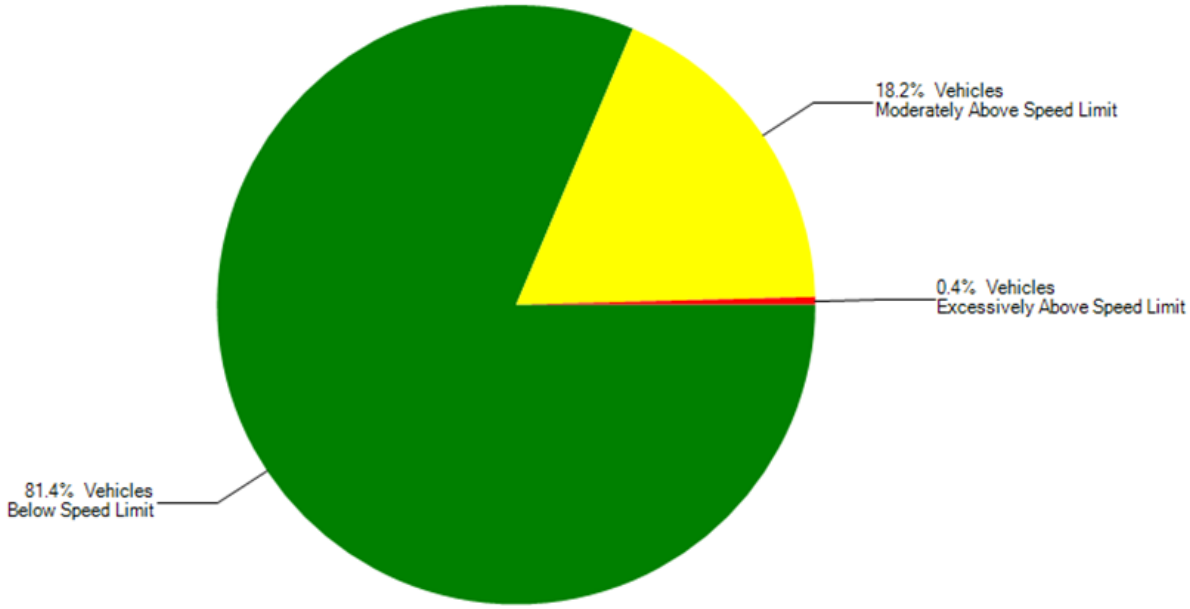
Total Vehicle Count	78826		
Traffic Direction	**Closing**	**Away**	**Combined**
Vehicle Count	37435	41391	78826
Average Daily Vehicle Count	5254	5809	11063
Posted Speed Limit	25 Miles/Hour		
Vehicles Under the Speed Limit Count	30310	33838	64148
Vehicles Under the Speed Limit Percentage	80.97%	81.75%	81.38%
Vehicles Over the Speed Limit Count	7125	7553	14678
Vehicles Over the Speed Limit Percentage	19.03%	18.25%	18.62%
Excessive Speed Threshold	40 Miles/Hour		
Vehicles Over the Excessive SpeedCount	13	313	326
Vehicles Over the Excessive SpeedPercentage	0.03%	0.76%	0.41%
Average Violation Speed	27.26 Miles/Hour	28.41 Miles/Hour	27.85 Miles/Hour
Speed Profile			
Average Speed	22.71 Miles/Hour	22.17 Miles/Hour	22.42 Miles/Hour
Minimum Speed	5 Miles/Hour	4 Miles/Hour	4 Miles/Hour
Maximum Speed	52 Miles/Hour	81 Miles/Hour	81 Miles/Hour
85th Percentile Speed	26 Miles/Hour	26 Miles/Hour	26 Miles/Hour
Standard Deviation	3 Miles/Hour	4 Miles/Hour	4 Miles/Hour
10 mph Pace	18-27 Miles/Hour	18-27 Miles/Hour	18-27 Miles/Hour
In Pace Count	31365	31045	62410
Data Recording Limits			
Highest Speed Allowed		200 Miles/Hour	
Lowest Speed Allowed		0 Miles/Hour	
Minimum Following Time		2 (Seconds)	

Summer Data Count vs Speed



GRAPHS AND CHARTS CONT.

Summer Data Speed Graph



School Time Data Summary

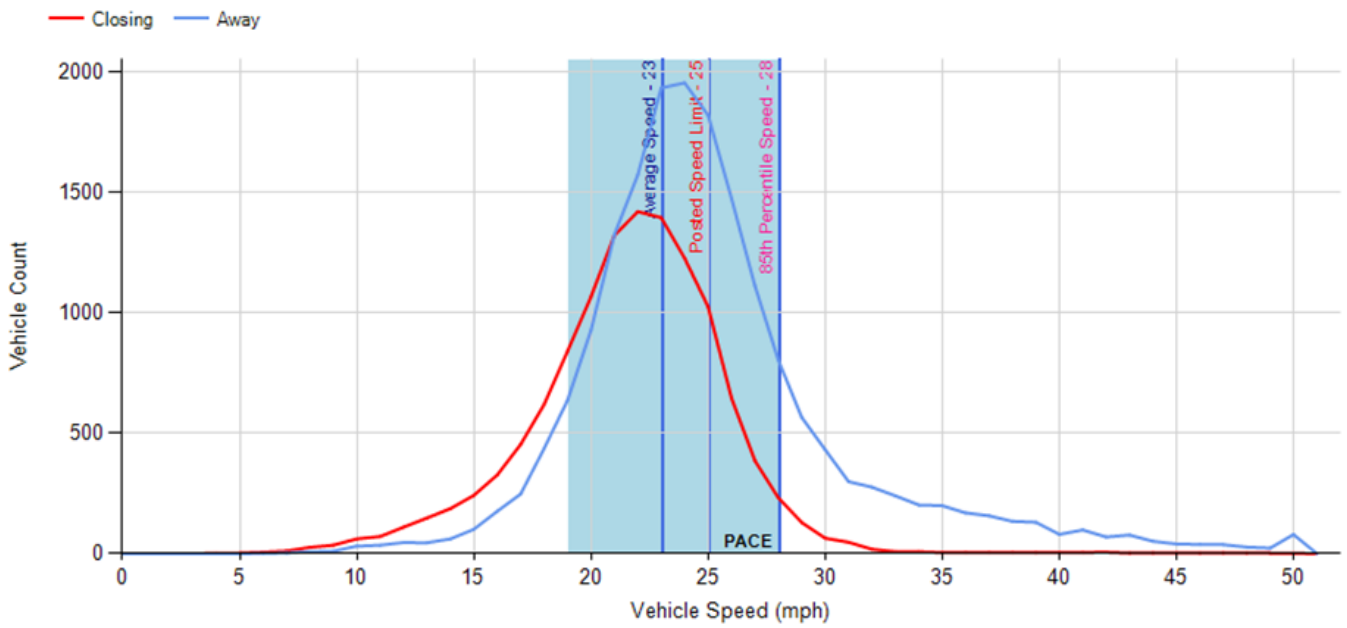
Survey Description | Survey Map | Survey Summary | Count vs Speed - Line

Survey Summary

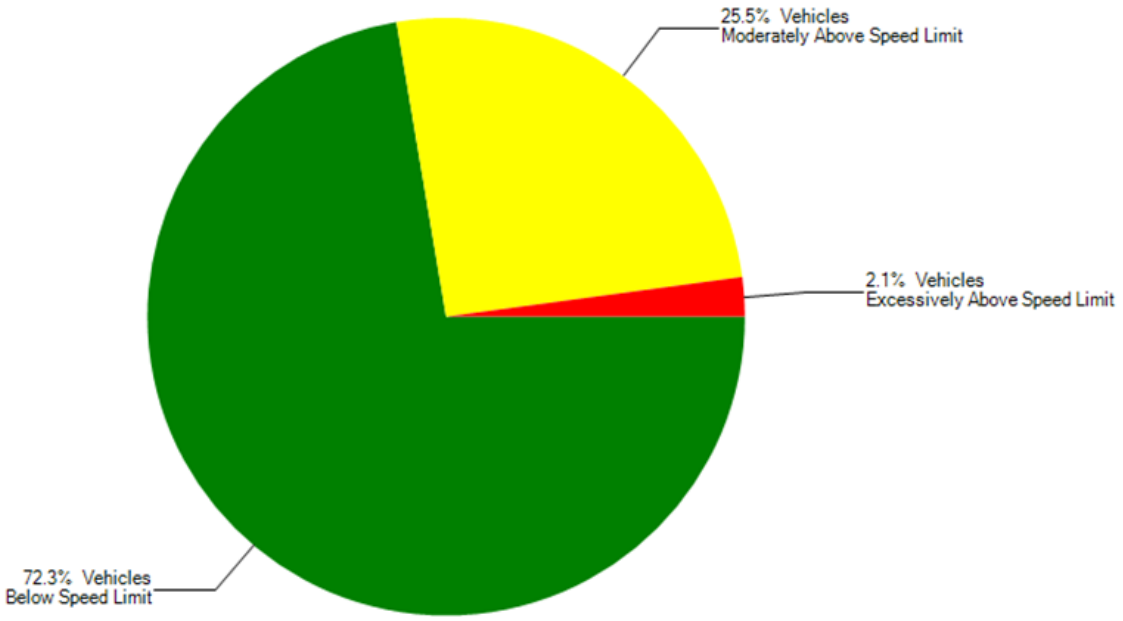
Total Vehicle Count	30383		
Traffic Direction	**Closing**	**Away**	**Combined**
Vehicle Count	12188	18195	30383
Average Daily Vehicle Count	4120	6150	10270
Posted Speed Limit	25 Miles/Hour		
Vehicles Under the Speed Limit Count	10600	11379	21979
Vehicles Under the Speed Limit Percentage	86.97%	62.54%	72.34%
Vehicles Over the Speed Limit Count	1588	6816	8404
Vehicles Over the Speed Limit Percentage	13.03%	37.46%	27.66%
Excessive Speed Threshold	40 Miles/Hour		
Vehicles Over the Excessive SpeedCount	27	619	646
Vehicles Over the Excessive SpeedPercentage	0.22%	3.4%	2.13%
Average Violation Speed	27.7 Miles/Hour	30.74 Miles/Hour	30.17 Miles/Hour
Speed Profile			
Average Speed	21.59 Miles/Hour	25.22 Miles/Hour	23.77 Miles/Hour
Minimum Speed	5 Miles/Hour	6 Miles/Hour	5 Miles/Hour
Maximum Speed	49 Miles/Hour	50 Miles/Hour	50 Miles/Hour
85th Percentile Speed	25 Miles/Hour	30 Miles/Hour	28 Miles/Hour
Standard Deviation	4 Miles/Hour	5 Miles/Hour	5 Miles/Hour
10 mph Pace	17-26 Miles/Hour	21-30 Miles/Hour	19-28 Miles/Hour
In Pace Count	9566	11678	21656
Data Recording Limits			
Highest Speed Allowed		50 Miles/Hour	
Lowest Speed Allowed		10 Miles/Hour	
Minimum Following Time		2 (Seconds)	

GRAPHS AND CHARTS CONT.

School Data Count vs Speed



School Data Speed Graph



CRASH DATA

The second step in analyzing the traffic downtown was to look at crash data for the area. Officers complete crash reports in our traffic reports software (universal around the State of Wisconsin) and the data is uploaded to Community Maps. The data in this section comes from Community Maps:

https://transportal.cee.wisc.edu/partners/community-maps/

Historical Crash Data (Jan 2014 to December 2024)

61 Total Crashes (6.1 per Year or 0.5 per Month)

- 7 Injuries (0.7 per year or 11% of Crashes)
- 2 with Pedestrian (0.2 per Year or 3% of crashes) (1 not in crosswalk)
- 23 Listed as Distracted (2.3 per Year or 37% of Crashes)
- 18 Listed as Teen Driver (1.8 per Year or 29% of Crashes)
- 4 Listed as Speeding (0.4 per Year or 6% of Crashes)

Current Crash Data (Jan 2025 to 10/02/2025)

5 Total Crashes (0.55 per Month)

- 1 Injuries (1 per Year or 20% of Crashes)
- 1 Pedestrian (1 per Year or 20% of Crashes) (1 not in crosswalk)
- 1 Listed as Distracted (1 per Year or 20% of Crashes)
- 2 Listed as Teen Driver (2 per Year or 40% of Crashes)
- 0 Listed as Speeding

CRASH DATA CONT.

Year	Total Crashes	Injuries	Pedestrian	Distracted	Teen Driver	Speed
2014	6	1	0	4	1	0
2015	3	0	0	3	1	0
2016	7	1	0	6	1	1
2017	4	1	0	1	3	0
2018	9	1	0	1	3	1
2019	6	1	0	2	2	1
2020	6	1	1	1	1	1
2021	4	0	0	2	2	0
2022	7	1	1	0	2	0
2023	6	0	0	2	1	0
2024	3	0	0	1	1	0
2025	5	1	1	1	2	0
Total	66	8	3	24	20	4

The listed factors (injuries, pedestrian, distracted, teen driver, and speed) may add up to more than the number of crashes. This is due to some crashes involving multiple factors.

SAFETY INITIATIVES

We have looked at reducing the number of crosswalks in the downtown area, finding ways to highlight the crosswalks to bring more attention to them for safety, and identified solutions that are cost effective and helpful. Some ideas that are also being looked at include more visible paint for the crosswalks, crosswalk signs in the middle of the roadway, and signs at either end of the downtown (Main Street/Springdale Street and 300 Block of West Main Street) warning of high pedestrian volumes.

We will continue to use data driven solutions to highlight safety, educate the community, and use presence and enforcement to keep residents safe. Taking the idea from Emergency Management, it takes a “whole community” approach to maintain safety. This means that pedestrians, bikers, and motor vehicles all have to make the best effort to stay safe. As the village evolves and grows, we will continue to study options and use the best options based on the data to help maintain safety.

SUMMARY

From July to September there appears to be slightly less cars on the road. But the number of speeding vehicles has increased. There were two crashes in July 2025 and no crashes in September 2025 within this area.

The data shows that the current 2025 statistics are relatively close to the ten-year average. Six crashes per year average versus 5 crashes in 2025. In years that had pedestrian crashes (only 3 out of 11 years), there was 1 per 6 crashes, 1 per 7 crashes, and 1 per 5 crashes. So, no change in the averages. The average percentage of crashes with pedestrians over the last 11 years has been 17%. Because there were less crashes in 2025, that made the percentage slightly Higher.

This is not the end of the discussion on traffic safety. We will continue to partner with the Public Safety Committee, Village Administration, Public Services, and other traffic related experts to monitor and address safety concerns through preventative measures and reactive measures to complaints.

Connect with Mount Horeb PD

Mount Horeb Police Department

In Person:	Mount Horeb Police Department 400 Blue Mounds Street Mount Horeb , Wisconsin 53572
Call:	(608) 437-5522
Visit:	www.mhpd.org

SMITHGROUP

MEMORANDUM
www.smithgroup.com

PROJECT	Village of Mount Horeb – General Review	DATE	10/16/2025
PROJECT NO.	00050581.001		
SUBJECT	Langhus GDP Review		
PREPARED BY	Robert Wright		

NAME	COMPANY
Nic Owen – Village Administrator	Village of Mount Horeb
Ben Rohr – Village Planner	Vandewalle & Associates

NOTES
We have reviewed the information supplied by the Developer (JG Development) related to the CSM, Traffic Impact Analysis, and GDP for the 4-story mixed use Building at 210.214 and 220 E. Main Street. Our review will mainly focus on the following:

- Stormwater Management Requirements
- Traffic Impact
- CSM/Site/Utility

STORMWTER MANAGEMENT

The current Village Ordinance requires stormwater management to be undertaken when the following occurs:

This site meets the following criteria:

- The Site is depicted as showing greater than 20,000 sq-ft of additional impervious surface
- The Site is defined as a redevelopment parcel
- The Site requires a CSM.

20.05. Applicability of requirements for stormwater control.

Unless otherwise exempted by § 20.06, an erosion control and stormwater management permit containing an approved stormwater control plan under § 20.07 shall be required and all stormwater management provisions of this chapter shall apply to any of the following activities within the boundaries and jurisdiction of the Village:

(1) Any development after August 22, 2001, that results in the cumulative addition of 20,000 square feet of impervious surface to the site.

(2) Agricultural development that creates new impervious surface area exceeding 20,000 square feet on the site.

(3) Any development that requires a subdivision plat as defined by Chapter 18, Subdivision and Platting, of this Code.

(4) Any development that requires a certified survey map, as defined in Chapter 18, Subdivision and Platting, of this Code, for property intended for commercial or industrial use.

(5) Redevelopment, as defined in § 20.03

(6) Other land development activities, including but not limited to redevelopment or alteration of existing buildings or other structure, that the Village Engineer determines may significantly increase downstream runoff volumes, flooding, soil erosion, water pollution or property damage, or significantly impact a lake, stream, or wetland area. All such determinations shall be made in writing.

IMPERVIOUSNESS:

An Impervious Surface value is depicted on Sheet C100 of the civil drawings.

EXISTING IMPERVIOUS SURFACE AREA: 9,385 SQ.FT.
ROOFTOP: 5,363 SQ.FT.
PAVED: 4,022 SQ.FT.

FINAL PROPOSED IMPERVIOUS SURFACE AREA: 30,900 SQ.FT.

This appears to be more than the 20,000 sq-ft threshold. We have reviewed past information and aerial photography and building footprints related to the currently empty (westerly) lot of the proposed development. Past impervious surface on this lot (roof and parking) was approximately 3800 sq-ft. When viewed in the aggregate, this total amount of added impervious surface for the 3-lot development is then less than the 20,000 sq-ft threshold.

CERTIFIED SURVEY MAP

The project requires a CSM to be completed and triggers a SWMP to be completed.

Due to the infill nature of the project, current patterns draining fully to the south to the Main Street right of way and roadway through yard drainage, and pedestrian travel at the Main Street sidewalks, direct connection to storm sewer for all roof drains is required to limit overland flow to Main Street.

Pervious pavements: Due to the density of the site, we would require all paved pedestrian surfaces to be permeable and tied to under drains to the storm sewer to further limit surface water runoff.

Public storm sewer is proposed to convey runoff from the alley that currently flows overland to through the lots to Main Street. This sewer should be used to tie all roof drains to the conveyance system.

TRAFFIC IMPACT

A Traffic Impact Analysis (TIA) was submitted by the Developer (JG Development) 8/14/2025. The traffic counts were taken during summer (non-school day traffic), however they fall closely in line with past traffic counts completed by WiSDOT and the MHPD.

The site will be accessing off the alley parallel to Main Street and off N. 3rd Street. The Zoning Adjacent to 3rd is Zoned CB, and allows for direct access to this roadway.

Trip generation for the development follows the ITE and were limited to 220 total trips per day (110 in and 110 out) 30 of these trips were Peak hour AM, and 25 during Peak hour PM.

Current Level of Service (LOS) for the area for the 2nd/Main and 3rd/Main intersection were functioning at or above a LOS of D, the development does cause an additional decrease of LOS (LOS from D to E) in one scenario at 3rd/Main southbound from 3rd to Main, with in increase in delay time of about 7-seconds. Delay and queuing time are still within reasonable amounts.

An option was reviewed for changing the Alley to one-way and should have further discussion as to width of pavement effectively limits opposing travel limits for larger vehicles.

Review of the parking spots on the east side of 2nd and the west side of 3rd should be undertaken to adhere to Wisconsin State Statute 346: Rules of the Road for parking sizes; clearance to alley/drives; and clearance to stop/signs and crosswalks. This may result in removal of parking spots to follow Wis. Stats. 346.

We suggest additional pedestrian crossing improvements should be made to Main Street crossings due to high pedestrian usage. We have been in discussions with MHPD and Public Services related to signage and marking in response to current residents' concerns.

CERIFIED SURVEY MAP/SITE UTILITY

We take no exceptions to the CSM, however we must note that the existing sidewalks on Main and 3rd are currently located off the road right-of-way and we have no knowledge of current easements to the Village. The CSM is dedicating easement of the sidewalks to the village.

Rendering of the project site depict café style tables and seating. The tables and seating would be located on the newly dedicated public sidewalks if on Main Street.

Public Utilities are depicted for connections to Water and Sanitary Sewers. Both systems have capacity to supply or receive service to the building.

Letter of Intent

Langhús on Main
Mixed Use Residential/Commercial Development
220 East Main Street, Mount Horeb

September 22nd, 2025

On behalf of the Owner and Developer, JG Development, please accept this General Development Plan submittal package for a proposed mixed-use residential development at 220 East Main Street, Mount Horeb, WI.

Project Team:

Developer:
JG Development
Jeff Grundahl
455 S Junction Road
Madison, WI 53719
608-237-1730
jeff@jgdevelopment.com

Architect:
Sketchworks Architecture, LLC
Steve Shulfer, AIA, Partner|CEO
2501 Parmenter Street, suite 300A
Middleton, WI 53562
608-836-7570
sshulfer@sketchworksarch.com

Traffic Analysis
TADI (Traffic Analysis & Design, Inc.)
Don Lee, PE
PO Box 128
Cedarburg, WI 53012
414.517.5014
dlee@tadi-us.com

Surveyor & Civil Engineer:
Wyser Engineering
Wade Wyse P.E.
312 E Main Street
Mount Horeb, WI 53572
608-843-3388
wade.wyse@wyserengineering.com

Property Manager:
The Gallina Companies
Dawn Hendrickson
101 East Main Street, Suite 500
Mount Horeb, WI 53572
608-237-1300
dhendrickson@gallinacos.com

Land / Parcels:

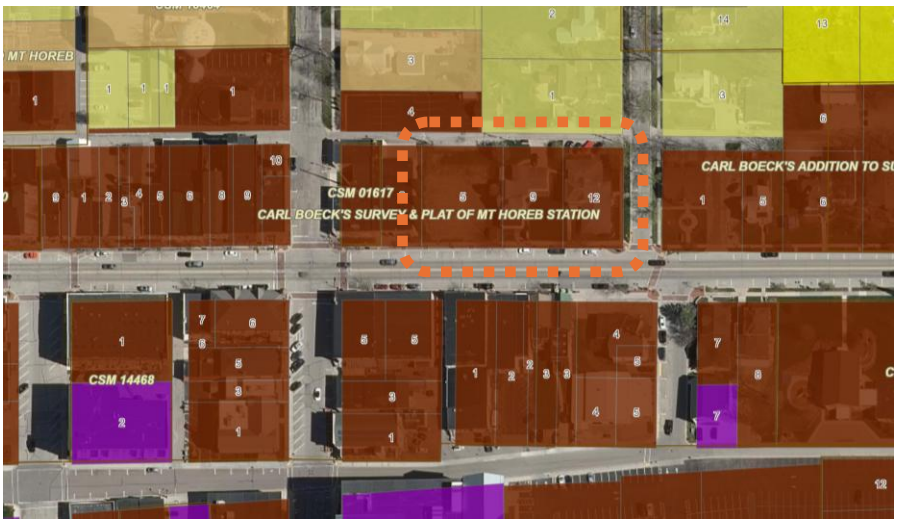
There are three parcels on Main Street, Mount Horeb that are in consideration for this project:

- 208 E Main Street (currently vacant)
  - BOECK'S, CARL SURVEY & PLAT MT HOREB STATION PLAT OF BLK 1-11 BLOCK 6 LOTS 5, 6, 7 & 8
- 214 E Main Street (currently a small commercial property, formerly residential)
  - BOECK'S, CARL SURVEY & PLAT OF MT HOREB STATION PLAT BLOCK 6 LOTS 9, 10 & 11
- 220 E Main Street (currently a small commercial property, formerly residential)
  - BOECK'S, CARL SURVEY & PLAT MT HOREB STATION PLAT OF BLK 1-11 BLOCK 6 LOTS 12, 13 & 14

The developer currently owns the parcels at 214 and 220 E Main Street, and has an accepted offer to acquire and develop the parcel at 208 E Main Street.

Current Zoning assessment and Development needs:

All parcels are currently zoned “CB” Central Business, per the Mount Horeb zoning code.



Standards Per the zoning code:

Building setbacks (for all sides):	zero feet (0’).
Maximum building height:	50’-0” (minimum 20’-0”)
Parking:	no minimum parking required

(Refer to later pages which refer to Comprehensive Plan recommendations and compliance)

Proposed Development Overview

The proposed development will include a mixed-use building consisting of:

- Residential apartments: 63 units in total
  - A combination of unit sizes per the attached plans
    - Studio Units: 12 units, ave. 570 sf/unit
    - 1 Bedroom Units: 38 units, ave. 830 sf/unit
    - 2 Bedroom Units: 13 units, ave. 1,150 sf/unit
- Apartment amenity space: ~ 2,900 sf +/-
- Commercial leasable space: ~ 6,720 sf +/-

Apartment amenities will be provided and will include fitness room, club room, outdoor patio, package delivery, dog wash, and lobby/lounge spaces. An on-site management office will be provided as well, accessed from both Main Street and the secure parking area.

Parking

The parking accommodations will include 68 total parking spaces on site. All of the stalls will be at grade, secure, indoor parking, accessed from Third Street or from the alleyway at the north. These will be reserved for residents and business tenants of the building.

Parking ratio is 1.1 spaces per unit, with the added shared stalls.

Refuse

A refuse room internal to the building will be provided to conceal trash and recycling dumpsters. Access for removal will be provided at Third Street / the East end of the building.

Exterior Design

The goal of the development aesthetic is to compliment the historic Main Street appeal of Mount Horeb. The materials used will be a combination of quality masonry (brick and stone), storefront glazing and composite wood siding. Colors will be selected to compliment the streetscape in neutral, timeless, tones.

During our prior concept presentations to the historical commission and the Planning Commission, we had heard many comments regarding the building design, and have tried to implement these when feasible:

- Residents prefer a uniqueness to their architecture, one that reinforces the Norwegian culture. There is a corner element at Main Street and Third Street to help provide prominence and anchorage to this street corner.
- We have introduced canopy structures to enhance the pedestrian scale
- Viking/ Norwegian / Scandinavian architectural detail elements have been added to the façade, such as window trims, cornice details, brickwork and fries banding.
- The building is stepped back at the upper floors to reduce the visual scale of the building
- Parking is concealed, in lieu of exposed surface parking

- A combination of brick, stone, and wood is used to vary the elevation and provide the 'infill' appearance common to most historic villages
- Landscape and decorative lighting will be used to enhance the aesthetic and experience.
- Outdoor spaces have been provided to activate the Main Street presence
- Detail elements common to Mount Horeb are being introduced, such as recessed balconies, large storefront windows, a combination of fabric and structured canopies, brick pilasters, and wood sign-bands. All of these are found in historical context within the Village of Mount Horeb.

The building height is proposed to be 50' to the upper parapet, a reduction from prior submittals. Additionally, there are two noteworthy considerations that we feel make this submission worthy of acceptance:

- The building facade is stepped back at Main Street such that the entire street-façade is two or three stories in height.
- The topography of the site slopes nearly eight feet from south to north, creating a challenge for any building development. The exterior walls are typically a maximum of only 44 feet in height when measured along any grade at any side.

The building section in the attached drawings illustrates the relative height relationships to Main Street, the North alley, and refence points to the historic opera house building. It should be noted that this proposed development is roughly the same height as the opera house, when reviewing roof eaves and roof ridges.

A rendering of the intended design is provided & attached.

Stormwater Management

The redevelopment consideration of this property will not trigger a stormwater management plan. Rainwater collected from hardscape and rooves will be directed to the Village stormwater infrastructure.

Utility Infrastructure Assessment

Initial discussions with Village staff and utility stakeholders have not produced any concern for the development. Adequate supply for all utilities appears to be available, and the future design submissions will accurately describe and design the necessary development infrastructure.

Traffic

A Traffic Impact Analysis (TIA) has been performed by Traffic Analysis and Design (TADI) of Cedarburg, WI. A draft of the TIA report, dated August 14, 2025, has been forward separately to Village Staff. This report indicates only a modest impact to the adjacent streets as caused by this development.

Gallina company additional studied the inflow/exit of two of their properties during the exact same peak times the traffic analysis was done – results attached separately.

- Hoff Mt Horeb, WI – 48 units
- LeSilve Middleton, WI – 300 units

Adherence to the Comprehensive Plan

There are several objectives that the 2022 Comprehensive Plan (with amendments) seeks to achieve. The following are examples of how this development

Foster New Housing Options:

- Provide a variety of housing types, densities, arrangements and costs to accommodate the needs, desires and life cycles of existing and future residents.
    - This proposed development will bring over sixty new units of apartments for
- Increase the amount, type, and availability of affordable and workforce housing options in the Village.
    - While these units will be considered 'market rate', they provide a housing option for those that might not wish to, or be able to, afford the single-family housing ownership.

Grow the Local Economy:

- Strengthen and diversify the non-residential tax base and employment opportunities to serve the day-to-day needs of residents.
    - By adding commercial space and residential housing alike on underperforming real estate, the downtown tax base will be improved.
- Attract and retain businesses that enhance Mount Horeb's desired character and appearance.
    - This development will enhance the downtown character and business climate through new development of properties that have exceeded their lifespan.
- Cultivate independent small businesses and entrepreneurship opportunities in the Village, especially in and around downtown.
    - This development provides both housing and leasable commercial space for small business and is vital to the livelihood of Main Street.

An excerpt from the Comprehensive Plan (Chapter Six: Land Use, page 43) seems to support the exact type of development our team is proposing:

> *Central Mixed Use*
> *This future land use category is intended for pedestrian-oriented commercial, office, community facility, and upper story residential uses in a "downtown" setting, with on-street parking and minimal building setbacks. The Central Mixed-Use land use category includes the historic downtown area. The existing Village zoning district that is most appropriate to implement this future land use category is the Central Business District (CB).*
>
> - *Policies and Programs:*
>
> *1. Continue to implement the recommendations of the Downtown Redevelopment Plan.*
> *2. Promote downtown as a tourist, commercial, civic, and social center.*
> *3. Work with downtown property owners and businesses to preserve, renovate, modernize, and put to active use historically significant buildings.*
> *4. Support the expansion, retention, and upgrading of specialty retail, restaurants, financial services, offices, neighborhood retail and services, and community uses.*
> *5. Require that all projects submit and have approved detailed building elevations and site plans, showing the proposed locations of the building(s), parking, storage, loading, signage, landscaping, and lighting prior to development approval.*
> *6. Protect the unique quality of downtown by requiring buildings to be at least two stories with a zero-lot line front setback.*
> *7. Promote truly mixed-use development with residential above the first floor and design oriented to pedestrian and not automobiles.*

The Comprehensive Plan discusses a desire to create housing diversity for empty-nesters, young professionals, and new families. This same plan seeks to "Foster Redevelopment, Reinvestment, and (promote) New Development".

"Environmental Sustainability and Stewardship" is also a stated goal of the Plan. By creating more density, in this pedestrian friendly location, the impact to utility services, sprawling land use, environmental pollutants, and needless consumption of natural habitat is minimized. Simply put, this type of development, with this type of density, is smart.

We believe this well-placed mixed use development not only reinforces the downtown Main Street corridor, it extends the useable area by nearly ¾ of a block, Lastly, it aids in reducing urban sprawl through a smart, dense, and walkable land use.

In summary: we believe that we have accomplished the goals that were set forth from the last plan commission meeting and the public listening session held at the Mt Horeb Senior Center on 8/14/2025.

As a recap of the items that were desired by the plan commission and the public, following are those items and how they were addressed in this submittal:

1. Reduce the mass and soften SE corner and create something “quirky”
    a. Removed 3 story brick corner column
    b. Added “Viking architectural style” covered canopy
    c. Opened porches on both levels of SE corner of the bldg.
    d. Angled the corner/patios
    e. Create something green- Added green roof on apt entrance flat canopy roof over the SW public/tenant entrance
    f. Changed the second infill bldg. to clapboard siding and added Viking arch detail on top of windows.
    g. Added signage and name to represent “Viking house”-
        i. Viking houses are primarily known as longhouses (Old Norse: langhús), which were large, communal dwellings for extended families and their livestock, as well as workshops and community gathering spaces. While the term "house" wasn't commonly given names like modern homes, the main building could be referred to as a salr (hall) or, if it was a place of feasting and celebration, a mead-hall.
    h. Added a Viking Crest at SE corner
    i. Reduced column heights and Added Dragon heads @ west end
    j. Removed the door to parking at main st- now interior access
    k. Added detail areas and matching block to alley side for interest/view of neighbors
    l. Changed column heights at SW corner
    m. Added shadow boxes which will house historic or other relevant photos and artifacts

2. Park the site 1:1 minimum per unit.
    a. Removed Alley-loaded direct parking and now park the entire site inside the building
    b. Split the traffic going to third- proposing a 1 way alley, with left in/left out from the alley parking entrance
    c. Regarding the double loaded parking stalls being proposed - see relevant project below with identical parking utilization in Middleton WI
        i. Developer – Tim Carey
        ii. This project is in the City of Middleton – the City recognizes the tandem stalls in the calculations for parking requirements. Tim stated that they were above the City’s requirements as he felt they were short initially.
        iii. Property Manager – Leaha at Forward Management
        iv. Project has 1:1 ratio units / stalls including the tandem stalls. The project has been open for almost 2 years and **they have not had any complaints regarding the tandem stalls or not enough parking.** They assign tandem stalls to their 4th floor units that face the lake (premium units) and this has been received well by those tenants. They have 8 tandem stalls.
        v. Opened in Fall of 2023

3. Reduced the east side elevation and stepped back along it's entirety.
4. Created/kept retail or retail look on the entire frontage on main.
5. Reduce Density. Unit counts have been reduced by 5 units from prior submissions.

Our team has been working tirelessly to accommodate Village feedback while ensuring a viable project. We thank you for your consideration of this exciting development in Mount Horeb, we look forward to continued discussion and collaboration!

Respectfully submitted

Steve Shulfer, AIA
Sketchworks Architecture, LLC

VILLAGE OF MOUNT HOREB

VILLAGE OF MOUNT HOREB
Zoning Administrator 608-437-9409
138 East Main Street
Mount Horeb, WI 53572

PLAN COMMISSION APPLICATION

PROJECT NAME: Langhus on Main

Project Address 210,214,&220 E. main st Mt Horeb **Parcel Number:** 060612323823, 060612323690,060612323556
Access Dane Link

Zoning Map

Current Zoning CB *(select zoning layer in map)* **Future Land Use Zoning:** CB *(select future land use layer in map)*

APPLICANT: Jeff Grundahl	
ADDRESS: 10101 Barton Rd Mt Horeb WI	
PHONE: 608.576.7850	EMAIL: jeff@jgdevelopment.com

OWNER: 214 E. Main LLC	
ADDRESS: 455 S. Junction Rd Madison WI	
PHONE: 608.576.7850	EMAIL: Jeff@jgdevelopment.com

PROJECT DESCRIPTION: Construction of a new 4 story mixed use facility including retail on 1st fl and residential apartments on uppper floors
see letter of intent with submittal

OWNER/APPLICANT SIGNATURE: _____ **DATE:** _____

FEES & DEPOSITS: (CHECK ALL THAT APPLY)

		Application	Fee	Public Hearing-
		Certificate of Appropriateness (for Central Business Zoning)	No Fee	
		Certified Survey Map (CSM) *scroll to Section 18.61 in schedule*	Schedule	
		Certified Survey Map Extraterritorial *scroll to Section 18.61 in schedule*	Schedule	
		Comprehensive Plan Amendment	$150.00	Class One
		Conditional Use Permit (changes in USE of property)	$150.00	Class Two
		Conditional Use Permit (planned development district)	$200.00	Class Two
		Design Review	$100.00	
→	✓	General Development Plan (GDP)	$200.00	
	✓	Specific Improvement Plan (SIP)	$300.00	
		Zoning Amendment (changes in zoning)	$150.00	Class Two
		Zoning Amendment (planned development district)	$200.00	Class Two

Developer Deposit:

An escrow deposit is required in accordance with the Development Application Agreement.

Total Fee Paid:

_____

Date: _____

Fee Waived By:

_____

The Village of Mount Horeb Plan Commission meets the fourth Wednesday of the month, unless noted on calendar. A schedule of deadlines can be found on the Zoning page of the Village website: Plan Commission Calendar. **Consultation with the Village Administrator is highly encouraged to discuss procedure and necessary forms prior to any submittal.**

Note: applications requiring a public hearing will be scheduled for a hearing according to the publication deadline, with action considered at the scheduled Plan Commission meeting following the public hearing. Applicants are encouraged to contact the Village Administrator for a pre-application meeting to review the project and submittal requirements prior to submitting an official application.

Class One = Published in newspaper for one week / Class Two = Published in newspaper for two weeks

Application submittals should include:

1) Fully executed **Plan Commission Application**
2) Fully executed **Development Application Agreement** (attached)
    - A development agreement is a voluntary contract between a local jurisdiction and a person who owns or controls property withing the jurisdiction, detailing the obligations of both parties and specifying the standards and conditions that will govern development.
3) Full payment for all associated fees
4) Written narrative of the proposed project
5) One electronic copy of **full submittal**
    - emailed to (2 parties) Nic.Owen@mounthorebwi.info and mhbuildinginspector@mounthorebwi.info,
    - or provided to our offices on a USB device or submitted via downloaded file

All **submittals** must contain the following to be considered complete:

1) Written narrative must include:
    a. Owner and/or developer names and addresses
    b. Where applicable; architect and/or engineer names and addresses
    c. Description of proposed uses
    d. Calculation indicating total site size, building floor area, number of parking stalls, amount of impervious surface, and amount of non-impervious green space
2) A scaled site plan which must include:
    a. Name of project and date of plan preparation
    b. Scale of drawing and north arrow
    c. Property boundaries
    d. Where applicable; both the one hundred (100) year recurrence interval floodplain and the floodway delineations
    e. Where applicable; wetlands as delineated in the WDNR Wetland Inventory and 75' setback line from such wetlands
    f. Existing and proposed easements on the subject property
    g. Adjoining public street rights-of-way, street pavements, and sidewalk locations; existing and proposed driveways and curb cuts; and parking and loading areas
    h. Location of existing and proposed building footprints with building and yard setback lines indicated
    i. Location and size of any existing or proposed signs and fencing
    j. Location and type of all outdoor lighting proposed to illuminate the site; including a photometrics plan of the site (See Village Code Chapter 17.14 (4))

3) Building Plans which must include:
    a. Elevation drawing of each new or remodeled building façade, indicating height, materials and building dimensions
    b. Colored renderings of all façades of the principal building showing the proposed colors
    c. Building materials samples (upon request)

4) Grading and Stormwater Management Plan, including:
    a. Existing and proposed topography shown at a contour interval of not less than two (2) feet at National Geodetic Vertical Datum
    b. Location and dimension of Stormwater retention or detention basins and/or stormwater conveyances
5) Landscape Plan that meets all landscaping standards (See Village Code Chapter 17.14(25-27))
6) Parking Calculations
7) Escrow fees as outlined in the Development Application Agreement
8) Erosion Control and Stormwater Management Application and fees. *No person may begin a land disturbing construction activity or land developing activity subject to this division until the person has paid the Erosion Control Review and Inspection fee.
9) Erosion Control Plan
10) Signage Plan (Village Code Chapter 17.171)
11) Design Review guideline (See Village Code Chapter 17.14)
12) Refer to Mount Horeb Village Code Chapter 17-Zoning Code for all supporting details of required documentation.

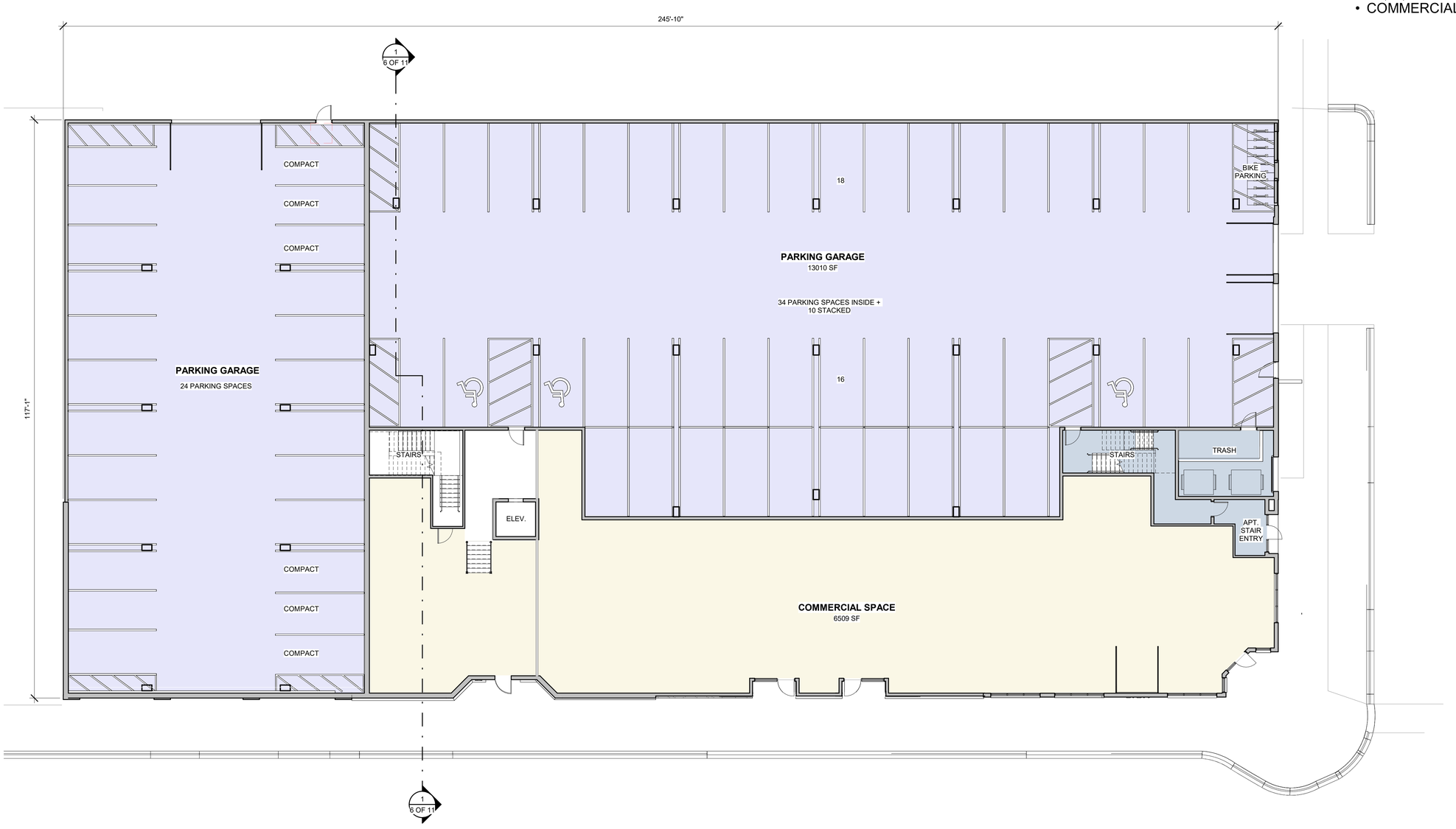


MOUNT HOREB - MAIN ST MIXED USE BLDG

MIXED USE BUILDING CONCEPT

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- PARKING STALLS: 68 TOTAL
- RESIDENTIAL UNITS: 63 TOTAL
  a. (12) STUDIO UNITS
  b. (28) 1 BED UNITS
  c. (10) 1 BED / DEN
  d. (13) 2 BED UNITS
- COMMERCIAL SPACE: 6,509 SF



FIRST FLOOR PLAN - COMMERCIAL SPACE, PARKING

PLAN NORTH
TRUE NORTH ROTATION

0' 4' 8' 16'
0' 3/8" 3/4" 1 1/2"
SCALE: 3/32" = 1'-0"

DATE: 09/22/25 1 OF 11

MOUNT HOREB - MAIN ST MIXED USE BLDG

CONCEPT FLOOR PLANS

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SECOND FLOOR
22 TOTAL UNITS
a. (4) STUDIO
• GROSS SF: 2,295
b. (10) 1 BED
• GROSS SF: 7,893
c. (3) 1 BED / DEN
• GROSS SF: 2,828
d. (5) 2 BED
• GROSS SF: 6,013



SECOND FLOOR PLAN

PLAN NORTH
TRUE NORTH ROTATION
0' 4' 8' 16'
0' 3/8" 3/4" 1 1/2"
SCALE: 3/32" = 1'-0"

DATE: 09/22/25 2 OF 11

MOUNT HOREB - MAIN ST MIXED USE BLDG

CONCEPT FLOOR PLANS

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THIRD FLOOR PLAN

THIRD FLOOR
20 TOTAL UNITS
a. (4) STUDIO
- GROSS SF: 2,295

b. (9) 1 BED
- GROSS SF: 7,021

c. (3) 1 BED / DEN
- GROSS SF: 2,828

d. (4) 2 BED
- GROSS SF: 4,735

COMMUNITY ROOM & PATIO, WORKOUT ROOM
- COMBINED SF: 2,478

PLAN NORTH
TRUE NORTH ROTATION

0' 4' 8' 16'
0' 3/8" 3/4" 1 1/2"
SCALE: 3/32" = 1'-0"

DATE: 09/22/25 3 OF 11

MOUNT HOREB - MAIN ST MIXED USE BLDG

CONCEPT FLOOR PLANS

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FOURTH FLOOR PLAN

FOURTH FLOOR
21 TOTAL UNITS
a. (4) STUDIO
- GROSS SF: 2,389

b. (9) 1 BED
- GROSS SF: 6,868

c. (4) 1 BED / DEN
- GROSS SF: 3,729

d. (4) 2 BED
- GROSS SF: 4,531

PLAN NORTH
TRUE NORTH ROTATION

0' 4' 8' 16'
0' 3/8" 3/4" 1 1/2"
SCALE: 3/32" = 1'-0"

DATE: 09/22/25 4 OF 11

MOUNT HOREB - MAIN ST MIXED USE BLDG

CONCEPT FLOOR PLANS

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1 WEST ELEVATION - B&W

1/16" = 1'-0"



2 NORTH ELEVATION - B&W

1/16" = 1'-0"



3 SOUTH ELEVATION - B&W

1/16" = 1'-0"



4 EAST ELEVATION - B&W

1/16" = 1'-0"

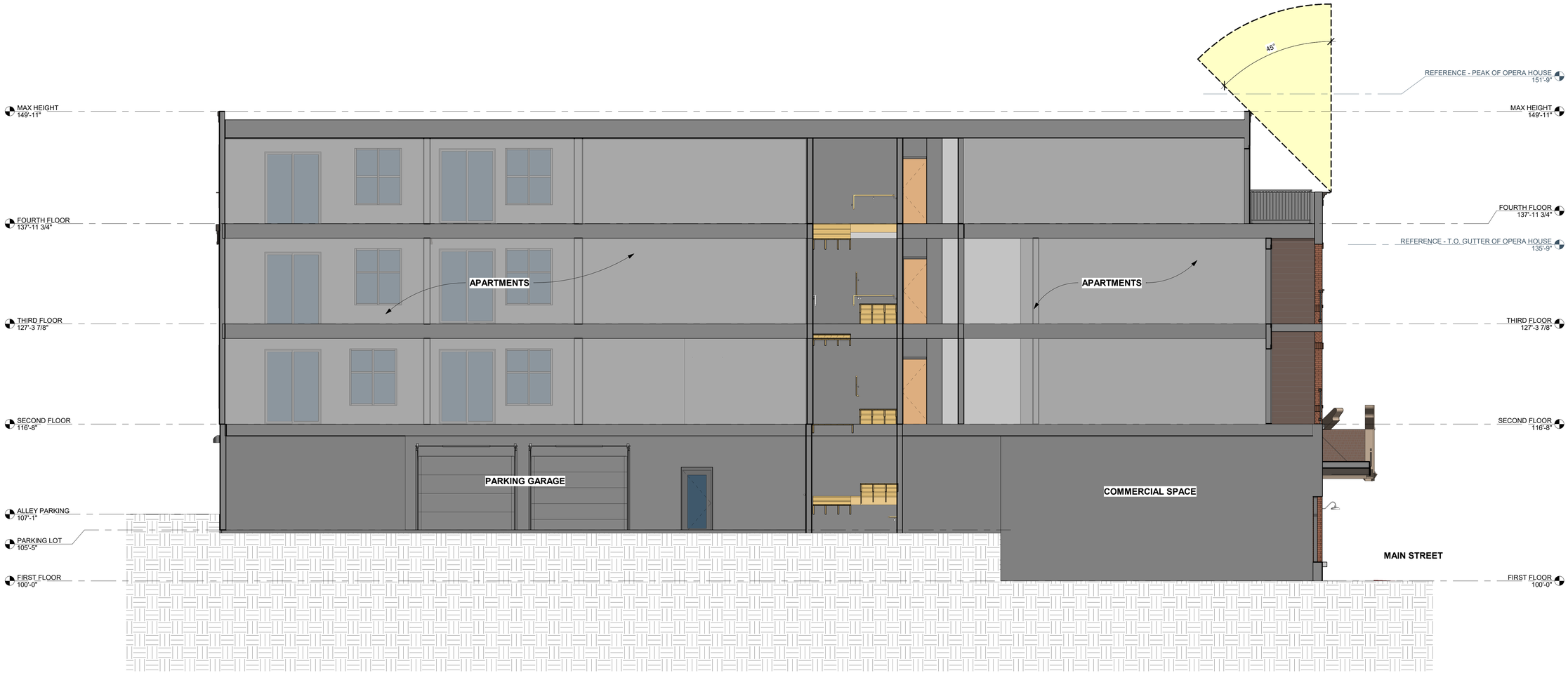
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MOUNT HOREB - MAIN ST MIXED USE BLDG

DATE: 09/22/25 5 OF 11

CONCEPT DESIGN - ELEVATIONS

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BUILDING SECTION - GRADE CHANGES

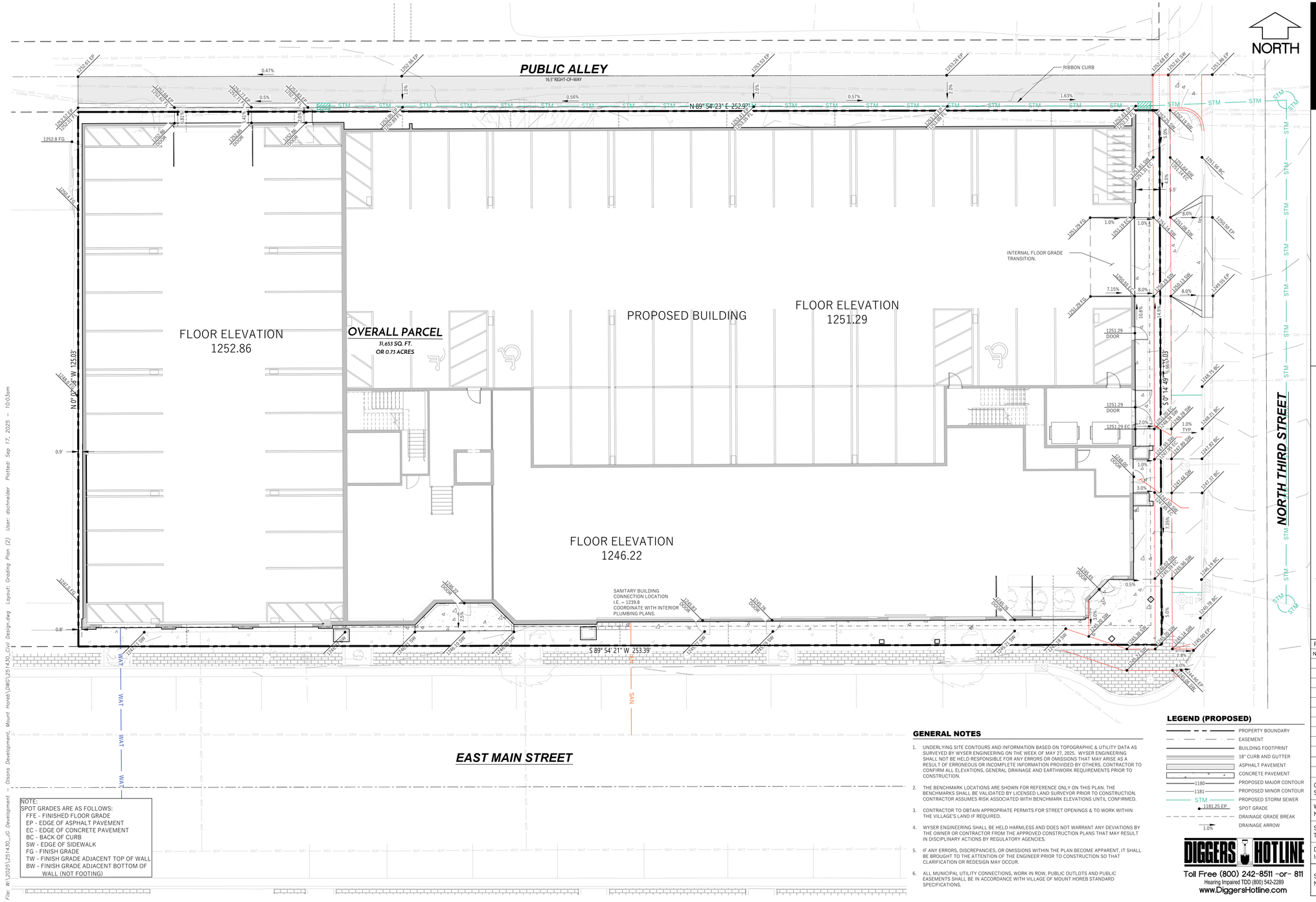
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0' 3/8" 3/4" 1 1/2"
SCALE: 3/16" = 1'-0"

MOUNT HOREB - MAIN ST MIXED USE BLDG

DATE: 09/22/25 6 OF 11

CONCEPT DESIGN - BUILDING SECTION

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GENERAL NOTES

1. UNDERLYING SITE CONTOURS AND INFORMATION BASED ON TOPOGRAPHIC & UTILITY DATA AS SURVEYED BY WYSER ENGINEERING ON THE WEEK OF MAY 27, 2025. WYSER ENGINEERING SHALL NOT BE HELD RESPONSIBLE FOR ANY ERRORS OR OMISSIONS THAT MAY ARISE AS A RESULT OF ERRONEOUS OR INCOMPLETE INFORMATION PROVIDED BY OTHERS. CONTRACTOR TO CONFIRM ALL ELEVATIONS, GENERAL DRAINAGE AND EARTHWORK REQUIREMENTS PRIOR TO CONSTRUCTION.
2. THE BENCHMARK LOCATIONS ARE SHOWN FOR REFERENCE ONLY ON THIS PLAN. THE BENCHMARKS SHALL BE VALIDATED BY LICENSED LAND SURVEYOR PRIOR TO CONSTRUCTION. CONTRACTOR ASSUMES RISK ASSOCIATED WITH BENCHMARK ELEVATIONS UNTIL CONFIRMED.
3. CONTRACTOR TO OBTAIN APPROPRIATE PERMITS FOR STREET OPENINGS & TO WORK WITHIN THE VILLAGE'S LAND IF REQUIRED.
4. WYSER ENGINEERING SHALL BE HELD HARMLESS AND DOES NOT WARRANT ANY DEVIATIONS BY THE OWNER OR CONTRACTOR FROM THE APPROVED CONSTRUCTION PLANS THAT MAY RESULT IN DISCIPLINARY ACTIONS BY REGULATORY AGENCIES.
5. IF ANY ERRORS, DISCREPANCIES, OR OMISSIONS WITHIN THE PLAN BECOME APPARENT, IT SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO CONSTRUCTION SO THAT CLARIFICATION OR REDESIGN MAY OCCUR.
6. ALL MUNICIPAL UTILITY CONNECTIONS, WORK IN ROW, PUBLIC OUTLOTS AND PUBLIC EASEMENTS SHALL BE IN ACCORDANCE WITH VILLAGE OF MOUNT HOREB STANDARD SPECIFICATIONS.

LEGEND (PROPOSED)

- PROPERTY BOUNDARY
- EASEMENT
- BUILDING FOOTPRINT
- 18" CURB AND GUTTER
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- 1180 PROPOSED MAJOR CONTOUR
- 1181 PROPOSED MINOR CONTOUR
- STM PROPOSED STORM SEWER
- 1181.25 EP SPOT GRADE
- 1.0% DRAINAGE GRADE BREAK
- DRAINAGE ARROW

DIGGERS HOTLINE
Toll Free (800) 242-8511 -or- 811
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

WYSER ENGINEERING

LANGHÜS ON MAIN
VILLAGE OF MOUNT HOREB, DANE COUNTY, WI

210–214 E. MAIN STREET
MOUNT HOREB, WI 53572

Sheet Title: DETAILED GRADING PLAN

Revisions:

No.	Date:	Description:

Graphic Scale	0' 5' 10' 15'
Wyser Number	25–1430
Set Type	GDP
Date Issued	09/12/2025
Sheet Number	C201

File: W:\2025\25-1430_JG Development – Olsons Development, Mount Horeb\DWG\25-1430_Civil Design.dwg Layout: Grading Plan (2) User: dschneider Plotted: Sep 17, 2025 – 10:03am

MOUNT HOREB - MAIN ST MIXED USE BLDG

DATE: 09/22/25 7 OF 11

CONCEPT SITE LAYOUT

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3D VIEW - SOUTH EAST



3D VIEW - SOUTH WEST



3D VIEW - NORTH EAST

MOUNT HOREB - MAIN ST MIXED USE BLDG

DATE: 09/22/25

CONCEPT DESIGN - STREET VIEWS

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MOUNT HOREB - MAIN ST MIXED USE BLDG

RENDERED STREET IMAGE

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MOUNT HOREB - MAIN ST MIXED USE BLDG

DATE: 09/22/25

CONCEPT DESIGN - STREET VIEWS

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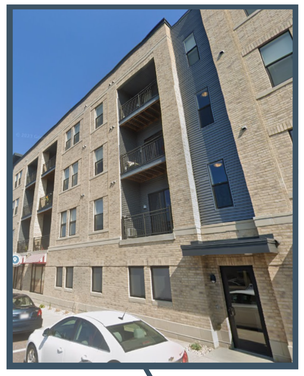






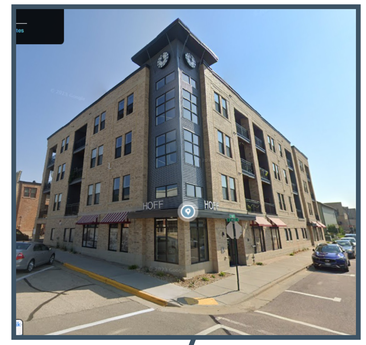














SOUTH ELEVATION - COLOR

MOUNT HOREB - MAIN ST MIXED USE BLDG

DATE: 09/22/25 11 OF 11

CONCEPT DESIGN - INSPIRATION

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LEGEND (PROPOSED)

- PROPOSED PROPERTY BOUNDARY
- EASEMENT
- BUILDING FOOTPRINT
- CONCRETE PAVEMENT

NORTH

STOP SIGN

PUBLIC ALLEY
16.5' RIGHT-OF-WAY

POWER POLES AND ASSOCIATED OVERHEAD LINES TO BE PLACED BELOW GRADE. COMMUNICATION BOXES TO BE PLACED AT GRADE. TYP. TO ALL ALONG ALLEY ADJACENT TO PROJECT

RIBBON CURB

0.7'
1.1'
18.0'
2.0'
6.2'
6.2'
22.0'
7.2'
6.0'
6.5'
6.1'
5.0'

RECONSTRUCT THE SOUTH HALF OF THE ALLEY

RECONSTRUCT SOUTH HALF OF THE ALLEY DRIVEWAY ENTRY.

EXISTING PARKING STALLS ADJACENT TO THE COMMERCIAL ENTRY TO BE REMOVED.

COMMERCIAL ENTRANCE PER THE VILLAGE OF MOUNT HOREB REQUIREMENTS.

INTERNAL FLOOR GRADE TRANSITION.

OVERALL PARCEL
31,653 SQ. FT.
OR 0.73 ACRES

PROPOSED BUILDING
28,500 SQ.FT.

STOP SIGN

RETAINING WALL WITH RAILING ALONG THE PUBLIC SIDEWALK.

NORTH THIRD STREET

RECONSTRUCT THE PUBLIC SIDEWALK WITH SMALLER TERRACE WIDTH.

2.5' WIDE PUBLIC SIDEWALK EASEMENT.

CAP EXISTING WATER SERVICE AT THE MAIN. COORDINATION CONNECTION WITH VILLAGE OF MOUNT HOREB MAIN STREET RECONSTRUCTION PROJECT.

SANITARY BUILDING CONNECTION LOCATION
I.E. = 1239.8
COORDINATE WITH INTERIOR PLUMBING PLANS.

4.5' WIDE PUBLIC SIDEWALK EASEMENT.

INSTALL NEW STORM SEWER TO ALLEY. COORDINATE CONNECTION WITH VILLAGE OF MOUNT HOREB MAIN STREET RECONSTRUCTION PROJECT.

INSTALL NEW 6" WATER SERVICE TO BUILDING. EXISTING MAIN IS 8" DI. COORDINATION CONNECTION WITH VILLAGE OF MOUNT HOREB MAIN STREET RECONSTRUCTION PROJECT.

INSTALL NEW 6" SANITARY SERVICE TO BUILDING. EXISTING MAIN IS 8" VC PIPE. I.E. = 1039.2 ±. COORDINATION CONNECTION WITH VILLAGE OF MOUNT HOREB MAIN STREET RECONSTRUCTION PROJECT.

RECONSTRUCT THE PUBLIC SIDEWALK. STREET TREES AND GRATES, LIGHT POLES, AND PAVERS TO REMAIN IN PLACE. REPLACE IN KIND IF REQUIRED DUE TO CONSTRUCTION ACTIVITIES.

RELOCATE PUBLIC SIDEWALK RAMP TO ALIGN WITH EXISTING CROSSWALK LOCATION.

INSTALL NEW 6" WATER SERVICE TO BUILDING. EXISTING MAIN IS 8" DI. COORDINATION CONNECTION WITH VILLAGE OF MOUNT HOREB MAIN STREET RECONSTRUCTION PROJECT.

CAP EXISTING WATER SERVICE AT THE MAIN. COORDINATION CONNECTION WITH VILLAGE OF MOUNT HOREB MAIN STREET RECONSTRUCTION PROJECT.

CAP EXISTING WATER SERVICE AT THE MAIN. COORDINATION CONNECTION WITH VILLAGE OF MOUNT HOREB MAIN STREET RECONSTRUCTION PROJECT.

EAST MAIN STREET

SITE INFORMATION BLOCK:

SITE ADDRESS: 208-220 EAST MAIN STREET
SITE ACREAGE: 0.73 AC (31,653 SQ.FT.)
USE OF PROPERTY: MIXED-USE (RESIDENTIAL APARTMENTS/COMMERCIAL)
ZONING: CENTRAL BUSINESS (CB)

SETBACKS: ZERO FEET FOR ALL SIDES

MAXIMUM BUILDING HEIGHT: 50'-0" (MINIMUM 20'-0")

TOTAL NUMBER OF PARKING STALLS: 68
NUMBER OF STALLS DESIGNATED ACCESSIBLE: 3
NO MINIMUM PARKING REQUIRED

TOTAL NUMBER OF BIKE STALLS: 10

EXISTING IMPERVIOUS SURFACE AREA: 9,385 SQ.FT.
ROOFTOP: 5,363 SQ.FT.
PAVED: 4,022 SQ.FT.

FINAL PROPOSED IMPERVIOUS SURFACE AREA: 30,900 SQ.FT.

WYSER ENGINEERING

LANGHÚS ON MAIN

210–214 E MAIN STREET
MOUNT HOREB, WI 53572

VILLAGE OF MOUNT HOREB, DANE COUNTY, WI

Sheet Title: SITE PLAN

Revisions:

No.	Date:	Description:

Graphic Scale 0' 5' 10' 15'

Wyser Number 25–1430

Set Type GDP

Date Issued 09/22/2025

Sheet Number C100

File: W:\2025\251430_JG Development – Olsons Development, Mount Horeb\DWG\251430_Civil Design.dwg Layout: Site Plan User: dschneider Plotted: Sep 22, 2025 – 2:30pm

TRAFFIC ANALYSIS & DESIGN, INC.

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

Main Street Residential/Mixed-Use Development Traffic Impact Analysis

Village of Mt Horeb
Dane County, Wisconsin

September 22, 2025

TRAFFIC IMPACT ANALYSIS

DATE: September 22, 2025

TO: Jeff Grundahl
214 E. Main LLC

FROM: Don Lee, P.E.
John A Bieberitz, P.E., PTOE
Traffic Analysis & Design, Inc.

SUBJECT: **Main Street Residential/Mixed-Use Development**
214-220 E. Main Street
Village of Mt. Horeb, Dane County, WI

INTRODUCTION

A residential/mixed-use development is being proposed to be located on the north side of Main Street/State Trunk Highway (STH) 78 between North 2nd Street and North 3rd Street in the Village of Mt. Horeb, Dane County, Wisconsin (Exhibit 1). Access to the site is proposed via two full access driveway connections: one onto North 3rd Street and one onto the adjacent residential alley located immediately north of the proposed building (Exhibit 2A). This traffic impact analysis (TIA) report was prepared to address the weekday morning and weekday evening peak hour traffic impacts of the proposed development traffic on the adjacent transportation system.

STUDY AREA

Study Intersections

The study area for this TIA includes the following existing and proposed intersections:

- Main Street with North 2nd Street (traffic signal control)
- Main Street with North 3rd Street (two-way stop control)
- North 2nd Street with Alley (two-way stop control)
- Alley with Proposed North Access Driveway (one-way stop control)
- North 3rd Street with Proposed East Access Driveway (one-way stop control)

Each intersection is shown on the study area map on Exhibit 1 and the site plan on Exhibit 2A. A transportation detail illustrating existing intersection lane configurations and speed limits is shown in Exhibit 3.

Study Area Roadways

Main Street is a two-lane undivided east/west principal arterial with a posted speed limit of 25 miles per hour (mph). According to WisDOT, the Year 2024 annual average daily traffic

volumes (AADTs) on Main Street were approximately 8,900 vehicles per day (vpd) immediately west of North 2nd Street, 10,000-vpd to the west of North 3rd Street and 9,100-vpd (2025 count) to the east of North 3rd Street. Sidewalks and parallel parking are currently provided along both sides of Main Street within the limits of the study area.

2nd Street is a two-lane undivided major collector with a posted speed limit of 25-mph. The Year 2022 WisDOT AADT volumes on 2nd Street were 1,300-vpd immediately south of Main Street. No WisDOT AADT is currently available to the north; however, ADT volumes of approximately 900-vpd were interpolated from six hours of peak period turning movement counts taken as part of this study. Sidewalks and parallel parking are currently provided along both sides of North 2nd Street, immediately north of Main Street. Sidewalks are also currently provided along both sides of South 2nd Street, immediately south of Main Street and angle parking is provided along only the west side of the street to the south of Main Street.

3rd Street is a two-lane undivided major collector with a posted speed limit of 25-mph. The Year 2022 WisDOT AADT volumes on 3rd Street were 400-vpd immediately south of Main Street. No WisDOT AADT is currently available to the north; however, ADT volumes of approximately 300-vpd were interpolated from six hours of peak period turning movement counts taken as part of this study. Sidewalks are currently provided along both sides of 3rd Street, immediately north of Main Street and parallel parking is provided along only the west side of the street to the north of Main Street. Sidewalks and parallel parking are also currently provided along only the west side of South 3rd Street, immediately south of Main Street.

DATA COLLECTION

Existing Traffic Counts

Weekday morning (6:00 to 9:00 a.m.) and weekday evening (3:00 to 6:00 p.m.) turning movement traffic counts were conducted by TADI in early August of 2025 at the 2nd Street intersections with Main Street and the north alley and with the 3rd Street intersection with Main Street.

Based on the turning movement traffic counts, the peak traffic hours at the study intersections were determined to occur from 7:15-8:15 a.m. (AM peak hour) and from 4:15-5:15 p.m. (PM peak hour). The traffic volume counts were compiled for these peak hours and are shown on Exhibit 4 as the “Existing Traffic Volumes”. The full traffic count data collected for this study, showing calculated peak hour factors and percentage of heavy trucks, is included in Appendix A.

In addition, a Wavetronix radar counter was placed along the north alley between North 2nd Street and North 3rd Street to record the existing hourly and daily volumes along the alley. The count was conducted in early August of 2025. The counters recorded data from midday on Tuesday, August 5th through midday on Thursday, August 7th. The output for the counter has also been included in Appendix A. Based on the count, the ADT along the Alley between 2nd Street and 3rd Street is approximately 70 vehicles per day.

PROPOSED DEVELOPMENT

Site Description

The proposed residential/mixed-use development is expected to include 65 apartment units made up of studio, one-bedroom and two-bedroom units on floors two through four (Exhibit 2B) and a

parking garage (68 stalls) and a commercial space provided on the first floor. Access to the site is proposed via two full access driveway connections: one onto North 3rd Street and one onto the adjacent residential alley located immediately north of the proposed building (Exhibit 2A). The residential/mixed-use development is planned to be constructed and operational next year and is therefore included in the Full Build (with development) traffic volumes.

Trip Generation

To address any potential future traffic impacts at the study area intersections, it is necessary to identify the hourly volume of traffic generated by anticipated development. Traffic volumes expected to be generated are based on the size and type of the proposed uses and on trip rates and fitted curve equations as published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*. Even though the building is expected to be four floors (one commercial plus three residential), the ITE land use code (LU230) "Low-Rise Residential with Ground-Floor Commercial, 2-3 floors (1-25K)" was utilized for this study in lieu of LU231 "Mid-Rise Residential with Ground-Floor Commercial, 4-10 floors (1-25K)" as a worst case (highest volume) traffic condition. A comparison table is provided in Appendix B.

Due to the nature of the land use type, the proposed development is not expected to include linked trips or pass-by trips. Linked trips occur when a motorist visits one or more tenants or land use within a development site. Pass-by trips occur when motorists already on the roadway system stop at the site prior to continuing on their intended route. Internal linked trips between the residential and commercial land uses are already included in the ITE rates used.

The trip generation table developed for the proposed residential/mixed-use development is shown on Exhibit 5A. As shown, the proposed development is expected to generate about 220 total trips (110 in/110 out) over a typical weekday, with 30 new trips (5 in/25 out) expected during the weekday AM peak hour and 25 trips (20 in/5 out) expected during the weekday PM peak hour.

Pedestrians and bicyclists may use their respective modes to access the proposed residential/mixed-use development ; however, to allow for a conservative (highest vehicular volume) analysis, these modes were assumed to make up a relatively small portion of the overall trips to/from the study area. For the purpose of this TIA, all trips to/from the proposed development site were assumed to occur via motor vehicle.

Trip Distribution

The trip distribution for the proposed development, listed below and shown in table format in Exhibit 5A and graphically in Exhibit 5B, was determined based on the existing traffic count patterns, the type of proposed land uses and the location of existing populations within the immediate study area.

- 48% to/from the east on Main Street
- 43% to/from the west on Main Street
- 2% to/from the north on 2nd Street
- 7% to/from the south on 2nd Street

Traffic Assignment

Per direction from the Village of Mt. Horeb, two access scenarios were evaluated as part of this study. The two access scenarios are as follows:

- *Scenario 1* – Access to the site is proposed via two full access driveways with the alley operating under two-way operation.
- *Scenario 2* - Access to the site is proposed via two full access driveways with the alley operating under one-way westbound operation.

The proposed development new trips for the two respective access scenarios were assigned to the study intersections based on the above trip distributions. The traffic assignment for the two respective access scenarios is shown on Exhibits 6A&B.

The new trips under Scenario 1 (Exhibit 6A) were added to the Existing traffic volumes (Exhibit 4) to generate the "Full Build (Scenario 1)" traffic volumes. The "Full Build (Scenario 1)" traffic volumes are shown on Exhibit 7A.

The new trips under Scenario 2 (Exhibit 6B) were added to the Existing traffic volumes (Exhibit 4) to generate the "Full Build (Scenario 2)" traffic volumes. The "Full Build (Scenario 2)" traffic volumes are shown on Exhibit 7B.

PEAK HOUR TRAFFIC OPERATIONS & QUEUES

The study intersections were analyzed using the Synchro 12 traffic analysis model (outputs based on the Highway Capacity Manual, 7th Edition) and the peak hour turning movement volumes estimated for the study area intersections. Intersection operation is defined by "level of service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F.' For the purposes of this study, LOS D or better was used to define acceptable peak hour operating conditions. The LOS descriptions for signalized and unsignalized intersections are in Table 1.

Table 1. LOS Descriptions

LOS	Signalized Intersections Control Delay/Vehicle (sec/veh)	Unsignalized Intersections Avg. Control Delay (sec/veh)	Relative Delay
A	≤10	≤10	Short Delays
	Free-flow traffic operations at avearge travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections		
B	> 10 - 20	> 10 - 15	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	> 20 - 35	> 15 - 25	
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer		
D	> 35 - 55	> 25 - 35	Moderate Delays
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression, and adverse		
E	> 55 - 80	> 35 - 50	
	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.		
F	> 80	> 50	Long Delays
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

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

The capacity analysis tables in the following sections show the peak hour LOS, delays (in seconds per vehicle), and queues (in feet) for the Existing traffic condition and for both of the access scenarios under the Full Build traffic condition. The Synchro capacity analysis worksheets for all analysis scenarios are located in Appendix D.

Existing Traffic Operations

Table 2 shows the results of the weekday morning and weekday evening peak hour operational analysis at the existing study area intersections. The existing study intersections were evaluated using the existing geometrics and traffic control as shown on Exhibit 3, and the Existing traffic volumes shown in Exhibit 4.

Table 2. Existing Traffic Peak Hour Operations

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: 2nd Street & Alley *Two-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	A			A			A			A			
		Delay	8.9			9.2			7.3			7.3			
		Queue	25'			25'			25'			25'			
	PM	LOS	A			A			A			A			
		Delay	8.9			9.2			7.3			7.3			
		Queue	25'			25'			25'			25'			
Node 200: 2nd Street & Main Street *Traffic Signal Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	A			A			D			C			A
		Delay	3.8			3.1			36.7			34.9			8.9
		Queue	150'			85'			90'			55'			
	PM	LOS	A			A			D			D			A
		Delay	3.3			5.3			36.8			35.8			8.3
		Queue	125'			285'			85'			65'			
Node 300: 3rd Street & Main Street *Two-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	A			A			B			C			
		Delay	7.9			8.9			13.2			18.6			
		Queue	25'			25'			25'			25'			
	PM	LOS	A			A			B			D			
		Delay	9.2			8.5			12.4			29.1			
		Queue	25'			25'			25'			25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

As shown in Table 2, all turning movements at the existing study area intersections are currently operating acceptably at LOS D or better during the weekday morning and weekday evening peak hours under the Existing traffic volume conditions.

Full Build Traffic Operations

The proposed site access driveways were evaluated with stop control on the development site approaches. Tables 3 and 4 show the results of the weekday morning and weekday evening peak hour operational analysis at the study area intersections with the proposed development fully built out under the two respective access scenarios. The study intersections were evaluated using the Full Build traffic volumes under the two respective access scenarios as shown in Exhibits 7A&B.

Table 3. Full Build (Scenario 1 – Alley Two-Way Traffic)
Traffic Peak Hour Operations

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: 2nd Street & Alley *Two-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	A			A			A			A			
		Delay	8.9			9.3			7.3			7.2			
		Queue	25'			25'			25'			25'			
	PM	LOS	A			A			A			A			
		Delay	8.9			9.2			7.3			7.3			
		Queue	25'			25'			25'			25'			
Node 200: 2nd Street & Main Street *Traffic Signal Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	A			A			D			D			A
		Delay	3.8			3.1			36.6			35.2			9.2
		Queue	150'			90'			90'			65'			
	PM	LOS	A			A			D			D			A
		Delay	3.4			5.3			36.8			35.8			8.3
		Queue	130'			285'			85'			65'			
Node 300: 3rd Street & Main Street *Two-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	A			A			B			C			
		Delay	8.0			8.9			13.2			19.4			
		Queue	25'			25'			25'			25'			
	PM	LOS	A			A			B			E			
		Delay	9.3			8.5			12.4			36.6			
		v/c	-			-			-			0.14			
		Queue	25'			25'			25'			25'			
Node 400: North Driveway & Alley *One-Way Stop Control*		*Lanes->*	-	*1*		*1*		-	*1*			-			
	AM	LOS	-	*		A		-	A			-			
		Delay	-	*		7.2		-	8.7			-			
		Queue	-	*		25'		-	25'			-			
	PM	LOS	-	*		A		-	A			-			
		Delay	-	*		7.2		-	8.5			-			
		Queue	-	*		25'		-	25'			-			
Node 500: East Driveway & 3rd Street *One-Way Stop Control*		*Lanes->*	*1*			-			*1*		-	-	*1*		
	AM	LOS	A			-			A		-	-	*		
		Delay	8.5			-			7.3		-	-	*		
		Queue	25'			-			25'		-	-	*		
	PM	LOS	A			-			A		-	-	*		
		Delay	8.5			-			7.3		-	-	*		
		Queue	25'			-			25'		-	-	*		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Table 4. Full Build (Scenario 2 - Alley One-Way Westbound Traffic)
Traffic Peak Hour Operations

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: 2nd Street & Alley *Two-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	A			A			A			*			
		Delay	8.8			9.2			7.3			*			
		Queue	25'			25'			25'			*			
	PM	LOS	A			A			A			*			
		Delay	8.9			9.2			7.3			*			
		Queue	25'			25'			25'			*			
Node 200: 2nd Street & Main Street *Traffic Signal Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	A			A			D			D			A
		Delay	3.8			3.1			36.6			35.2			9.2
		Queue	150'			85'			90'			65'			
	PM	LOS	A			A			D			D			A
		Delay	3.4			5.2			36.8			35.8			8.3
		Queue	130'			280'			85'			65'			
Node 300: 3rd Street & Main Street *Two-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	A			A			B			C			
		Delay	8.0			8.9			13.2			19.4			
		Queue	25'			25'			25'			25'			
	PM	LOS	A			A			B			E			
		Delay	9.3			8.5			12.5			37.5			
		v/c	-			-			-			0.14			
		Queue	25'			25'			25'			25'			
Node 400: North Driveway & Alley *One-Way Stop Control*		*Lanes->*	-	*1*		*1*		-	*1*			-			
	AM	LOS	-	*		A		-	A			-			
		Delay	-	*		7.2		-	8.7			-			
		Queue	-	*		25'		-	25'			-			
	PM	LOS	-	*		A		-	A			-			
		Delay	-	*		7.2		-	8.6			-			
		Queue	-	*		25'		-	25'			-			
Node 500: East Driveway & 3rd Street *One-Way Stop Control*		*Lanes->*	*1*			-			*1*		-	-	*1*		
	AM	LOS	A			-			A		-	-	*		
		Delay	8.5			-			7.3		-	-	*		
		Queue	25'			-			25'		-	-	*		
	PM	LOS	A			-			A		-	-	*		
		Delay	8.5			-			7.3		-	-	*		
		Queue	25'			-			25'		-	-	*		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

As shown in Tables 3 and 4, with the additional traffic from the proposed development, regardless of the access scenario, all turning movements at the study intersections are expected to continue to operate acceptably at LOS D or better during the weekday morning and weekday evening peak hours except the southbound movements at the Main Street intersection with 3rd Street which are expected to operate at slightly higher delays under the full build traffic volume conditions under either access scenario. Delays for the southbound movements are expected to be about 2 to 3 seconds over the LOS D industry standard of 35 seconds during the weekday evening peak hour. The southbound movements are expected to be 1.6 seconds over the LOS D threshold under access Scenario 1 and 2.5 seconds over the LOS D threshold under access Scenario 2. It is noted that, regardless of the access scenario, the volume to capacity ratio (v/c) for this southbound movement during the weekday evening peak hour is

only 0.14 (or less than 1/7th intersection capacity). See gap study discussion in the next section of this report.

In addition, queues for any movement at the study area intersections are expected to increase by 1 vehicle or less regardless of the access scenario and, with the exception of the aforementioned southbound movements at the Main Street intersection with 3rd Street, delays for any specific movement at the study area intersections are expected to increase by 1 second or less. Therefore, to provide for full access at all intersections during all hours of the day, providing two-way operation along the north alley, as shown under access Scenario 1, is recommended.

GAP STUDY ANALYSIS

Because the model showed slightly higher delays for the southbound movements at the Main Street intersection with 3rd Street, a gap analysis was completed at this intersection during the typical weekday morning and weekday afternoon peak hours to document the existing gaps in the east/west traffic stream and to estimate the potential availability of gaps under the full build traffic conditions.

During the weekday AM and PM peak hours, the length of gaps, in time, between vehicles traveling along Main Street (at 3rd Street) were counted. Critical gap and follow-up times for vehicle turning movements were calculated based on the Highway Capacity Manual (HCM) equations 17-1 and 17-2. These equations include adjustment factors for heavy vehicles, grade, divided roadways, and intersection geometry. The gap analysis worksheet calculations and compiled gap counts are located in Appendix C.

Equivalent gaps (or capacity of gaps) are calculated by adding the number of gaps available for only one vehicle to turn, gaps long enough for two vehicles to turn, and gaps long enough for three vehicles to turn (without counting the same gaps twice). The equivalent gaps represent the number of additional turning movements that could be made beyond the existing turning movements already occurring. Table 5 summarizes the findings of the gap study for the Main Street intersection with 3rd Street during the typical weekday peak hours. The table shows the equivalent gaps calculated from the field counts, the net new site trips assigned to the turning movements at the intersection, and the excess gaps available for additional turning movements above those numbers.

Table 5. Traffic Gap Study: Main Street Intersection with 3rd Street

Intersection Direction	Peak Hour	Equivalent Gaps	Net New Site Trips	Excess Gaps
Main Street & 3rd Street				
SB Right Turn from 3rd Street	AM	243	5	238
	PM	140	0	140
SB Left Turn from 3rd Street	AM	105	10	95
	PM	51	5	46
EB Left Turn from Main Street	AM	321	0	321
	PM	235	10	225

As shown in Table 5, there are anywhere from 46 to 320 excess gaps along Main Street during the AM or PM peak periods for additional turning movements beyond the existing traffic and site new trip traffic assigned to the Main Street intersection with 3rd Street. These excess gaps confirm the analysis output showing acceptable delays and queues at this intersection with the Full Build traffic volumes. It is noted that the Main Street signalized intersection at 2nd Street assists in the creation of these gaps in the Main Street traffic stream.

RECOMMENDATION MODIFICATONS

Recommended modifications are expected to be necessary at the study area intersections to allow for acceptable and safe operations under the Full Build traffic volume conditions, as shown in Exhibit 8 and detailed below. *Modifications are for jurisdictional consideration and are not legally binding. The Village of Mt. Horeb reserves the right to determine alternative solutions.*

Node 100: 2nd Street with Alley

- *Existing Traffic:* No modifications
- *Full Build Traffic:* No modifications

Node 200: 2nd Street with Main Street

- *Existing Traffic:* No modifications
- *Full Build Traffic:* No modifications

Node 300: 3rd Street with Main Street

- *Existing Traffic:* No modifications
- *Full Build Traffic:* No modifications

Node 400: Proposed North Driveway with Alley

- *Existing Traffic:* Not applicable
- *Full Build Traffic:*
    - Provide a full access driveway connection onto the alley as shown on the conceptual site plan.
    - Provide stop sign control on the south approach.

Node 500: Proposed East Driveway with 3rd Street

- *Existing Traffic:* Not applicable
- *Full Build Traffic:*
    - Provide a full access driveway connection onto 3rd Street as shown on the conceptual site plan.
    - Provide stop sign control on the west approach.

Slightly higher delays which are expected at the Main Street intersection with 3rd Street during the typical weekday evening peak hour under the full build traffic volume conditions. However, since the delays are only slightly (about 2-3 second) over the LOS D threshold and queue lengths for exiting southbound vehicles are expected to be reasonable (about 1 vehicle), and with

reasonable capacity ratios and traffic signals located immediately to the west that creates gaps in the mainline east/west traffic stream, the intersection is expected to operate safely under full build conditions.

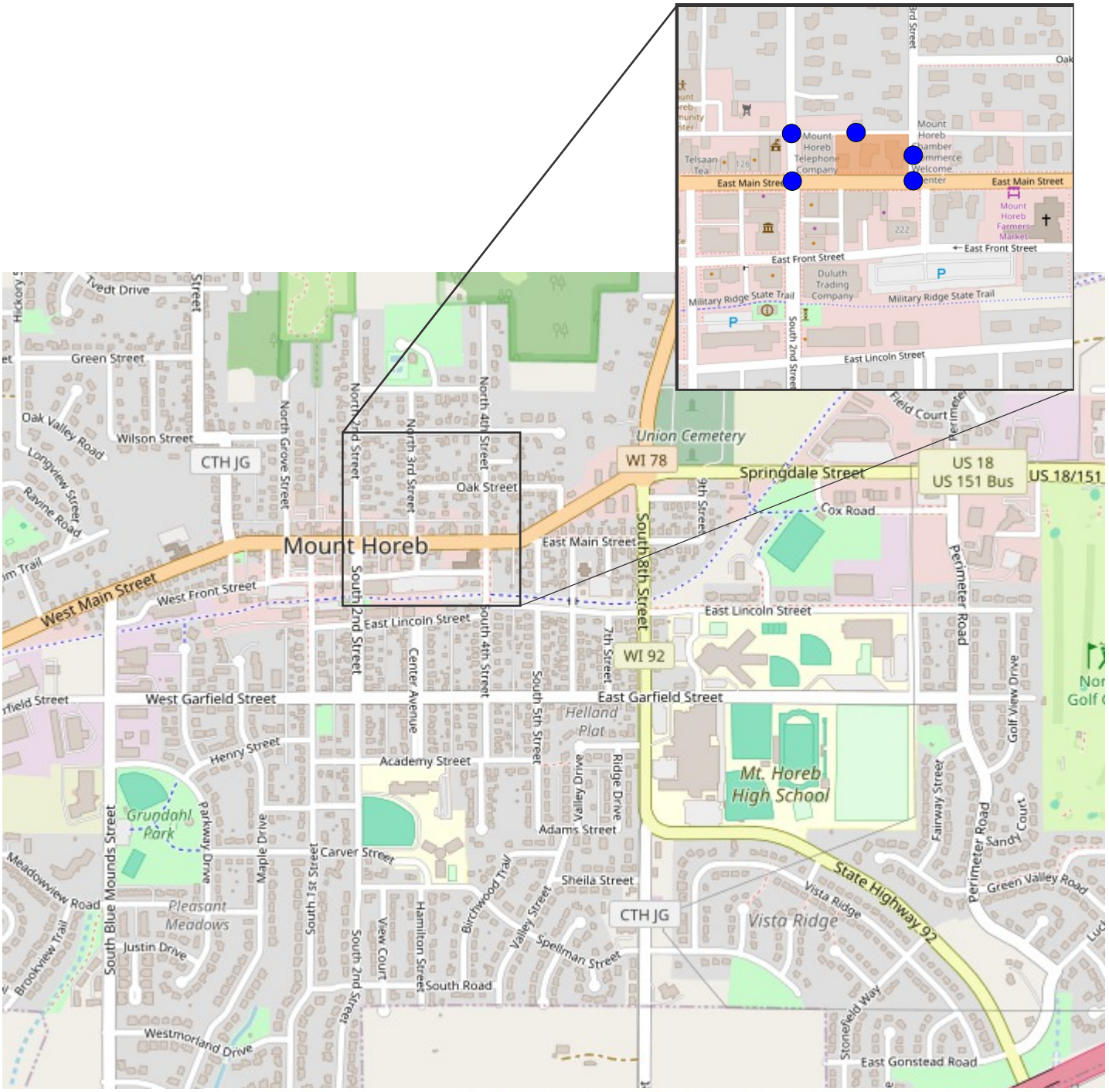
In addition, if angle parking is desired along the alley north of the proposed development, operations along the alley corridor are not expected to be adversely impacted since very low volumes (approximately 70 vehicles per day) were recorded along this corridor on a typical weekday. Angle parking could be implemented, and safe operations would be expected, if designed per typical industry standards.

CONCLUSION

Based on the projected traffic volumes and with the recommended modifications as shown on Exhibit 8, the proposed access driveways are expected to operate acceptably under full build conditions with the aforementioned modifications recommended in this study. All movements at the study area intersections are expected to operate safely and efficiently with the planned geometric and traffic control conditions depicted in this TIA through the opening year and with full buildout and full occupancy of the proposed development.

Appendices

Appendix A – Traffic Counts
Appendix B – Trip Generation Comparison
Appendix C – Gap Analysis
Appendix D – Existing & Full Build Traffic Synchro Analysis



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LEGEND

- Study Area Intersection
- On-Site Development

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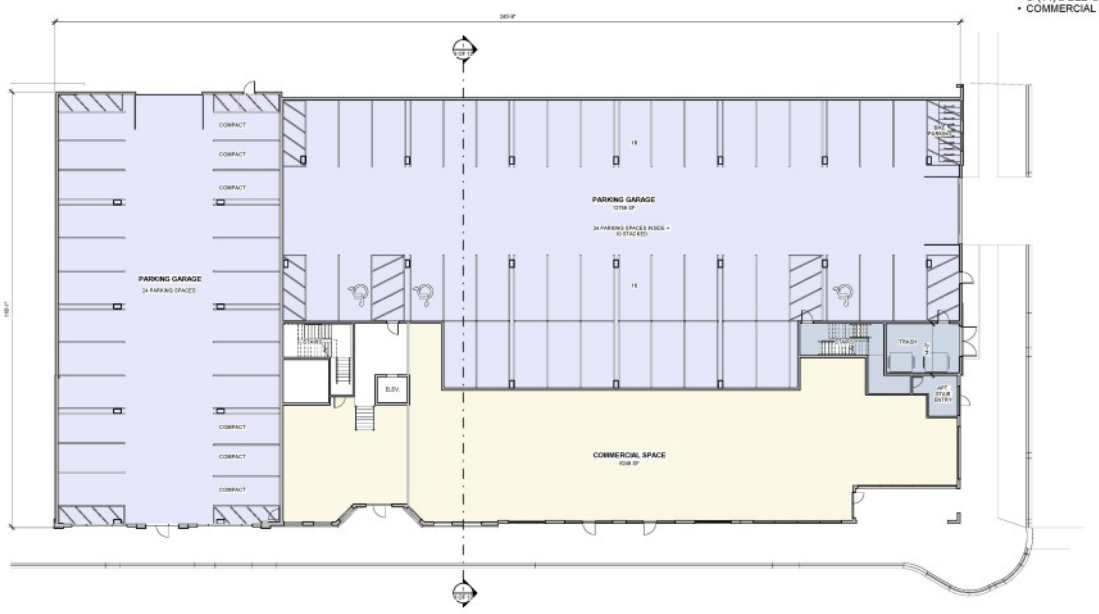
3516: 9-22-25

N

EXHIBIT 1
PROJECT OVERVIEW MAP

MT HOREB, WISCONSIN

- PARKING STALLS: 68 TOTAL
- RESIDENTIAL UNITS: 65 TOTAL
  a. (12) STUDIO UNITS
  b. (29) 1 BED UNITS
  c. (10) BED / DEN
  d. (14) 2 BED UNITS
- COMMERCIAL SPACE 6,249 SF



FIRST FLOOR PLAN - COMMERCIAL SPACE, PARKING

DATE: 08/06/2025 1 OF 12

MOUNT HOREB - MAIN ST MIXED USE BLDG

CONCEPT FLOOR PLANS

Sketchworks architecture

TRAFFIC ANALYSIS & DESIGN, INC.

3516: 9-22-25

N

EXHIBIT 2A
CONCEPTUAL SITE PLAN
COMMERCIAL/PARKING (FIRST FLOOR)

MT HOREB, WISCONSIN



SECOND FLOOR PLAN

DATE: 07/18/2025 2 OF 12

MOUNT HOREB - MAIN ST MIXED USE BLDG

CONCEPT FLOOR PLANS

Sketchworks architecture

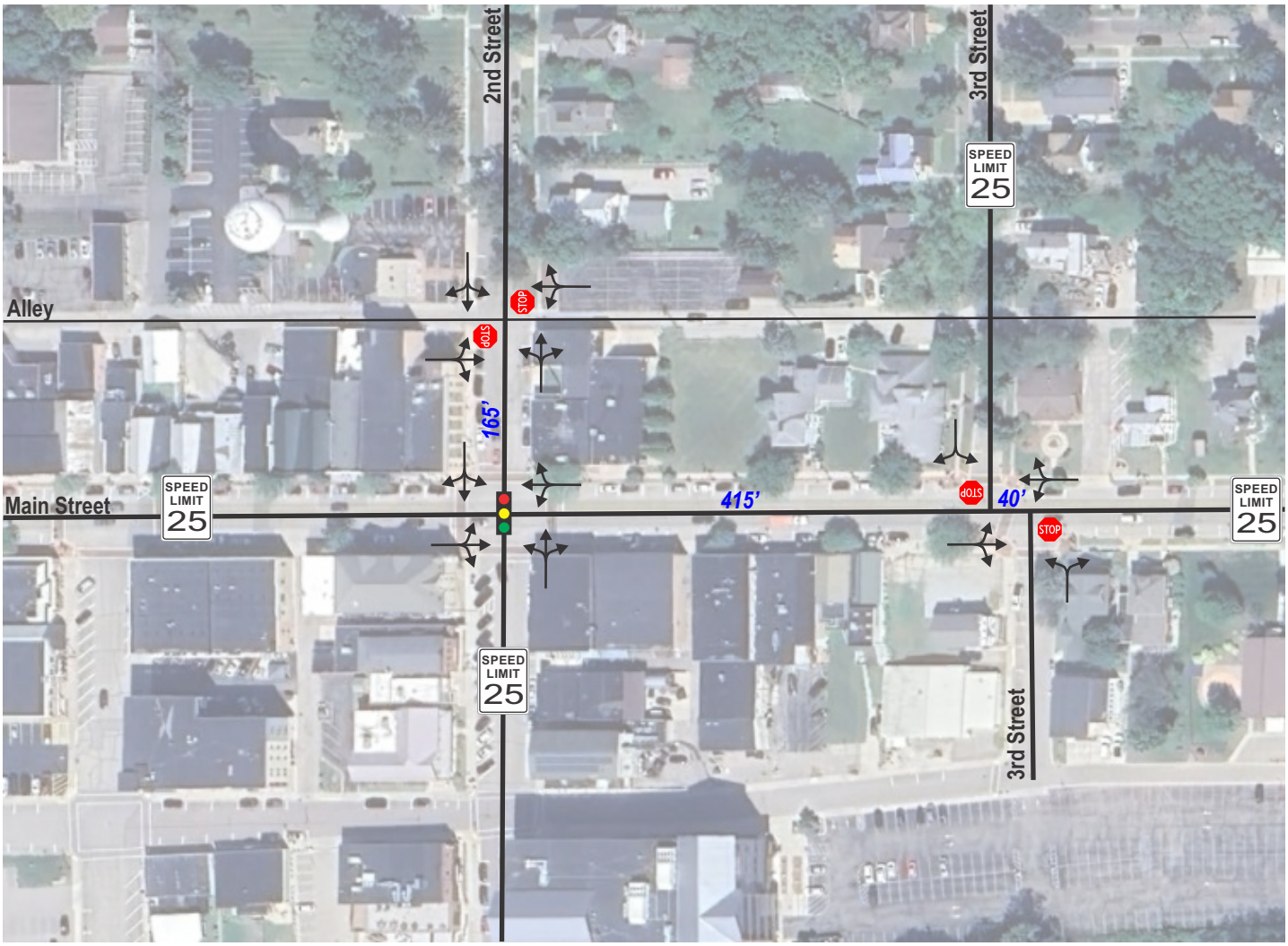
TADI TRAFFIC ANALYSIS & DESIGN, INC.

3516: 9-22-25

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EXHIBIT 2B
CONCEPTUAL SITE PLAN
APARTMENTS (2ND THROUGH 4TH FLOORS)

MT HOREB, WISCONSIN



LEGEND

- Traffic Signal Control
- Stop Sign Control
- Existing Lane Configuration
- XX' Distance Between Roadways (in Feet)

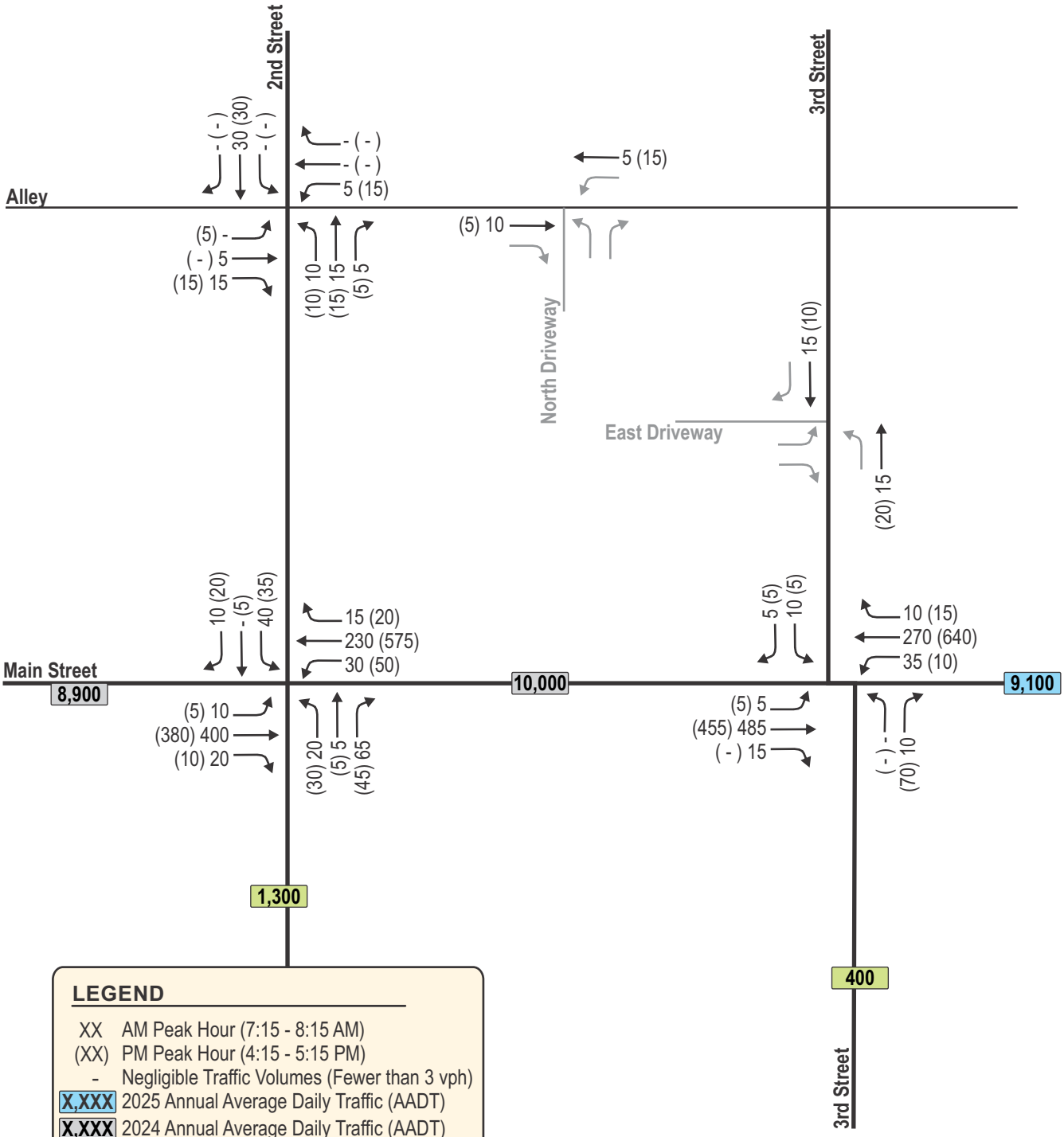
TRAFFIC ANALYSIS & DESIGN, INC.
3516: 9-22-25

N

NOT TO SCALE

EXHIBIT 3
EXISTING TRANSPORTATION DETAIL

MT HOREB, WISCONSIN



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3516: 9-22-25

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NOT TO SCALE

EXHIBIT 4
YEAR 2025 EXISTING TRAFFIC VOLUMES

MT HOREB, WISCONSIN

Exhibit 5A

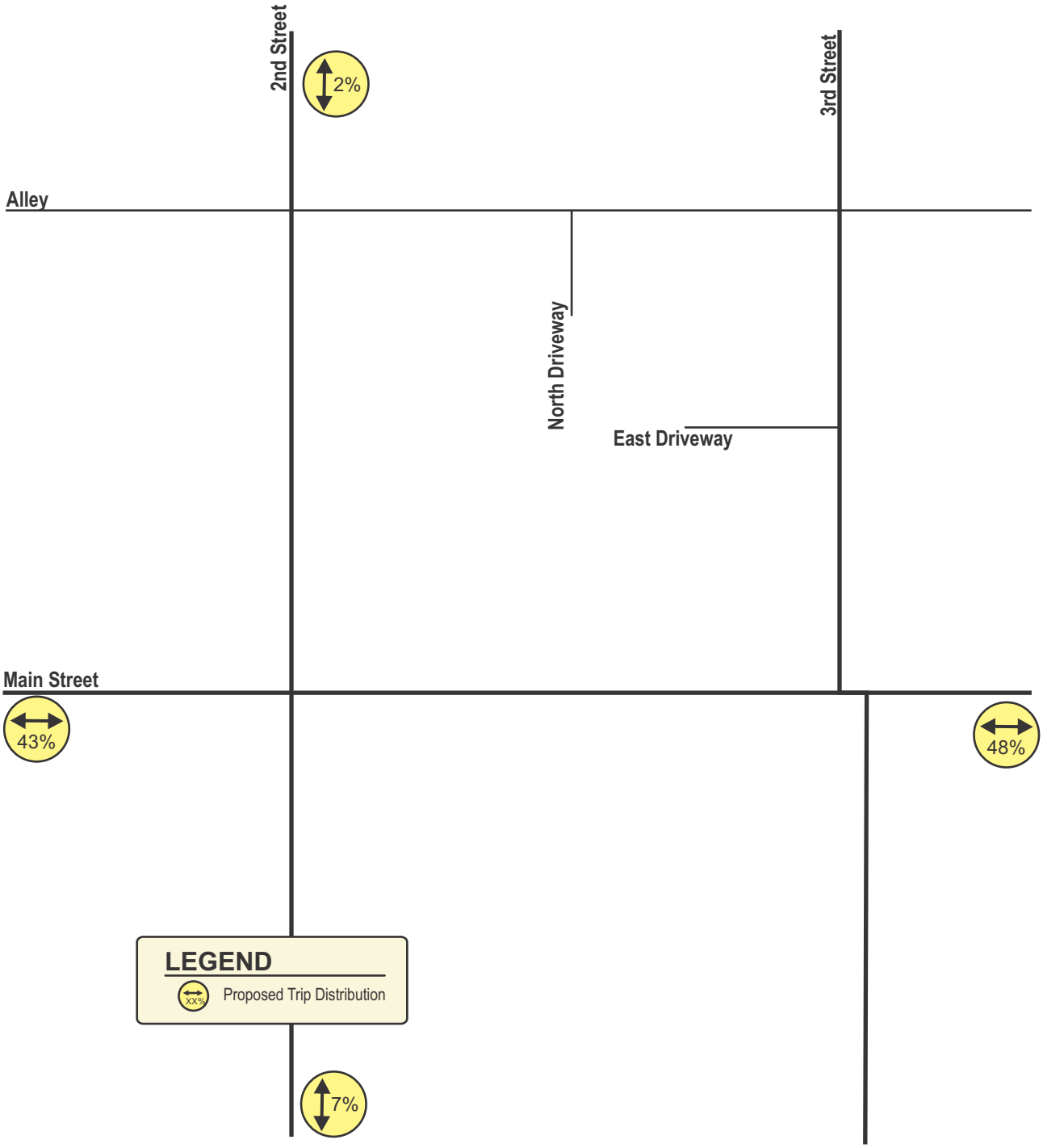
On-Site Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Low-Rise Residential with Ground-Floor Commercial (2-3 Floors) (1-25k)	230	65 Units	220 (3.44)	5 (23%)	25 (77%)	30 (0.44)	20 (71%)	5 (29%)	25 (0.36)
Total New Trips			**220**	**5**	**25**	**30**	**20**	**5**	**25**

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

TRIP DISTRIBUTION (New Trips)

East on Main Street	48%	110	5	10	10	5	
West on Main Street	43%	90	0	10	10	0	
North on 2nd Street	2%	0	0	0	0	0	
South on 2nd Street	7%	20	0	5	0	0	
	100%	***220***	***5***	***25***	***20***	***5***	

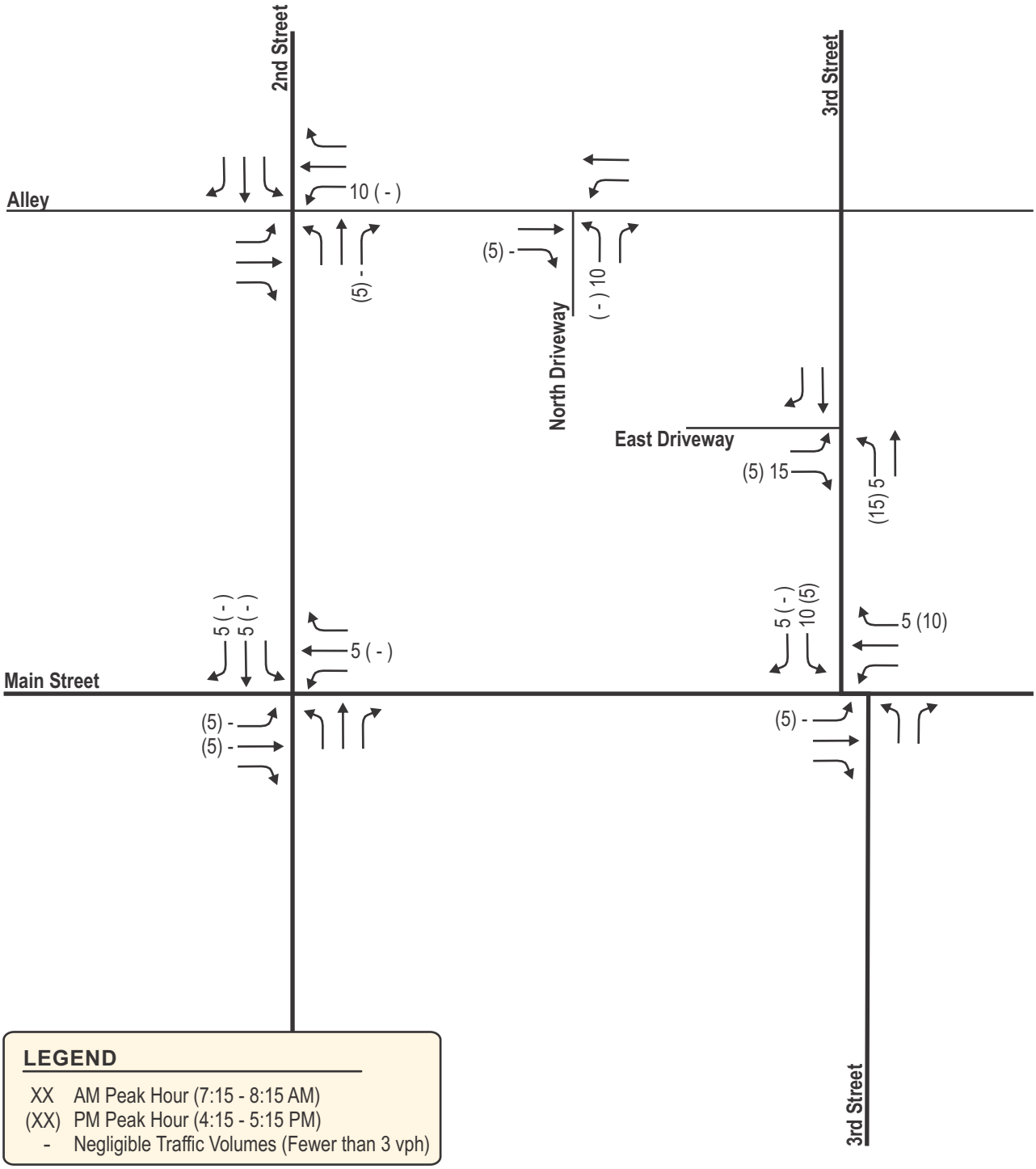


TRAFFIC ANALYSIS & DESIGN, INC.
3516: 9-22-25

N
NOT TO SCALE

EXHIBIT 5B
TRIP DISTRIBUTION DIAGRAM

MT HOREB, WISCONSIN



LEGEND

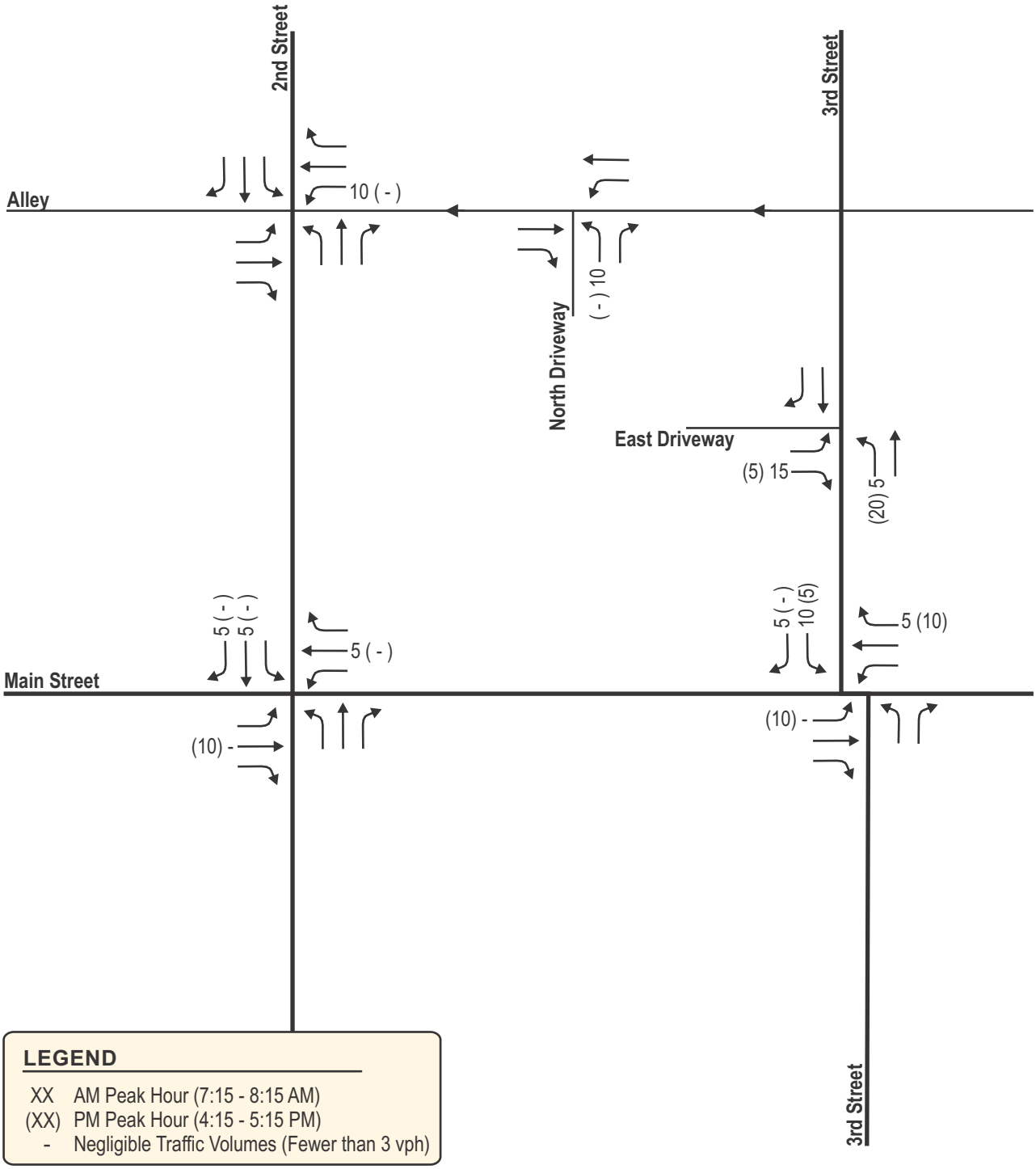
XX	AM Peak Hour (7:15 - 8:15 AM)
(XX)	PM Peak Hour (4:15 - 5:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.
3516: 9-22-25

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NOT TO SCALE

EXHIBIT 6A
ON-SITE NEW TRIPS
ALLEY - TWO WAY TRAFFIC

MT HOREB, WISCONSIN



LEGEND

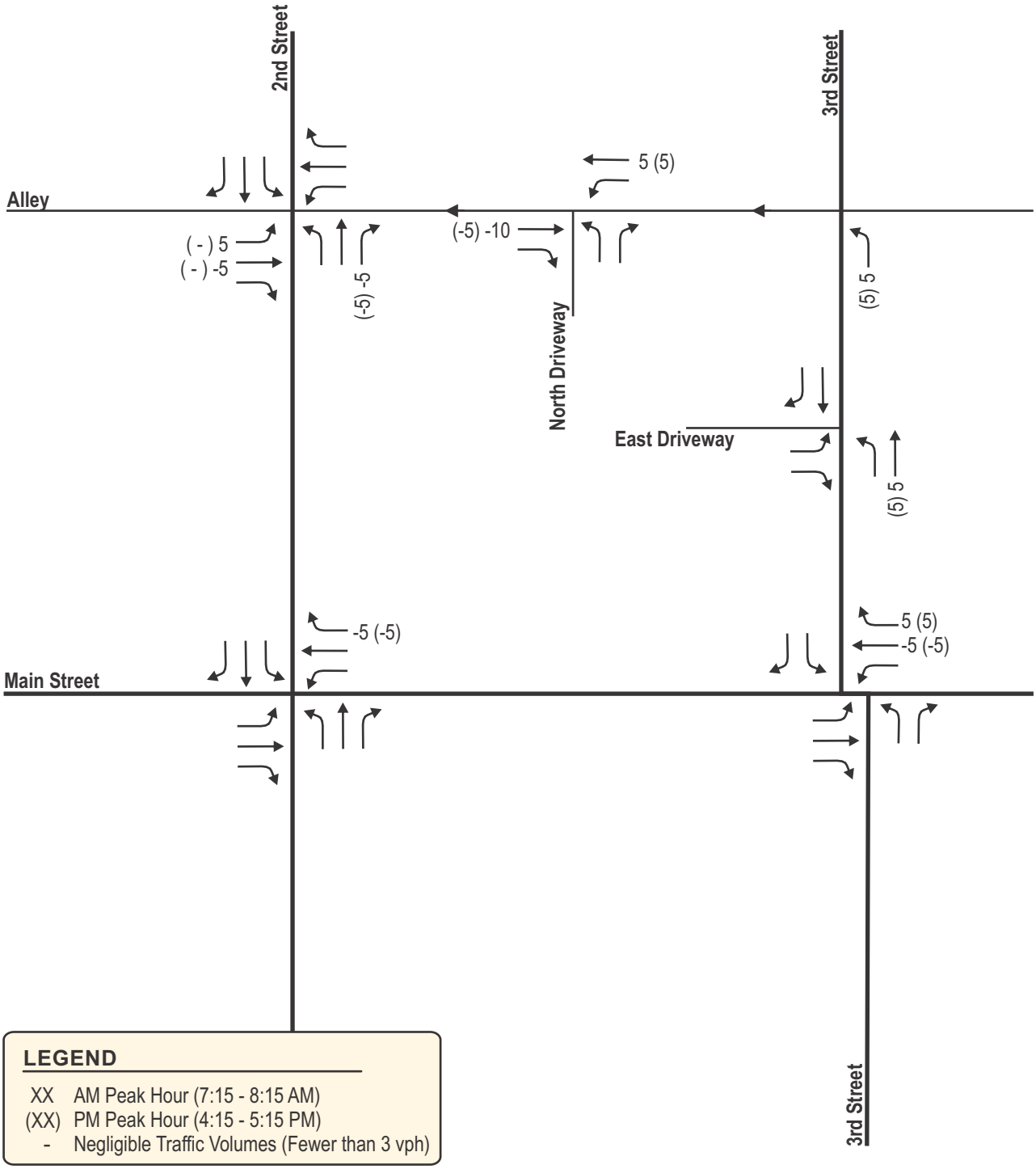
XX	AM Peak Hour (7:15 - 8:15 AM)
(XX)	PM Peak Hour (4:15 - 5:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.
3516: 9-22-25

N
NOT TO SCALE

EXHIBIT 6B
ON-SITE NEW TRIPS
ALLEY - ONE WAY (WESTBOUND) TRAFFIC

MT HOREB, WISCONSIN



LEGEND

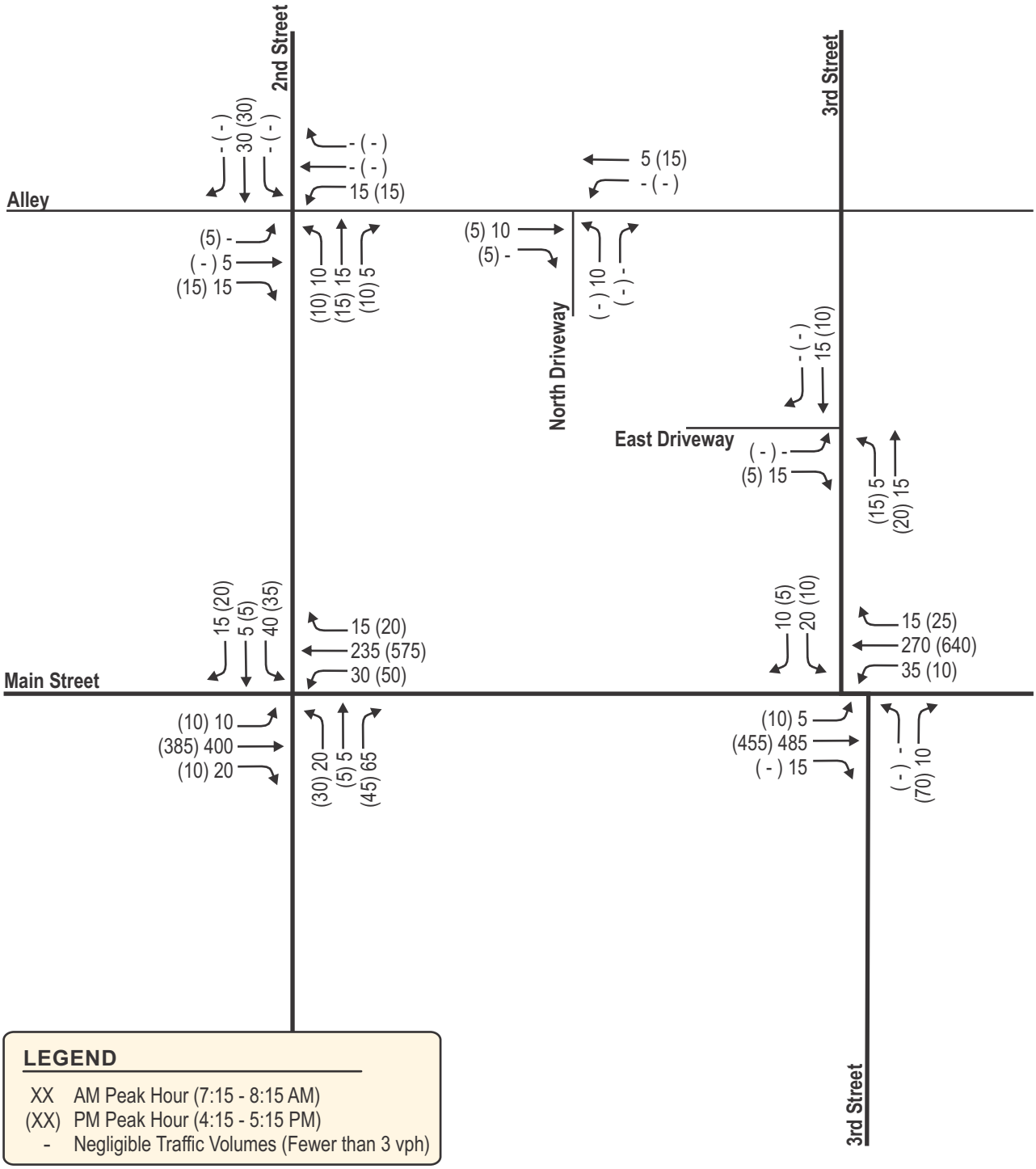
XX	AM Peak Hour (7:15 - 8:15 AM)
(XX)	PM Peak Hour (4:15 - 5:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.
3516: 9-22-25

N
NOT TO SCALE

EXHIBIT 6C
REDISTRIBUTED TRIPS
ALLEY - ONE WAY (WESTBOUND) TRAFFIC

MT HOREB, WISCONSIN



LEGEND

XX	AM Peak Hour (7:15 - 8:15 AM)
(XX)	PM Peak Hour (4:15 - 5:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.

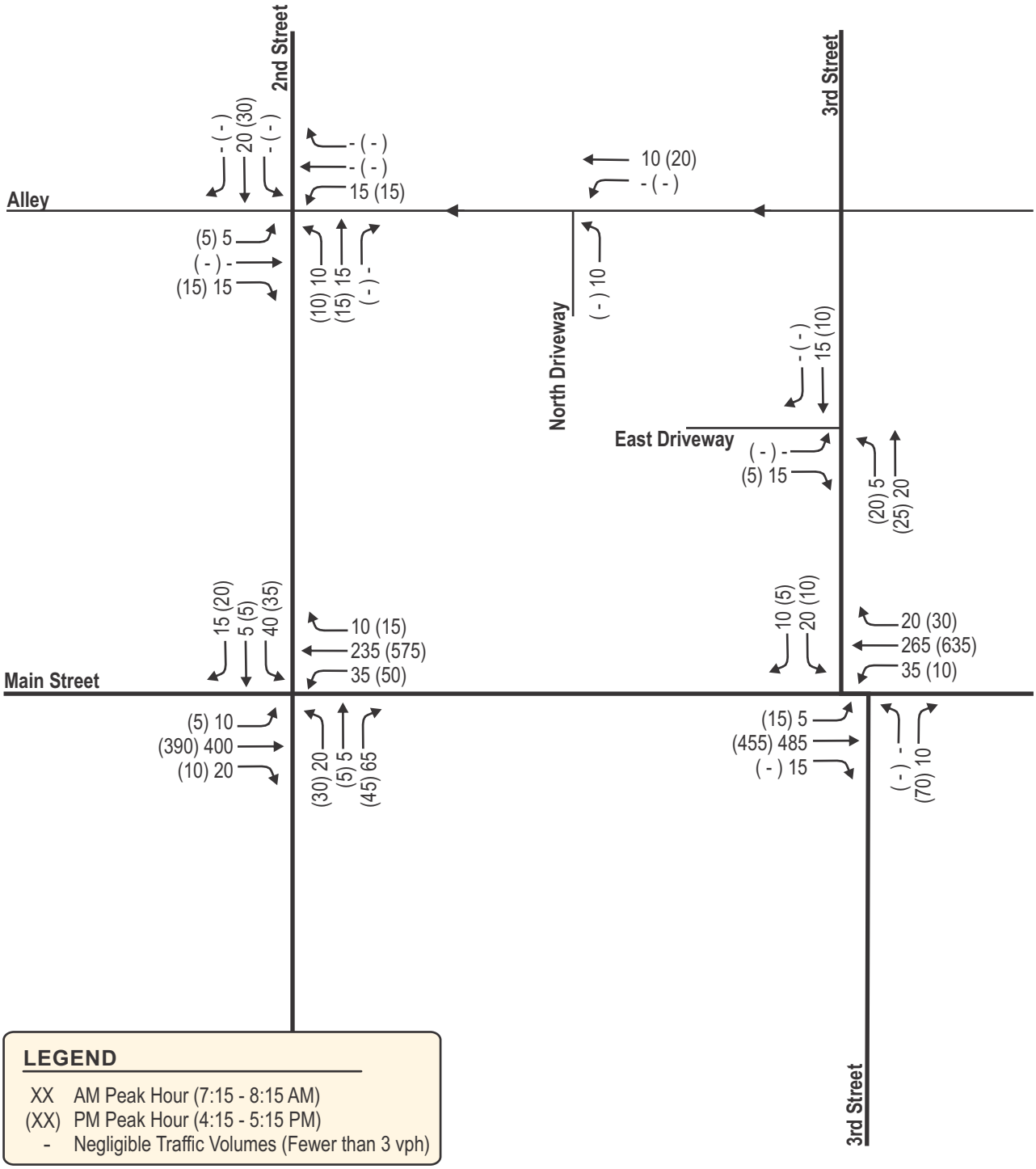
3516: 9-22-25

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NOT TO SCALE

EXHIBIT 7A
FULL BUILD TRAFFIC VOLUMES
ALLEY - TWO WAY TRAFFIC

MT HOREB, WISCONSIN



LEGEND

XX	AM Peak Hour (7:15 - 8:15 AM)
(XX)	PM Peak Hour (4:15 - 5:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.

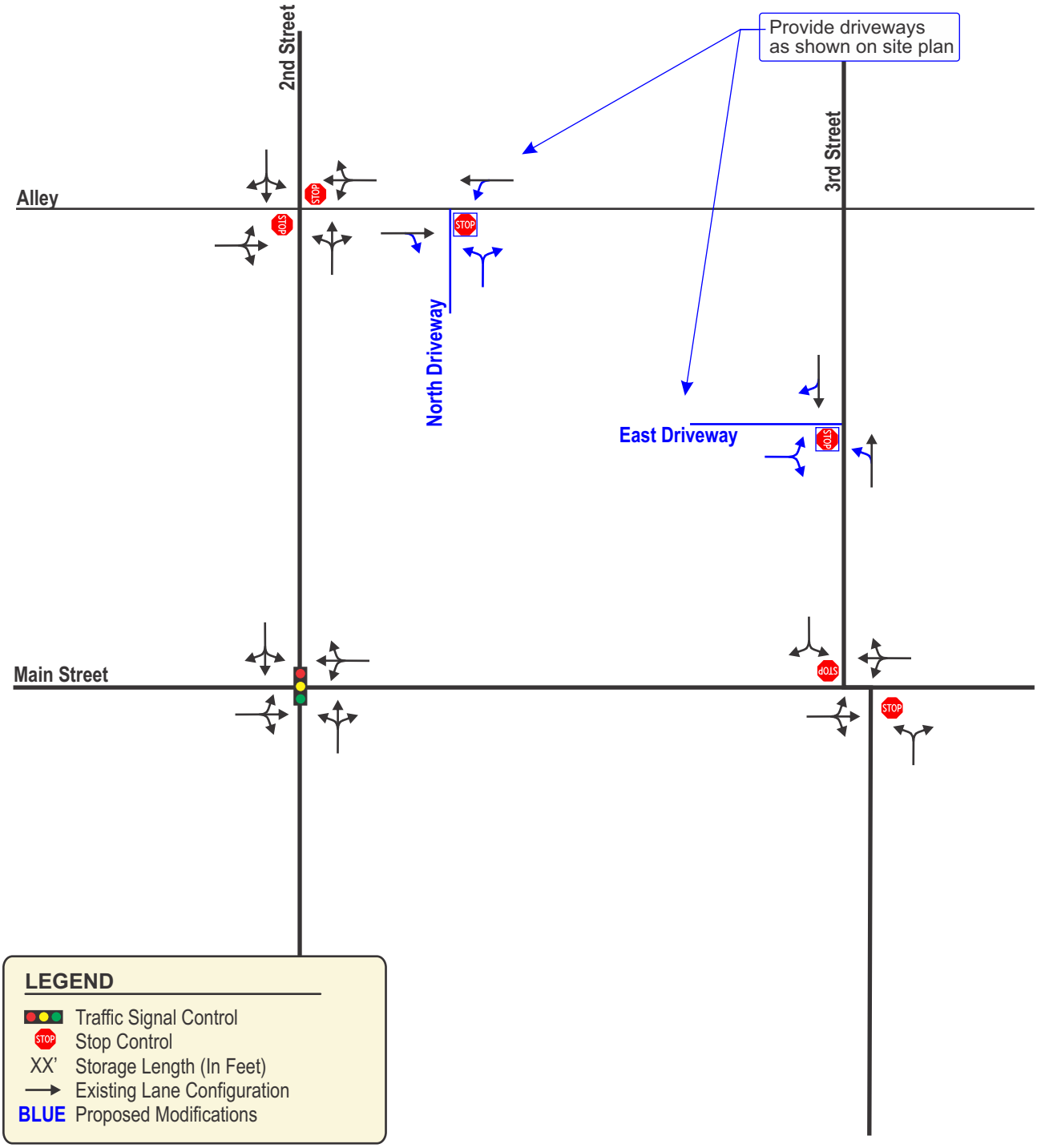
3516: 9-22-25

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NOT TO SCALE

EXHIBIT 7B
FULL BUILD TRAFFIC VOLUMES
ALLEY - ONE WAY (WESTBOUND) TRAFFIC

MT HOREB, WISCONSIN



TRAFFIC ANALYSIS & DESIGN, INC.
3516: 9-22-25

N

NOT TO SCALE

EXHIBIT 8
RECOMMENDED MODIFICATIONS

MT HOREB, WISCONSIN

Appendix

Trip Generation Comparison Table[1]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Low-Rise Residential with Ground-Floor Commercial (2-3 Floors) (1-25k)	230	65 Units	220 (3.44)	5 (23%)	25 (77%)	30 (0.44)	20 (71%)	5 (29%)	25 (0.36)
Mid-Rise Residential with Ground-Floor Commercial (4-10 Floors) (1-25k)	231	65 Units	Not Available	5 (23%)	10 (77%)	15 (0.22)	5 (71%)	5 (29%)	10 (0.17)
Difference				**0**	**15**	**15**	**15**	**0**	**15**

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

Appendix A
Traffic Counts

Turning Movement Counts

Wavetronix Daily Count

Intersection Traffic Volume Report

Count Basics		Version 2025.03	Page 1 of 13
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **2nd Street**
Minor St: **Alley**
Intersection of: ***2nd Street & Alley***

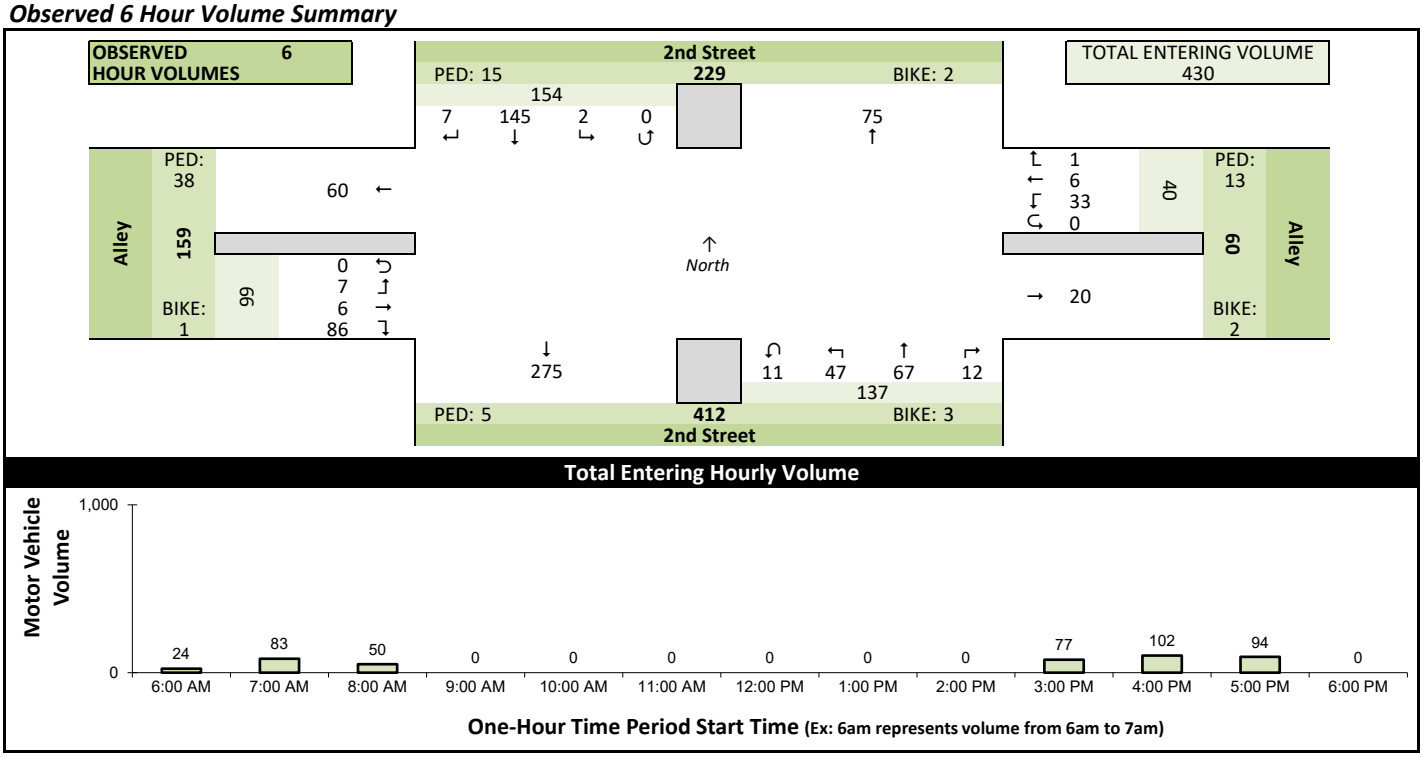
Site Information

Municipality	Village of Mt Horeb		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	2nd Street		
East Leg	Alley		
South Leg	2nd Street		
West Leg	Alley		
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	

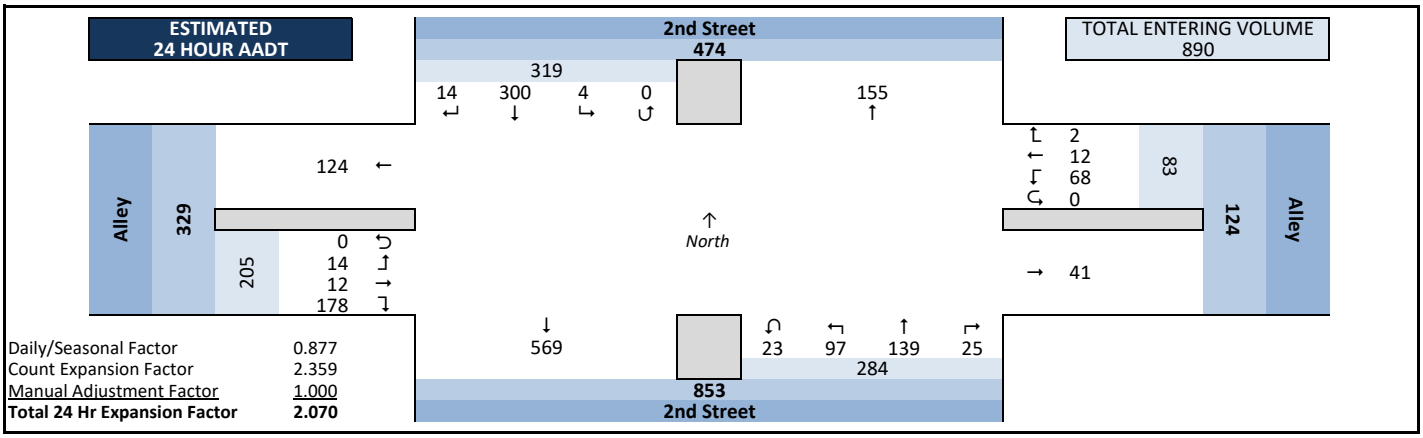
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Tuesday, August 5, 2025			Weather	
AM Peak Period	Wednesday, August 6, 2025			Clear and Dry	
Midday Peak Period	Wednesday, August 6, 2025			Clear and Dry	
PM Peak Period	Tuesday, August 5, 2025			Clear and Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	4:00-5:00pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.877	Count Expansion Factor	2.359		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Miovision			
	Midday Peak Period	Mioribion			
	PM Peak Period	Miovision			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

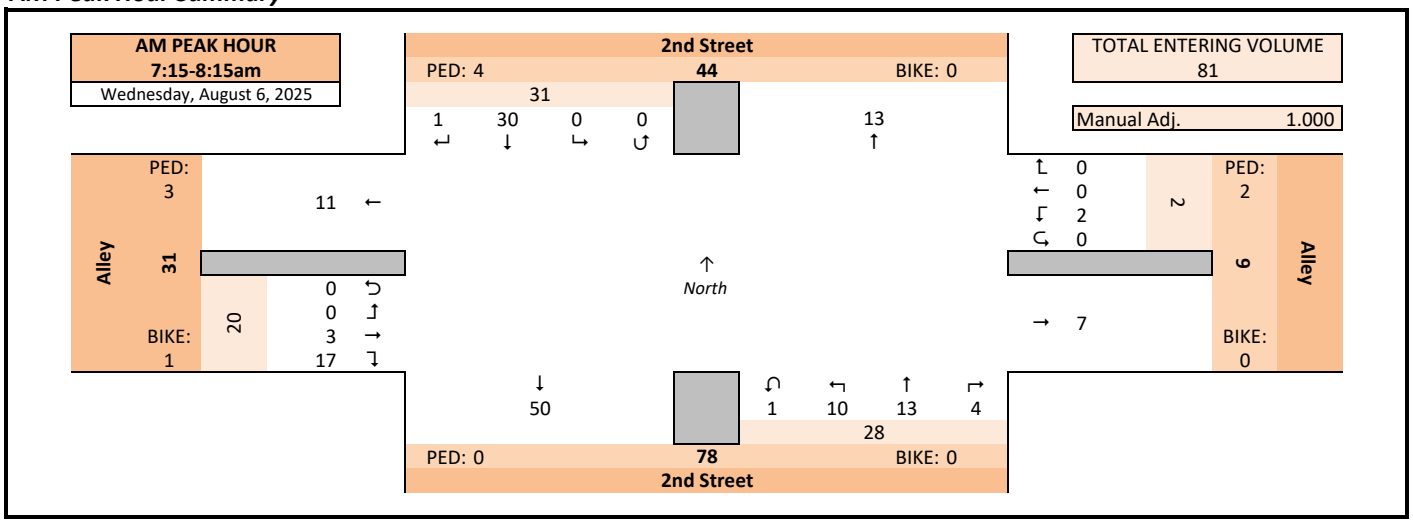
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

2nd Street & Alley

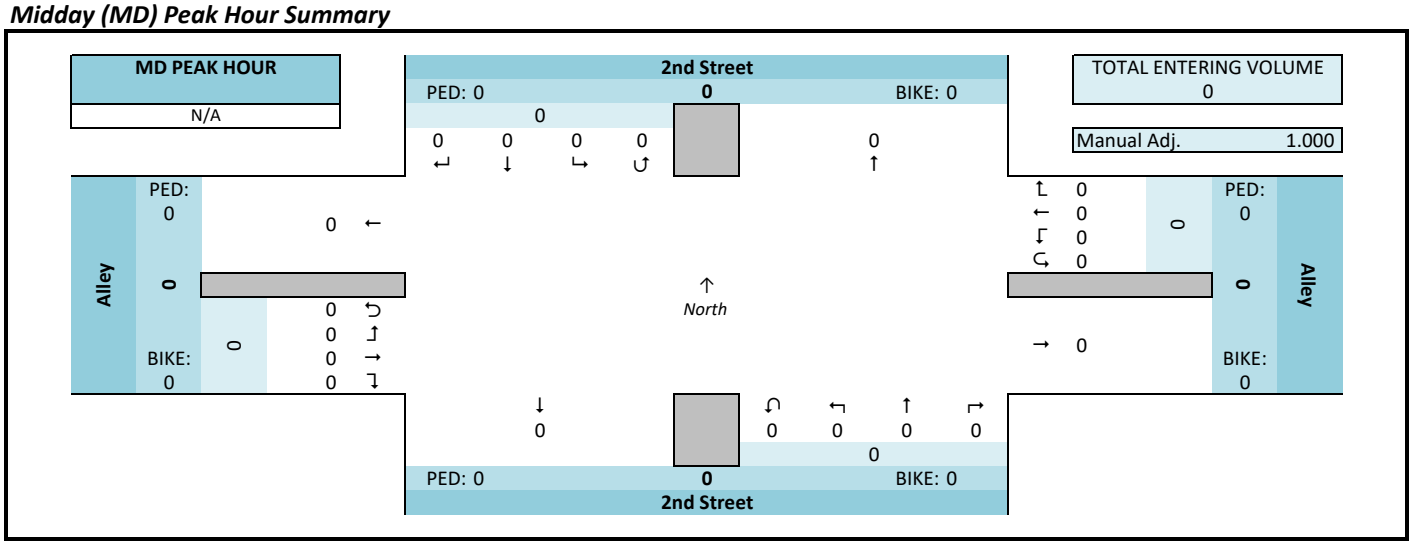
All Motor Vehicles



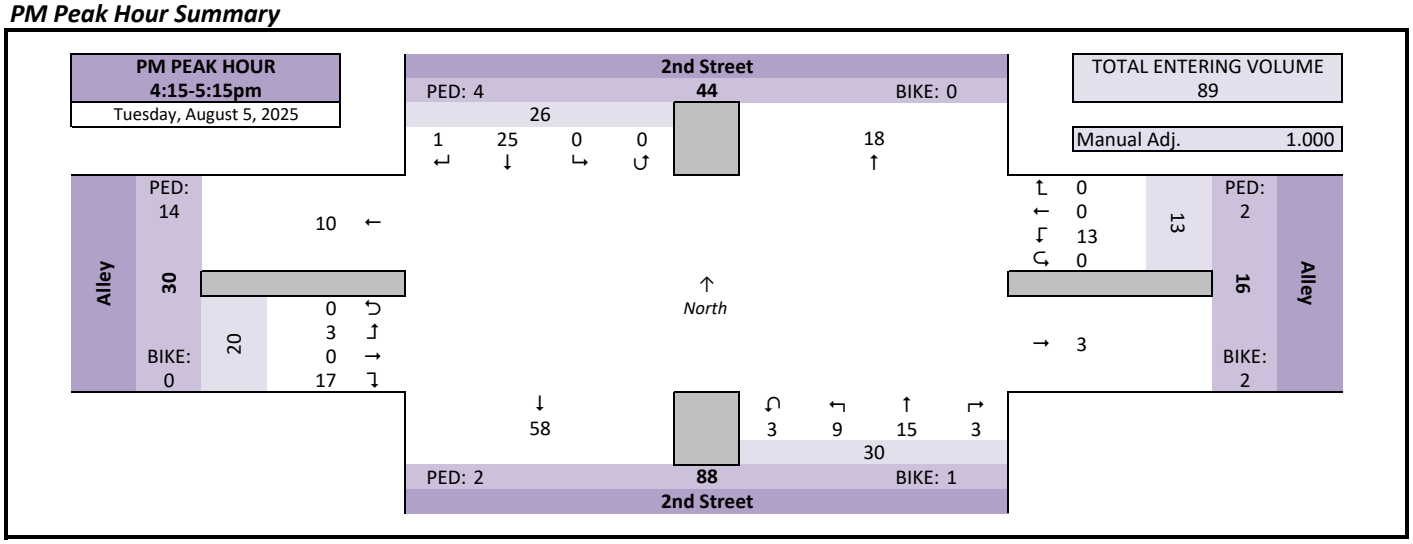
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

2nd Street & Alley

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, August 6, 2025		From North					From East					From South					From West					
	AM Peak Hour	2nd Street					Alley					2nd Street					Alley					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	0	13	0	0	13	0	0	0	0	0	2	4	1	1	8	2	1	0	0	3	24
	7:30 AM	1	5	0	0	6	0	0	0	0	0	1	5	2	0	8	3	1	0	0	4	18
	7:45 AM	0	5	0	0	5	0	0	2	0	2	1	3	6	0	10	9	0	0	0	9	26
	8:00 AM	0	7	0	0	7	0	0	0	0	0	0	1	1	0	2	3	1	0	0	4	13
	Peak Hour Volume	1	30	0	0	31	0	0	2	0	2	4	13	10	1	28	17	3	0	0	20	81
	Rounded Hourly Volume	0	30	0	0	30	0	0	0	0	0	5	15	10	0	30	15	5	0	0	20	80
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.25	0.58	0.00	0.00	0.60	0.00	0.00	0.25	0.00	0.25	0.50	0.65	0.42	0.25	0.70	0.47	0.75	0.00	0.00	0.56	0.78

N/A		From North					From East					From South					From West					
	MD Peak Hour	2nd Street					Alley					2nd Street					Alley					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Tuesday, August 5, 2025		From North					From East					From South					From West					
	PM Peak Hour	2nd Street					Alley					2nd Street					Alley					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	0	5	0	0	5	0	0	3	0	3	2	3	1	2	8	5	0	0	0	5	21
	4:30 PM	0	6	0	0	6	0	0	7	0	7	1	3	4	0	8	4	0	0	0	4	25
	4:45 PM	1	6	0	0	7	0	0	1	0	1	0	5	1	1	7	5	0	2	0	7	22
	5:00 PM	0	8	0	0	8	0	0	2	0	2	0	4	3	0	7	3	0	1	0	4	21
	Peak Hour Volume	1	25	0	0	26	0	0	13	0	13	3	15	9	3	30	17	0	3	0	20	89
	Rounded Hourly Volume	0	25	0	0	25	0	0	15	0	15	5	15	10	5	35	15	0	5	0	20	95
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.25	0.78	0.00	0.00	0.81	0.00	0.00	0.46	0.00	0.46	0.37	0.75	0.56	0.37	0.94	0.85	0.00	0.37	0.00	0.71	0.89

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		2nd Street			Alley			2nd Street			Alley			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:15 AM	1	0	1	2	0	2	0	0	0	0	0	0	3
	7:30 AM	1	0	1	0	0	0	0	0	0	2	0	2	3
	7:45 AM	1	0	1	0	0	0	0	0	0	1	1	2	3
	8:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
	Total	4	0	4	2	0	2	0	0	0	3	1	4	10
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	2	0	2	2	1	3	0	0	0	4	0	4	9
	4:30 PM	0	0	0	0	0	0	1	0	1	1	0	1	2
	4:45 PM	0	0	0	0	1	1	0	0	0	4	0	4	5
	5:00 PM	2	0	2	0	0	0	1	1	2	5	0	5	9
	Total	4	0	4	2	2	4	2	1	3	14	0	14	25

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Count Basics			*Page 4 of 13*
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

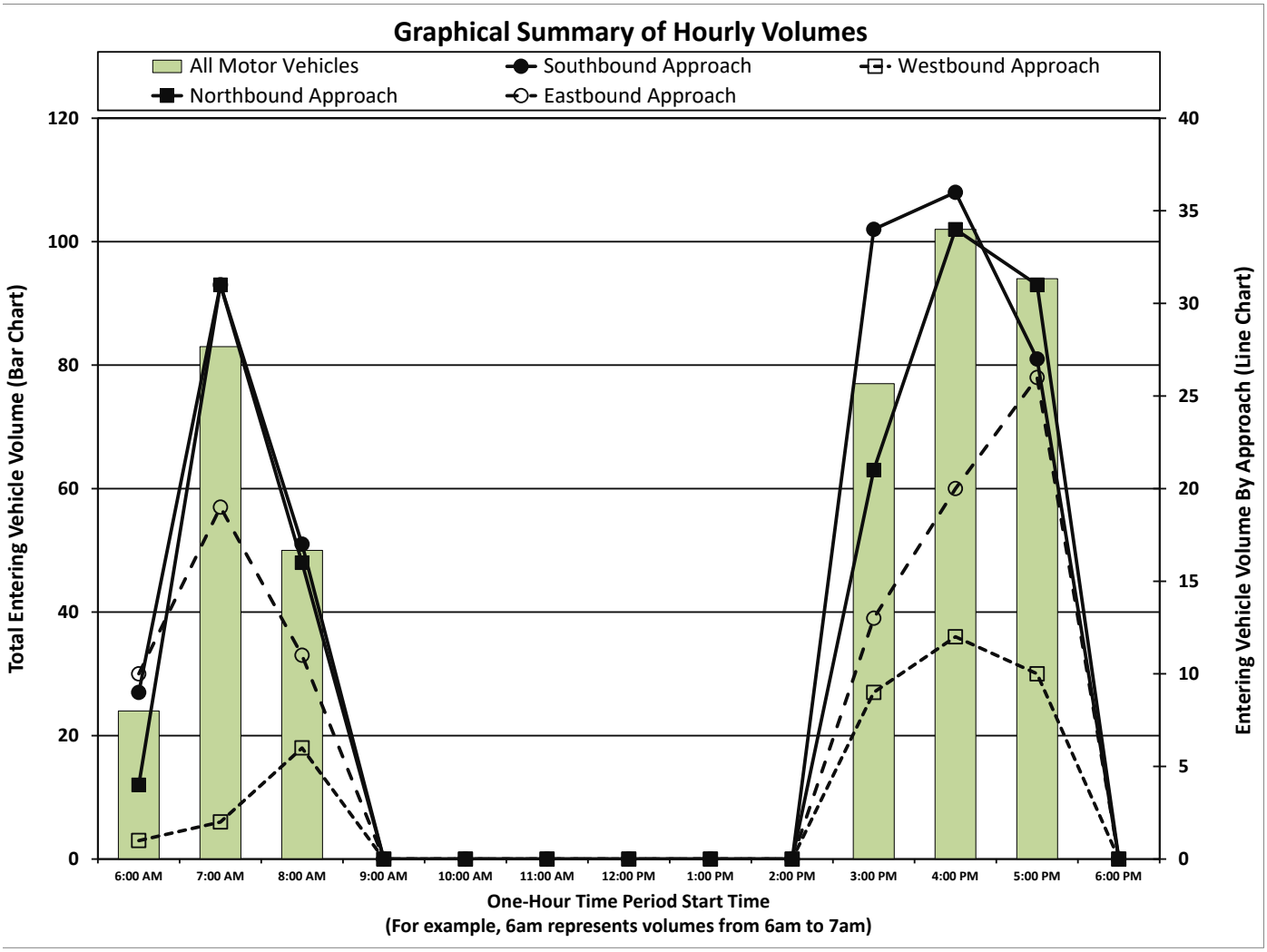
2nd Street & Alley

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					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	9	0	0	9	0	0	1	0	1	0	3	1	0	4	8	1	1	0	10	24	11	13
	7:00 AM	2	29	0	0	31	0	0	2	0	2	5	14	11	1	31	16	2	1	0	19	83	21	62
	8:00 AM	0	17	0	0	17	0	1	5	0	6	0	4	8	4	16	10	1	0	0	11	50	17	33
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	2	31	1	0	34	1	2	6	0	9	1	12	7	1	21	10	1	2	0	13	77	22	55
	4:00 PM	1	34	1	0	36	0	1	11	0	12	4	18	9	3	34	18	0	2	0	20	102	32	70
	5:00 PM	2	25	0	0	27	0	2	8	0	10	2	16	11	2	31	24	1	1	0	26	94	36	58
	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
Totals		7	145	2	0	154	1	6	33	0	40	12	67	47	11	137	86	6	7	0	99	430	139	291



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

2nd Street & Alley

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (2nd Street)					From East (Alley)					From South (2nd Street)					From West (Alley)					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	24	0.40
	6:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2	38	0.63
	6:30 AM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	6	1	1	0	8	15	60	0.63
	6:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6	63	0.66
	7:00 AM	1	6	0	0	7	0	0	0	0	0	1	2	2	0	5	2	0	1	0	3	15	83	0.80
	7:15 AM	0	13	0	0	13	0	0	0	0	0	2	4	1	1	8	2	1	0	0	3	24	81	0.78
	7:30 AM	1	5	0	0	6	0	0	0	0	0	1	5	2	0	8	3	1	0	0	4	18	74	0.71
	7:45 AM	0	5	0	0	5	0	0	2	0	2	1	3	6	0	10	9	0	0	0	9	26	64	0.62
	8:00 AM	0	7	0	0	7	0	0	0	0	0	0	1	1	0	2	3	1	0	0	4	13	50	0.74
	8:15 AM	0	5	0	0	5	0	0	4	0	4	0	2	1	0	3	5	0	0	0	5	17		
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	3	2	5	1	0	0	0	1	8		
	8:45 AM	0	3	0	0	3	0	1	1	0	2	0	1	3	2	6	1	0	0	0	1	12		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	2	6	0	0	8	0	0	2	0	2	0	2	1	1	4	5	0	0	0	5	19	77	0.88
	3:15 PM	0	8	1	0	9	1	0	1	0	2	0	4	4	0	8	2	0	1	0	3	22	92	0.68
	3:30 PM	0	9	0	0	9	0	1	1	0	2	0	4	1	0	5	0	1	0	0	1	17	91	0.67
	3:45 PM	0	8	0	0	8	0	1	2	0	3	1	2	1	0	4	3	0	1	0	4	19	99	0.73
	4:00 PM	0	17	1	0	18	0	1	0	0	1	1	7	3	0	11	4	0	0	0	4	34	102	0.75
	4:15 PM	0	5	0	0	5	0	0	3	0	3	2	3	1	2	8	5	0	0	0	5	21	89	0.89
	4:30 PM	0	6	0	0	6	0	0	7	0	7	1	3	4	0	8	4	0	0	0	4	25	92	0.92
	4:45 PM	1	6	0	0	7	0	0	1	0	1	0	5	1	1	7	5	0	2	0	7	22	94	0.87
	5:00 PM	0	8	0	0	8	0	0	2	0	2	0	4	3	0	7	3	0	1	0	4	21	94	0.87
	5:15 PM	1	6	0	0	7	0	0	1	0	1	0	3	2	2	7	9	0	0	0	9	24		
	5:30 PM	1	6	0	0	7	0	2	5	0	7	0	3	3	0	6	6	1	0	0	7	27		
	5:45 PM	0	5	0	0	5	0	0	0	0	0	2	6	3	0	11	6	0	0	0	6	22		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		7	145	2	0	154	1	6	33	0	40	12	67	47	11	137	86	6	7	0	99	430		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (2nd Street)					From East (Alley)					From South (2nd Street)					From West (Alley)					Total Hourly		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume		PHF
AM	7:15 AM	1	30	0	0	31	0	0	2	0	2	4	13	10	1	28	17	3	0	0	20	81		0.78
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM	4:15 PM	1	25	0	0	26	0	0	13	0	13	3	15	9	3	30	17	0	3	0	20	89		0.89

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Automobile Data

2nd Street & Alley

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	22
	6:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	36
	6:30 AM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	14	59
	6:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6	63
	7:00 AM	1	6	0	0	7	0	0	0	0	0	1	2	2	0	5	2	0	1	0	3	15	83
	7:15 AM	0	13	0	0	13	0	0	0	0	0	2	4	1	1	8	2	1	0	0	3	24	81
	7:30 AM	1	5	0	0	6	0	0	0	0	0	1	5	2	0	8	3	1	0	0	4	18	74
	7:45 AM	0	5	0	0	5	0	0	2	0	2	1	3	6	0	10	9	0	0	0	9	26	64
	8:00 AM	0	7	0	0	7	0	0	0	0	0	0	1	1	0	2	3	1	0	0	4	13	50
	8:15 AM	0	5	0	0	5	0	0	4	0	4	0	2	1	0	3	5	0	0	0	5	17	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	3	2	5	1	0	0	0	1	8	
	8:45 AM	0	3	0	0	3	0	1	1	0	2	0	1	3	2	6	1	0	0	0	1	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	2	6	0	0	8	0	0	2	0	2	0	2	1	1	4	5	0	0	0	5	19	74
	3:15 PM	0	7	1	0	8	1	0	1	0	2	0	4	4	0	8	2	0	1	0	3	21	88
	3:30 PM	0	8	0	0	8	0	1	1	0	2	0	4	0	0	4	0	1	0	0	1	15	88
	3:45 PM	0	8	0	0	8	0	1	2	0	3	1	2	1	0	4	3	0	1	0	4	19	98
	4:00 PM	0	16	1	0	17	0	1	0	0	1	1	7	3	0	11	4	0	0	0	4	33	101
	4:15 PM	0	5	0	0	5	0	0	3	0	3	2	3	1	2	8	5	0	0	0	5	21	89
	4:30 PM	0	6	0	0	6	0	0	7	0	7	1	3	4	0	8	4	0	0	0	4	25	92
	4:45 PM	1	6	0	0	7	0	0	1	0	1	0	5	1	1	7	5	0	2	0	7	22	94
	5:00 PM	0	8	0	0	8	0	0	2	0	2	0	4	3	0	7	3	0	1	0	4	21	94
	5:15 PM	1	6	0	0	7	0	0	1	0	1	0	3	2	2	7	9	0	0	0	9	24	
	5:30 PM	1	6	0	0	7	0	2	5	0	7	0	3	3	0	6	6	1	0	0	7	27	
	5:45 PM	0	5	0	0	5	0	0	0	0	0	2	6	3	0	11	6	0	0	0	6	22	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		7	142	2	0	151	1	6	33	0	40	12	67	46	11	136	85	5	7	0	97	424	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	1	30	0	0	31	0	0	2	0	2	4	13	10	1	28	17	3	0	0	20	81
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	1	25	0	0	26	0	0	13	0	13	3	15	9	3	30	17	0	3	0	20	89

Intersection Traffic Volume Report

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

2nd Street & Alley

Count Basics		*Page 7 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



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

	15-Minute Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	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
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	3
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	5	
SU Truck %age:		0.0%	2.1%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.7%	0.0%	16.7%	0.0%	0.0%	1.0%	1.2%	

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

	Hourly Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 8 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

2nd Street & Alley



15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
	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
	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
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	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
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Semi Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	1.0%	0.2%	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

2nd Street & Alley



15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	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	1
	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
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	3
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	6	
otal Truck %age:		0.0%	2.1%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.7%	1.2%	16.7%	0.0%	0.0%	2.0%	1.4%	

Peak Hour Heavy Vehicle Volume Summary

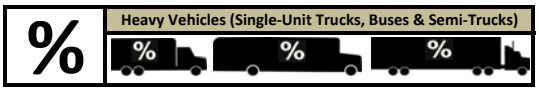
	Hourly Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics		*Page 10 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

2nd Street & Alley



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3
	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	100.0	0.0	0.0	0.0	100.0	50.0	5.3
	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	100.0	0.0	0.0	12.5	6.7	1.7
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9
	3:15 PM	0.0	12.5	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	4.3
	3:30 PM	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	11.8	3.3
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
	4:00 PM	0.0	5.9	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	1.0
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	2.1	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.7	1.2	16.7	0.0	0.0	2.0	1.4	

Semi Truck Percentage: 0.2326

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

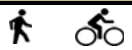
Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

2nd Street & Alley

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach 2nd Street			Crossing East Approach Alley			Crossing South Approach 2nd Street			Crossing West Approach Alley			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	6:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	8
	6:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	10
	7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	11
	7:15 AM	1	0	1	2	0	2	0	0	0	0	0	0	3	10
	7:30 AM	1	0	1	0	0	0	0	0	0	2	0	2	3	12
	7:45 AM	1	0	1	0	0	0	0	0	0	1	1	2	3	12
	8:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	14
	8:15 AM	0	0	0	1	0	1	0	0	0	4	0	4	5	
	8:30 AM	1	0	1	0	0	0	0	1	1	1	0	1	3	
	8:45 AM	0	0	0	3	0	3	1	0	1	1	0	1	5	
	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	1	0	1	1	0	1	0	0	0	3	0	3	5	9
	3:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	7
	3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	15
	3:45 PM	1	0	1	0	0	0	0	0	0	1	0	1	2	16
	4:00 PM	0	0	0	1	0	1	1	0	1	1	0	1	3	19
	4:15 PM	2	0	2	2	1	3	0	0	0	4	0	4	9	25
	4:30 PM	0	0	0	0	0	0	1	0	1	1	0	1	2	21
	4:45 PM	0	0	0	0	1	1	0	0	0	4	0	4	5	26
	5:00 PM	2	0	2	0	0	0	1	1	2	5	0	5	9	23
	5:15 PM	1	1	2	1	0	1	1	0	1	1	0	1	5	
	5:30 PM	3	0	3	0	0	0	0	1	1	3	0	3	7	
	5:45 PM	0	0	0	1	0	1	0	0	0	1	0	1	2	
	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		**15**	**2**	**17**	**13**	**2**	**15**	**5**	**3**	**8**	**38**	**1**	**39**	**79**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

2nd Street & Alley

Adults & Children


15-Minute Adult & Children Pedestrian Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		2nd Street			Alley			2nd Street			Alley				
Start Time		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	0
	5:30 AM	0		0	0		0	0		0	0		0	0	0
	5:45 AM	0		0	0		0	0		0	0		0	0	1
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	3
	6:15 AM	0		0	0		0	0		0	0		0	0	5
	6:30 AM	0		0	1		1	0		0	0		0	1	8
	6:45 AM	0		0	0		0	0		0	2		2	2	10
	7:00 AM	0		0	0		0	0		0	2		2	2	10
	7:15 AM	1		1	2		2	0		0	0		0	3	9
	7:30 AM	1		1	0		0	0		0	2		2	3	11
	7:45 AM	1		1	0		0	0		0	1		1	2	10
	8:00 AM	1		1	0		0	0		0	0		0	1	13
	8:15 AM	0		0	1		1	0		0	4		4	5	12
	8:30 AM	1		1	0		0	0		0	1		1	2	7
	8:45 AM	0		0	3		3	1		1	1		1	5	5
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	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
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	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
	2:15 PM	0		0	0		0	0		0	0		0	0	5
	2:30 PM	0		0	0		0	0		0	0		0	0	5
	2:45 PM	0		0	0		0	0		0	0		0	0	6
	3:00 PM	1		1	1		1	0		0	3		3	5	8
	3:15 PM	0		0	0		0	0		0	0		0	0	6
	3:30 PM	0		0	0		0	0		0	1		1	1	14
	3:45 PM	1		1	0		0	0		0	1		1	2	15
	4:00 PM	0		0	1		1	1		1	1		1	3	17
	4:15 PM	2		2	2		2	0		0	4		4	8	22
	4:30 PM	0		0	0		0	1		1	1		1	2	18
	4:45 PM	0		0	0		0	0		0	4		4	4	22
	5:00 PM	2		2	0		0	1		1	5		5	8	20
	5:15 PM	1		1	1		1	1		1	1		1	4	12
	5:30 PM	3		3	0		0	0		0	3		3	6	8
	5:45 PM	0		0	1		1	0		0	1		1	2	2
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	
	11:30 PM	0		0	0		0	0		0	0		0	0	
	11:45 PM	0		0	0		0	0		0	0		0	0	
Totals		15	0	15	13	0	13	5	0	5	38	0	38	71	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

2nd Street & Alley

Bicyclists


15-Minute Bicycle Data

	15-Minute Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					15-Min Totals	Hourly Sum
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	0
	11:30 PM					0					0					0					0	0	0
	11:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

	Hourly Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					Total Hourly Volume
	Start Time	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	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Special Report
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data (Daily & Seasonally Adjusted)

2nd Street & Alley

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					15-Min Totals	Hourly Sum	PHF
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	22	0.42
	6:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2	35	0.63
	6:30 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	5	1	1	0	7	13	55	0.63
	6:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6	58	0.66
	7:00 AM	1	5	0	0	6	0	0	0	0	0	1	2	2	0	5	2	0	1	0	3	14	75	0.82
	7:15 AM	0	11	0	0	11	0	0	0	0	0	2	4	1	1	8	2	1	0	0	3	22	73	0.79
	7:30 AM	1	4	0	0	5	0	0	0	0	0	1	4	2	0	7	3	1	0	0	4	16	66	0.72
	7:45 AM	0	4	0	0	4	0	0	2	0	2	1	3	5	0	9	8	0	0	0	8	23	58	0.63
	8:00 AM	0	6	0	0	6	0	0	0	0	0	0	1	1	0	2	3	1	0	0	4	12	47	0.78
	8:15 AM	0	4	0	0	4	0	0	4	0	4	0	2	1	0	3	4	0	0	0	4	15		
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	3	2	5	1	0	0	0	1	8		
	8:45 AM	0	3	0	0	3	0	1	1	0	2	0	1	3	2	6	1	0	0	0	1	12		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	2	5	0	0	7	0	0	2	0	2	0	2	1	1	4	4	0	0	0	4	17	72	0.86
	3:15 PM	0	7	1	0	8	1	0	1	0	2	0	4	4	0	8	2	0	1	0	3	21	86	0.69
	3:30 PM	0	8	0	0	8	0	1	1	0	2	0	4	1	0	5	0	1	0	0	1	16	84	0.68
	3:45 PM	0	7	0	0	7	0	1	2	0	3	1	2	1	0	4	3	0	1	0	4	18	91	0.73
	4:00 PM	0	15	1	0	16	0	1	0	0	1	1	6	3	0	10	4	0	0	0	4	31	92	0.74
	4:15 PM	0	4	0	0	4	0	0	3	0	3	2	3	1	2	8	4	0	0	0	4	19	81	0.88
	4:30 PM	0	5	0	0	5	0	0	6	0	6	1	3	4	0	8	4	0	0	0	4	23	84	0.91
	4:45 PM	1	5	0	0	6	0	0	1	0	1	0	4	1	1	6	4	0	2	0	6	19	85	0.89
	5:00 PM	0	7	0	0	7	0	0	2	0	2	0	4	3	0	7	3	0	1	0	4	20	85	0.89
	5:15 PM	1	5	0	0	6	0	0	1	0	1	0	3	2	2	7	8	0	0	0	8	22		
	5:30 PM	1	5	0	0	6	0	2	4	0	6	0	3	3	0	6	5	1	0	0	6	24		
	5:45 PM	0	4	0	0	4	0	0	0	0	0	2	5	3	0	10	5	0	0	0	5	19		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		7	124	2	0	133	1	6	31	0	38	12	63	46	11	132	77	6	7	0	90	393		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) 2nd Street					From East (←) Alley					From South (↑) 2nd Street					From West (→) Alley					Total Hourly Volume	PHF
	Start Time	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	7:15 AM	1	25	0	0	26	0	0	2	0	2	4	12	9	1	26	16	3	0	0	19	73	0.79
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	1	21	0	0	22	0	0	12	0	12	3	14	9	3	29	15	0	3	0	18	81	0.88

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **Main Street**
Minor St: **2nd Street**
Intersection of: ***Main Street & 2nd Street***

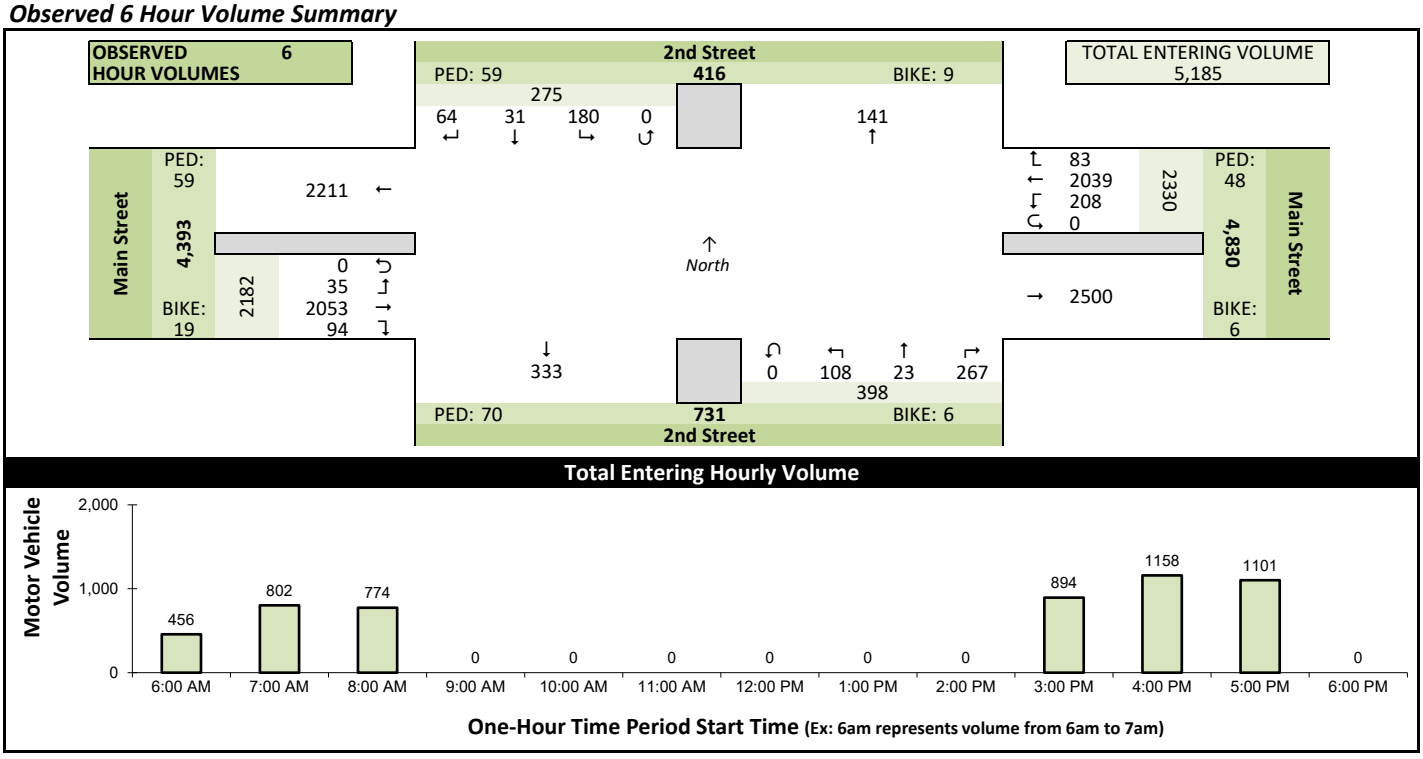
Site Information

Municipality	Village of Mt Horeb		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	2nd Street		
East Leg	Main Street		
South Leg	2nd Street		
West Leg	Main Street		
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		

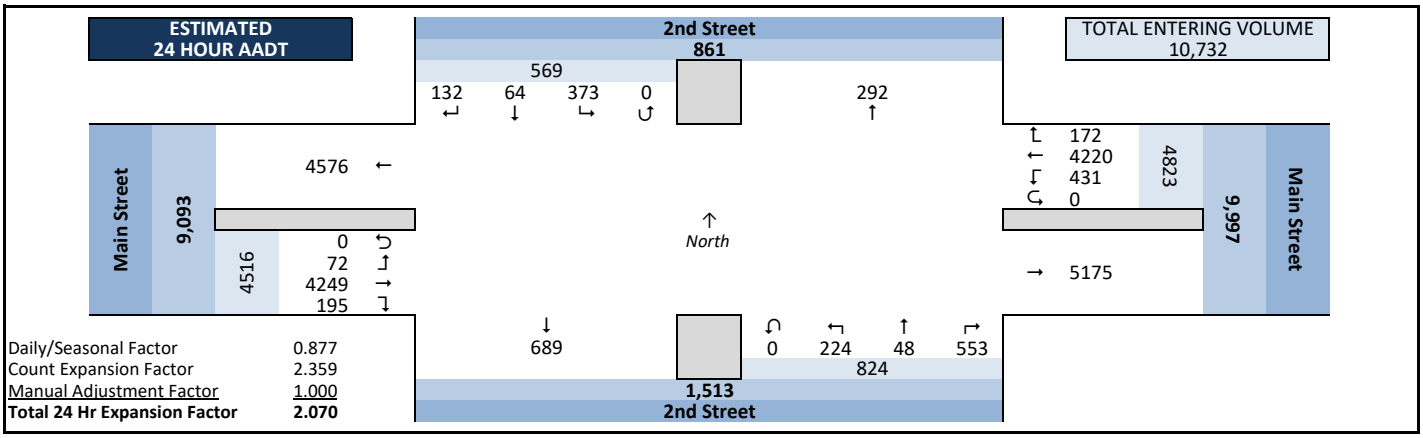
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Tuesday, August 5, 2025			Weather	
AM Peak Period	Wednesday, August 6, 2025			Clear and Dry	
Midday Peak Period	Wednesday, August 6, 2025			Clear and Dry	
PM Peak Period	Tuesday, August 5, 2025			Clear and Dry	
Calculated Peak Hours					
AM	7:15-8:15am	MD		PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.877	Count Expansion Factor	2.359		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	None			
	PM Peak Period	Amy Scheuerlein			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

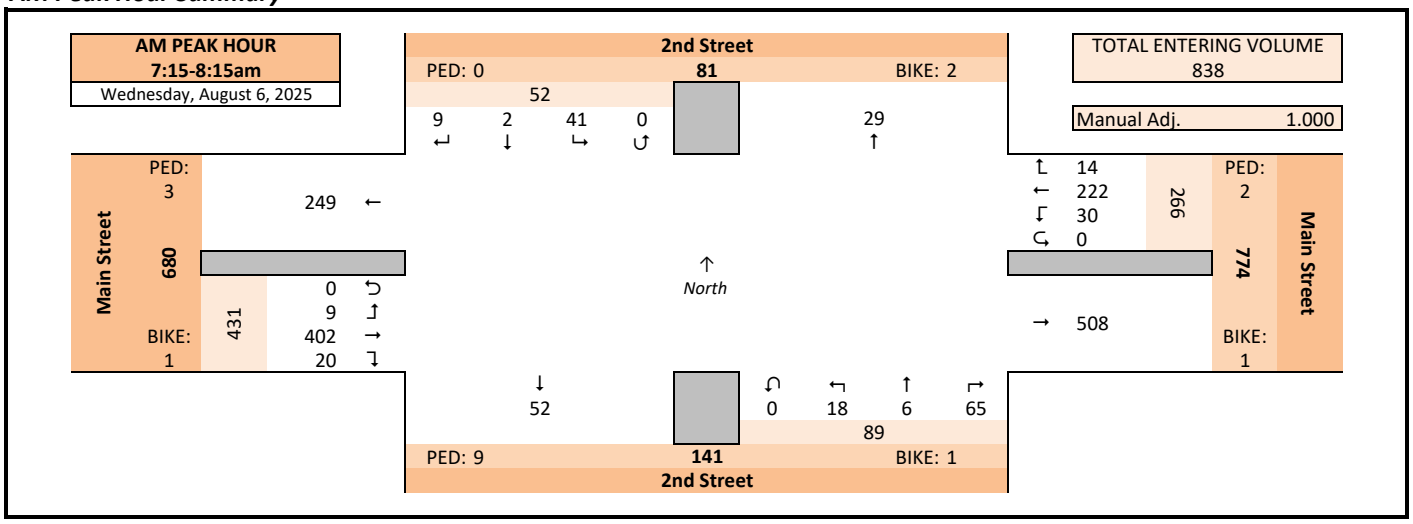
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Main Street & 2nd Street

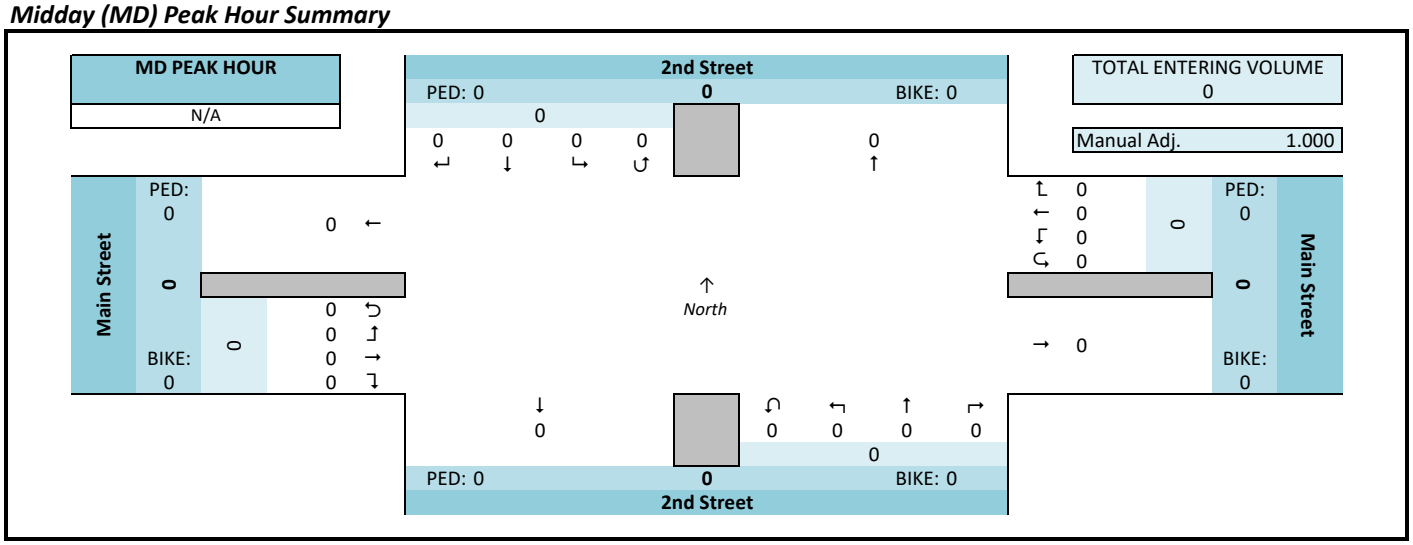
All Motor Vehicles



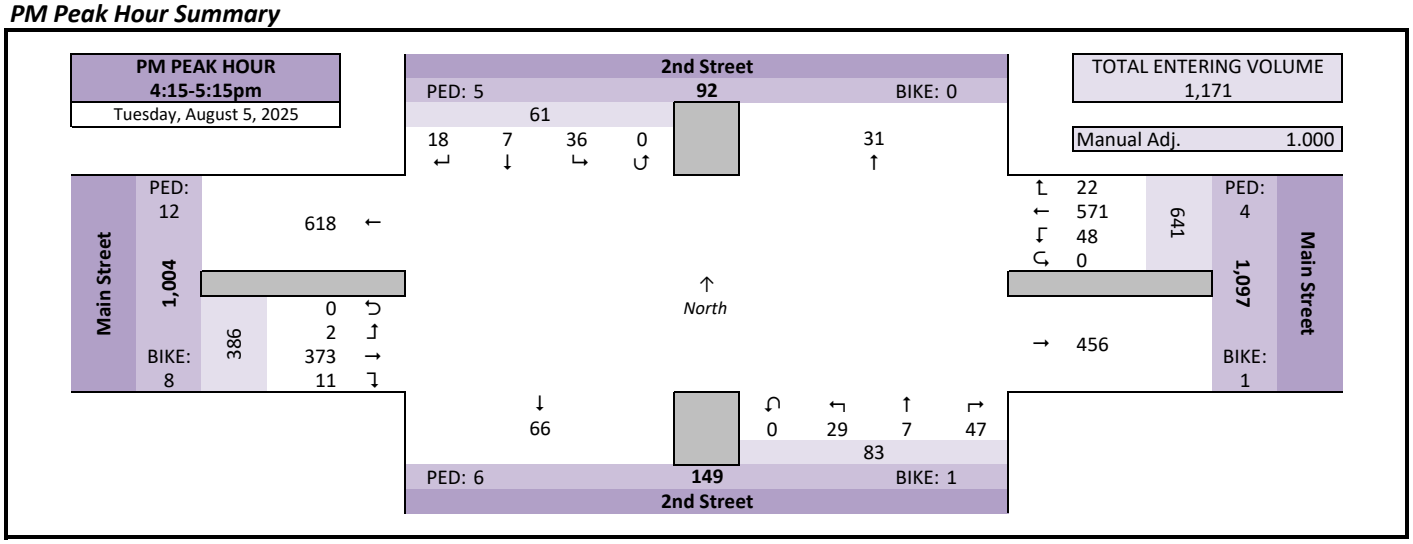
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

Main Street & 2nd Street

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, August 6, 2025		From North					From East					From South					From West					
	AM Peak Hour	2nd Street					Main Street					2nd Street					Main Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	4	0	12	0	16	3	43	4	0	50	13	2	7	0	22	1	105	3	0	109	197
	7:30 AM	1	0	8	0	9	4	58	7	0	69	17	1	3	0	21	7	101	3	0	111	210
	7:45 AM	0	2	14	0	16	6	67	11	0	84	21	2	6	0	29	5	95	3	0	103	232
	8:00 AM	4	0	7	0	11	1	54	8	0	63	14	1	2	0	17	7	101	0	0	108	199
	Peak Hour Volume	9	2	41	0	52	14	222	30	0	266	65	6	18	0	89	20	402	9	0	431	838
	Rounded Hourly Volume	10	0	40	0	50	15	220	30	0	265	65	5	20	0	90	20	400	10	0	430	835
	% Single Unit Trucks	11.1	0.0	0.0	0.0	1.9	0.0	8.1	0.0	0.0	6.8	0.0	16.7	5.6	0.0	2.2	0.0	8.5	0.0	0.0	7.9	6.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.8	6.7	0.0	2.3	0.0	0.0	0.0	0.0	0.0	5.0	0.2	0.0	0.0	0.5	1.0
	% Trucks (Total)	11.1	0.0	0.0	0.0	1.9	0.0	9.9	6.7	0.0	9.0	0.0	16.7	5.6	0.0	2.2	5.0	8.7	0.0	0.0	8.4	7.5
	Peak Hour Factor (PHF)	0.56	0.25	0.73	0.00	0.81	0.58	0.83	0.68	0.00	0.79	0.77	0.75	0.64	0.00	0.77	0.71	0.96	0.75	0.00	0.97	0.90

N/A		From North					From East					From South					From West					
	MD Peak Hour	2nd Street					Main Street					2nd Street					Main Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Tuesday, August 5, 2025		From North					From East					From South					From West					
	PM Peak Hour	2nd Street					Main Street					2nd Street					Main Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	4	3	7	0	14	7	143	9	0	159	14	1	5	0	20	2	92	0	0	94	287
	4:30 PM	7	2	10	0	19	8	144	16	0	168	13	1	10	0	24	6	110	1	0	117	328
	4:45 PM	4	1	8	0	13	2	125	15	0	142	10	4	9	0	23	3	78	0	0	81	259
	5:00 PM	3	1	11	0	15	5	159	8	0	172	10	1	5	0	16	0	93	1	0	94	297
	Peak Hour Volume	18	7	36	0	61	22	571	48	0	641	47	7	29	0	83	11	373	2	0	386	1171
	Rounded Hourly Volume	20	5	35	0	60	20	570	50	0	640	45	5	30	0	80	10	375	0	0	385	1165
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	4.5	4.4	0.0	0.0	4.1	0.0	0.0	3.4	0.0	1.2	0.0	3.2	50.0	0.0	3.4	3.4
	% Heavy Trucks	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	0.0	0.5	0.0	0.0	0.5	0.4
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	4.5	4.9	0.0	0.0	4.5	0.0	0.0	3.4	0.0	1.2	0.0	3.8	50.0	0.0	3.9	3.8
	Peak Hour Factor (PHF)	0.64	0.58	0.82	0.00	0.80	0.69	0.90	0.75	0.00	0.93	0.84	0.44	0.72	0.00	0.86	0.46	0.85	0.50	0.00	0.82	0.89

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		2nd Street			Main Street			2nd Street			Main Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	1	0	1	4	0	4	0	0	0	5
	7:30 AM	0	0	0	1	1	2	1	1	2	0	1	1	5
	7:45 AM	0	2	2	0	0	0	0	0	0	1	0	1	3
	8:00 AM	0	0	0	0	0	0	4	0	4	2	0	2	6
	Total	0	2	2	2	1	3	9	1	10	3	1	4	19
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	2	0	2	1	0	1	0	0	0	2	4	6	9
	4:30 PM	0	0	0	2	0	2	2	0	2	5	0	5	9
	4:45 PM	3	0	3	0	0	0	0	0	0	3	3	6	9
	5:00 PM	0	0	0	1	1	2	4	1	5	2	1	3	10
	Total	5	0	5	4	1	5	6	1	7	12	8	20	37

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

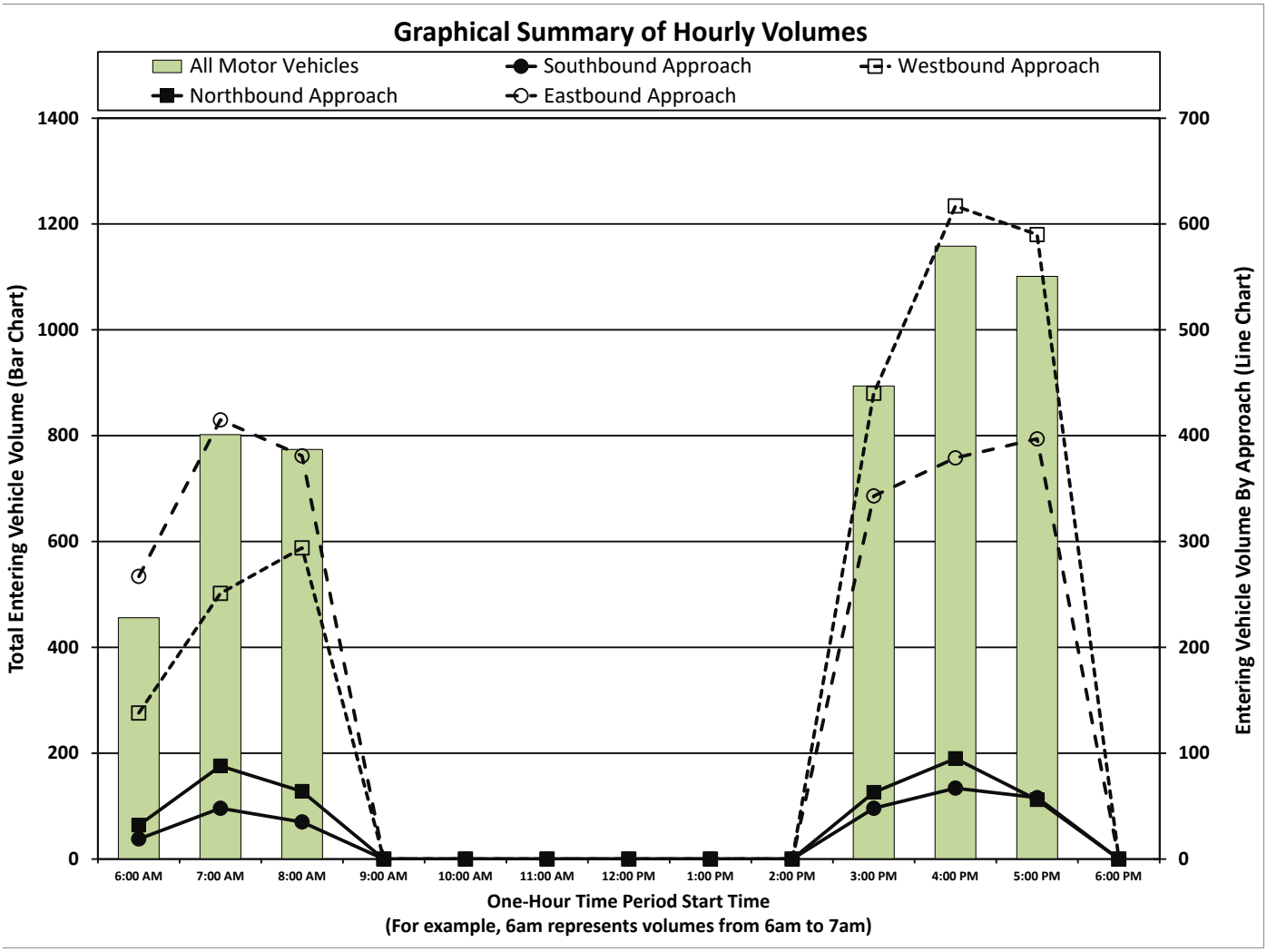
Main Street & 2nd Street

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					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	6	1	12	0	19	2	126	10	0	138	26	0	6	0	32	6	258	3	0	267	456	405	51
	7:00 AM	6	3	39	0	48	14	211	26	0	251	64	5	19	0	88	13	388	14	0	415	802	666	136
	8:00 AM	7	2	26	0	35	11	245	38	0	294	49	4	11	0	64	18	361	2	0	381	774	675	99
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	10	8	30	0	48	15	394	31	0	440	39	2	22	0	63	20	318	5	0	343	894	783	111
	4:00 PM	21	9	37	0	67	23	545	49	0	617	52	8	35	0	95	15	361	3	0	379	1158	996	162
	5:00 PM	14	8	36	0	58	18	518	54	0	590	37	4	15	0	56	22	367	8	0	397	1101	987	114
	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
Totals		64	31	180	0	275	83	2039	208	0	2330	267	23	108	0	398	94	2053	35	0	2182	5185	4512	673



Intersection Traffic Volume Report

Count Basics		Page 5 of 13
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Main Street & 2nd Street

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					15-Min Totals	Hourly Sum	PHF
Start Time		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	20	1	0	21	5	0	1	0	6	1	41	0	0	42	70	456	0.78
	6:15 AM	0	1	2	0	3	0	39	3	0	42	5	0	1	0	6	0	56	1	0	57	108	549	0.84
	6:30 AM	5	0	6	0	11	0	30	3	0	33	5	0	3	0	8	1	79	0	0	80	132	638	0.81
	6:45 AM	1	0	3	0	4	2	37	3	0	42	11	0	1	0	12	4	82	2	0	88	146	716	0.85
	7:00 AM	1	1	5	0	7	1	43	4	0	48	13	0	3	0	16	0	87	5	0	92	163	802	0.86
	7:15 AM	4	0	12	0	16	3	43	4	0	50	13	2	7	0	22	1	105	3	0	109	197	838	0.90
	7:30 AM	1	0	8	0	9	4	58	7	0	69	17	1	3	0	21	7	101	3	0	111	210	832	0.90
	7:45 AM	0	2	14	0	16	6	67	11	0	84	21	2	6	0	29	5	95	3	0	103	232	811	0.87
	8:00 AM	4	0	7	0	11	1	54	8	0	63	14	1	2	0	17	7	101	0	0	108	199	774	0.97
	8:15 AM	2	0	12	0	14	1	56	11	0	68	15	1	1	0	17	5	86	1	0	92	191		
	8:30 AM	1	0	3	0	4	4	74	12	0	90	10	1	2	0	13	5	77	0	0	82	189		
	8:45 AM	0	2	4	0	6	5	61	7	0	73	10	1	6	0	17	1	97	1	0	99	195		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	3	4	7	0	14	4	94	5	0	103	9	0	6	0	15	6	70	1	0	77	209	894	0.93
	3:15 PM	2	2	7	0	11	6	101	5	0	112	10	1	5	0	16	6	84	1	0	91	230	969	0.85
	3:30 PM	3	0	6	0	9	2	84	8	0	94	10	1	5	0	16	5	89	2	0	96	215	1026	0.89
	3:45 PM	2	2	10	0	14	3	115	13	0	131	10	0	6	0	16	3	75	1	0	79	240	1139	0.87
	4:00 PM	6	3	12	0	21	6	133	9	0	148	15	2	11	0	28	4	81	2	0	87	284	1158	0.88
	4:15 PM	4	3	7	0	14	7	143	9	0	159	14	1	5	0	20	2	92	0	0	94	287	1171	0.89
	4:30 PM	7	2	10	0	19	8	144	16	0	168	13	1	10	0	24	6	110	1	0	117	328	1164	0.89
	4:45 PM	4	1	8	0	13	2	125	15	0	142	10	4	9	0	23	3	78	0	0	81	259	1118	0.94
	5:00 PM	3	1	11	0	15	5	159	8	0	172	10	1	5	0	16	0	93	1	0	94	297	1101	0.93
	5:15 PM	3	1	9	0	13	4	114	10	0	128	11	0	2	0	13	6	118	2	0	126	280		
	5:30 PM	7	3	9	0	19	3	134	19	0	156	7	2	3	0	12	11	83	1	0	95	282		
	5:45 PM	1	3	7	0	11	6	111	17	0	134	9	1	5	0	15	5	73	4	0	82	242		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		64	31	180	0	275	83	2039	208	0	2330	267	23	108	0	398	94	2053	35	0	2182	5185		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					Total Hourly Volume	PHF
Start Time		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	7:15 AM	9	2	41	0	52	14	222	30	0	266	65	6	18	0	89	20	402	9	0	431	838	0.90
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	18	7	36	0	61	22	571	48	0	641	47	7	29	0	83	11	373	2	0	386	1171	0.89

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Automobile Data

Main Street & 2nd Street

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period		From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	1	0	1	0	19	1	0	20	5	0	1	0	6	1	40	0	0	41	68	432
	6:15 AM	0	0	2	0	2	0	38	3	0	41	5	0	1	0	6	0	50	1	0	51	100	519
	6:30 AM	5	0	6	0	11	0	27	3	0	30	5	0	2	0	7	1	71	0	0	72	120	596
	6:45 AM	1	0	3	0	4	2	36	3	0	41	11	0	1	0	12	4	81	2	0	87	144	672
	7:00 AM	1	1	5	0	7	1	40	4	0	45	13	0	3	0	16	0	82	5	0	87	155	746
	7:15 AM	4	0	12	0	16	3	42	3	0	48	13	1	6	0	20	1	89	3	0	93	177	775
	7:30 AM	1	0	8	0	9	4	49	7	0	60	17	1	3	0	21	6	97	3	0	106	196	779
	7:45 AM	0	2	14	0	16	6	59	11	0	76	21	2	6	0	29	5	89	3	0	97	218	766
	8:00 AM	3	0	7	0	10	1	50	7	0	58	14	1	2	0	17	7	92	0	0	99	184	733
	8:15 AM	2	0	12	0	14	1	50	11	0	62	15	1	1	0	17	5	82	1	0	88	181	
	8:30 AM	1	0	3	0	4	4	69	12	0	85	10	1	2	0	13	5	76	0	0	81	183	
	8:45 AM	0	2	4	0	6	5	58	7	0	70	9	1	6	0	16	1	91	1	0	93	185	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	3	4	7	0	14	4	89	5	0	98	9	0	6	0	15	5	68	1	0	74	201	855
	3:15 PM	2	2	6	0	10	6	98	5	0	109	10	1	5	0	16	6	80	1	0	87	222	919
	3:30 PM	3	0	5	0	8	1	79	8	0	88	10	1	5	0	16	5	89	2	0	96	208	974
	3:45 PM	2	2	10	0	14	3	105	11	0	119	9	0	6	0	15	3	72	1	0	76	224	1078
	4:00 PM	5	3	12	0	20	6	119	9	0	134	15	2	11	0	28	4	77	2	0	83	265	1104
	4:15 PM	4	3	7	0	14	6	136	9	0	151	14	1	5	0	20	2	90	0	0	92	277	1126
	4:30 PM	7	2	10	0	19	8	134	16	0	158	13	1	10	0	24	6	104	1	0	111	312	1125
	4:45 PM	4	1	8	0	13	2	119	15	0	136	10	4	9	0	23	3	75	0	0	78	250	1091
	5:00 PM	3	1	11	0	15	5	154	8	0	167	10	1	4	0	15	0	90	0	0	90	287	1078
	5:15 PM	3	1	9	0	13	4	112	10	0	126	11	0	2	0	13	6	116	2	0	124	276	
	5:30 PM	7	3	9	0	19	3	131	19	0	153	7	2	3	0	12	11	82	1	0	94	278	
	5:45 PM	1	3	7	0	11	6	109	17	0	132	9	1	5	0	15	5	70	4	0	79	237	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		62	30	178	0	270	81	1922	204	0	2207	265	22	105	0	392	92	1953	34	0	2079	4948	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	8	2	41	0	51	14	200	28	0	242	65	5	17	0	87	19	367	9	0	395	775
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	18	7	36	0	61	21	543	48	0	612	47	7	28	0	82	11	359	1	0	371	1126

Intersection Traffic Volume Report

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

Main Street & 2nd Street

Count Basics		*Page 7 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



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

	15-Minute	From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	19
	6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	22
	6:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	8	0	0	8	12	35
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	36
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	47
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	15	0	0	15	18	55
	7:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	13	45
	7:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12	37
	8:00 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	12	34
	8:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	
	8:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	
	8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	7	34
	3:15 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7	44
	3:30 PM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	6	47
	3:45 PM	0	0	0	0	0	0	8	2	0	10	1	0	0	0	1	0	3	0	0	3	14	55
	4:00 PM	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	0	3	0	0	3	17	48
	4:15 PM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	2	0	0	2	10	40
	4:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14	32
	4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7	22
	5:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	2	1	0	3	9	19
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	5:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	
	5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	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	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		2	0	2	0	4	2	97	2	0	101	1	1	3	0	5	1	89	1	0	91	201	
SU Truck %age:		3.1%	0.0%	1.1%	0.0%	1.5%	2.4%	4.8%	1.0%	0.0%	4.3%	0.4%	4.3%	2.8%	0.0%	1.3%	1.1%	4.3%	2.9%	0.0%	4.2%	3.9%	

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

	Hourly	From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					Total
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Hourly Volume
AM	7:15 AM	1	0	0	0	1	0	18	0	0	18	0	1	1	0	2	0	34	0	0	34	55
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	1	25	0	0	26	0	0	1	0	1	0	12	1	0	13	40

Intersection Traffic Volume Report

Count Basics		*Page 8 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Main Street & 2nd Street

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	8
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	9
	7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	8
	7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8
	8:00 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3	7
	8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	6
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	6
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	5
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	1	0	0	1	0	20	2	0	22	1	0	0	0	1	1	11	0	0	12	36	
Semi Truck %age:		0.0%	3.2%	0.0%	0.0%	0.4%	0.0%	1.0%	1.0%	0.0%	0.9%	0.4%	0.0%	0.0%	0.0%	0.3%	1.1%	0.5%	0.0%	0.0%	0.5%	0.7%	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	1	1	0	0	2	8
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	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

Count Basics		*Page 9 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Main Street & 2nd Street



15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	24
	6:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	8	30
	6:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	8	0	0	8	12	42
	6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	44
	7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	56
	7:15 AM	0	0	0	0	0	0	1	1	0	2	0	1	1	0	2	0	16	0	0	16	20	63
	7:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	4	0	0	5	14	53
	7:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14	45
	8:00 AM	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	0	9	0	0	9	15	41
	8:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	
	8:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6	
	8:45 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	6	0	0	6	10	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	2	0	0	3	8	39
	3:15 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8	50
	3:30 PM	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	7	52
	3:45 PM	0	0	0	0	0	0	10	2	0	12	1	0	0	0	1	0	3	0	0	3	16	61
	4:00 PM	1	0	0	0	1	0	14	0	0	14	0	0	0	0	0	0	4	0	0	4	19	54
	4:15 PM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	2	0	0	2	10	45
	4:30 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	16	39
	4:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9	27
	5:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	3	1	0	4	10	23
	5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
	5:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	
	5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	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	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		2	1	2	0	5	2	117	4	0	123	2	1	3	0	6	2	100	1	0	103	237	
Total Truck %age:		3.1%	3.2%	1.1%	0.0%	1.8%	2.4%	5.7%	1.9%	0.0%	5.3%	0.7%	4.3%	2.8%	0.0%	1.5%	2.1%	4.9%	2.9%	0.0%	4.7%	4.6%	

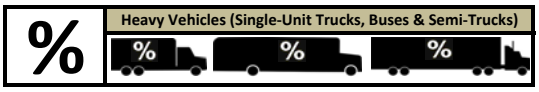
Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	1	0	0	0	1	0	22	2	0	24	0	1	1	0	2	1	35	0	0	36	63
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	1	28	0	0	29	0	0	1	0	1	0	14	1	0	15	45

Intersection Traffic Volume Report

Count Basics		*Page 10 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Main Street & 2nd Street

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4	2.9	5.3
	6:15 AM	0.0	100.0	0.0	0.0	33.3	0.0	2.6	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	10.5	7.4	5.5
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.1	0.0	0.0	33.3	0.0	12.5	0.0	10.1	0.0	0.0	10.0	9.1	6.6
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	1.4	6.1
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.4	4.9	7.0
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.3	25.0	0.0	4.0	0.0	50.0	14.3	0.0	9.1	0.0	15.2	0.0	0.0	14.7	10.2	7.5
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	15.5	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	14.3	4.0	0.0	0.0	4.5	6.7	6.4
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	11.9	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	5.8	6.0	5.5
	8:00 AM	25.0	0.0	0.0	0.0	9.1	0.0	7.4	12.5	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	8.9	0.0	0.0	8.3	7.5	5.3
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.3	5.2	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	3.2	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.1	10.0	0.0	0.0	0.0	5.9	0.0	6.2	0.0	0.0	6.1	5.1	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	16.7	2.9	0.0	0.0	3.9	3.8	4.4
	3:15 PM	0.0	0.0	14.3	0.0	9.1	0.0	3.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.4	3.5	5.2
	3:30 PM	0.0	0.0	16.7	0.0	11.1	50.0	6.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	5.1
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.7	15.4	0.0	9.2	10.0	0.0	0.0	0.0	6.3	0.0	4.0	0.0	0.0	3.8	6.7	5.4
	4:00 PM	16.7	0.0	0.0	0.0	4.8	0.0	10.5	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.6	6.7	4.7
	4:15 PM	0.0	0.0	0.0	0.0	0.0	14.3	4.9	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	3.5	3.8
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	5.1	4.9	3.4
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.7	3.5	2.4
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.9	0.0	0.0	20.0	0.0	6.3	0.0	3.2	100.0	0.0	4.3	3.4	2.1
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.6	1.4	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	1.4	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.7	2.1	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		3.1	3.2	1.1	0.0	1.8	2.4	5.7	1.9	0.0	5.3	0.7	4.3	2.8	0.0	1.5	2.1	4.9	2.9	0.0	4.7	4.6	

Semi Truck Percentage: 0.6943

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	11.1	0.0	0.0	0.0	1.9	0.0	9.9	6.7	0.0	9.0	0.0	16.7	5.6	0.0	2.2	5.0	8.7	0.0	0.0	8.4	7.5
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:15 PM	0.0	0.0	0.0	0.0	0.0	4.5	4.9	0.0	0.0	4.5	0.0	0.0	3.4	0.0	1.2	0.0	3.8	50.0	0.0	3.9	3.8

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Main Street & 2nd Street

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		2nd Street			Main Street			2nd Street			Main Street				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	9
	6:15 AM	0	0	0	0	0	0	3	0	3	0	0	0	3	9
	6:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	11
	6:45 AM	2	0	2	0	0	0	1	0	1	0	0	0	3	15
	7:00 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	15
	7:15 AM	0	0	0	1	0	1	4	0	4	0	0	0	5	19
	7:30 AM	0	0	0	1	1	2	1	1	2	0	1	1	5	24
	7:45 AM	0	2	2	0	0	0	0	0	0	1	0	1	3	33
	8:00 AM	0	0	0	0	0	0	4	0	4	2	0	2	6	43
	8:15 AM	0	0	0	2	0	2	2	0	2	4	2	6	10	
	8:30 AM	1	0	1	3	0	3	2	1	3	4	3	7	14	
	8:45 AM	0	0	0	4	0	4	3	0	3	6	0	6	13	
	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	9	0	9	7	1	8	13	0	13	2	0	2	32	102
	3:15 PM	11	2	13	4	0	4	5	0	5	1	2	3	25	85
	3:30 PM	5	4	9	6	0	6	4	0	4	4	2	6	25	69
	3:45 PM	4	1	5	2	1	3	5	3	8	4	0	4	20	53
	4:00 PM	3	0	3	0	2	2	5	0	5	5	0	5	15	42
	4:15 PM	2	0	2	1	0	1	0	0	0	2	4	6	9	37
	4:30 PM	0	0	0	2	0	2	2	0	2	5	0	5	9	56
	4:45 PM	3	0	3	0	0	0	0	0	0	3	3	6	9	63
	5:00 PM	0	0	0	1	1	2	4	1	5	2	1	3	10	65
	5:15 PM	13	0	13	8	0	8	2	0	2	4	1	5	28	
	5:30 PM	3	0	3	4	0	4	4	0	4	5	0	5	16	
	5:45 PM	3	0	3	2	0	2	2	0	2	4	0	4	11	
	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		**59**	**9**	**68**	**48**	**6**	**54**	**70**	**6**	**76**	**59**	**19**	**78**	**276**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Main Street & 2nd Street

Adults & Children



15-Minute Adult & Children Pedestrian Data

	15-Minute Time Period	Crossing North Approach (2nd Street)			Crossing East Approach (Main Street)			Crossing South Approach (2nd Street)			Crossing West Approach (Main Street)			15-Min	Hourly
	Start Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	2
	5:30 AM	0		0	0		0	0		0	0		0	0	5
	5:45 AM	0		0	0		0	0		0	0		0	0	6
AM Peak Period	6:00 AM	0		0	0		0	2		2	0		0	2	9
	6:15 AM	0		0	0		0	3		3	0		0	3	9
	6:30 AM	0		0	0		0	1		1	0		0	1	11
	6:45 AM	2		2	0		0	1		1	0		0	3	12
	7:00 AM	0		0	0		0	1		1	1		1	2	10
	7:15 AM	0		0	1		1	4		4	0		0	5	14
	7:30 AM	0		0	1		1	1		1	0		0	2	17
	7:45 AM	0		0	0		0	0		0	1		1	1	25
	8:00 AM	0		0	0		0	4		4	2		2	6	37
	8:15 AM	0		0	2		2	2		2	4		4	8	31
	8:30 AM	1		1	3		3	2		2	4		4	10	23
	8:45 AM	0		0	4		4	3		3	6		6	13	13
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	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
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	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
	2:15 PM	0		0	0		0	0		0	0		0	0	31
	2:30 PM	0		0	0		0	0		0	0		0	0	52
	2:45 PM	0		0	0		0	0		0	0		0	0	71
	3:00 PM	9		9	7		7	13		13	2		2	31	86
	3:15 PM	11		11	4		4	5		5	1		1	21	68
	3:30 PM	5		5	6		6	4		4	4		4	19	52
	3:45 PM	4		4	2		2	5		5	4		4	15	42
	4:00 PM	3		3	0		0	5		5	5		5	13	33
	4:15 PM	2		2	1		1	0		0	2		2	5	27
	4:30 PM	0		0	2		2	2		2	5		5	9	49
	4:45 PM	3		3	0		0	0		0	3		3	6	56
	5:00 PM	0		0	1		1	4		4	2		2	7	61
	5:15 PM	13		13	8		8	2		2	4		4	27	54
	5:30 PM	3		3	4		4	4		4	5		5	16	27
	5:45 PM	3		3	2		2	2		2	4		4	11	11
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	
	11:30 PM	0		0	0		0	0		0	0		0	0	
	11:45 PM	0		0	0		0	0		0	0		0	0	
Totals		**59**	**0**	**59**	**48**	**0**	**48**	**70**	**0**	**70**	**59**	**0**	**59**	**236**	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Main Street & 2nd Street

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period Start Time		From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					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		
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	
	11:30 PM					0					0					0					0	0	
	11:45 PM					0					0					0					0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time		From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Special Report
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data (Daily & Seasonally Adjusted)

Main Street & 2nd Street



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	1	0	1	0	18	1	0	19	4	0	1	0	5	1	36	0	0	37	62	402	0.77
	6:15 AM	0	1	2	0	3	0	34	3	0	37	4	0	1	0	5	0	49	1	0	50	95	483	0.84
	6:30 AM	4	0	5	0	9	0	26	3	0	29	4	0	3	0	7	1	69	0	0	70	115	563	0.80
	6:45 AM	1	0	3	0	4	2	32	3	0	37	10	0	1	0	11	4	72	2	0	78	130	634	0.85
	7:00 AM	1	1	4	0	6	1	38	4	0	43	11	0	3	0	14	0	76	4	0	80	143	707	0.87
	7:15 AM	4	0	11	0	15	3	38	4	0	45	11	2	6	0	19	1	92	3	0	96	175	739	0.91
	7:30 AM	1	0	7	0	8	4	51	6	0	61	15	1	3	0	19	6	89	3	0	98	186	732	0.90
	7:45 AM	0	2	12	0	14	5	59	10	0	74	18	2	5	0	25	4	83	3	0	90	203	714	0.88
	8:00 AM	4	0	6	0	10	1	47	7	0	55	12	1	2	0	15	6	89	0	0	95	175	683	0.98
	8:15 AM	2	0	11	0	13	1	49	10	0	60	13	1	1	0	15	4	75	1	0	80	168		
	8:30 AM	1	0	3	0	4	4	65	11	0	80	9	1	2	0	12	4	68	0	0	72	168		
	8:45 AM	0	2	4	0	6	4	54	6	0	64	9	1	5	0	15	1	85	1	0	87	172		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	3	4	6	0	13	4	82	4	0	90	8	0	5	0	13	5	61	1	0	67	183	786	0.93
	3:15 PM	2	2	6	0	10	5	89	4	0	98	9	1	4	0	14	5	74	1	0	80	202	854	0.85
	3:30 PM	3	0	5	0	8	2	74	7	0	83	9	1	4	0	14	4	78	2	0	84	189	904	0.90
	3:45 PM	2	2	9	0	13	3	101	11	0	115	9	0	5	0	14	3	66	1	0	70	212	1003	0.87
	4:00 PM	5	3	11	0	19	5	117	8	0	130	13	2	10	0	25	4	71	2	0	77	251	1020	0.89
	4:15 PM	4	3	6	0	13	6	125	8	0	139	12	1	4	0	17	2	81	0	0	83	252	1031	0.89
	4:30 PM	6	2	9	0	17	7	126	14	0	147	11	1	9	0	21	5	97	1	0	103	288	1027	0.89
	4:45 PM	4	1	7	0	12	2	110	13	0	125	9	4	8	0	21	3	68	0	0	71	229	989	0.94
	5:00 PM	3	1	10	0	14	4	140	7	0	151	9	1	4	0	14	0	82	1	0	83	262	972	0.93
	5:15 PM	3	1	8	0	12	4	100	9	0	113	10	0	2	0	12	5	104	2	0	111	248		
	5:30 PM	6	3	8	0	17	3	118	17	0	138	6	2	3	0	11	10	73	1	0	84	250		
	5:45 PM	1	3	6	0	10	5	97	15	0	117	8	1	4	0	13	4	64	4	0	72	212		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		60	31	160	0	251	75	1790	185	0	2050	233	23	95	0	351	82	1802	34	0	1918	4570		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) 2nd Street					From East (←) Main Street					From South (↑) 2nd Street					From West (→) Main Street					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	9	2	36	0	47	13	195	27	0	235	56	6	16	0	78	17	353	9	0	379	739	0.91
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	17	7	32	0	56	19	501	42	0	562	41	7	25	0	73	10	328	2	0	340	1031	0.89

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **Main Street**
Minor St: **3rd Street**
Intersection of: ***Main Street & 3rd Street***

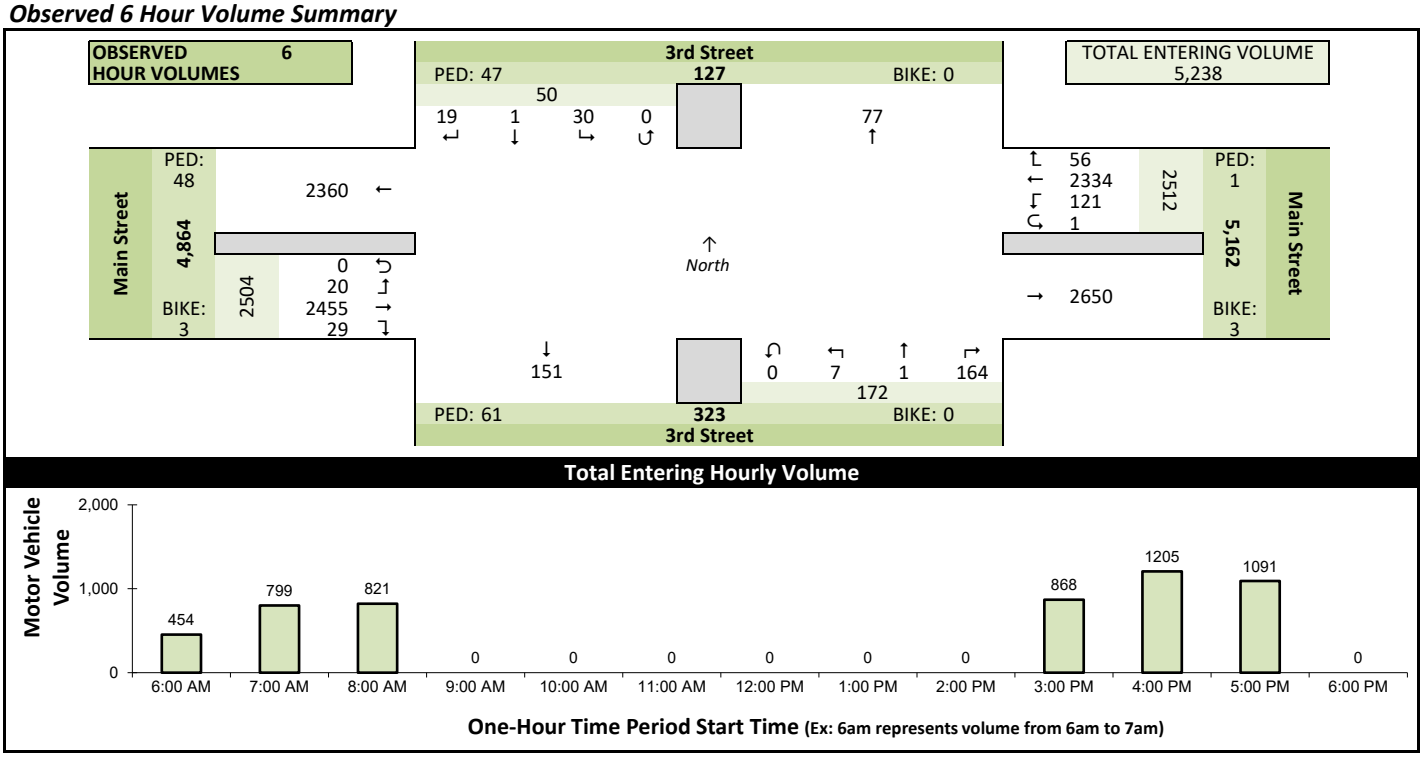
Site Information

Municipality	Village of Mt Horeb		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	3rd Street		
East Leg	Main Street		
South Leg	3rd Street		
West Leg	Main Street		
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		

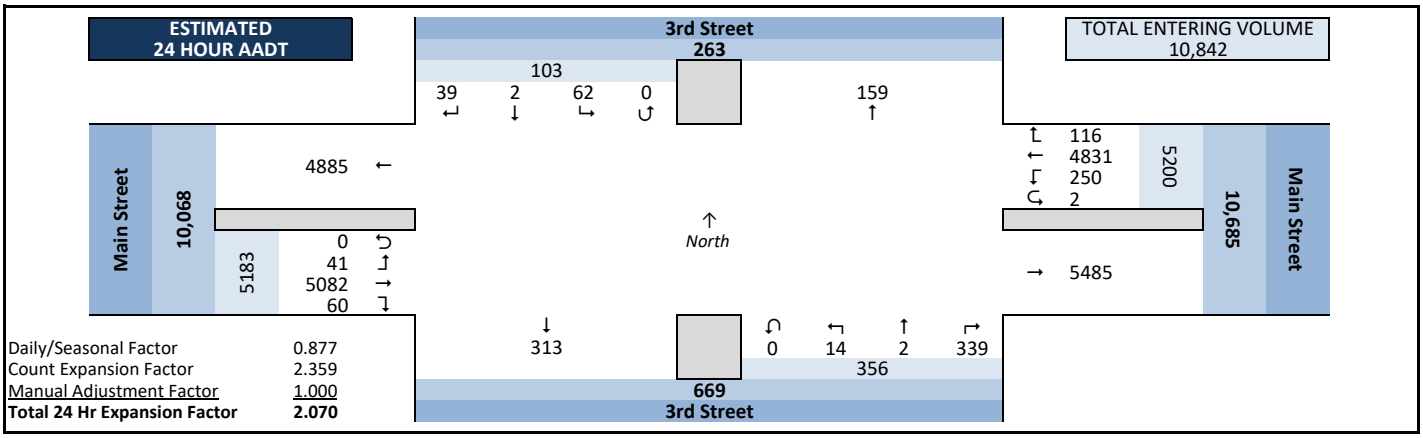
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Tuesday, August 5, 2025			Weather	
AM Peak Period	Wednesday, August 6, 2025			Clear and Dry	
Midday Peak Period	Wednesday, August 6, 2025			Clear and Dry	
PM Peak Period	Tuesday, August 5, 2025			Clear and Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.877	Count Expansion Factor	2.359		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Miovision			
	Midday Peak Period	Mioribion			
	PM Peak Period	Miovision			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

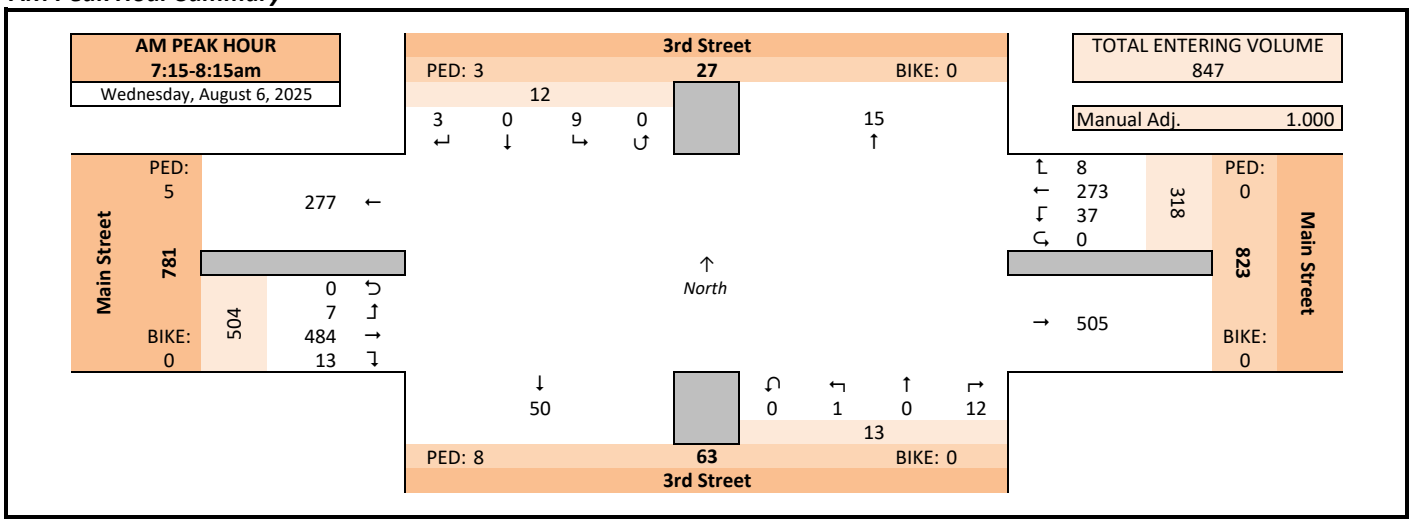
Count Basics			*Page 2 of 13*
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

All Motor Vehicles

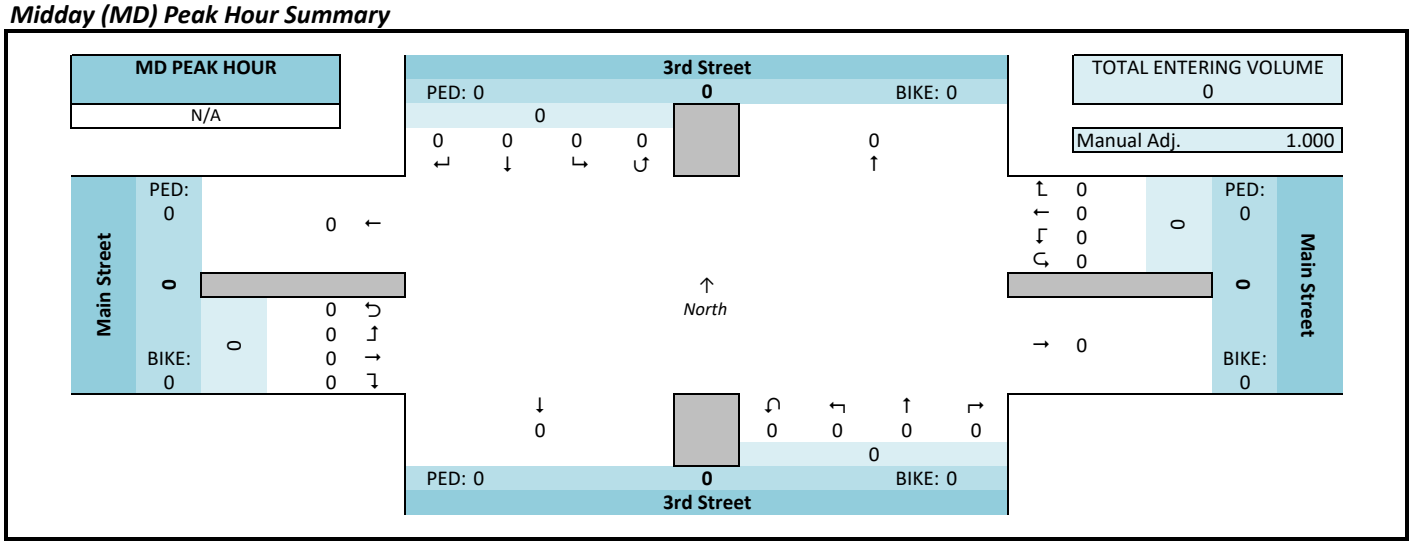


Main Street & 3rd Street

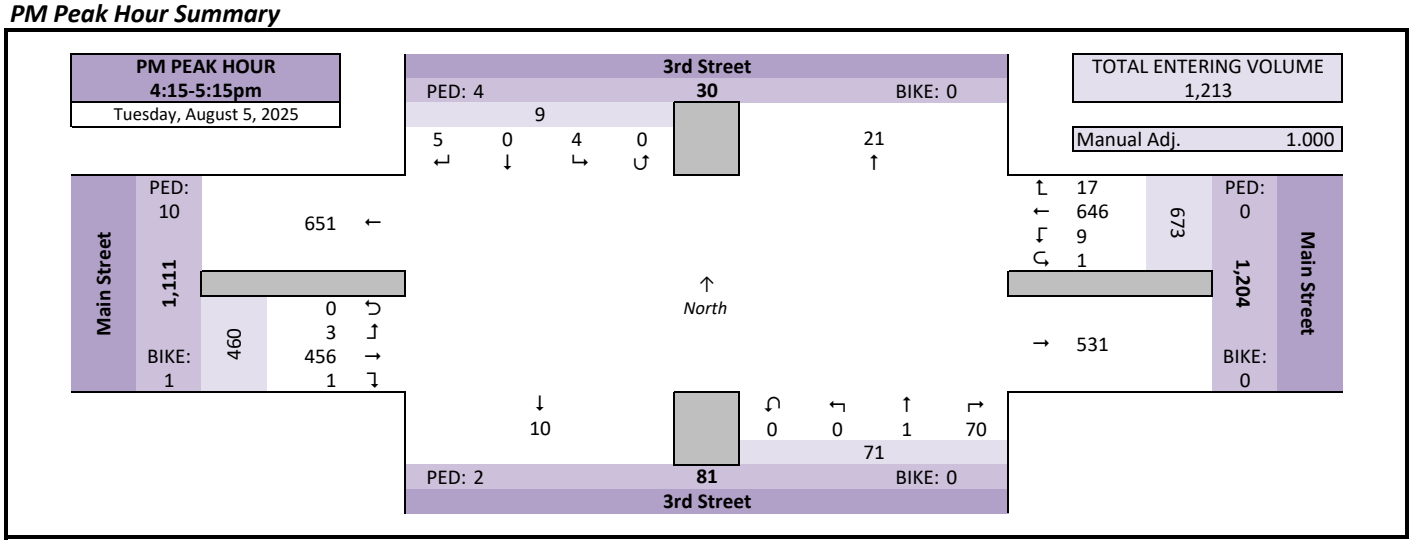
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

Main Street & 3rd Street

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, August 6, 2025		From North					From East					From South					From West					
	AM Peak Hour	3rd Street					Main Street					3rd Street					Main Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	0	0	3	0	3	1	53	7	0	61	3	0	0	0	3	0	127	1	0	128	195
	7:30 AM	2	0	2	0	4	3	63	5	0	71	5	0	0	0	5	6	118	2	0	126	206
	7:45 AM	0	0	3	0	3	2	88	12	0	102	2	0	0	0	2	2	128	2	0	132	239
	8:00 AM	1	0	1	0	2	2	69	13	0	84	2	0	1	0	3	5	111	2	0	118	207
	Peak Hour Volume	3	0	9	0	12	8	273	37	0	318	12	0	1	0	13	13	484	7	0	504	847
	Rounded Hourly Volume	5	0	10	0	15	10	275	35	0	320	10	0	0	0	10	15	485	5	0	505	850
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.8	3.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.3	0.0	0.0	100.0	0.0	7.7	0.0	0.2	0.0	0.0	0.2	0.7
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	5.7	0.0	0.0	100.0	0.0	7.7	0.0	4.1	0.0	0.0	4.0	4.6
	Peak Hour Factor (PHF)	0.37	0.00	0.75	0.00	0.75	0.67	0.78	0.71	0.00	0.78	0.60	0.00	0.25	0.00	0.65	0.54	0.95	0.87	0.00	0.95	0.89

N/A		From North					From East					From South					From West					
	MD Peak Hour	3rd Street					Main Street					3rd Street					Main Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Tuesday, August 5, 2025		From North					From East					From South					From West					
	PM Peak Hour	3rd Street					Main Street					3rd Street					Main Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	0	0	1	0	1	3	160	0	1	164	23	1	0	0	24	1	110	1	0	112	301
	4:30 PM	2	0	1	0	3	5	168	2	0	175	24	0	0	0	24	0	138	0	0	138	340
	4:45 PM	2	0	2	0	4	7	143	4	0	154	9	0	0	0	9	0	95	2	0	97	264
	5:00 PM	1	0	0	0	1	2	175	3	0	180	14	0	0	0	14	0	113	0	0	113	308
	Peak Hour Volume	5	0	4	0	9	17	646	9	1	673	70	1	0	0	71	1	456	3	0	460	1213
	Rounded Hourly Volume	5	0	5	0	10	15	645	10	0	670	70	0	0	0	70	0	455	5	0	460	1210
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	1.2
	Peak Hour Factor (PHF)	0.62	0.00	0.50	0.00	0.56	0.61	0.92	0.56	0.25	0.93	0.73	0.25	0.00	0.00	0.74	0.25	0.83	0.37	0.00	0.83	0.89

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		3rd Street			Main Street			3rd Street			Main Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	2	0	2	0	0	0	4	0	4	1	0	1	7
	7:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2
	7:45 AM	0	0	0	0	0	0	1	0	1	2	0	2	3
	8:00 AM	1	0	1	0	0	0	2	0	2	1	0	1	4
	Total	3	0	3	0	0	0	8	0	8	5	0	5	16
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	2	0	2	0	0	0	0	0	0	6	0	6	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	1	0	1	0	0	0	1	0	1	3	0	3	5
	5:00 PM	1	0	1	0	0	0	1	0	1	1	1	2	4
	Total	4	0	4	0	0	0	2	0	2	10	1	11	17

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

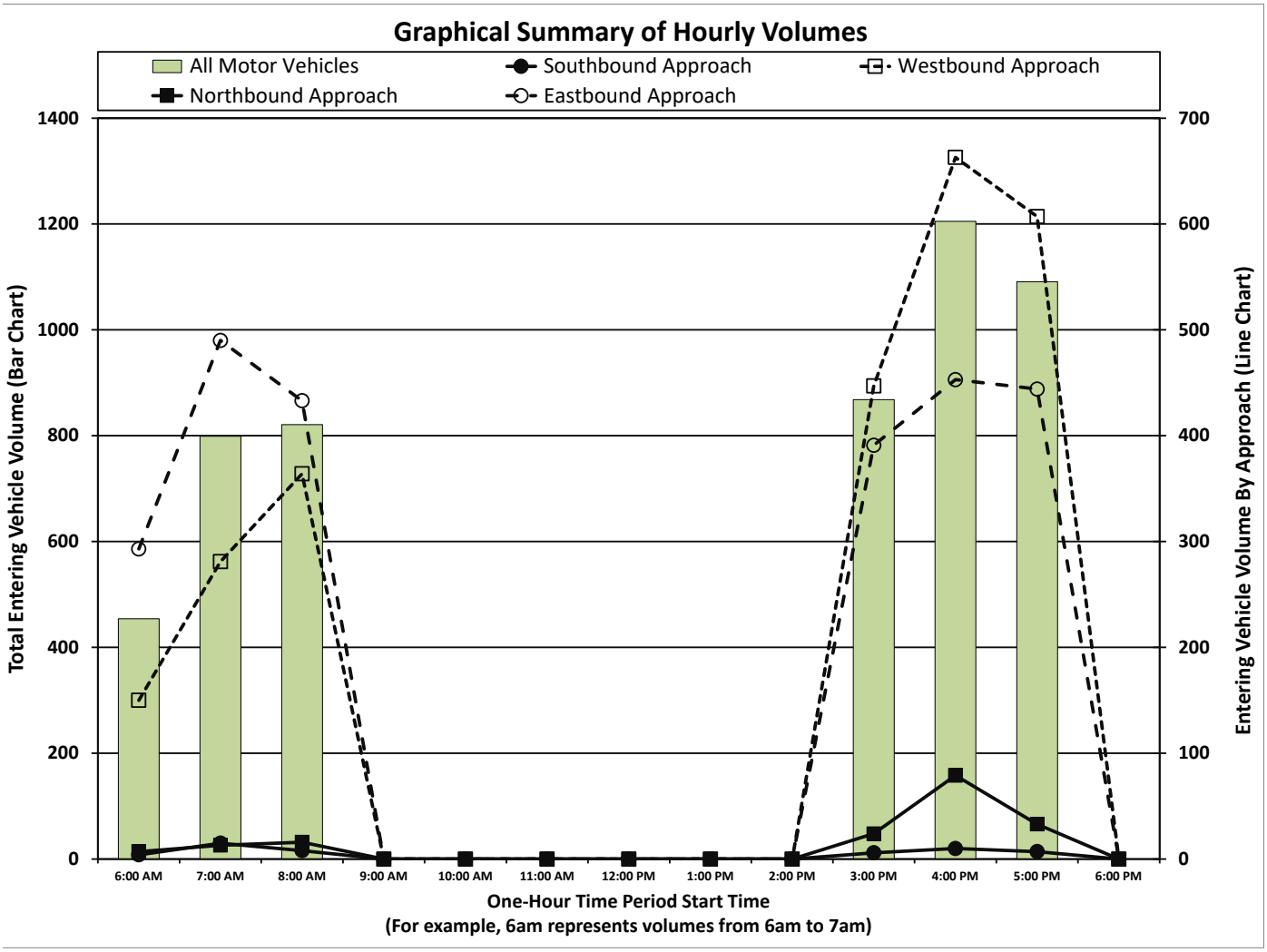
Main Street & 3rd Street

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					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	2	0	2	0	4	1	140	9	0	150	5	0	2	0	7	0	293	0	0	293	454	443	11
	7:00 AM	4	0	11	0	15	6	249	26	0	281	13	0	0	0	13	8	477	5	0	490	799	771	28
	8:00 AM	3	0	5	0	8	9	297	58	0	364	14	0	2	0	16	14	417	2	0	433	821	797	24
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	1	1	4	0	6	11	429	7	0	447	23	0	1	0	24	2	385	4	0	391	868	838	30
	4:00 PM	5	0	5	0	10	19	634	9	1	663	77	1	1	0	79	2	448	3	0	453	1205	1116	89
	5:00 PM	4	0	3	0	7	10	585	12	0	607	32	0	1	0	33	3	435	6	0	444	1091	1051	40
	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
Totals		19	1	30	0	50	56	2334	121	1	2512	164	1	7	0	172	29	2455	20	0	2504	5238	5016	222



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Main Street & 3rd Street

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	1	0	1	0	22	0	0	22	2	0	0	0	2	0	46	0	0	46	71	454	0.78
	6:15 AM	0	0	0	0	0	1	41	0	0	42	1	0	0	0	1	0	62	0	0	62	105	542	0.85
	6:30 AM	1	0	1	0	2	0	33	4	0	37	0	0	1	0	1	0	92	0	0	92	132	632	0.81
	6:45 AM	1	0	0	0	1	0	44	5	0	49	2	0	1	0	3	0	93	0	0	93	146	706	0.86
	7:00 AM	2	0	3	0	5	0	45	2	0	47	3	0	0	0	3	0	104	0	0	104	159	799	0.84
	7:15 AM	0	0	3	0	3	1	53	7	0	61	3	0	0	0	3	0	127	1	0	128	195	847	0.89
	7:30 AM	2	0	2	0	4	3	63	5	0	71	5	0	0	0	5	6	118	2	0	126	206	863	0.90
	7:45 AM	0	0	3	0	3	2	88	12	0	102	2	0	0	0	2	2	128	2	0	132	239	857	0.90
	8:00 AM	1	0	1	0	2	2	69	13	0	84	2	0	1	0	3	5	111	2	0	118	207	821	0.97
	8:15 AM	0	0	1	0	1	3	70	18	0	91	5	0	0	0	5	2	112	0	0	114	211		
	8:30 AM	2	0	1	0	3	1	84	18	0	103	4	0	1	0	5	5	84	0	0	89	200		
	8:45 AM	0	0	2	0	2	3	74	9	0	86	3	0	0	0	3	2	110	0	0	112	203		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	3	0	3	2	104	1	0	107	7	0	1	0	8	1	86	2	0	89	207	868	0.92
	3:15 PM	1	0	0	0	1	3	101	3	0	107	4	0	0	0	4	0	103	0	0	103	215	961	0.80
	3:30 PM	0	0	1	0	1	3	98	1	0	102	5	0	0	0	5	1	98	2	0	101	209	1047	0.87
	3:45 PM	0	1	0	0	1	3	126	2	0	131	7	0	0	0	7	0	98	0	0	98	237	1178	0.87
	4:00 PM	1	0	1	0	2	4	163	3	0	170	21	0	1	0	22	1	105	0	0	106	300	1205	0.89
	4:15 PM	0	0	1	0	1	3	160	0	1	164	23	1	0	0	24	1	110	1	0	112	301	1213	0.89
	4:30 PM	2	0	1	0	3	5	168	2	0	175	24	0	0	0	24	0	138	0	0	138	340	1205	0.89
	4:45 PM	2	0	2	0	4	7	143	4	0	154	9	0	0	0	9	0	95	2	0	97	264	1128	0.92
	5:00 PM	1	0	0	0	1	2	175	3	0	180	14	0	0	0	14	0	113	0	0	113	308	1091	0.89
	5:15 PM	1	0	2	0	3	2	134	3	0	139	6	0	0	0	6	2	142	1	0	145	293		
	5:30 PM	1	0	1	0	2	3	144	5	0	152	9	0	0	0	9	1	98	1	0	100	263		
	5:45 PM	1	0	0	0	1	3	132	1	0	136	3	0	1	0	4	0	82	4	0	86	227		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		19	1	30	0	50	56	2334	121	1	2512	164	1	7	0	172	29	2455	20	0	2504	5238		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	3	0	9	0	12	8	273	37	0	318	12	0	1	0	13	13	484	7	0	504	847	0.89
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	5	0	4	0	9	17	646	9	1	673	70	1	0	0	71	1	456	3	0	460	1213	0.89

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Automobile Data

Main Street & 3rd Street

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	1	0	1	0	21	0	0	21	2	0	0	0	2	0	46	0	0	46	70	438
	6:15 AM	0	0	0	0	0	1	40	0	0	41	1	0	0	0	1	0	58	0	0	58	100	519
	6:30 AM	0	0	1	0	1	0	31	4	0	35	0	0	1	0	1	0	87	0	0	87	124	604
	6:45 AM	1	0	0	0	1	0	43	4	0	47	2	0	1	0	3	0	93	0	0	93	144	676
	7:00 AM	2	0	3	0	5	0	41	2	0	43	3	0	0	0	3	0	100	0	0	100	151	762
	7:15 AM	0	0	3	0	3	1	51	7	0	59	3	0	0	0	3	0	119	1	0	120	185	808
	7:30 AM	2	0	2	0	4	3	57	5	0	65	5	0	0	0	5	6	114	2	0	122	196	827
	7:45 AM	0	0	3	0	3	2	82	12	0	96	2	0	0	0	2	2	125	2	0	129	230	827
	8:00 AM	1	0	1	0	2	2	65	13	0	80	2	0	0	0	2	5	106	2	0	113	197	792
	8:15 AM	0	0	1	0	1	3	65	18	0	86	5	0	0	0	5	2	110	0	0	112	204	
	8:30 AM	2	0	1	0	3	1	81	18	0	100	4	0	1	0	5	5	83	0	0	88	196	
	8:45 AM	0	0	2	0	2	3	72	9	0	84	3	0	0	0	3	2	104	0	0	106	195	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	3	0	3	2	99	1	0	102	7	0	0	0	7	1	84	1	0	86	198	834
	3:15 PM	1	0	0	0	1	3	99	3	0	105	4	0	0	0	4	0	98	0	0	98	208	923
	3:30 PM	0	0	1	0	1	3	94	1	0	98	5	0	0	0	5	1	97	2	0	100	204	1014
	3:45 PM	0	0	0	0	0	3	118	2	0	123	6	0	0	0	6	0	95	0	0	95	224	1147
	4:00 PM	1	0	1	0	2	4	153	3	0	160	21	0	1	0	22	1	102	0	0	103	287	1183
	4:15 PM	0	0	1	0	1	3	159	0	1	163	23	1	0	0	24	1	109	1	0	111	299	1199
	4:30 PM	2	0	1	0	3	5	166	2	0	173	24	0	0	0	24	0	137	0	0	137	337	1191
	4:45 PM	2	0	2	0	4	7	141	4	0	152	9	0	0	0	9	0	93	2	0	95	260	1115
	5:00 PM	1	0	0	0	1	2	173	3	0	178	14	0	0	0	14	0	110	0	0	110	303	1079
	5:15 PM	1	0	2	0	3	2	133	3	0	138	6	0	0	0	6	2	141	1	0	144	291	
	5:30 PM	1	0	1	0	2	3	142	5	0	150	9	0	0	0	9	1	98	1	0	100	261	
	5:45 PM	1	0	0	0	1	3	131	1	0	135	3	0	1	0	4	0	80	4	0	84	224	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		18	0	30	0	48	56	2257	120	1	2434	163	1	5	0	169	29	2389	19	0	2437	5088	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	3	0	9	0	12	8	255	37	0	300	12	0	0	0	12	13	464	7	0	484	808
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	5	0	4	0	9	17	639	9	1	666	70	1	0	0	71	1	449	3	0	453	1199

Intersection Traffic Volume Report

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

Main Street & 3rd Street

Count Basics		*Page 7 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



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

	15-Minute Time Period	From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	16
	6:30 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	8	22
	6:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	24
	7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	30
	7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9	33
	7:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	29
	7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	22
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	22
	8:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	2	1	0	3	8	26
	3:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	29
	3:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	25
	3:45 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	8	23
	4:00 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	11	17
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	10
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	8
	5:15 PM	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	1	0	0	2	0	56	1	0	57	0	0	1	0	1	0	54	1	0	55	115	
SU Truck %age:		5.3%	100.0%	0.0%	0.0%	4.0%	0.0%	2.4%	0.8%	0.0%	2.3%	0.0%	0.0%	14.3%	0.0%	0.6%	0.0%	2.2%	5.0%	0.0%	2.2%	2.2%	

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

	Hourly Time Period	From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	19	0	0	19	33
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10

Intersection Traffic Volume Report

Count Basics		*Page 8 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Main Street & 3rd Street

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	7
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3	7
	8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	8:30 AM	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	1	0	0	1	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	9
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	3:45 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	5	8
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	5
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	5
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	21	0	0	21	1	0	1	0	2	0	12	0	0	12	35	
Semi Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.8%	0.6%	0.0%	14.3%	0.0%	1.2%	0.0%	0.5%	0.0%	0.0%	0.5%	0.7%	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	6
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Main Street & 3rd Street



15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16
	6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	23
	6:30 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	8	28
	6:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	30
	7:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	37
	7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	10	39
	7:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	36
	7:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9	30
	8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	5	0	0	5	10	29
	8:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7	
	8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	2	1	0	3	9	34
	3:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	38
	3:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	33
	3:45 PM	0	1	0	0	1	0	8	0	0	8	1	0	0	0	1	0	3	0	0	3	13	31
	4:00 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	13	22
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	14
	4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	14
	4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	13
	5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	12
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	1	0	0	2	0	77	1	0	78	1	0	2	0	3	0	66	1	0	67	150	
Total Truck %age:		5.3%	100.0%	0.0%	0.0%	4.0%	0.0%	3.3%	0.8%	0.0%	3.1%	0.6%	0.0%	28.6%	0.0%	1.7%	0.0%	2.7%	5.0%	0.0%	2.7%	2.9%	

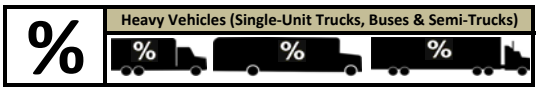
Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	18	0	0	18	0	0	1	0	1	0	20	0	0	20	39
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14

Intersection Traffic Volume Report

Count Basics		*Page 10 of 13*
Start Date: Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Main Street & 3rd Street

15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.5	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	1.4	3.5
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.5	4.8	4.2
	6:30 AM	100.0	0.0	0.0	0.0	50.0	0.0	6.1	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.4	6.1	4.4
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.3	20.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	4.2
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.9	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	5.0	4.6
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	6.3	5.1	4.6
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.2	4.9	4.2
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	3.8	3.5
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0	4.8	0.0	0.0	100.0	0.0	33.3	0.0	4.5	0.0	0.0	4.2	4.8	3.5
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	3.3	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	2.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	5.4	3.9	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0	100.0	0.0	12.5	0.0	2.3	50.0	0.0	3.4	4.3	3.9
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.9	3.3	4.0
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	2.4	3.2
	3:45 PM	0.0	100.0	0.0	0.0	100.0	0.0	6.3	0.0	0.0	6.1	14.3	0.0	0.0	0.0	14.3	0.0	3.1	0.0	0.0	3.1	5.5	2.6
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.8	4.3	1.8
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.7	1.2
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.9	1.2
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	1.5	1.2
	5:00 PM	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	2.7	0.0	0.0	2.7	1.6	1.1
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.7	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	1.3	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		5.3	100.0	0.0	0.0	4.0	0.0	3.3	0.8	0.0	3.1	0.6	0.0	28.6	0.0	1.7	0.0	2.7	5.0	0.0	2.7	2.9	

Semi Truck Percentage: 0.6682

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					Hourly Heavy Vehicle	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	
AM	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	5.7	0.0	0.0	100.0	0.0	7.7	0.0	4.1	0.0	0.0	4.0	4.6	
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	1.2	

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Main Street & 3rd Street

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach 3rd Street			Crossing East Approach Main Street			Crossing South Approach 3rd Street			Crossing West Approach Main Street			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	1	0	1	0	0	0	3	0	3	0	0	0	4	15
	6:15 AM	0	0	0	0	0	0	3	0	3	0	0	0	3	13
	6:30 AM	1	0	1	0	0	0	1	0	1	2	0	2	4	17
	6:45 AM	0	0	0	0	0	0	4	0	4	0	0	0	4	15
	7:00 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	14
	7:15 AM	2	0	2	0	0	0	4	0	4	1	0	1	7	16
	7:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	14
	7:45 AM	0	0	0	0	0	0	1	0	1	2	0	2	3	22
	8:00 AM	1	0	1	0	0	0	2	0	2	1	0	1	4	19
	8:15 AM	1	0	1	0	0	0	2	0	2	2	0	2	5	
	8:30 AM	2	0	2	0	0	0	5	0	5	2	1	3	10	
	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	10	0	10	0	1	1	4	0	4	6	0	6	21	64
	3:15 PM	10	0	10	0	0	0	5	0	5	6	0	6	21	56
	3:30 PM	2	0	2	0	1	1	2	0	2	2	1	3	8	43
	3:45 PM	2	0	2	0	0	0	5	0	5	7	0	7	14	35
	4:00 PM	5	0	5	1	0	1	4	0	4	3	0	3	13	26
	4:15 PM	2	0	2	0	0	0	0	0	0	6	0	6	8	17
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	4:45 PM	1	0	1	0	0	0	1	0	1	3	0	3	5	22
	5:00 PM	1	0	1	0	0	0	1	0	1	1	1	2	4	25
	5:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	
	5:30 PM	4	0	4	0	1	1	7	0	7	0	0	0	12	
	5:45 PM	2	0	2	0	0	0	4	0	4	2	0	2	8	
	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		47	0	47	1	3	4	61	0	61	48	3	51	163	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Main Street & 3rd Street



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach (3rd Street)			Crossing East Approach (Main Street)			Crossing South Approach (3rd Street)			Crossing West Approach (Main Street)			15-Min Totals	Hourly Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	4
	5:30 AM	0		0	0		0	0		0	0		0	0	7
	5:45 AM	0		0	0		0	0		0	0		0	0	11
AM Peak Period	6:00 AM	1		1	0		0	3		3	0		0	4	15
	6:15 AM	0		0	0		0	3		3	0		0	3	13
	6:30 AM	1		1	0		0	1		1	2		2	4	17
	6:45 AM	0		0	0		0	4		4	0		0	4	15
	7:00 AM	0		0	0		0	1		1	1		1	2	14
	7:15 AM	2		2	0		0	4		4	1		1	7	16
	7:30 AM	0		0	0		0	1		1	1		1	2	14
	7:45 AM	0		0	0		0	1		1	2		2	3	21
	8:00 AM	1		1	0		0	2		2	1		1	4	18
	8:15 AM	1		1	0		0	2		2	2		2	5	14
	8:30 AM	2		2	0		0	5		5	2		2	9	9
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	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
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	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
	2:15 PM	0		0	0		0	0		0	0		0	0	20
	2:30 PM	0		0	0		0	0		0	0		0	0	41
	2:45 PM	0		0	0		0	0		0	0		0	0	47
	3:00 PM	10		10	0		0	4		4	6		6	20	61
	3:15 PM	10		10	0		0	5		5	6		6	21	54
	3:30 PM	2		2	0		0	2		2	2		2	6	41
	3:45 PM	2		2	0		0	5		5	7		7	14	35
	4:00 PM	5		5	1		1	4		4	3		3	13	26
	4:15 PM	2		2	0		0	0		0	6		6	8	16
	4:30 PM	0		0	0		0	0		0	0		0	0	9
	4:45 PM	1		1	0		0	1		1	3		3	5	20
	5:00 PM	1		1	0		0	1		1	1		1	3	23
	5:15 PM	0		0	0		0	1		1	0		0	1	20
	5:30 PM	4		4	0		0	7		7	0		0	11	19
	5:45 PM	2		2	0		0	4		4	2		2	8	8
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	0
	11:30 PM	0		0	0		0	0		0	0		0	0	0
	11:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**47**	**0**	**47**	**1**	**0**	**1**	**61**	**0**	**61**	**48**	**0**	**48**	**157**	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Main Street & 3rd Street

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	0
	11:30 PM					0					0					0					0	0	0
	11:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					Total Hourly Volume
Start Time		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	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Special Report
Start Date:	Tuesday, August 5, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data (Daily & Seasonally Adjusted)

Main Street & 3rd Street

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					15-Min Totals	Hourly Sum	PHF
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	1	0	1	0	19	0	0	19	2	0	0	0	2	0	40	0	0	40	62	400	0.78
	6:15 AM	0	0	0	0	0	1	36	0	0	37	1	0	0	0	1	0	54	0	0	54	92	478	0.85
	6:30 AM	1	0	1	0	2	0	29	4	0	33	0	0	1	0	1	0	81	0	0	81	117	558	0.81
	6:45 AM	1	0	0	0	1	0	39	4	0	43	2	0	1	0	3	0	82	0	0	82	129	622	0.86
	7:00 AM	2	0	3	0	5	0	39	2	0	41	3	0	0	0	3	0	91	0	0	91	140	704	0.83
	7:15 AM	0	0	3	0	3	1	47	6	0	54	3	0	0	0	3	0	111	1	0	112	172	746	0.88
	7:30 AM	2	0	2	0	4	3	55	4	0	62	4	0	0	0	4	5	104	2	0	111	181	759	0.90
	7:45 AM	0	0	3	0	3	2	77	11	0	90	2	0	0	0	2	2	112	2	0	116	211	755	0.89
	8:00 AM	1	0	1	0	2	2	61	11	0	74	2	0	1	0	3	4	97	2	0	103	182	724	0.98
	8:15 AM	0	0	1	0	1	3	61	16	0	80	4	0	0	0	4	2	98	0	0	100	185		
	8:30 AM	2	0	1	0	3	1	74	16	0	91	4	0	1	0	5	4	74	0	0	78	177		
	8:45 AM	0	0	2	0	2	3	65	8	0	76	3	0	0	0	3	2	97	0	0	99	180		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	3	0	3	2	91	1	0	94	6	0	1	0	7	1	75	2	0	78	182	765	0.92
	3:15 PM	1	0	0	0	1	3	89	3	0	95	4	0	0	0	4	0	90	0	0	90	190	847	0.80
	3:30 PM	0	0	1	0	1	3	86	1	0	90	4	0	0	0	4	1	86	2	0	89	184	922	0.87
	3:45 PM	0	1	0	0	1	3	111	2	0	116	6	0	0	0	6	0	86	0	0	86	209	1036	0.87
	4:00 PM	1	0	1	0	2	4	143	3	0	150	18	0	1	0	19	1	92	0	0	93	264	1059	0.89
	4:15 PM	0	0	1	0	1	3	140	0	1	144	20	1	0	0	21	1	97	1	0	99	265	1066	0.89
	4:30 PM	2	0	1	0	3	4	147	2	0	153	21	0	0	0	21	0	121	0	0	121	298	1060	0.89
	4:45 PM	2	0	2	0	4	6	125	4	0	135	8	0	0	0	8	0	83	2	0	85	232	993	0.92
	5:00 PM	1	0	0	0	1	2	154	3	0	159	12	0	0	0	12	0	99	0	0	99	271	962	0.89
	5:15 PM	1	0	2	0	3	2	118	3	0	123	5	0	0	0	5	2	125	1	0	128	259		
	5:30 PM	1	0	1	0	2	3	126	4	0	133	8	0	0	0	8	1	86	1	0	88	231		
	5:45 PM	1	0	0	0	1	3	116	1	0	120	3	0	1	0	4	0	72	4	0	76	201		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		19	1	30	0	50	54	2048	109	1	2212	145	1	7	0	153	26	2153	20	0	2199	4614		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) 3rd Street					From East (←) Main Street					From South (↑) 3rd Street					From West (→) Main Street					Total Hourly Volume	PHF
	Start Time	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	7:15 AM	3	0	9	0	12	8	240	32	0	280	11	0	1	0	12	11	424	7	0	442	746	0.88
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	5	0	4	0	9	15	566	9	1	591	61	1	0	0	62	1	400	3	0	404	1066	0.89

Total Volume (Hourly)

Location Description: Alley btwn 2nd and 3rd (43.009097, -89.737856)
Started: 8/5/2025 10:00
Ended: 8/7/2025 9:00

Hour	---	---	---	---	---	---	Tue 8/5/25	---	---	Wed 8/6/25	---	---	Thu 8/7/25	---	---	---	---	---	---	---	---	---	Hour	Mon-Thurs Average	---	---
	---	---	---	---	---	---	---	---	*Total*	---	---	*Total*	---	---	*Total*	---	---	---	---	---	---			---	---	*Total*
00:00			-			-			-			*0*			*0*			-			-	00:00-00:59			*0*
01:00			-			-			-			*0*			*0*			-			-	01:00-01:59			*0*
02:00			-			-			-			*0*			*0*			-			-	02:00-02:59			*0*
03:00			-			-			-			*0*			*0*			-			-	03:00-03:59			*0*
04:00			-			-			-			*0*			*0*			-			-	04:00-04:59			*0*
05:00			-			-			-			*0*			*0*			-			-	05:00-05:59			*0*
06:00			-			-			-			*1*			*0*			-			-	06:00-06:59			*1*
07:00			-			-			-			*3*			*2*			-			-	07:00-07:59			*3*
08:00			-			-			-			*3*			*5*			-			-	08:00-08:59			*4*
09:00			-			-			-			*7*			*6*			-			-	09:00-09:59			*7*
10:00			-			-			*4*			*2*			-			-			-	10:00-10:59			*3*
11:00			-			-			*2*			*2*			-			-			-	11:00-11:59			*2*
12:00			-			-			*9*			*4*			-			-			-	12:00-12:59			*7*
13:00			-			-			*14*			*4*			-			-			-	13:00-13:59			*9*
14:00			-			-			*8*			*6*			-			-			-	14:00-14:59			*7*
15:00			-			-			*3*			*7*			-			-			-	15:00-15:59			*5*
16:00			-			-			*7*			*8*			-			-			-	16:00-16:59			*8*
17:00			-			-			*8*			*6*			-			-			-	17:00-17:59			*7*
18:00			-			-			*3*			*8*			-			-			-	18:00-18:59			*6*
19:00			-			-			*3*			*2*			-			-			-	19:00-19:59			*3*
20:00			-			-			*1*			*2*			-			-			-	20:00-20:59			*2*
21:00			-			-			*2*			*0*			-			-			-	21:00-21:59			*1*
22:00			-			-			*0*			*0*			-			-			-	22:00-22:59			*0*
23:00			-			-			*1*			*0*			-			-			-	23:00-23:59			*1*
Daily Total	-	-	-	-	-	-	-	-	*65*	-	-	*65*	-	-	*13*	-	-	-	-	-	-	Daily Total	-	-	*72*
AM Peak			-			-			*-*			*7*			*7*			-			-	AM Peak			*7*
HV%			-			-			-									-			-	HV%			
Hour			-			-			-			*08:45*			*08:30*			-			-	Hour			*08:45*
MD Peak			-			-			*14*			*5*			-			-			-	MD Peak			*9*
HV%			-			-			*14%*						-			-			-	HV%			*17%*
Hour			-			-			*13:00*			*12:30*			-			-			-	Hour			*13:00*
PM Peak			-			-			*8*			*9*			-			-			-	PM Peak			*9*
HV%			-			-									-			-			-	HV%			
Hour			-			-			*14:00*			*16:15*			-			-			-	Hour			*16:15*

	Wed	0.947			
Daily/Seasonal Factor	Thurs	0.918			
(1) Non-Interstate Low ruck %	Fri	0.92	62	60	12

Weekday ADT	**72**
Adjusted	**67**

Appendix B
Trip Generation Comparison

Appendix

Trip Generation Comparison Table[1]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Low-Rise Residential with Ground-Floor Commercial (2-3 Floors) (1-25k)	230	65 Units	220 (3.44)	5 (23%)	25 (77%)	30 (0.44)	20 (71%)	5 (29%)	25 (0.36)
Mid-Rise Residential with Ground-Floor Commercial (4-10 Floors) (1-25k)	231	65 Units	Not Available	5 (23%)	10 (77%)	15 (0.22)	5 (71%)	5 (29%)	10 (0.17)
Difference				**0**	**15**	**15**	**15**	**0**	**15**

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

Appendix C
Gap Analysis

Gap Analysis Calculations
Main Street & 3rd Street

Inputs

Lanes on Major St. (both dir.)	2 lanes
%HV on Minor Street (AM)	6.0%
%HV on Minor Street (PM)	2.0%
Grade	0.0%
Gap Acceptance	1 stage
Legs at Intersection	4 leg

Look Up Tables

Major Street	$T_{c,HV}$	$T_{f,HV}$
2 lanes	1.0	0.9
4 lanes	2.0	1.0

Grade Adjust.	$T_{c,G}$
Minor RT	0.1
Minor LT/TH	0.2

Gap Acceptance	$T_{c,t}$
1 stage	0.0
2 stage	1.0

Geometry	$T_{3,lt}$
3-leg	0.7
4-leg	0.0

Calculated Values

$T_{c,HV}$	$T_{f,HV}$
1.0	0.9

G
0.0

$T_{c,t}$
0.0

$T_{3,lt}$
0.0

Calculations

	AM					PM				
	$T_{c,x}$	$T_{f,x}$	1 Veh	2 Veh	3 Veh	$T_{c,x}$	$T_{f,x}$	1 Veh	2 Veh	3 Veh
Left turn from major	4.2	2.3	4.2	10.6	17.0	4.1	2.2	4.1	10.5	16.8
Right Turn from Minor	6.3	3.4	6.3	15.9	25.5	6.2	3.3	6.2	15.8	25.3
Through Traffic on Minor	6.6	4.1	6.6	17.2	27.8	6.5	4.0	6.5	17.1	27.6
Left Turn from Minor	7.2	3.6	7.2	17.9	28.6	7.1	3.5	7.1	17.8	28.4

Equations

$T_{c,x} = T_{c,base} + T_{c,HV}P_{HV} + T_{c,G}G - T_{c,T} - T_{3,LT}$

$T_{f,x} = T_{f,base} + T_{f,HV}P_{HV}$

HCM Exhibit 17-5	Base Critical Gap $T_{c,base}$ (s)		Base follow-up
Vehicle Movement	**2-Ln Major**	**4-Ln Major**	$T_{f,base}$ (s)
LT from Major	4.1	4.1	2.2
RT from Minor	6.2	6.9	3.3
TH on Minor	6.5	6.5	4.0
LT from Minor	7.1	7.5	3.5

$T_{c,base}$	$T_{f,base}$	$T_{c,G}$
4.1	2.2	0.0
6.2	3.3	0.1
6.5	4.0	0.2
7.1	3.5	0.2

P_{HV}	
AM	0.06
PM	0.02

Definitions

$T_{c,x}$	Critical gap for movement
$T_{c,base}$	base critical gap (Exhibit 17-5)
$T_{c,HV}$	HV adjustment factor (1.0 2-ln, 2.0 4-ln) for major street
P_{HV}	proportion of heavy vehicles for minor movement
$T_{c,G}$	grade adjustment factor (0.1 mvmts 9 & 12, 0.2 mvmts 7, 8, 10, & 11)
G	percent grade divided by 100
$T_{c,T}$	2-stage gap acceptance adjustment factor (1.0 for 1st or 2nd stage, 0.0 for only 1 stage)
$T_{3,LT}$	intersection geometry adjsutment factor (0.7 minor street left turn at 3-leg intersection, 0.0 otherwise)
$T_{f,x}$	minor movement follow-up time
$T_{f,base}$	base follow-up time from exhibit 17-5
$T_{f,HV}$	heavy vehicle adjustment factor (0.9 for 2-ln major, 1.0 for 4-ln major)
P_{HV}	proportion of heavy vehicles for minor movement

Main Street & 3rd Street Traffic Gaps															
Weekday AM 8/6/2025 - Wednesday															
Westbound Gaps															
Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
7:15 AM	8	4	2	1	3	2	2	1	3	2	3	1	0	0	9
7:30 AM	10	3	5	4	2	2	3	6	2	3	2	2	1	1	5
7:45 AM	15	7	8	5	6	4	1	4	0	0	1	3	2	2	2
8:00 AM	7	2	8	3	4	1	1	4	3	1	1	0	0	1	8
Total	40	16	23	13	15	9	7	15	8	6	7	6	3	4	24
Eastbound Gaps															
Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
7:15 AM	6	10	4	8	6	4	4	3	3	1	1	2	2	0	0
7:30 AM	13	11	7	4	5	5	2	3	1	2	1	1	2	1	1
7:45 AM	12	18	9	8	2	6	3	1	0	0	2	0	1	1	1
8:00 AM	16	8	7	4	5	3	5	4	3	1	0	1	0	1	2
Total	47	47	27	24	18	18	14	11	7	4	4	4	5	3	4
Combined Gaps															
Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
7:15 AM	16	11	8	8	6	5	3	1	1	1	0	1	2	0	0
7:30 AM	31	13	8	2	4	5	1	3	3	0	0	1	0	0	0
7:45 AM	31	16	9	8	2	2	2	0	0	0	1	0	0	0	0
8:00 AM	21	8	6	11	5	1	5	2	1	0	0	0	0	0	1
Total	99	48	31	29	17	13	11	6	5	1	1	2	2	0	1

Gap Calcs	SB RT from Minor		
	Gap Times		Gaps
1 Veh (x1)	6.3	15.8	63
2 Veh (x2)	15.9	25.4	82
3 Veh (x3)	25.5	& up	98
Equivalent Gaps			243

Westbound Gap

NB RT from Minor		
Gap Times		Gaps
6.3	15.8	96
15.9	25.4	60
25.5	& up	40
		196

Eastbound Gap

Gap Calcs	NB & SB LT from Minor		
	Gap Times		Gaps
1 Veh (x1)	7.2	17.8	78
2 Veh (x2)	17.9	28.5	24
3 Veh (x3)	28.6	& up	3
Equivalent Gaps			105

Combined Gap

Gap Calcs	EB LT from Major		
	Gap Times		Gaps
1 Veh (x1)	4.2	10.5	54
2 Veh (x2)	10.6	16.9	68
3 Veh (x3)	17.0	& up	199
Equivalent Gaps			321

Westbound Gap

WB LT from Major		
Gap Times		Gaps
4.2	10.5	98
10.6	16.9	101
17.0	& up	111
		310

Eastbound Gap

Main Street & 3rd Street Traffic Gaps

Weekday PM 8/5/2025 - Tuesday

Westbound Gaps

Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
4:15 PM	40	9	6	5	4	2	2	0	0	1	3	1	0	0	0
4:30 PM	29	13	3	5	6	1	3	2	0	1	0	0	0	1	1
4:45 PM	31	10	10	8	5	3	3	3	3	0	0	1	0	1	0
5:00 PM	43	13	10	6	5	4	2	2	1	0	0	0	0	1	0
Total	143	45	29	24	20	10	10	7	4	2	3	2	0	3	1

Eastbound Gaps

Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
4:15 PM	11	23	5	9	4	1	4	4	2	2	2	0	3	1	0
4:30 PM	13	11	12	5	5	8	2	0	0	3	0	0	3	1	1
4:45 PM	10	15	4	9	7	3	1	4	2	2	0	0	2	0	4
5:00 PM	7	10	4	8	8	3	6	2	3	3	0	0	2	1	1
Total	41	59	25	31	24	15	13	10	7	10	2	0	10	3	6

Combined Gaps

Start Time	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
4:15 PM	50	18	9	5	4	0	0	0	0	0	0	0	0	0	0
4:30 PM	37	12	5	3	3	4	0	0	0	0	0	0	0	0	0
4:45 PM	41	15	10	8	3	4	2	0	0	0	0	1	0	0	0
5:00 PM	49	19	9	5	2	3	0	0	0	0	0	0	0	0	0
Total	177	64	33	21	12	11	2	0	0	0	0	1	0	0	0

Gap Calcs	SB RT from Minor		
	Gap Times		Gaps
1 Veh (x1)	6.2	15.7	89
2 Veh (x2)	15.8	25.2	37
3 Veh (x3)	25.3	& up	14
Equivalent Gaps			140

Westbound Gap

NB RT from Minor		
Gap Times		Gaps
6.2	15.7	104
15.8	25.2	62
25.3	& up	57
		222

Eastbound Gap

Gap Calcs	NB & SB LT from Minor		
	Gap Times		Gaps
1 Veh (x1)	7.1	17.7	49
2 Veh (x2)	17.8	28.3	2
3 Veh (x3)	28.4	& up	0
Equivalent Gaps			51

Combined Gap

Gap Calcs	EB LT from Major		
	Gap Times		Gaps
1 Veh (x1)	4.1	10.4	100
2 Veh (x2)	10.5	16.7	77
3 Veh (x3)	16.8	& up	59
Equivalent Gaps			235

Westbound Gap

WB LT from Major		
Gap Times		Gaps
4.1	10.4	117
10.5	16.7	101
16.8	& up	134
		352

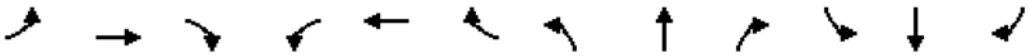
Eastbound Gap

Appendix D
Peak Hour Analysis Outputs

Existing Traffic

Full Build (Scenario 1- Two-way) Traffic

Full Build (Scenario 2 – One-way Westbound) Traffic



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	15	5	1	1	10	15	5	1	30	1
Future Volume (vph)	1	5	15	5	1	1	10	15	5	1	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.901			0.983			0.979			0.997	
Flt Protected		0.998			0.964			0.983			0.999	
Satd. Flow (prot)	0	1692	0	0	1783	0	0	1810	0	0	1874	0
Flt Permitted		0.998			0.964			0.983			0.999	
Satd. Flow (perm)	0	1692	0	0	1783	0	0	1810	0	0	1874	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		289			200			228			207	
Travel Time (s)		7.9			5.5			6.2			5.6	
Confl. Peds. (#/hr)	4		1	1		4	3		2	2		3
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	6	19	6	1	1	13	19	6	1	38	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	8	0	0	38	0	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		

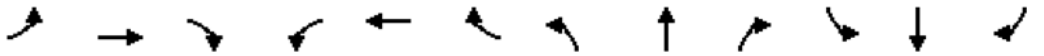
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	15	5	1	1	10	15	5	1	30	1
Future Vol, veh/h	1	5	15	5	1	1	10	15	5	1	30	1
Conflicting Peds, #/hr	4	0	1	1	0	4	3	0	2	2	0	3
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	6	19	6	1	1	13	19	6	1	38	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	94	98	43	95	95	28	43	0	0	28	0	0
Stage 1	45	45	-	50	50	-	-	-	-	-	-	-
Stage 2	50	53	-	45	45	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	891	794	1030	890	797	1049	1573	-	-	1593	-	-
Stage 1	972	860	-	966	855	-	-	-	-	-	-	-
Stage 2	966	852	-	971	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	875	783	1026	856	786	1043	1568	-	-	1589	-	-
Mov Cap-2 Maneuver	875	783	-	856	786	-	-	-	-	-	-	-
Stage 1	968	857	-	956	846	-	-	-	-	-	-	-
Stage 2	952	844	-	944	856	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.91	9.2	2.44	0.23
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	571	-	-	948	867	56	-	-
HCM Lane V/C Ratio	0.008	-	-	0.028	0.01	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	400	20	30	230	15	20	5	65	40	1	10
Future Volume (vph)	10	400	20	30	230	15	20	5	65	40	1	10
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98			0.99	
Frt		0.994			0.992			0.903			0.973	
Flt Protected		0.999			0.995			0.989			0.962	
Satd. Flow (prot)	0	1607	0	0	1583	0	0	1505	0	0	1598	0
Flt Permitted		0.992			0.930			0.908			0.745	
Satd. Flow (perm)	0	1596	0	0	1479	0	0	1381	0	0	1235	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		375			420			242			228	
Travel Time (s)		10.2			11.5			6.6			6.2	
Confl. Peds. (#/hr)	1		9	9		1	3		2	2		3
Confl. Bikes (#/hr)			1			2			1			1
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
Heavy Vehicles (%)	8%	8%	8%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	11	444	22	33	256	17	22	6	72	44	1	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	477	0	0	306	0	0	100	0	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			8			4		
Detector Phase	6	6		2	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	17.5	17.5		17.0	17.0		12.5	12.5		12.5	12.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.5	30.5		30.5	30.5	
Total Split (%)	62.1%	62.1%		62.1%	62.1%		37.9%	37.9%		37.9%	37.9%	
Maximum Green (s)	44.5	44.5		45.0	45.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.5	2.5		2.5	2.5		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		62.7			63.1			10.4			10.4	
Actuated g/C Ratio		0.78			0.78			0.13			0.13	
v/c Ratio		0.38			0.26			0.56			0.35	
Control Delay (s/veh)		5.3			4.4			44.5			37.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		5.3			4.4			44.5			37.0	
LOS		A			A			D			D	
Approach Delay (s/veh)		5.3			4.4			44.5			37.0	
Approach LOS		A			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 80.5			
Offset: 22.5 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 11.1		Intersection LOS: B	
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 200: 2nd Street & Main Street



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	477	306	100	56
v/c Ratio	0.38	0.26	0.56	0.35
Control Delay (s/veh)	5.3	4.4	44.5	37.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.3	4.4	44.5	37.0
Queue Length 50th (ft)	71	39	48	26
Queue Length 95th (ft)	150	87	91	57
Internal Link Dist (ft)	295	340	162	148
Turn Bay Length (ft)				
Base Capacity (vph)	1243	1159	428	383
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.26	0.23	0.15

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	400	20	30	230	15	20	5	65	40	1	10
Future Volume (veh/h)	10	400	20	30	230	15	20	5	65	40	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1641	1641	1641	1627	1627	1627	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	11	444	22	33	256	17	22	6	72	44	1	11
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
Percent Heavy Veh, %	8	8	8	9	9	9	2	2	2	2	2	2
Cap, veh/h	55	1181	58	139	997	64	74	17	96	170	11	25
Arrive On Green	0.77	0.77	0.77	0.77	0.77	0.77	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	12	1530	75	116	1292	83	217	187	1039	982	119	269
Grp Volume(v), veh/h	477	0	0	306	0	0	100	0	0	56	0	0
Grp Sat Flow(s),veh/h/ln	1616	0	0	1491	0	0	1444	0	0	1369	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.7	0.0	0.0	4.3	0.0	0.0	5.4	0.0	0.0	3.0	0.0	0.0
Prop In Lane	0.02		0.05	0.11		0.06	0.22		0.72	0.79		0.20
Lane Grp Cap(c), veh/h	1293	0	0	1200	0	0	187	0	0	206	0	0
V/C Ratio(X)	0.37	0.00	0.00	0.26	0.00	0.00	0.53	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	1293	0	0	1200	0	0	487	0	0	475	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.0	0.0	0.0	2.6	0.0	0.0	35.8	0.0	0.0	34.7	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	0.9	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	0.0	2.0	0.0	0.0	3.5	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.8	0.0	0.0	3.1	0.0	0.0	36.7	0.0	0.0	34.9	0.0	0.0
LnGrp LOS	A			A			D			C		
Approach Vol, veh/h		477			306			100			56	
Approach Delay, s/veh		3.8			3.1			36.7			34.9	
Approach LOS		A			A			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		68.0		13.0		68.0		13.0				
Change Period (Y+Rc), s		* 5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		* 45		25.0		44.5		25.0				
Max Q Clear Time (g_c+I1), s		6.3		5.0		9.7		7.4				
Green Ext Time (p_c), s		3.3		0.1		5.3		0.3				

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

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	485	15	35	270	10	1	1	10	10	1	5
Future Volume (vph)	5	485	15	35	270	10	1	1	10	10	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.996			0.886			0.955	
Flt Protected		0.999			0.995			0.996			0.970	
Satd. Flow (prot)	0	1818	0	0	1776	0	0	1552	0	0	1743	0
Flt Permitted		0.999			0.995			0.996			0.970	
Satd. Flow (perm)	0	1818	0	0	1776	0	0	1552	0	0	1743	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		420			521			251			130	
Travel Time (s)		11.5			14.2			6.8			3.5	
Confl. Peds. (#/hr)	3		8	8		3	5		1	1		5
Confl. Bikes (#/hr)			1			1			1			1
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
Heavy Vehicles (%)	4%	4%	4%	6%	6%	6%	8%	8%	8%	1%	1%	1%
Adj. Flow (vph)	6	545	17	39	303	11	1	1	11	11	1	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	568	0	0	353	0	0	13	0	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	485	15	35	270	10	1	1	10	10	1	5
Future Vol, veh/h	5	485	15	35	270	10	1	1	10	10	1	5
Conflicting Peds, #/hr	3	0	8	8	0	3	5	0	1	1	0	5
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	6	6	6	8	8	8	1	1	1
Mvmt Flow	6	545	17	39	303	11	1	1	11	11	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	570	0	0	960	969	562	948	972	317
Stage 1	-	-	-	-	-	-	573	573	-	391	391	-
Stage 2	-	-	-	-	-	-	388	396	-	558	581	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.18	6.58	6.28	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.58	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.58	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.572	4.072	3.372	3.509	4.009	3.309
Pot Cap-1 Maneuver	1231	-	-	962	-	-	229	236	586	242	241	726
Stage 1	-	-	-	-	-	-	551	512	-	636	609	-
Stage 2	-	-	-	-	-	-	624	594	-	576	515	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	1228	-	-	955	-	-	211	220	581	222	225	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	220	-	222	225	-
Stage 1	-	-	-	-	-	-	543	504	-	602	577	-
Stage 2	-	-	-	-	-	-	584	562	-	560	508	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0.99	13.19	18.57
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	453	18	-	-	199	-	-	283
HCM Lane V/C Ratio	0.03	0.005	-	-	0.041	-	-	0.063
HCM Ctrl Dly (s/v)	13.2	7.9	0	-	8.9	0	-	18.6
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	10	0	0	5	0	0
Future Volume (vph)	10	0	0	5	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	1881	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			108	101	
Travel Time (s)	5.5			2.9	2.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	13	0	0	6	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	6	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

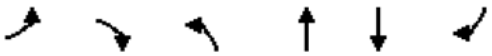
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	0	0	5	0	0
Future Vol, veh/h	10	0	0	5	0	0
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	13	0	0	6	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	14	0	21	15
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1611	-	998	1068
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1609	-	996	1066
Mov Cap-2 Maneuver	-	-	-	-	996	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1017	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1609	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	15	15	0
Future Volume (vph)	0	0	0	15	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	1881	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	131			130	286	
Travel Time (s)	3.6			3.5	7.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	17	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	17	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

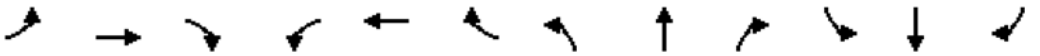
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	15	15	0
Future Vol, veh/h	0	0	0	15	15	0
Conflicting Peds, #/hr	1	1	1	0	0	1
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	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	17	17	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	36	19	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	980	1062	1606	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	978	1060	1604	-	-	-
Mov Cap-2 Maneuver	978	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1604	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	15	15	1	1	10	15	5	1	30	1
Future Volume (vph)	5	1	15	15	1	1	10	15	5	1	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.904			0.993			0.976			0.996	
Flt Protected		0.988			0.957			0.984			0.999	
Satd. Flow (prot)	0	1680	0	0	1788	0	0	1807	0	0	1872	0
Flt Permitted		0.988			0.957			0.984			0.999	
Satd. Flow (perm)	0	1680	0	0	1788	0	0	1807	0	0	1872	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		289			200			228			207	
Travel Time (s)		7.9			5.5			6.2			5.6	
Confl. Peds. (#/hr)	4		2	2		4	14		2	2		14
Confl. Bikes (#/hr)			1			1			2			1
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	1	17	17	1	1	11	17	6	1	34	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	19	0	0	34	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		

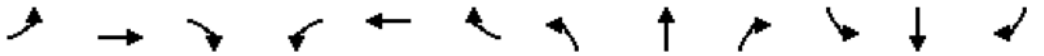
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	15	15	1	1	10	15	5	1	30	1
Future Vol, veh/h	5	1	15	15	1	1	10	15	5	1	30	1
Conflicting Peds, #/hr	4	0	2	2	0	4	14	0	2	2	0	14
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	1	17	17	1	1	11	17	6	1	34	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	94	97	50	83	95	26	49	0	0	24	0	0
Stage 1	51	51	-	44	44	-	-	-	-	-	-	-
Stage 2	44	47	-	39	51	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	891	794	1021	907	797	1053	1565	-	-	1597	-	-
Stage 1	965	855	-	973	860	-	-	-	-	-	-	-
Stage 2	973	858	-	979	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	867	776	1005	880	778	1047	1544	-	-	1594	-	-
Mov Cap-2 Maneuver	867	776	-	880	778	-	-	-	-	-	-	-
Stage 1	951	843	-	964	852	-	-	-	-	-	-	-
Stage 2	960	850	-	959	842	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.86	9.17	2.45	0.23
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	571	-	-	955	881	56	-	-
HCM Lane V/C Ratio	0.007	-	-	0.025	0.022	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	380	10	50	575	20	30	5	45	35	5	20
Future Volume (vph)	5	380	10	50	575	20	30	5	45	35	5	20
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98			0.98	
Frt		0.997			0.996			0.924			0.956	
Flt Protected		0.999			0.996			0.982			0.972	
Satd. Flow (prot)	0	1675	0	0	1652	0	0	1548	0	0	1585	0
Flt Permitted		0.992			0.941			0.875			0.822	
Satd. Flow (perm)	0	1663	0	0	1561	0	0	1370	0	0	1336	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		375			420			242			228	
Travel Time (s)		10.2			11.5			6.6			6.2	
Confl. Peds. (#/hr)	5		6	6		5	12		4	4		12
Confl. Bikes (#/hr)			1			1			1			8
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
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	427	11	56	646	22	34	6	51	39	6	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	444	0	0	724	0	0	91	0	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			8			4		
Detector Phase	6	6		2	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	17.5	17.5		17.0	17.0		12.5	12.5		12.5	12.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.5	30.5		30.5	30.5	
Total Split (%)	62.1%	62.1%		62.1%	62.1%		37.9%	37.9%		37.9%	37.9%	
Maximum Green (s)	44.5	44.5		45.0	45.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.5	2.5		2.5	2.5		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		63.0			63.4			10.1			10.1	
Actuated g/C Ratio		0.78			0.79			0.13			0.13	
v/c Ratio		0.34			0.59			0.53			0.40	
Control Delay (s/veh)		4.8			7.7			43.6			38.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.8			7.7			43.6			38.6	
LOS		A			A			D			D	
Approach Delay (s/veh)		4.8			7.7			43.6			38.6	
Approach LOS		A			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 80.5			
Offset: 22.5 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 10.7		Intersection LOS: B	
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 200: 2nd Street & Main Street



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	444	724	91	67
v/c Ratio	0.34	0.59	0.53	0.40
Control Delay (s/veh)	4.8	7.7	43.6	38.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.8	7.7	43.6	38.6
Queue Length 50th (ft)	62	134	44	32
Queue Length 95th (ft)	127	286	83	65
Internal Link Dist (ft)	295	340	162	148
Turn Bay Length (ft)				
Base Capacity (vph)	1301	1229	425	414
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.34	0.59	0.21	0.16

Intersection Summary

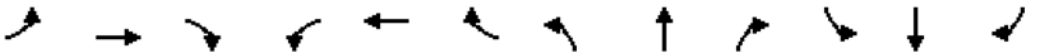
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	380	10	50	575	20	30	5	45	35	5	20
Future Volume (veh/h)	5	380	10	50	575	20	30	5	45	35	5	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.95		0.91	0.96		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1682	1682	1682	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	6	427	11	56	646	22	34	6	51	39	6	22
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
Percent Heavy Veh, %	4	4	4	5	5	5	1	1	1	1	1	1
Cap, veh/h	49	1271	32	110	1143	38	98	17	69	133	24	42
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.78	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	6	1632	42	80	1466	48	431	202	808	734	283	497
Grp Volume(v), veh/h	444	0	0	724	0	0	91	0	0	67	0	0
Grp Sat Flow(s),veh/h/ln	1679	0	0	1594	0	0	1441	0	0	1515	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	13.7	0.0	0.0	4.8	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.01		0.02	0.08		0.03	0.37		0.56	0.58		0.33
Lane Grp Cap(c), veh/h	1353	0	0	1290	0	0	183	0	0	199	0	0
V/C Ratio(X)	0.33	0.00	0.00	0.56	0.00	0.00	0.50	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	1353	0	0	1290	0	0	476	0	0	482	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.7	0.0	0.0	3.5	0.0	0.0	36.0	0.0	0.0	35.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.8	0.0	0.0	0.8	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	0.0	6.4	0.0	0.0	3.2	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.3	0.0	0.0	5.3	0.0	0.0	36.8	0.0	0.0	35.8	0.0	0.0
LnGrp LOS	A			A			D			D		
Approach Vol, veh/h		444			724			91			67	
Approach Delay, s/veh		3.3			5.3			36.8			35.8	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		68.6		12.4		68.6		12.4				
Change Period (Y+Rc), s		* 5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		* 45		25.0		44.5		25.0				
Max Q Clear Time (g_c+I1), s		15.7		5.2		8.4		6.8				
Green Ext Time (p_c), s		9.1		0.2		4.8		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	455	1	10	640	15	1	1	70	5	1	5
Future Volume (vph)	5	455	1	10	640	15	1	1	70	5	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.997			0.868			0.938	
Flt Protected		0.999			0.999			0.999			0.977	
Satd. Flow (prot)	0	1861	0	0	1874	0	0	1631	0	0	1724	0
Flt Permitted		0.999			0.999			0.999			0.977	
Satd. Flow (perm)	0	1861	0	0	1874	0	0	1631	0	0	1724	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		420			521			251			130	
Travel Time (s)		11.5			14.2			6.8			3.5	
Confl. Peds. (#/hr)	4		2	2		4	10		1	1		10
Confl. Bikes (#/hr)			1			1			1			1
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	511	1	11	719	17	1	1	79	6	1	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	518	0	0	747	0	0	81	0	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			

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	5	455	1	10	640	15	1	1	70	5	1	5
Future Vol, veh/h	5	455	1	10	640	15	1	1	70	5	1	5
Conflicting Peds, #/hr	4	0	2	2	0	4	10	0	1	1	0	10
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	511	1	11	719	17	1	1	79	6	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	740	0	0	514	0	0	1277	1287	515	1278	1280	742
Stage 1	-	-	-	-	-	-	525	525	-	754	754	-
Stage 2	-	-	-	-	-	-	752	762	-	524	526	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	867	-	-	1044	-	-	123	138	636	122	140	418
Stage 1	-	-	-	-	-	-	596	550	-	403	419	-
Stage 2	-	-	-	-	-	-	404	415	-	597	550	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	863	-	-	1042	-	-	115	133	634	103	135	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	133	-	103	135	-
Stage 1	-	-	-	-	-	-	590	544	-	394	409	-
Stage 2	-	-	-	-	-	-	386	406	-	517	544	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.13	12.38	29.11
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	569	20	-	-	27	-	-	162
HCM Lane V/C Ratio	0.142	0.007	-	-	0.011	-	-	0.076
HCM Ctrl Dly (s/v)	12.4	9.2	0	-	8.5	0	-	29.1
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	5	0	0	15	0	0
Future Volume (vph)	5	0	0	15	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	1881	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			108	101	
Travel Time (s)	5.5			2.9	2.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	0	0	17	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	17	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

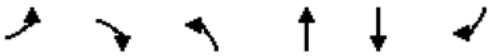
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	0	0	15	0	0
Future Vol, veh/h	5	0	0	15	0	0
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	0	0	17	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	7	0	24	8
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1621	-	994	1078
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1619	-	992	1075
Mov Cap-2 Maneuver	-	-	-	-	992	-
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1007	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1619	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	20	10	0
Future Volume (vph)	0	0	0	20	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	1881	0
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	1881	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	131			130	286	
Travel Time (s)	3.6			3.5	7.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	22	11	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	22	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

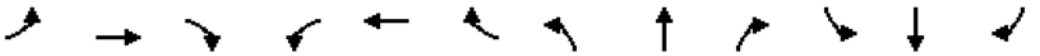
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	20	10	0
Future Vol, veh/h	0	0	0	20	10	0
Conflicting Peds, #/hr	1	1	1	0	0	1
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	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	22	11	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	36	13	12	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	980	1070	1613	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	978	1068	1612	-	-	-
Mov Cap-2 Maneuver	978	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1612	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	15	15	1	1	10	15	5	1	30	1
Future Volume (vph)	1	5	15	15	1	1	10	15	5	1	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.901			0.994			0.979			0.997	
Flt Protected		0.998			0.957			0.983			0.999	
Satd. Flow (prot)	0	1692	0	0	1789	0	0	1810	0	0	1874	0
Flt Permitted		0.998			0.957			0.983			0.999	
Satd. Flow (perm)	0	1692	0	0	1789	0	0	1810	0	0	1874	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		289			200			228			207	
Travel Time (s)		7.9			5.5			6.2			5.6	
Confl. Peds. (#/hr)	4		1	1		4	3		2	2		3
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	6	19	19	1	1	13	19	6	1	38	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	21	0	0	38	0	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	15	15	1	1	10	15	5	1	30	1
Future Vol, veh/h	1	5	15	15	1	1	10	15	5	1	30	1
Conflicting Peds, #/hr	4	0	1	1	0	4	3	0	2	2	0	3
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	6	19	19	1	1	13	19	6	1	38	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	94	98	43	95	95	28	43	0	0	28	0	0
Stage 1	45	45	-	50	50	-	-	-	-	-	-	-
Stage 2	50	53	-	45	45	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	891	794	1030	890	797	1049	1573	-	-	1593	-	-
Stage 1	972	860	-	966	855	-	-	-	-	-	-	-
Stage 2	966	852	-	971	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	875	783	1026	856	786	1043	1568	-	-	1589	-	-
Mov Cap-2 Maneuver	875	783	-	856	786	-	-	-	-	-	-	-
Stage 1	968	857	-	956	846	-	-	-	-	-	-	-
Stage 2	952	844	-	944	856	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.91	9.29	2.44	0.23
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	571	-	-	948	860	56	-	-
HCM Lane V/C Ratio	0.008	-	-	0.028	0.025	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.9	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	400	20	30	235	15	20	5	65	40	5	15
Future Volume (vph)	10	400	20	30	235	15	20	5	65	40	5	15
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98			0.99	
Frt		0.994			0.993			0.903			0.966	
Flt Protected		0.999			0.995			0.989			0.968	
Satd. Flow (prot)	0	1607	0	0	1584	0	0	1505	0	0	1594	0
Flt Permitted		0.992			0.931			0.918			0.777	
Satd. Flow (perm)	0	1596	0	0	1482	0	0	1396	0	0	1277	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		375			420			242			228	
Travel Time (s)		10.2			11.5			6.6			6.2	
Confl. Peds. (#/hr)	1		9	9		1	3		2	2		3
Confl. Bikes (#/hr)			1			2			1			1
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
Heavy Vehicles (%)	8%	8%	8%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	11	444	22	33	261	17	22	6	72	44	6	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	477	0	0	311	0	0	100	0	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			8			4		
Detector Phase	6	6		2	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	17.5	17.5		17.0	17.0		12.5	12.5		12.5	12.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.5	30.5		30.5	30.5	
Total Split (%)	62.1%	62.1%		62.1%	62.1%		37.9%	37.9%		37.9%	37.9%	
Maximum Green (s)	44.5	44.5		45.0	45.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.5	2.5		2.5	2.5		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		62.7			63.1			10.4			10.4	
Actuated g/C Ratio		0.78			0.78			0.13			0.13	
v/c Ratio		0.38			0.27			0.56			0.41	
Control Delay (s/veh)		5.3			4.4			44.0			38.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		5.3			4.4			44.0			38.6	
LOS		A			A			D			D	
Approach Delay (s/veh)		5.3			4.4			44.0			38.6	
Approach LOS		A			A			D			D	

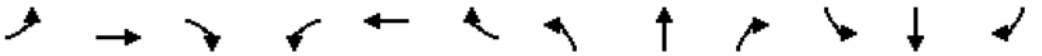
Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 80.5			
Offset: 22.5 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 11.4		Intersection LOS: B	
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 200: 2nd Street & Main Street



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	477	311	100	67
v/c Ratio	0.38	0.27	0.56	0.41
Control Delay (s/veh)	5.3	4.4	44.0	38.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.3	4.4	44.0	38.6
Queue Length 50th (ft)	71	40	48	32
Queue Length 95th (ft)	150	89	91	66
Internal Link Dist (ft)	295	340	162	148
Turn Bay Length (ft)				
Base Capacity (vph)	1243	1161	433	396
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.27	0.23	0.17

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	400	20	30	235	15	20	5	65	40	5	15
Future Volume (veh/h)	10	400	20	30	235	15	20	5	65	40	5	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1641	1641	1641	1627	1627	1627	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	11	444	22	33	261	17	22	6	72	44	6	17
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
Percent Heavy Veh, %	8	8	8	9	9	9	2	2	2	2	2	2
Cap, veh/h	55	1181	58	137	1002	63	74	17	96	150	26	35
Arrive On Green	0.77	0.77	0.77	0.77	0.77	0.77	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	12	1530	75	114	1298	82	220	187	1047	826	280	376
Grp Volume(v), veh/h	477	0	0	311	0	0	100	0	0	67	0	0
Grp Sat Flow(s),veh/h/ln	1616	0	0	1493	0	0	1455	0	0	1481	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.7	0.0	0.0	4.4	0.0	0.0	5.3	0.0	0.0	3.3	0.0	0.0
Prop In Lane	0.02		0.05	0.11		0.05	0.22		0.72	0.66		0.25
Lane Grp Cap(c), veh/h	1293	0	0	1202	0	0	188	0	0	210	0	0
V/C Ratio(X)	0.37	0.00	0.00	0.26	0.00	0.00	0.53	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1293	0	0	1202	0	0	488	0	0	488	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.0	0.0	0.0	2.6	0.0	0.0	35.8	0.0	0.0	34.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	0.9	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	0.0	2.0	0.0	0.0	3.5	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.8	0.0	0.0	3.1	0.0	0.0	36.6	0.0	0.0	35.2	0.0	0.0
LnGrp LOS	A			A			D			D		
Approach Vol, veh/h		477			311			100			67	
Approach Delay, s/veh		3.8			3.1			36.6			35.2	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		68.0		13.0		68.0		13.0				
Change Period (Y+Rc), s		* 5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		* 45		25.0		44.5		25.0				
Max Q Clear Time (g_c+I1), s		6.4		5.3		9.7		7.3				
Green Ext Time (p_c), s		3.3		0.2		5.3		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.2
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	485	15	35	270	15	1	1	10	20	1	10
Future Volume (vph)	5	485	15	35	270	15	1	1	10	20	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.994			0.886			0.956	
Flt Protected		0.999			0.995			0.996			0.969	
Satd. Flow (prot)	0	1818	0	0	1773	0	0	1552	0	0	1743	0
Flt Permitted		0.999			0.995			0.996			0.969	
Satd. Flow (perm)	0	1818	0	0	1773	0	0	1552	0	0	1743	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		420			521			251			130	
Travel Time (s)		11.5			14.2			6.8			3.5	
Confl. Peds. (#/hr)	3		8	8		3	5		1	1		5
Confl. Bikes (#/hr)			1			1			1			1
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
Heavy Vehicles (%)	4%	4%	4%	6%	6%	6%	8%	8%	8%	1%	1%	1%
Adj. Flow (vph)	6	545	17	39	303	17	1	1	11	22	1	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	568	0	0	359	0	0	13	0	0	34	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	485	15	35	270	15	1	1	10	20	1	10
Future Vol, veh/h	5	485	15	35	270	15	1	1	10	20	1	10
Conflicting Peds, #/hr	3	0	8	8	0	3	5	0	1	1	0	5
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	6	6	6	8	8	8	1	1	1
Mvmt Flow	6	545	17	39	303	17	1	1	11	22	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	570	0	0	960	974	562	951	974	320
Stage 1	-	-	-	-	-	-	573	573	-	393	393	-
Stage 2	-	-	-	-	-	-	388	402	-	558	581	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.18	6.58	6.28	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.58	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.58	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.572	4.072	3.372	3.509	4.009	3.309
Pot Cap-1 Maneuver	1225	-	-	962	-	-	229	234	586	240	239	723
Stage 1	-	-	-	-	-	-	551	512	-	633	607	-
Stage 2	-	-	-	-	-	-	624	590	-	576	515	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	1222	-	-	955	-	-	209	218	581	220	224	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	218	-	220	224	-
Stage 1	-	-	-	-	-	-	543	504	-	600	575	-
Stage 2	-	-	-	-	-	-	580	559	-	560	508	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0.98	13.22	19.44
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	452	18	-	-	195	-	-	284
HCM Lane V/C Ratio	0.03	0.005	-	-	0.041	-	-	0.123
HCM Ctrl Dly (s/v)	13.2	8	0	-	8.9	0	-	19.4
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.4



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	10	1	1	5	10	1
Future Volume (vph)	10	1	1	5	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.990				0.990	
Flt Protected				0.993	0.956	
Satd. Flow (prot)	1862	0	0	1868	1780	0
Flt Permitted				0.993	0.956	
Satd. Flow (perm)	1862	0	0	1868	1780	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			108	101	
Travel Time (s)	5.5			2.9	2.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	13	1	1	6	13	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	7	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

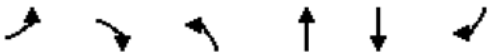
Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	5	10	1
Future Vol, veh/h	10	1	1	5	10	1
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	13	1	1	6	13	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	15	0	24	15
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1609	-	994	1067
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1608	-	991	1065
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1014	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.21	8.66
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	998	-	-	300	-
HCM Lane V/C Ratio	0.014	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	15	5	15	15	1
Future Volume (vph)	1	15	5	15	15	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.872				0.992	
Flt Protected	0.997			0.987		
Satd. Flow (prot)	1635	0	0	1857	1866	0
Flt Permitted	0.997			0.987		
Satd. Flow (perm)	1635	0	0	1857	1866	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	131			130	286	
Travel Time (s)	3.6			3.5	7.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	17	6	17	17	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	23	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.5%	ICU Level of Service	A
Analysis Period (min)	15		

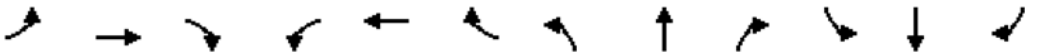
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	5	15	15	1
Future Vol, veh/h	1	15	5	15	15	1
Conflicting Peds, #/hr	1	1	1	0	0	1
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	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	17	6	17	17	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	48	19	19	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	965	1062	1604	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	959	1060	1603	-	-	-
Mov Cap-2 Maneuver	959	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	995	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.48	1.81	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	450	-	1053	-	-
HCM Lane V/C Ratio	0.004	-	0.017	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	15	15	1	1	10	15	10	1	30	1
Future Volume (vph)	5	1	15	15	1	1	10	15	10	1	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.904			0.993			0.962			0.996	
Flt Protected		0.988			0.957			0.986			0.999	
Satd. Flow (prot)	0	1680	0	0	1788	0	0	1784	0	0	1872	0
Flt Permitted		0.988			0.957			0.986			0.999	
Satd. Flow (perm)	0	1680	0	0	1788	0	0	1784	0	0	1872	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		289			200			228			207	
Travel Time (s)		7.9			5.5			6.2			5.6	
Confl. Peds. (#/hr)	4		2	2		4	14		2	2		14
Confl. Bikes (#/hr)			1			1			2			1
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	1	17	17	1	1	11	17	11	1	34	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	19	0	0	39	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.4%	ICU Level of Service	A
Analysis Period (min)	15		

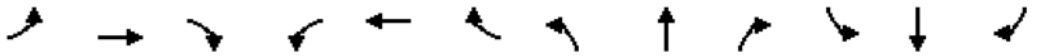
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	15	15	1	1	10	15	10	1	30	1
Future Vol, veh/h	5	1	15	15	1	1	10	15	10	1	30	1
Conflicting Peds, #/hr	4	0	2	2	0	4	14	0	2	2	0	14
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	1	17	17	1	1	11	17	11	1	34	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	94	103	50	85	98	28	49	0	0	30	0	0
Stage 1	51	51	-	47	47	-	-	-	-	-	-	-
Stage 2	44	53	-	39	51	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	891	789	1021	903	794	1049	1565	-	-	1589	-	-
Stage 1	965	855	-	969	858	-	-	-	-	-	-	-
Stage 2	973	853	-	979	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	867	771	1005	876	775	1043	1544	-	-	1586	-	-
Mov Cap-2 Maneuver	867	771	-	876	775	-	-	-	-	-	-	-
Stage 1	951	843	-	960	850	-	-	-	-	-	-	-
Stage 2	960	845	-	959	842	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.86	9.19	2.1	0.23
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	476	-	-	955	878	56	-	-
HCM Lane V/C Ratio	0.007	-	-	0.025	0.022	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	385	10	50	575	20	30	5	45	35	5	20
Future Volume (vph)	10	385	10	50	575	20	30	5	45	35	5	20
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98			0.98	
Frt		0.997			0.996			0.924			0.956	
Flt Protected		0.999			0.996			0.982			0.972	
Satd. Flow (prot)	0	1675	0	0	1652	0	0	1548	0	0	1585	0
Flt Permitted		0.983			0.940			0.875			0.822	
Satd. Flow (perm)	0	1648	0	0	1559	0	0	1370	0	0	1336	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		375			420			242			228	
Travel Time (s)		10.2			11.5			6.6			6.2	
Confl. Peds. (#/hr)	5		6	6		5	12		4	4		12
Confl. Bikes (#/hr)			1			1			1			8
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
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	11	433	11	56	646	22	34	6	51	39	6	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	455	0	0	724	0	0	91	0	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			8			4		
Detector Phase	6	6		2	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	17.5	17.5		17.0	17.0		12.5	12.5		12.5	12.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.5	30.5		30.5	30.5	
Total Split (%)	62.1%	62.1%		62.1%	62.1%		37.9%	37.9%		37.9%	37.9%	
Maximum Green (s)	44.5	44.5		45.0	45.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.5	2.5		2.5	2.5		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		63.0			63.4			10.1			10.1	
Actuated g/C Ratio		0.78			0.79			0.13			0.13	
v/c Ratio		0.35			0.59			0.53			0.40	
Control Delay (s/veh)		4.9			7.7			43.6			38.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.9			7.7			43.6			38.6	
LOS		A			A			D			D	
Approach Delay (s/veh)		4.9			7.7			43.6			38.6	
Approach LOS		A			A			D			D	

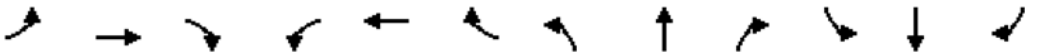
Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 80.5			
Offset: 22.5 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 10.7		Intersection LOS: B	
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 200: 2nd Street & Main Street



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	455	724	91	67
v/c Ratio	0.35	0.59	0.53	0.40
Control Delay (s/veh)	4.9	7.7	43.6	38.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.9	7.7	43.6	38.6
Queue Length 50th (ft)	64	134	44	32
Queue Length 95th (ft)	132	287	83	65
Internal Link Dist (ft)	295	340	162	148
Turn Bay Length (ft)				
Base Capacity (vph)	1290	1227	425	414
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.35	0.59	0.21	0.16

Intersection Summary



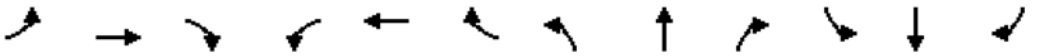
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	385	10	50	575	20	30	5	45	35	5	20
Future Volume (veh/h)	10	385	10	50	575	20	30	5	45	35	5	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.95		0.91	0.96		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1682	1682	1682	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	433	11	56	646	22	34	6	51	39	6	22
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
Percent Heavy Veh, %	4	4	4	5	5	5	1	1	1	1	1	1
Cap, veh/h	56	1258	31	110	1142	38	98	17	69	133	24	42
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.78	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	13	1615	40	80	1466	48	431	202	808	734	283	497
Grp Volume(v), veh/h	455	0	0	724	0	0	91	0	0	67	0	0
Grp Sat Flow(s),veh/h/ln	1668	0	0	1594	0	0	1441	0	0	1515	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	0.0	13.7	0.0	0.0	4.8	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.02		0.02	0.08		0.03	0.37		0.56	0.58		0.33
Lane Grp Cap(c), veh/h	1345	0	0	1290	0	0	183	0	0	199	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.56	0.00	0.00	0.50	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	1345	0	0	1290	0	0	476	0	0	482	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.7	0.0	0.0	3.5	0.0	0.0	36.0	0.0	0.0	35.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.8	0.0	0.0	0.8	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.0	0.0	6.4	0.0	0.0	3.2	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.4	0.0	0.0	5.3	0.0	0.0	36.8	0.0	0.0	35.8	0.0	0.0
LnGrp LOS	A			A			D			D		
Approach Vol, veh/h		455			724			91			67	
Approach Delay, s/veh		3.4			5.3			36.8			35.8	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		68.6		12.4		68.6		12.4				
Change Period (Y+Rc), s		* 5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		* 45		25.0		44.5		25.0				
Max Q Clear Time (g_c+I1), s		15.7		5.2		8.6		6.8				
Green Ext Time (p_c), s		9.1		0.2		5.0		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	455	1	10	640	25	1	1	70	10	1	5
Future Volume (vph)	10	455	1	10	640	25	1	1	70	10	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.995			0.868			0.955	
Flt Protected		0.999			0.999			0.999			0.970	
Satd. Flow (prot)	0	1861	0	0	1870	0	0	1631	0	0	1743	0
Flt Permitted		0.999			0.999			0.999			0.970	
Satd. Flow (perm)	0	1861	0	0	1870	0	0	1631	0	0	1743	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		420			521			251			130	
Travel Time (s)		11.5			14.2			6.8			3.5	
Confl. Peds. (#/hr)	4		2	2		4	10		1	1		10
Confl. Bikes (#/hr)			1			1			1			1
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	11	511	1	11	719	28	1	1	79	11	1	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	523	0	0	758	0	0	81	0	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	455	1	10	640	25	1	1	70	10	1	5
Future Vol, veh/h	10	455	1	10	640	25	1	1	70	10	1	5
Conflicting Peds, #/hr	4	0	2	2	0	4	10	0	1	1	0	10
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	1	1	1
Mvmt Flow	11	511	1	11	719	28	1	1	79	11	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	751	0	0	514	0	0	1288	1310	515	1295	1296	747
Stage 1	-	-	-	-	-	-	536	536	-	760	760	-
Stage 2	-	-	-	-	-	-	752	774	-	535	537	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	858	-	-	1044	-	-	120	132	636	118	136	414
Stage 1	-	-	-	-	-	-	586	542	-	400	416	-
Stage 2	-	-	-	-	-	-	404	410	-	587	542	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	855	-	-	1042	-	-	112	127	634	98	130	409
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	127	-	98	130	-
Stage 1	-	-	-	-	-	-	574	531	-	391	407	-
Stage 2	-	-	-	-	-	-	386	401	-	503	531	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.13	12.42	36.6
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	566	39	-	-	26	-	-	132
HCM Lane V/C Ratio	0.143	0.013	-	-	0.011	-	-	0.136
HCM Ctrl Dly (s/v)	12.4	9.3	0	-	8.5	0	-	36.6
HCM Lane LOS	B	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	5	5	1	15	1	1
Future Volume (vph)	5	5	1	15	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.932	
Flt Protected				0.997	0.976	
Satd. Flow (prot)	1753	0	0	1876	1711	0
Flt Permitted				0.997	0.976	
Satd. Flow (perm)	1753	0	0	1876	1711	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			108	101	
Travel Time (s)	5.5			2.9	2.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	6	1	17	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	18	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

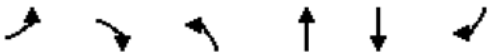
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	5	1	15	1	1
Future Vol, veh/h	5	5	1	15	1	1
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	6	1	17	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	30	10
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1613	-	987	1074
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1612	-	985	1072
Mov Cap-2 Maneuver	-	-	-	-	985	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1004	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.45	8.51
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1026	-	-	113	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	15	20	10	1
Future Volume (vph)	1	5	15	20	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.884				0.989	
Flt Protected	0.993			0.979		
Satd. Flow (prot)	1651	0	0	1842	1860	0
Flt Permitted	0.993			0.979		
Satd. Flow (perm)	1651	0	0	1842	1860	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	131			130	286	
Travel Time (s)	3.6			3.5	7.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	6	17	22	11	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	39	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	15	20	10	1
Future Vol, veh/h	1	5	15	20	10	1
Conflicting Peds, #/hr	1	1	1	0	0	1
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	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	6	17	22	11	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	70	14	13	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	937	1069	1612	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	925	1067	1610	-	-	-
Mov Cap-2 Maneuver	925	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.48	3.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	771	-	1040	-	-
HCM Lane V/C Ratio	0.01	-	0.006	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	15	15	1	1	10	15	0	0	30	1
Future Volume (vph)	5	0	15	15	1	1	10	15	0	0	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.897			0.994						0.997	
Flt Protected		0.988			0.957			0.980				
Satd. Flow (prot)	0	1667	0	0	1789	0	0	1844	0	0	1876	0
Flt Permitted		0.988			0.957			0.980				
Satd. Flow (perm)	0	1667	0	0	1789	0	0	1844	0	0	1876	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		289			200			228			207	
Travel Time (s)		7.9			5.5			6.2			5.6	
Confl. Peds. (#/hr)	4		1	1		4	3		2	2		3
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	0	19	19	1	1	13	19	0	0	38	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	0	21	0	0	32	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.6%	ICU Level of Service	A
Analysis Period (min)	15		

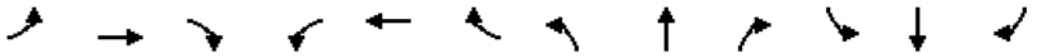
Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	15	15	1	1	10	15	0	0	30	1
Future Vol, veh/h	5	0	15	15	1	1	10	15	0	0	30	1
Conflicting Peds, #/hr	4	0	1	1	0	4	3	0	2	2	0	3
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	0	19	19	1	1	13	19	0	0	38	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	92	89	43	86	90	25	43	0	0	21	0	0
Stage 1	42	42	-	47	47	-	-	-	-	-	-	-
Stage 2	50	47	-	39	43	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	895	803	1030	902	802	1054	1573	-	-	1601	-	-
Stage 1	975	862	-	969	858	-	-	-	-	-	-	-
Stage 2	966	858	-	978	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	879	793	1026	875	792	1048	1568	-	-	1598	-	-
Mov Cap-2 Maneuver	879	793	-	875	792	-	-	-	-	-	-	-
Stage 1	972	859	-	959	849	-	-	-	-	-	-	-
Stage 2	952	849	-	959	859	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.75	9.2	2.93	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	720	-	-	985	878	1598	-	-
HCM Lane V/C Ratio	0.008	-	-	0.026	0.025	-	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.8	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	400	20	30	235	10	20	5	65	40	5	15
Future Volume (vph)	10	400	20	30	235	10	20	5	65	40	5	15
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98			0.99	
Frt		0.994			0.995			0.903			0.966	
Flt Protected		0.999			0.995			0.989			0.968	
Satd. Flow (prot)	0	1607	0	0	1588	0	0	1505	0	0	1594	0
Flt Permitted		0.992			0.930			0.918			0.777	
Satd. Flow (perm)	0	1596	0	0	1484	0	0	1396	0	0	1277	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		375			420			242			228	
Travel Time (s)		10.2			11.5			6.6			6.2	
Confl. Peds. (#/hr)	1		9	9		1	3		2	2		3
Confl. Bikes (#/hr)			1			2			1			1
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
Heavy Vehicles (%)	8%	8%	8%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	11	444	22	33	261	11	22	6	72	44	6	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	477	0	0	305	0	0	100	0	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			8			4		
Detector Phase	6	6		2	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	17.5	17.5		17.0	17.0		12.5	12.5		12.5	12.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.5	30.5		30.5	30.5	
Total Split (%)	62.1%	62.1%		62.1%	62.1%		37.9%	37.9%		37.9%	37.9%	
Maximum Green (s)	44.5	44.5		45.0	45.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.5	2.5		2.5	2.5		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		62.7			63.1			10.4			10.4	
Actuated g/C Ratio		0.78			0.78			0.13			0.13	
v/c Ratio		0.38			0.26			0.56			0.41	
Control Delay (s/veh)		5.3			4.3			44.0			38.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		5.3			4.3			44.0			38.6	
LOS		A			A			D			D	
Approach Delay (s/veh)		5.3			4.3			44.0			38.6	
Approach LOS		A			A			D			D	

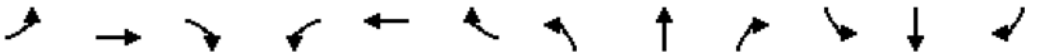
Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 80.5			
Offset: 22.5 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 11.4		Intersection LOS: B	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 200: 2nd Street & Main Street



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	477	305	100	67
v/c Ratio	0.38	0.26	0.56	0.41
Control Delay (s/veh)	5.3	4.3	44.0	38.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.3	4.3	44.0	38.6
Queue Length 50th (ft)	71	39	48	32
Queue Length 95th (ft)	150	86	91	66
Internal Link Dist (ft)	295	340	162	148
Turn Bay Length (ft)				
Base Capacity (vph)	1243	1163	433	396
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.26	0.23	0.17

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	400	20	30	235	10	20	5	65	40	5	15
Future Volume (veh/h)	10	400	20	30	235	10	20	5	65	40	5	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1641	1641	1641	1627	1627	1627	1723	1723	1723	1723	1723	1723
Adj Flow Rate, veh/h	11	444	22	33	261	11	22	6	72	44	6	17
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
Percent Heavy Veh, %	8	8	8	9	9	9	2	2	2	2	2	2
Cap, veh/h	55	1181	58	140	1023	42	74	17	96	150	26	35
Arrive On Green	0.77	0.77	0.77	0.77	0.77	0.77	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	12	1530	75	117	1325	54	220	187	1047	826	280	376
Grp Volume(v), veh/h	477	0	0	305	0	0	100	0	0	67	0	0
Grp Sat Flow(s),veh/h/ln	1616	0	0	1496	0	0	1455	0	0	1481	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.7	0.0	0.0	4.3	0.0	0.0	5.3	0.0	0.0	3.3	0.0	0.0
Prop In Lane	0.02		0.05	0.11		0.04	0.22		0.72	0.66		0.25
Lane Grp Cap(c), veh/h	1294	0	0	1204	0	0	188	0	0	210	0	0
V/C Ratio(X)	0.37	0.00	0.00	0.25	0.00	0.00	0.53	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1294	0	0	1204	0	0	488	0	0	488	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.0	0.0	0.0	2.6	0.0	0.0	35.8	0.0	0.0	34.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	0.9	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	0.0	2.0	0.0	0.0	3.5	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.8	0.0	0.0	3.1	0.0	0.0	36.6	0.0	0.0	35.2	0.0	0.0
LnGrp LOS	A			A			D			D		
Approach Vol, veh/h		477			305			100			67	
Approach Delay, s/veh		3.8			3.1			36.6			35.2	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		68.0		13.0		68.0		13.0				
Change Period (Y+Rc), s		* 5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		* 45		25.0		44.5		25.0				
Max Q Clear Time (g_c+I1), s		6.3		5.3		9.7		7.3				
Green Ext Time (p_c), s		3.2		0.2		5.3		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.2
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	485	15	35	265	20	1	1	10	20	1	10
Future Volume (vph)	5	485	15	35	265	20	1	1	10	20	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996			0.992			0.886			0.956	
Flt Protected		0.999			0.995			0.996			0.969	
Satd. Flow (prot)	0	1818	0	0	1769	0	0	1552	0	0	1743	0
Flt Permitted		0.999			0.995			0.996			0.969	
Satd. Flow (perm)	0	1818	0	0	1769	0	0	1552	0	0	1743	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		420			521			251			130	
Travel Time (s)		11.5			14.2			6.8			3.5	
Confl. Peds. (#/hr)	3		8	8		3	5		1	1		5
Confl. Bikes (#/hr)			1			1			1			1
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
Heavy Vehicles (%)	4%	4%	4%	6%	6%	6%	8%	8%	8%	1%	1%	1%
Adj. Flow (vph)	6	545	17	39	298	22	1	1	11	22	1	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	568	0	0	359	0	0	13	0	0	34	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	485	15	35	265	20	1	1	10	20	1	10
Future Vol, veh/h	5	485	15	35	265	20	1	1	10	20	1	10
Conflicting Peds, #/hr	3	0	8	8	0	3	5	0	1	1	0	5
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	6	6	6	8	8	8	1	1	1
Mvmt Flow	6	545	17	39	298	22	1	1	11	22	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	570	0	0	955	974	562	948	972	317
Stage 1	-	-	-	-	-	-	573	573	-	391	391	-
Stage 2	-	-	-	-	-	-	382	402	-	558	581	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.18	6.58	6.28	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.58	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.58	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.572	4.072	3.372	3.509	4.009	3.309
Pot Cap-1 Maneuver	1225	-	-	962	-	-	232	234	586	242	241	726
Stage 1	-	-	-	-	-	-	551	512	-	636	609	-
Stage 2	-	-	-	-	-	-	629	590	-	576	515	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	1222	-	-	955	-	-	212	218	581	222	225	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	212	218	-	222	225	-
Stage 1	-	-	-	-	-	-	543	504	-	602	577	-
Stage 2	-	-	-	-	-	-	584	559	-	560	508	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0.98	13.2	19.35
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	453	18	-	-	194	-	-	286
HCM Lane V/C Ratio	0.03	0.005	-	-	0.041	-	-	0.122
HCM Ctrl Dly (s/v)	13.2	8	0	-	8.9	0	-	19.4
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.4



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	1	10	10	0
Future Volume (vph)	0	0	1	10	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected				0.996	0.950	
Satd. Flow (prot)	1881	0	0	1874	1787	0
Flt Permitted				0.996	0.950	
Satd. Flow (perm)	1881	0	0	1874	1787	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			108	101	
Travel Time (s)	5.5			2.9	2.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	1	13	13	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	14	13	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

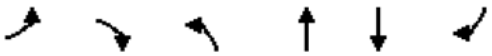
Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	10	10	0
Future Vol, veh/h	0	0	1	10	10	0
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	1	13	13	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2	0	19	3
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1627	-	1001	1083
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1625	-	999	1081
Mov Cap-2 Maneuver	-	-	-	-	999	-
Stage 1	-	-	-	-	1023	-
Stage 2	-	-	-	-	1007	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.66	8.65
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	999	-	-	164	-
HCM Lane V/C Ratio	0.013	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	15	5	20	15	1
Future Volume (vph)	1	15	5	20	15	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.872				0.992	
Flt Protected	0.997			0.989		
Satd. Flow (prot)	1635	0	0	1860	1866	0
Flt Permitted	0.997			0.989		
Satd. Flow (perm)	1635	0	0	1860	1866	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	131			130	286	
Travel Time (s)	3.6			3.5	7.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	17	6	22	17	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	28	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.7%	ICU Level of Service	A
Analysis Period (min)	15		

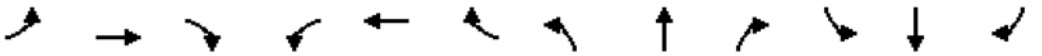
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	5	20	15	1
Future Vol, veh/h	1	15	5	20	15	1
Conflicting Peds, #/hr	1	1	1	0	0	1
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	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	17	6	22	17	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	53	19	19	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	958	1062	1604	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	952	1060	1603	-	-	-
Mov Cap-2 Maneuver	952	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	989	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.48	1.45	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	360	-	1052	-	-
HCM Lane V/C Ratio	0.004	-	0.017	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	15	15	1	0	10	15	0	0	30	1
Future Volume (vph)	5	0	15	15	1	0	10	15	0	0	30	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.900									0.996	
Flt Protected		0.987			0.955			0.981				
Satd. Flow (prot)	0	1671	0	0	1797	0	0	1845	0	0	1874	0
Flt Permitted		0.987			0.955			0.981				
Satd. Flow (perm)	0	1671	0	0	1797	0	0	1845	0	0	1874	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		289			200			228			207	
Travel Time (s)		7.9			5.5			6.2			5.6	
Confl. Peds. (#/hr)	4		2	2		4	14		2	2		14
Confl. Bikes (#/hr)			1			1			2			1
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	0	17	17	1	0	11	17	0	0	34	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	18	0	0	28	0	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.6%	ICU Level of Service	A
Analysis Period (min)	15		

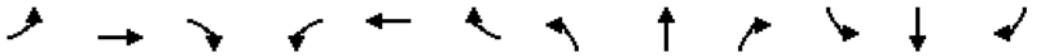
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	15	15	1	0	10	15	0	0	30	1
Future Vol, veh/h	5	0	15	15	1	0	10	15	0	0	30	1
Conflicting Peds, #/hr	4	0	2	2	0	4	14	0	2	2	0	14
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	0	17	17	1	0	11	17	0	0	34	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	92	90	50	77	90	23	49	0	0	19	0	0
Stage 1	48	48	-	41	41	-	-	-	-	-	-	-
Stage 2	44	41	-	36	49	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	894	802	1021	915	802	1057	1565	-	-	1604	-	-
Stage 1	968	857	-	976	862	-	-	-	-	-	-	-
Stage 2	973	862	-	983	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	871	784	1005	889	784	1051	1544	-	-	1601	-	-
Mov Cap-2 Maneuver	871	784	-	889	784	-	-	-	-	-	-	-
Stage 1	955	845	-	967	855	-	-	-	-	-	-	-
Stage 2	961	855	-	964	845	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.81	9.17	2.94	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	720	-	-	968	882	1601	-	-
HCM Lane V/C Ratio	0.007	-	-	0.023	0.02	-	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.8	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	390	10	50	575	15	30	5	45	35	5	20
Future Volume (vph)	5	390	10	50	575	15	30	5	45	35	5	20
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98			0.98	
Frt		0.997			0.997			0.924			0.956	
Flt Protected		0.999			0.996			0.982			0.972	
Satd. Flow (prot)	0	1675	0	0	1654	0	0	1548	0	0	1585	0
Flt Permitted		0.993			0.939			0.875			0.822	
Satd. Flow (perm)	0	1665	0	0	1559	0	0	1370	0	0	1336	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		375			420			242			228	
Travel Time (s)		10.2			11.5			6.6			6.2	
Confl. Peds. (#/hr)	5		6	6		5	12		4	4		12
Confl. Bikes (#/hr)			1			1			1			8
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
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	438	11	56	646	17	34	6	51	39	6	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	455	0	0	719	0	0	91	0	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			8			4		
Detector Phase	6	6		2	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	17.5	17.5		17.0	17.0		12.5	12.5		12.5	12.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.5	30.5		30.5	30.5	
Total Split (%)	62.1%	62.1%		62.1%	62.1%		37.9%	37.9%		37.9%	37.9%	
Maximum Green (s)	44.5	44.5		45.0	45.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.5	2.5		2.5	2.5		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		63.0			63.4			10.1			10.1	
Actuated g/C Ratio		0.78			0.79			0.13			0.13	
v/c Ratio		0.35			0.59			0.53			0.40	
Control Delay (s/veh)		4.8			7.6			43.6			38.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.8			7.6			43.6			38.6	
LOS		A			A			D			D	
Approach Delay (s/veh)		4.8			7.6			43.6			38.6	
Approach LOS		A			A			D			D	

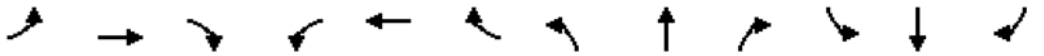
Intersection Summary			
Area Type:	Other		
Cycle Length: 80.5			
Actuated Cycle Length: 80.5			
Offset: 22.5 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 10.7		Intersection LOS: B	
Intersection Capacity Utilization 79.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 200: 2nd Street & Main Street



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	455	719	91	67
v/c Ratio	0.35	0.59	0.53	0.40
Control Delay (s/veh)	4.8	7.6	43.6	38.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.8	7.6	43.6	38.6
Queue Length 50th (ft)	64	132	44	32
Queue Length 95th (ft)	131	282	83	65
Internal Link Dist (ft)	295	340	162	148
Turn Bay Length (ft)				
Base Capacity (vph)	1303	1227	425	414
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.35	0.59	0.21	0.16

Intersection Summary



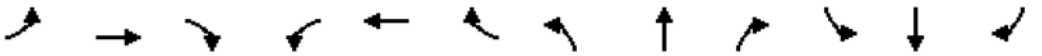
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	390	10	50	575	15	30	5	45	35	5	20
Future Volume (veh/h)	5	390	10	50	575	15	30	5	45	35	5	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.95		0.91	0.96		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1682	1682	1682	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	6	438	11	56	646	17	34	6	51	39	6	22
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
Percent Heavy Veh, %	4	4	4	5	5	5	1	1	1	1	1	1
Cap, veh/h	49	1273	32	110	1151	29	98	17	69	133	24	42
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.78	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	5	1633	41	80	1477	38	431	202	808	734	283	497
Grp Volume(v), veh/h	455	0	0	719	0	0	91	0	0	67	0	0
Grp Sat Flow(s),veh/h/ln	1679	0	0	1594	0	0	1441	0	0	1515	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	0.0	13.5	0.0	0.0	4.8	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.01		0.02	0.08		0.02	0.37		0.56	0.58		0.33
Lane Grp Cap(c), veh/h	1354	0	0	1290	0	0	183	0	0	199	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.56	0.00	0.00	0.50	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	1354	0	0	1290	0	0	476	0	0	482	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.7	0.0	0.0	3.5	0.0	0.0	36.0	0.0	0.0	35.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.7	0.0	0.0	0.8	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.0	0.0	6.3	0.0	0.0	3.2	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.4	0.0	0.0	5.2	0.0	0.0	36.8	0.0	0.0	35.8	0.0	0.0
LnGrp LOS	A			A			D			D		
Approach Vol, veh/h		455			719			91			67	
Approach Delay, s/veh		3.4			5.2			36.8			35.8	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		68.6		12.4		68.6		12.4				
Change Period (Y+Rc), s		* 5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		* 45		25.0		44.5		25.0				
Max Q Clear Time (g_c+I1), s		15.5		5.2		8.6		6.8				
Green Ext Time (p_c), s		9.0		0.2		5.0		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh	8.3	
HCM 7th LOS	A	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	455	1	10	635	30	1	1	70	10	1	5
Future Volume (vph)	15	455	1	10	635	30	1	1	70	10	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.994			0.868			0.955	
Flt Protected		0.998			0.999			0.999			0.970	
Satd. Flow (prot)	0	1859	0	0	1868	0	0	1631	0	0	1743	0
Flt Permitted		0.998			0.999			0.999			0.970	
Satd. Flow (perm)	0	1859	0	0	1868	0	0	1631	0	0	1743	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		420			521			251			130	
Travel Time (s)		11.5			14.2			6.8			3.5	
Confl. Peds. (#/hr)	4		2	2		4	10		1	1		10
Confl. Bikes (#/hr)			1			1			1			1
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	17	511	1	11	713	34	1	1	79	11	1	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	529	0	0	758	0	0	81	0	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	455	1	10	635	30	1	1	70	10	1	5
Future Vol, veh/h	15	455	1	10	635	30	1	1	70	10	1	5
Conflicting Peds, #/hr	4	0	2	2	0	4	10	0	1	1	0	10
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	1	1	1
Mvmt Flow	17	511	1	11	713	34	1	1	79	11	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	751	0	0	514	0	0	1294	1321	515	1303	1305	744
Stage 1	-	-	-	-	-	-	548	548	-	757	757	-
Stage 2	-	-	-	-	-	-	747	774	-	547	548	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	858	-	-	1044	-	-	118	130	636	116	134	416
Stage 1	-	-	-	-	-	-	575	534	-	401	417	-
Stage 2	-	-	-	-	-	-	407	410	-	576	534	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	855	-	-	1042	-	-	109	123	634	96	127	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	109	123	-	96	127	-
Stage 1	-	-	-	-	-	-	558	519	-	393	408	-
Stage 2	-	-	-	-	-	-	389	401	-	489	518	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.3	0.13	12.45	37.48
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	564	57	-	-	26	-	-	129
HCM Lane V/C Ratio	0.143	0.02	-	-	0.011	-	-	0.14
HCM Ctrl Dly (s/v)	12.5	9.3	0	-	8.5	0	-	37.5
HCM Lane LOS	B	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.5



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	1	15	1	0
Future Volume (vph)	0	0	1	15	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected				0.997	0.950	
Satd. Flow (prot)	1881	0	0	1876	1787	0
Flt Permitted				0.997	0.950	
Satd. Flow (perm)	1881	0	0	1876	1787	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			108	101	
Travel Time (s)	5.5			2.9	2.8	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	1	17	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	18	1	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

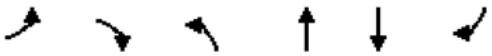
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	15	1	0
Future Vol, veh/h	0	0	1	15	1	0
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	1	17	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2	0	22	3
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1627	-	997	1084
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1625	-	994	1082
Mov Cap-2 Maneuver	-	-	-	-	994	-
Stage 1	-	-	-	-	1023	-
Stage 2	-	-	-	-	1004	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.45	8.62
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	994	-	-	113	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	20	25	10	1
Future Volume (vph)	1	5	20	25	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.884				0.989	
Flt Protected	0.993			0.978		
Satd. Flow (prot)	1651	0	0	1840	1860	0
Flt Permitted	0.993			0.978		
Satd. Flow (perm)	1651	0	0	1840	1860	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	131			130	286	
Travel Time (s)	3.6			3.5	7.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	6	22	28	11	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	50	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	20	25	10	1
Future Vol, veh/h	1	5	20	25	10	1
Conflicting Peds, #/hr	1	1	1	0	0	1
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	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	6	22	28	11	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	87	14	13	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	74	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	917	1069	1612	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	902	1067	1610	-	-	-
Mov Cap-2 Maneuver	902	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.5	3.23	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	1035	-	-
HCM Lane V/C Ratio	0.014	-	0.007	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

CERTIFIED SURVEY MAP NO._____

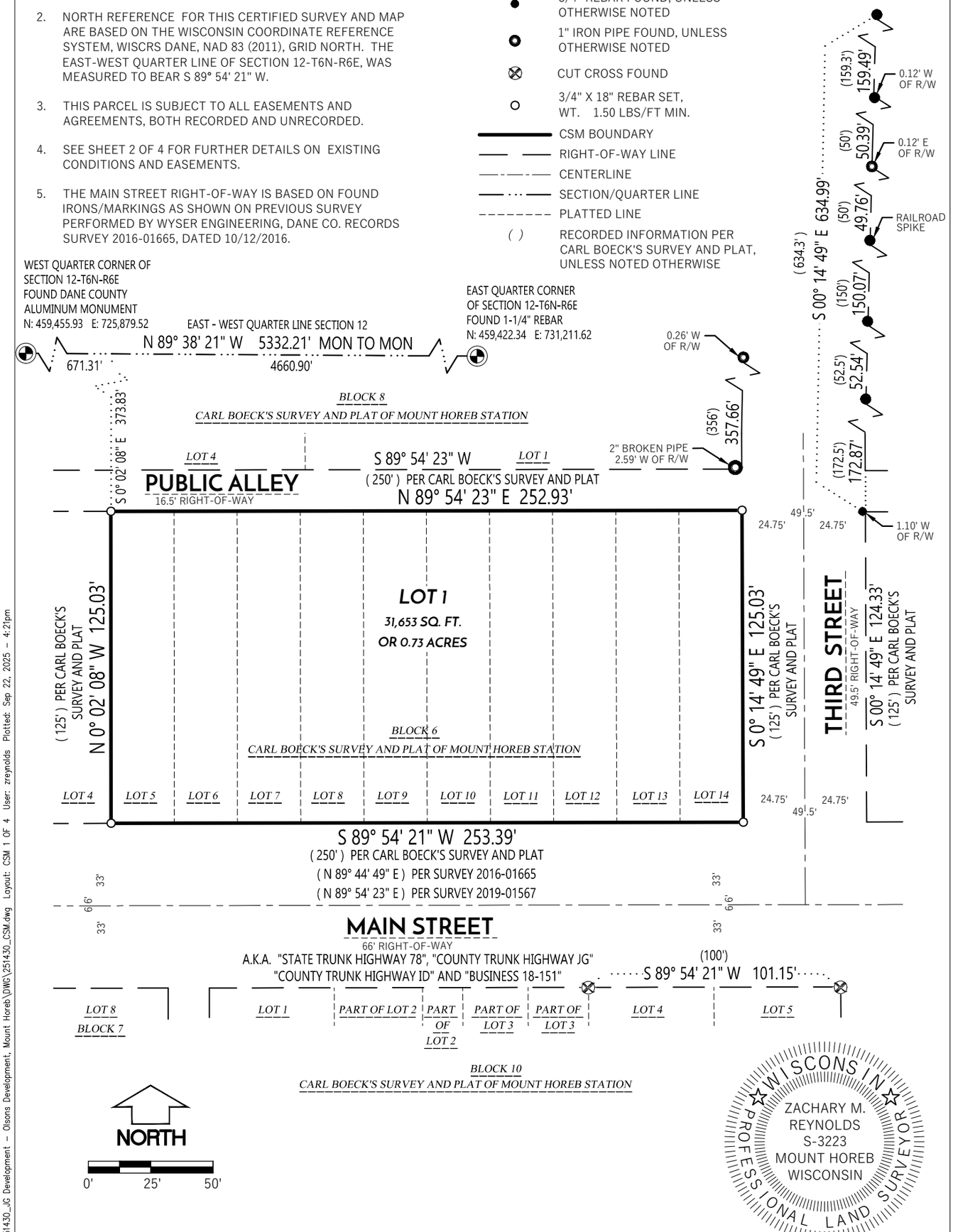
A CONSOLIDATION OF LOTS 5-14, BLOCK 6, CARL BOECK'S SURVEY AND PLAT OF MOUNT HOREB STATION, RECORDED IN VOLUME A, PAGE 41, AS DOCUMENT 157120, BEING LOCATED IN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 6 NORTH, RANGE 6 EAST, VILLAGE OF MOUNT HOREB, DANE COUNTY, WISCONSIN.

NOTES:

1. FIELD WORK PERFORMED BY WYSER ENGINEERING, LLC. ON MAY 27TH AND 28TH, 2025, AND JUNE 13TH, 2025.
2. NORTH REFERENCE FOR THIS CERTIFIED SURVEY AND MAP ARE BASED ON THE WISCONSIN COORDINATE REFERENCE SYSTEM, WISCRS DANE, NAD 83 (2011), GRID NORTH. THE EAST-WEST QUARTER LINE OF SECTION 12-T6N-R6E, WAS MEASURED TO BEAR S 89° 54' 21" W.
3. THIS PARCEL IS SUBJECT TO ALL EASEMENTS AND AGREEMENTS, BOTH RECORDED AND UNRECORDED.
4. SEE SHEET 2 OF 4 FOR FURTHER DETAILS ON EXISTING CONDITIONS AND EASEMENTS.
5. THE MAIN STREET RIGHT-OF-WAY IS BASED ON FOUND IRONS/MARKINGS AS SHOWN ON PREVIOUS SURVEY PERFORMED BY WYSER ENGINEERING, DANE CO. RECORDS SURVEY 2016-01665, DATED 10/12/2016.

LEGEND

- SECTION CORNER FOUND
- 3/4" REBAR FOUND, UNLESS OTHERWISE NOTED
- 1" IRON PIPE FOUND, UNLESS OTHERWISE NOTED
- CUT CROSS FOUND
- 3/4" X 18" REBAR SET, WT. 1.50 LBS/FT MIN.
- CSM BOUNDARY
- RIGHT-OF-WAY LINE
- CENTERLINE
- SECTION/QUARTER LINE
- PLATTED LINE
- ( ) RECORDED INFORMATION PER CARL BOECK'S SURVEY AND PLAT, UNLESS NOTED OTHERWISE



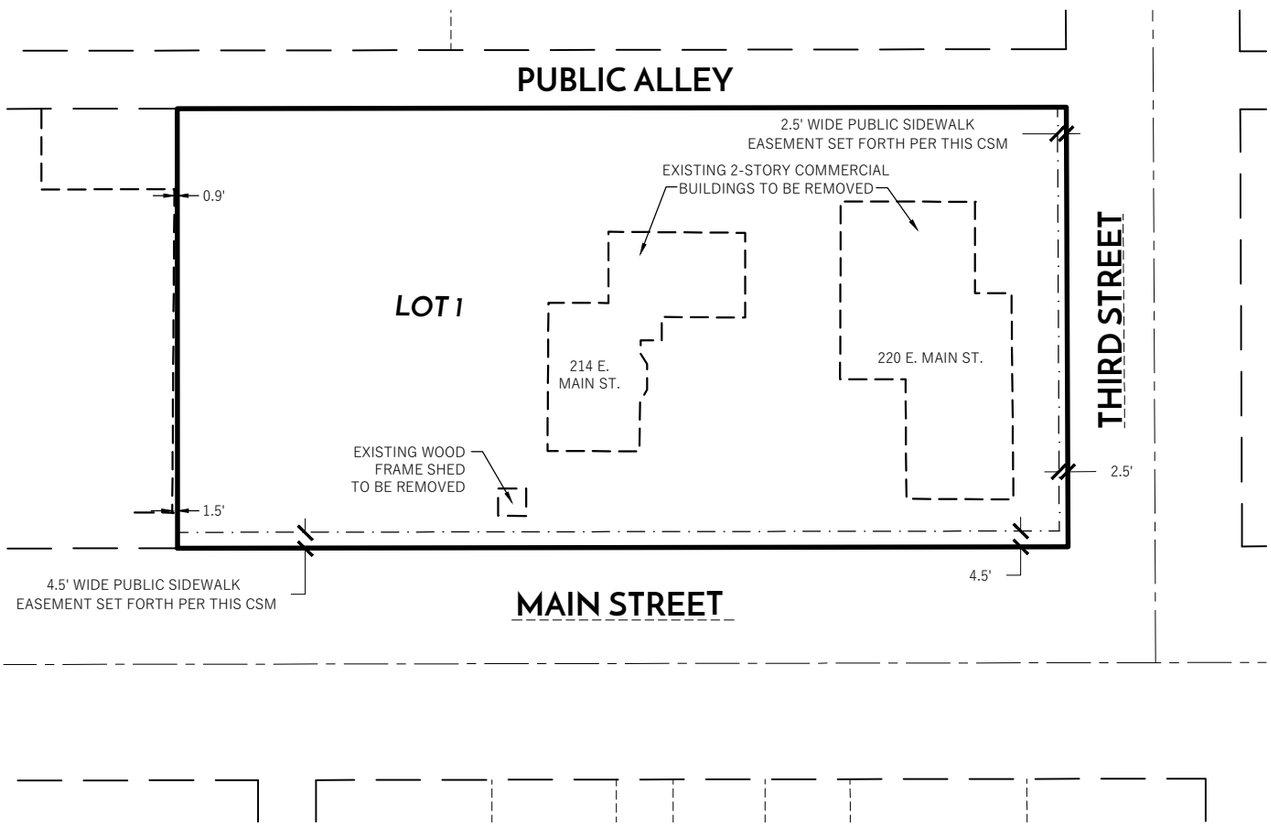
WISCONSIN
ZACHARY M. REYNOLDS
S-3223
MOUNT HOREB
WISCONSIN
PROFESSIONAL LAND SURVEYOR

WYSER ENGINEERING	PREPARED BY: WYSER ENGINEERING 300 EAST FRONT STREET MOUNT HOREB, WI 53572 www.wyserengineering.com	PREPARED FOR: JG DEVELOPMENT 455 S. JUNCTION RD. MADISON, WI 53719	SURVEYED BY: MAL DRAWN BY: SCH CHECKED BY: ZMR APPROVED BY: ZMR	PROJECT NO: 251430 SHEET NO: 1 of 4	VOL. _____ PAGE _____ DOC. NO. _____ C.S.M. NO. _____

File: W:\2025\251430_JG Development – Olsons Development, Mount Horeb\DWG\251430_CSM.dwg Layout: CSM 1 OF 4 User: zreynolds Plotted: Sep 22, 2025 – 4:21pm

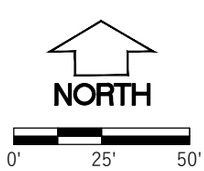
CERTIFIED SURVEY MAP NO._____

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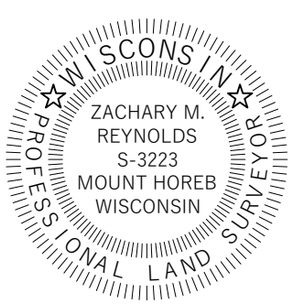
LEGEND

- CSM BOUNDARY
- RIGHT-OF-WAY LINE
- CENTERLINE
- PLATTED LINE
- BUILDING FOOTPRINT
- EASEMENT CREATED PER THIS CSM



NOTES:

1. THIS PARCEL IS SUBJECT TO ALL EASEMENTS AND AGREEMENTS, BOTH RECORDED AND UNRECORDED.



WYSER ENGINEERING

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300 EAST FRONT STREET
MOUNT HOREB, WI 53572
www.wyserengineering.com

PREPARED FOR:
JG DEVELOPMENT
455 S. JUNCTION RD.
MADISON, WI 53719

SURVEYED BY: MAL
DRAWN BY: SCH
CHECKED BY: ZMR
APPROVED BY: ZMR

PROJECT NO: 251430
SHEET NO: 2 of 4

VOL. _____ PAGE _____
DOC. NO. _____
C.S.M. NO. _____

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*CERTIFIED SURVEY MAP NO.*_____

A CONSOLIDATION OF LOTS 5-14, BLOCK 6, CARL BOECK'S SURVEY AND PLAT OF MOUNT HOREB STATION, RECORDED IN VOLUME A, PAGE 41, AS DOCUMENT 157120, BEING LOCATED IN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 6 NORTH, RANGE 6 EAST, VILLAGE OF MOUNT HOREB, DANE COUNTY, WISCONSIN.

LEGAL DESCRIPTION

A CONSOLIDATION OF LOTS 5-14, BLOCK 6, CARL BOECK'S SURVEY AND PLAT OF MOUNT HOREB STATION, RECORDED IN VOLUME A OF PLATS, PAGE 41, AS DOCUMENT NO. 157120, BEING A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWN 6 NORTH, RANGE 6 EAST, ALL IN THE VILLAGE OF MOUNT HOREB, DANE COUNTY, WISCONSIN, DESCRIBED MORE PARTICULARLY AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF AFORESAID SECTION 12, THENCE, ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 12, SOUTH 89 DEGREES 38 MINUTES 21 SECONDS EAST, 671.31 FEET; THENCE, SOUTH 00 DEGREES 02 MINUTES 08 SECONDS EAST, 373.83 FEET TO THE NORTHWEST CORNER OF AFORESAID LOT 5 AND THE POINT OF BEGINNING;

THENCE, ALONG THE NORTH LINE OF AFORESAID BLOCK 6, NORTH 89 DEGREES 54 MINUTES 23 SECONDS EAST, 252.93 FEET TO THE NORTHEASTERN CORNER OF AFORESAID LOT 14, ALSO BEING A POINT ON THE WESTERLY RIGHT-OF-WAY OF THIRD STREET; THENCE, ALONG THE SAID WESTERLY RIGHT-OF-WAY AND THE EASTERLY LINE OF SAID LOT 14, SOUTH 00 DEGREES 14 MINUTES 49 SECONDS EAST, 125.03 FEET TO THE SOUTHEAST CORNER OF SAID LOT 14, ALSO BEING A POINT ON THE NORTH RIGHT-OF-WAY OF MAIN STREET; THENCE, ALONG THE SAID NORTHERLY RIGHT-OF-WAY LINE AND SOUTHERLY LINE OF AFORESAID BLOCK 6, SOUTH 89 DEGREES 54 MINUTES 21 SECONDS WEST, 253.39 FEET TO THE SOUTHWESTERN CORNER OF AFORESAID LOT 5; THENCE, ALONG THE WESTERLY LINE OF SAID LOT 5, NORTH 00 DEGREES 02 MINUTES 08 SECONDS WEST, 125.03 FEET BACK TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 31,653 SQUARE FEET OR 0.73 ACRES.

SURVEYOR'S CERTIFICATE

I, ZACHARY M. REYNOLDS, WISCONSIN PROFESSIONAL LAND SURVEYOR S-3223, DO HEREBY CERTIFY THAT BY DIRECTION OF JEFF GRUNDAHL, JG DEVELOPMENT, I HAVE SURVEYED, DIVIDED, AND MAPPED THE LANDS DESCRIBED HEREON AND THAT THE MAP IS A CORRECT REPRESENTATION IN ACCORDANCE WITH THE INFORMATION PROVIDED. I FURTHER CERTIFY THAT THIS CERTIFIED SURVEY MAP IS IN FULL COMPLIANCE WITH CHAPTER 236.34 OF THE WISCONSIN STATUTES AND THE SUBDIVISION REGULATIONS OF THE VILLAGE OF MOUNT HOREB AND DANE COUNTY, WISCONSIN.

_____ _____

ZACHARY M. REYNOLDS, S-3223 DATE
WISCONSIN PROFESSIONAL LAND SURVEYOR



WYSER ENGINEERING

PREPARED BY:
WYSER ENGINEERING
300 EAST FRONT STREET
MOUNT HOREB, WI 53572
www.wyserengineering.com

PREPARED FOR:
JG DEVELOPMENT
455 S. JUNCTION RD.
MADISON, WI 53719

SURVEYED BY: MAL
DRAWN BY: SCH
CHECKED BY: ZMR
APPROVED BY: ZMR

PROJECT NO: 251430
SHEET NO: 3 of 4

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DOC. NO. _____
C.S.M. NO. _____

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*CERTIFIED SURVEY MAP NO.*_____

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OWNER'S CERTIFICATE

214 E MAIN LLC, AS OWNER, WE HEREBY CERTIFY THAT WE CAUSED THE LANDS DESCRIBED HEREON TO BE SURVEYED, DIVIDED MAPPED AND DEDICATED AS SHOWN. WE ALSO CERTIFY THAT THIS CERTIFIED SURVEY MAP IS REQUIRED BY S. 236.34 OF THE WISCONSIN STATE STATUES TO BE SUBMITTED TO THE VILLAGE OF MOUNT HOREB FOR APPROVAL.

BY: _____
MANAGING MEMBER
214 E MAIN LLC

STATE OF WISCONSIN) SS
DANE COUNTY) SS

PERSONALLY CAME BEFORE ME THIS_____DAY OF_____, 2025, THE ABOVE

NAMED, MANAGING MEMBER OF 214 E MAIN LLC, _____, TO ME KNOWN TO BE THE PERSON WHO EXECUTED THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED THE SAME.

_____ _____
NOTARY PUBLIC, STATE OF WISCONSIN MY COMMISSION EXPIRES

VILLAGE OF MOUNT HOREB APPROVAL

THE VILLAGE OF MOUNT HOREB HAS APPROVED THIS CERTIFIED SURVEY MAP.

_____ _____
ALYSSA GAFFNEY DATE
VILLAGE CLERK, VILLAGE OF MOUNT HOREB



OFFICE OF THE REGISTER OF DEEDS

_____COUNTY, WISCONSIN

RECEIVED FOR RECORD_____,

20____ AT_____O'CLOCK_____M AS

DOCUMENT # _____

IN VOL. _____ OF CERTIFIED SURVEY

MAPS ON PAGE(S) _____ .

_____
KRISTI CHLEBOWSKI, REGISTER OF DEEDS

WYSER ENGINEERING

PREPARED BY:
WYSER ENGINEERING
300 EAST FRONT STREET
MOUNT HOREB, WI 53572
www.wyseengineering.com

PREPARED FOR:
JG DEVELOPMENT
455 S. JUNCTION RD.
MADISON, WI 53719

SURVEYED BY: MAL
DRAWN BY: SCH
CHECKED BY: ZMR
APPROVED BY: ZMR

PROJECT NO: 251430
SHEET NO: 4 of 4

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REDEVELOPMENT RESOURCES

Village of Mount Horeb

Economic Impact of New Mixed-use Development

Proposed development at 214-220 E. Main St.

Kristen Fish-Peterson – Redevelopment Resources
10-9-2025

Economic Impact Analysis for
Proposed Development at 214 -220 E. Main St.

Introduction

Upon review of the potential new development at 214-220 E. Main St. in Mount Horeb, there are a few foundational items to understand about downtown, infill redevelopment and greenfield development (starting from scratch on a clean site) elsewhere in the community. The differences between infill development and greenfield development are significant.

Advantages (for the developer) to greenfield development include:

- Easier, faster construction with open space and flexible layout.
- Lower land acquisition and preparation costs.
- Ample room for parking and expansion.

Disadvantages to greenfield development include:

- Requires new infrastructure (roads, water, sewer, stormwater).
- Increases long-term municipal service and maintenance costs.
- Generates car-dependent development, reducing downtown activity.
- Contributes to sprawl and loss of farmland or open space.

If a similar development was to be constructed in a downtown area, on a redevelopment, or infill site, here are the advantages and disadvantages:

Advantages to redevelopment/infill development:

- Leverages existing infrastructure (streets, utilities, sidewalks).
- Strengthens downtown vitality and walkability.
- Supports local businesses through added foot traffic.
- Aligns with smart growth and infill development goals.

Disadvantages to redevelopment/infill development:

- Higher site preparation costs (demolition, remediation, tight access)
- Complex permitting or design review due to historic context
- Limited space for staging and parking
- Potential for neighboring disruption during construction.

For the above reasons, the case can be made that infill development serves communities like Mount Horeb well, in that it is an efficient use of existing infrastructure and will strengthen downtown vitality and walkability, decreasing sprawl and dependence on vehicles. The very specific economic and fiscal impacts of the proposed development at 214-220 E. Main Street are discussed in the remainder of this report.

Economic Impact

An economic impact analysis was conducted for the proposed development at 214-220 E. Main St. The analysis assumes the following:

- a minimum capital investment of $22,000,000
- development of 63 residential units (12 studios, 38 1-bedroom units, 13 2-bedroom units)
- approximately 83 people will occupy the building in the living units.
- 6,509 square feet of commercial space.

Initially, the construction of a $22 million development will have a significant impact on the local economy, as evidenced by the following table:

Economic Impact:

Impact Type	Employment (Job Years)	Employee Compensation	Labor Income	Value Added	Gross Output
Direct Effect	130	$6,756,626	$9,639,378	$10,122,227	$22,839,500
Indirect Effect	47	$2,984,979	$3,336,223	$5,349,612	$10,514,811
Induced Effect	62	$3,189,930	$3,537,537	$6,264,383	$10,899,217
Total Effect	**239**	**$12,931,535**	**$16,513,138**	**$21,736,221**	**$44,253,529**

Source: Associated General Contractors of America Construction Impact Model (https://www.agc.org/agc-construction-impact-model)

	Sales (Total Output): Top 10 Industries Impacted	$
1	Construction of new multifamily residential structures	$23,711,035
2	Owner-occupied dwellings	$1,576,570
3	Retail - Building material and garden equipment and supplies stores	$1,219,103
4	Hospitals	$1,046,937
5	Other real estate	$661,301
6	Insurance carriers, except direct life	$576,320
7	Offices of physicians	$549,266
8	Ready-mix concrete manufacturing	$462,697
9	Monetary authorities and depository credit intermediation	$452,881
10	Retail - Nonstore retailers	$447,925

Direct effects are the immediate changes, the construction of the mixed used development. For this project equals $22,839,500.

Indirect effects are the ripple effects through supply chains, such as increased demand for raw materials. For this project, an additional $10,514,811 impact is estimated.

Induced effects are the changes in household spending due to the new jobs created, and spending that occurs from wages paid to construction workers and employees of suppliers in the supply chain, and increased spending at local businesses. The table above indicates the total induced impact of the construction of the proposed building at 214-220 E. Main St. For this project equals an additional $10,899,217.

Total economic impact just from construction on this project will equal approximately **$44,253,529**.

Fiscal Impact (Revenue)

- Potential assessed value: $16,500,000 (incremental value added to TID #5)
- Estimated annual property taxes paid by owner: **$263,835/year** (over the remaining life of TID #5 that would equal $4,221,136) This assumes the property is constructed in 2026 and paying taxes 2028-2043 when the district closes.
- Utility revenue
- Current/existing development is assessed at $714,700 total for all three parcels. These parcels generate $11,428 annually in property taxes.

Economic Impact on the community from approximately 83 new mid-high-income earners living downtown:

Assuming residents earn between $60,000-$80,000 per year (spending 30% of their income on rent at market rates), and there will be 83 people living in this building, the economic impact of spending a portion of their disposable income downtown would be significant:

Living Expenses (not included in what would be spent downtown/disposable income):

Rent: $1,500–$2,000/month
Utilities (electricity, gas, internet, phone): ~$300/month
Insurance (health, renters, auto): ~$500/month
Vehicle costs (payment, gas, maintenance, insurance): ~$800/month

This totals approximately:
Low end: $3,100/month
High end: $3,600/month
=$37,200–$43,200/year in core living expenses.

Remaining disposable income would be:

Annual Income	Basic Living Costs	Disposable Income
$60,000	~$37,200	~$22,800
$80,000	~$43,200	~$36,800

Average disposable income per person ≈ $30,000/year

Multiply by Number of New Residents

83 residents × $30,000 ≈ $2.49 million in total disposable income

Estimated Portion Spent Downtown

Let's assume a conservative 25–40% of that disposable income is spent in the downtown on: dining and coffee, retail and personal services, entertainment, professional services (banking, salons, fitness, etc.)

25% of $2.49M = $622,500/year

40% of $2.49M = $996,000/year

The downtown area could see an annual economic boost of **$620,000 to $1 million per year** in new spending from the 83 new residents, based on average disposable income after fixed costs.

It's highly likely the income of the residents in the proposed building will be earning more than $60,000-$80,000/year.

This analysis does not include the additional positive economic impact from the approximate 90 residents who will reside at the Steve Brown Apartment building also proposed for downtown.

Comments for Packet

From: Heidi Wittwer
Sent: Tuesday, September 23, 2025 10:42 AM
To: Village Board <Village.Board@mounthorebwi.info>
Subject: JG Development Building

Greetings,

I am writing again to voice my opposition to the JG Development proposed for the 200 block of East Main Street.

Every time I go down Main Street, I try to imagine what a building of that size will look like. I always come away with a feeling of dread. I can't believe a building that huge on this street would be an asset. I think about all the parking and traffic issues it would create. I think about the impact on the surrounding households. I have listened to many people who have been affected by the light pollution from the Duluth Building and fear how the Steve Brown Building will further impact them in that way. This is something I consider, too, for the JG Development project. I'm also learning that this building will be in violation of the present zoning codes for this site. I've also heard the argument that a building like this will increase foot traffic. But then I wonder where are these people walking to? I wonder if this building will be worth it when it obviously doesn't fit the aesthetics of our downtown and seems to be shoehorned into a space too small for it. It will destroy two 100 plus year old buildings, and will impact negatively on the surrounding neighborhood, traffic and parking. I don't think it is worth it at all. In fact, I fear it will irreparably change the historic charm of Main Street Mount Horeb and create a dangerous precedent for future developers. It just can't always be about the money. There are other better places away from the downtown for a project like this.

Wouldn't it be better to concentrate on enhancing what is already there by rehabbing the two existing buildings and adding to them? Wouldn't it be better to concentrate on retail spaces by creating affordable rentals for small business owners that would encourage more tourists to come to our town? People don't want the same old, same old. They come to Mount Horeb because it still has that small town feel.

I hope you will take all this into consideration when making your decision.

Respectively,

Heidi Wittwer
305 Durtschi Drive
Mount Horeb

Please include this email in the packets for every Village Board member and every Plan Commission member. Thank you.

--
Heidi

Mount Horeb Village Board
138 East Main Street
Mount Horeb, WI 53572

Dear Village Board Members,

I am writing to express my concern regarding the proposed development on the 200 block of Main Street.

I've lived and worked in Mount Horeb for the past 17 years, and am so incredibly proud to be a member of this community and call it my home. I regularly travel along Main Street by foot with my husband and our two school-age children. We frequently visit and support many of the downtown businesses we love, including Sunn Cafe, the Mount Horeb Farmer's Market, Driftless Historium, Sjölinds, Brix Cider, Mount Horeb Family Pharmacy, The Yoga Space, Makers Market, Isaac's Antiques, Olson's Flowers, and many others.

My concern is the impact of increased traffic congestion, which would make it more difficult and less safe for families like mine to navigate Main Street on foot. Additionally, I worry that the proposed development does not align with the historic charm and character of our downtown, both in size and architectural style.

As a teacher in our public schools, I also fully recognize the importance of expanding housing options in Mount Horeb, especially those for families with young children, and I support thoughtful development of such housing options. However, given the number of apartment projects already underway in more suitable locations, I believe Main Street should remain a space that prioritizes historic preservation, pedestrian safety, and the unique atmosphere that makes our downtown so special.

Thank you for considering my perspective. I appreciate your dedication to ensuring that growth in Mount Horeb enhances, rather than diminishes, the character of our community.

Sincerely,

Calli Ingebritsen
207 South Sixth Street
Mount Horeb, WI 53572

From: Alena Wright
Sent: Sunday, September 28, 2025 10:00 PM
To: Village Board; Nic Owen
Subject: Proposed apartment building on E Main St

Dear Board Members!

My name is Dr Alena Wright, I am a resident of Mount Horeb (324 W Main St., Mount Horeb,WI)

I am writing to express my strong apposition to the proposal for a large apartment building in our historic downtown. While I recognize the need for growth and development, this project would fundamentally undermine the character and vitality of our town.

The building would create significant practical problems. Our downtown already faces limited **parking** availability, and this project would make that situation worse.

Increased traffic from new residents and visitors to the building would also put added strain on the streets not designed for such volume, leading to **congestion** and safety concerns.

Small downtown streets are not designed to handle the **emergency access: Fire tracks, ambulances** and other emergency vehicles require specific clearance to turn and maneuver. Our small downtown streets were designed long before modern embergency standards. If a large aparment buiding brings more traffic, curbside parking, or delivery trucks, it may block turning paths for fire trucks and anbulances.

Finally, this new large aparment structure is incompatible in scale and design with the adopted comprehensive plan for the village.

Please include this email in the packets for every Village Board trustee and every Plan Commission member.

I would appreciate confirmation that this message has been rceived and entered into the record for ocnsideration.

Warmet regards,
Alena Wright, PhD

From: Alyssa Thuli
Sent: Monday, September 29, 2025 8:44 AM
To: Village Board; Nic Owen
Subject: Concern about new development on Main Street

To the Mount Horeb Village Board and Plan Commission,

I am writing to express my concern regarding the proposed 200 block development on Main Street. I live on Birchwood Trail with my husband and our two children, and I am employed by the Mount Horeb Area School District.

After several years of teaching in Mount Horeb while living in Verona, our move to this community was deeply meaningful. We were grateful to become part of a village that values the beauty, history, and charm of its downtown. In my opinion, the proposed development threatens

this character. A building of that scale and style would undermine the historic downtown, erode the village's unique identity, and risk diminishing the tourism that supports our local businesses.

As a family who was fortunate to find an affordable home here, we recognize the importance of additional housing in Mount Horeb. However, with numerous other apartment projects already underway in more appropriate locations, I believe we can meet these needs without compromising the integrity of Main Street.

Thank you for your time and for your continued efforts to guide growth in a way that preserves what makes Mount Horeb such a special place to live and work.

Please include my email in the packets for every Village Board trustee and every Plan Commission member.

Sincerely,
Alyssa Thuli

From: Patty Schlafer
Sent: Monday, September 29, 2025 10:06 AM
To: Village Board; Nic Owen
Subject: Please forward to members of the plan and preservation committees

To members of the Mount Horeb Village Board
cc: Nic Owen, Mount Horeb Village Administrator
To members of the Mount Horeb Plan Commision
To members of the Mount Horeb Historic Preservation Commission

I am writing once again, following my previous messages sent on August 28 and September 18, to share my continuing concerns about the aesthetic quality of downtown Mount Horeb.

While I am not speaking on behalf of the business or its owners, I work part-time at Isaac's Antiques, a Main Street business located in the Historic District. Through casual conversations with our clientele, I have gathered some admittedly unscientific but meaningful feedback. Many of our customers are visitors from outside the area, and they consistently share how much they enjoy our store as well as Mount Horeb as a whole. When I ask what draws them here, I hear again and again about our great shopping, small-town charm, annual traditions, nearby attractions like Blue Mounds and the Cave, excellent restaurants, and the unique, historic character of our venues.

I struggle to see how the proposed development on the 200 block would contribute to any of these valued qualities. At the Chamber-sponsored listening session with Jeff Grundahl, one participant wisely asked: *"Can we*

just put a hold on this until we see how all the current housing developments shake out?" I strongly echo that sentiment. Main Street is, in my view, not the place to attempt to meet the Village's housing needs.

Thank you for your time and thoughtful consideration of this issue.

Sincerely,
Patty Schlafer; 210 Lake Street;

From: Ellen Myers
Sent: Thursday, October 2, 2025 10:32 PM
To: Village Board; Nic Owen
Subject: No apartment buildings on Main Street

Dear Village Board Members,

I'm opposed to tearing down beautiful historic buildings with their longtime shops on Main Street. That area should be left alone and not be developed. It is fine the way it is. It's important to keep the old and historic character of Mount Horeb's downtown. Our small town charm attracts many visitors who support local businesses.

We don't need more residential buildings downtown! You already approved a large apartment building on 120 S. 1st Street. Let's pause and see the effect of that. Traffic downtown is already congested which is very frustrating and more apartments would exacerbate this problem and increase the demand for parking.

I really hope the Village Board decides to keep those beautiful historic houses and say NO to building anything in that area.

Please include this email in the packets of the Village Board trustees and Planning Commission members. Thank you.

Sincerely,
Ellen Myers

From: **Brian Sweeney**
Date: Sat, Oct 4, 2025 at 8:43 AM
Subject: Downtown apartment
To: <Village.Board@mounthorebwi.info>

My wife and I have lived in Mount horeb for approximately 20 years. I truly believe that this town is unique and stands apart from our neighboring communities. It's easy to see why.

When friends come from out of state they always remark how cool the downtown is. Old buildings that stand as they did 100 years ago or more. There is no village in the area that even compares to mount horeb small town charm and historic value. That is why people come to shop and visit here. It's part of why we can be proud to live here.
The proposed plan to bulldoze 2 historic properties and build a block sized apartment building downtown is shocking to say the least. Drive around and look at these monstrous buildings that have been built in our neighboring towns. Is this what you want mount horeb to look like? There is no going back to our quaint village if this built. If we need more apartments(which it sounds like we already approved the recommended amount) then find a suitable place for it. It doesn't belong in the downtown. I'm not much for public speaking so im asking you here to please vote down this proposal.

Thank you.

Brian Sweeney.

From: Barbara Brown
Sent: Saturday, October 4, 2025 5:19 PM
To: Nic Owen
Subject: downtown development

To members of the Mount Horeb Village Board
cc: Nic Owen, Mount Horeb Village Administrator

I am writing to share my perspective on the proposed 200 block development on Main Street. I live on Perimeter Road near the Military Ridge State Trail and I have raised my two children here in Mount Horeb. After retiring from teaching in the Mount Horeb Area School District in 2021, I am currently honored to return to work in a temporary part-time music position at the Intermediate Center.

Before settling in Mount Horeb, I owned a home on the west side of Madison. I feel very fortunate to now live in Mount Horeb, a village that celebrates the beauty, history, and charm of its downtown. Because of this, I believe it is important that new development enhances, rather than overshadows, these qualities. A building of the proposed scale and style may unintentionally diminish the character that makes our historic downtown so distinctive and appealing. Preserving that character not only safeguards our unique identity but also helps sustain the tourism and local businesses that rely on it.

The Village Board and Plan Commission play an essential role in ensuring that zoning codes, the Comprehensive Plan, and community values are honored. I trust in their ability and responsibility to guide development in a manner that respects these important commitments.

Thank you for your time and for your continued dedication to guiding growth in ways that protect what makes Mount Horeb such a special place to live and work.

Sincerely

Barbara Brown

1500 Perimeter Road

Mount Horeb, WI 53572

From: Chara Kessler <charakessler1@gmail.com>
Sent: Sunday, October 5, 2025 11:09 AM
To: Village Board <Village.Board@mounthorebwi.info>
Subject: Main St Development

Hello,

Last year, I married a resident of Mt Horeb and had to make the decision whether to sell my house in Madison, or to choose the Village of Mt Horeb for our home. I loved my house in Madison, but the charm of small town Mt Horeb called to me. We chose Mt Horeb for our home.

When I learned about the "Melrose on Main" apartment complex plans, I was shocked that the village supported this incongruous development plan.
I would like to know why, why would this building, by an out of town developer, be allowed to permanently change the soul of our town?

My great grandparents lived and owned a livery business in Mt Horeb. When I walk around town I feel close to them as some of the same buildings remain that they would have frequented. Local businesses have historic images of people and places of Mt Horeb plastered over their walls, promoting the historic feel of our village. This is our attraction for outsiders to visit; why would we knowingly destroy the unique position we are in to be the town that managed to respect and preserve its history?

Sincerely,

Chara Kessler
209 W.Garfield St.
Mt.Horeb, WI

From: Anne Bosch
Sent: Monday, October 6, 2025 7:27 AM
To: Village Board
Subject: Too Big

Hi,
I don't live in MH but I come into town often for shopping, post office and eating with friends. The proposed BIG building for next to the phone company building is not going to make my visits to MH any more pleasant or easy. When Duluth opened up their huge offices, the parking on the main street and in the back of main street disappeared and my quick stops into Sjolunds for coffee and sweets no longer happened. Parking for the PO also has been more of a challenge.
In talking with others who come into MH frequently, there are sites that might be better for this major sort of development. The old Karakahl is an eye sore and would be a perfect place with more room for parking than the site in the middle of downtown where parking is already an issue. Traffic down town with that many more residents will be worse than it is right now during rush hour/school let out times. The Karakahl site is on
the east side of MH where folks that work at Epic can get to easily and not add to the down town traffic.
It should also be noted that the 69 parking stalls assume that each apartment will only need 1 spot and any couple these days will need 2 spots for 2 cars. This entire plan seems out of place for MH.
I hope that someone is listening!
Thanks for reading this.
Anne Bosch

From: Theresa Patzner <patznert@gmail.com>
Sent: Tuesday, October 7, 2025 4:18 PM
To: Nic Owen <Nic.Owen@mounthorebwi.info>; Village Board <Village.Board@mounthorebwi.info>
Subject: JG Apartment Building

Hello

I am emailing as a resident of Mt Horeb regarding the JG apartment building on E Main Street. I do not want the Village board to approve this building. It is our only green space on Main Street for several blocks. With the Fall Festival this past weekend it was VERY nice for the Chamber to be able to use this green space to have an area for people to hang out, drink some beers, paint pumpkins, & play games. I think it would be an advantage to our town to have this green space within the downtown area. It would be to the advantage of Mt Horeb to purchase this land and make a picnic area or park for people to hang out OR to find a local business (MHTC, Chamber, etc) who would purchase it to use as green space. We have always had a small town feel and putting a huge apartment building with zero lot lines will take away from this. If you allow this apartment, what happens when he purchases the old building across the street and wants to demolish that and turn it into an apartment building. How can the village say "No" then if they already changed the rules?
I live in Mt Horeb because I don't want to live in Verona or Waunakee or Madison as I like the small town community. I have never lived in Madison/Verona/Waunakee because I don't like the density of people. Why try to get as many people into a little space as possible?

I see in their new proposal they have a pet washing station which means they are allowing pets but with no outside green space where will these dogs be going potty at? Will the neighbors have more of an issue with people not picking up after their dogs?
How is it fair to not make this apartment to have green space when every other building going in has to have a % worth of green space.

I know a traffic and parking survey has been done but I believe those don't give the correct picture. 1st the traffic study was done prior to school being in session, there is more traffic at 8am, 11am, & 315pm due to school getting done that isn't shown. There is a 4K school diagonal from where they want to put this apartment building. People already don't stop when trying to get across the street. What will happen when there is more traffic since the entrance/exit will be on 3rd st? This will even be worse during the summer when the farmers market is at the church. What happens with all that traffic? Will there be more accidents?
Regarding the parking, adding another big apartment building where will all those people park? The Steve Brown Apartment on 1st St hasn't even started being built and that parking lot almost always has cars if not full every day. Once that starts building those people/employees/customers for local businesses will have to find new places to park. If you add another apartment building you will have more congestion for finding a parking place. This will start limiting people from stopping to shop or visit Mt Horeb businesses. I know when I drive up to Main St/other towns and can't find a place to park I won't stop and I'm not alone.

Regarding the 1 way alley, I think that wouldn't be fair to the current business, MHTC who uses both sides of the alley. No other business or resident can ask for an alley to be 1 way. Why do they?

Where will the drainage be going for rain? Currently the green space/grass soaks it in. What happens when that is all concrete/building, where does it go?? What about snow/snow removal??

I feel if the village really wants another apartment building, but WHY? Let the ones that have been approved be built and then see what Mt Horeb needs. There are already 6 apartment buildings already approved or waiting for approval that will be in better areas. WHY do we need this ONE apartment downtown Mt Horeb???

The last thing i would like to say is IF the village lets this be approved, what will our main street look like during the construction? Where will the construction equipment be parked? Will the village allow them to close the alley down, which would be unfair to business/residents?

Please share these comments and email with all the Village Board trustees and every Plan Commission member.

I wish I could make the Oct 22 meeting but I have little kids and I'm unable to make a night meeting since I will not have childcare at that time.

Thank you
Theresa Patzner

From: Mary Lowenberg
Sent: Thursday, October 9, 2025 6:03 PM
To: Nic Owen
Subject: Proposed mixed use building by JG Development

Dear Mr. Owen, Mt Horeb Village Board Administrator,

Here are my thoughts on the proposed mixed use development by JG Development. Could you please have this published in the packet of info to all the Village Board members and to all the Plan Commision members?

I can't get to Village Board meetings to voice my concerns due to mobility issues. I'm expressing myself here, to you, hoping to add my concerns to the concerns of others. The first thing I thought of when I heard of this proposal was "parking parking parking!" Older people like me already plan our trips to the downtown area around parking availability, busier times making it harder to get to a restaurant or other business. This proposal will almost certainly make the parking problem worse.

Plus, the looks of this proposal do not seem to keep to the look of Mt Horeb at all. Look at the neighboring towns that have gone this route with this style of modern building on their main street. Cross Plains comes to mind. Not attractive at all.

Thank you for listening,

Mary Lowenberg
108 Lincoln Court
Apt 110
Mt Horeb

From: Joy Martinson
Sent: Monday, October 13, 2025 11:27 AM
To: Nic Owen
Subject: Proposed development - 200 block of Main Street

Hello Nic,

I am planning to attend the Wednesday Plan Commission meeting. I have come to understand that I can send this email to you ahead of the meeting with a request that my thoughts be included in the staff packets.

I am in favor of developing the majority of the 200 block of Main Street. I have no emotional attachment to the two buildings which would be demolished for this purpose, as their historical significance was compromised by (in my opinion) atrocious remodeling and additions long ago.

I would love to see the proposed building designed in such a way as to mimic the historical buildings across the street, as well as those that line both sides of Main Street for several blocks west.

I spent only a few minutes searching for photos of historic buildings online, and then set out to cut-and-paste them into a rather crude rendition of a varied facade which I believe would be a fantastic addition to the historic district. I am not married to these particular examples. There are unlimited options for a facade that would give the illusion of a row of smaller historic buildings.



I would also like to add that the size of the proposed building can only be described as monstrous. There are a lot of places in Mt. Horeb where this building would be welcomed, but our historical Main Street is not one of them. A mix of two and three stories would be my preference.

Thank you for all the work you do to keep Mt. Horeb a unique village - one that I am proud to call my home.

Joy Martinson
125 Jennifer Cir
Mount Horeb

From: Jim DeSonia
Sent: Wednesday, October 15, 2025 9:16 PM
To: Nic Owen; Ryan Czyzewski; Sarah Best
Cc: Amanda DeSonia; Jim DeSonia
Subject: Concerns Regarding Proposed Development at the intersection of Main and 3rd Street

Dear Members of the Village Board and/or Planning Commission,

I am writing as a concerned resident/property owner of the 3rd Street neighborhood regarding the proposed mixed-use development planned for the corner of Main and 3rd street. My family recently moved into the residence that is directly adjacent (104 N. 3rd St) to this development. We chose Mount Horeb because of its small-town charm compared to the hustle and bustle of Madison. While I understand that new development can bring opportunities for the community, this particular project raises significant concerns related to **traffic safety, zoning fairness, and property value impacts** for those of us living nearby.

1. Increased Traffic and Safety Risks
The addition of numerous new residents will inevitably lead to increased traffic volume on 3rd street and the alleyway next to our property. Our existing streets were not designed to handle this level of congestion, and additional vehicles will heighten risks for pedestrians, children, and current residents. I can attest that in the 3 months of living here, the alley is used by more than just our family and the current businesses. We must constantly be aware of consistent vehicle and pedestrian traffic traveling down the alley. The increased traffic congestion and safety hazards would negatively affect the entire community, not just those immediately adjacent to the site. This assessment is not just from a concerned citizen but the observation of a 26-year Safety Professional who has made it his career at identifying and reducing risks. We have even been asked by the sanitation company to position our garbage cans in the street because the alley is too narrow to navigate the turn off of 3rd street.

2. Property Value Impacts for Adjacent Homeowners
Those of us whose properties directly border the proposed development will be most affected. The construction of a large-scale building in close proximity threatens to diminish our property values due to increased noise, traffic, reduced privacy, and potential aesthetic impacts. We have made a significant investment with the purchase of this home and plan to continue investing in our property, which seems foolish if the return on investment will not be there down the road. Many homeowners have made long-term investments in this neighborhood based on the existing zoning and surrounding property character.

3. Building Codes and Zoning Consistency
It is concerning that zoning or building codes might be altered to accommodate a single developer's request when a substantial number of residents have voiced opposition. Building codes and zoning ordinances exist to protect the integrity, character, and safety of our neighborhoods. Changing these standards for one project undermines the trust residents place in the Village's planning commission and sets a precedent for future exceptions that may not serve the community's best interests.

For these reasons, I respectfully urge the Village Board to **reconsider or deny any zoning changes** that would allow this development to proceed in its current form. We are firmly opposed to the current plan as it exists with seemingly no setback at the alley, inadequate parking, and 4 stories. We urge you to consider a project that fits the density of the downtown and surrounding neighborhoods and proceed with a 2-story building maximum.

I also request that another detailed traffic study be done now that school is in session and to also understand the impact of traffic flow through the alley, and onto both 2nd and 3rd Street.

Thank you for your attention to this matter and for your continued commitment to maintaining the safety, character, and livability of our community. I would be more than happy to sit down and discuss any of my concerns with you in person. Please share this email with all the members of the Village Board and Planning Commission.

Sincerely,

Jim DeSonia
104 North 3rd Street
Mount Horeb, WI 53572

From: Michael
Sent: Thursday, October 16, 2025 2:42 PM
To: Nic Owen
Cc: Village Board
Subject: Build it

I am contacting you because my girlfriend would get bullied if she did it.
The mixed use building on Main street is needed. We have a hard enough time finding a place to live in town together. Her current landlord doesn't want the competition. He says to not bend over backward for developers, but he is asking the same thing to protect his own interests. All those people opposed to it own houses but we don't.
The new design looks Norwegian and will be cool. The current buildings are old, not historic, and are in terrible shape. My experience in apartment living is that we don't create much traffic.

Please share my comments with every Plan commission and Village Board and include in all your public records. I am sure they won't like that but we are done being bullied

Mike Schumacher

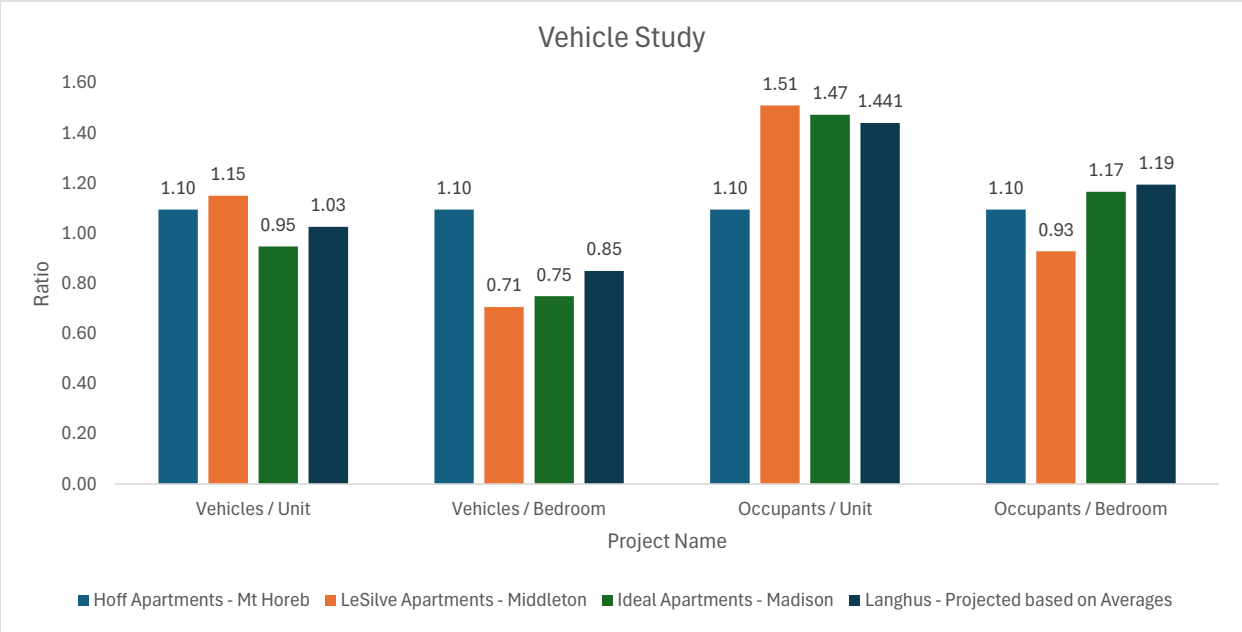
Gallina Companies Vehicle / Unit Analysis

Projects: Hoff Apartments, LeSilve Apartments, Ideal Apartments, and Langhus (projected).

Metrics for comparison:	**Units**	**Bedrooms**	**No. of Vehicles**	**Vehicles / Unit**	**Vehicles / Bedroom**	**Occupants**	**Occupants / Unit**	**Occupants / Bedroom**
Hoff Apartments - Mt Horeb	42	42	46	1.10	1.10	46	1.10	1.10
LeSilve Apartments - Middleton	180	293	207	1.15	0.71	272	1.51	0.93
Ideal Apartments - Madison	57	72	54	0.95	0.75	84	1.47	1.17
Totals	279	407	307	1.10	0.75	402	1.44	0.99
Average	**93**	**135.67**	**102.33**	**1.06**	**0.85**	**134**	**1.44**	**1.06**
Langhus - Projected based on Averages	**63**	**76**	**64.64**	**1.03**	**0.85**	**90.77**	**1.44**	**80.82**

Summary

Project - Location	Vehicles / Unit	**Vehicles / Bedroom**	**Occupants / Unit**	**Occupants / Bedroom**
Hoff Apartments - Mt Horeb	1.10	1.10	1.10	1.10
LeSilve Apartments - Middleton	1.15	0.71	1.51	0.93
Ideal Apartments - Madison	0.95	0.75	1.47	1.17
Langhus - Projected based on Averages	**1.03**	**0.85**	1.441	1.19



Key Insights:

Vehicles per Unit: LeSilve Apartments has the highest ratio (1.15), while Ideal Apartments is the lowest (0.95) and Langhus is projected at (1.03)
Vehicles per Bedroom: Hoff is again highest (1.10), Ideal is significantly lower (0.71), and Langhus projected is moderate (0.85).
Occupants per Unit: LeSilve Apartments leads (1.51), suggesting more people per unit compared to Hoff (1.10) and Langhus (1.44).
Occupants per Bedroom: Ideal has the highest ratio at (1.17 while LeSilve has the lowest at (.93) and Langhus is projected at 1.19

Comments for Packet.2

From: Barb Underwood
Sent: Wednesday, September 24, 2025 8:21 AM
To: Village Board; Nic Owen
Subject: citizen comment

To the Village Board of Mount Horeb and Nic Owens,

As a longtime resident of Mount Horeb I want to sincerely thank you for your service to our community and for representing the best interests of the people of our wonderful village.

In respect of your time I will attempt to keep my comments brief. My comments are concerning the proposed apartment & retail building on the 200 block of East Main Street. I am not in favor of the proposal for the following reasons:

1. Insufficient parking: There are quite a number of cars that park on the streets in that area right now. It is very difficult to see there will be space for the overflow of cars that will not be accommodated by the parking that is being planned for the number of bedrooms and shops.
2. Traffic: When Main Street is busy it is very difficult to turn left from North 3rd Street onto Main Street. This not only presents a traffic challenge but it is a dangerous situation for cars and for pedestrians. In addition, the narrow residential streets of this long-established neighborhood should not be asked to bear the traffic this building would create.
3. Infrastructure: Water, sewer, electricity, gas, fire & police safety services, garbage service, schools - What impact will this proposed building have on our village services? The presently approved and pending building projects are already going to have a huge impact on all of our village services.
4. Already approved and pending apartment buildings and town homes: Those projects are providing at least 235 units which is a lot of housing in a short amount of time. We need to let those get built and occupied before we consider more housing.
5. Zoning and Ordinances: It is not proper to rewrite village ordinances and zoning to accommodate a project.
6. Downtown Mount Horeb charm and character is something that residents are proud of. The small town feel and charm is a draw for visitors who come to our village. A building of this size in the business district on Main Street does not fit with the character we have and would forever change our downtown, not for the better.

While I understand that growth can be a good thing it can also present many problems and

challenges which must be carefully considered. This location for such a large building is just not appropriate in our Main Street downtown area.

Please remember that you are representing the residents of our fair village of Mount Horeb. Thank you for listening to and considering all the comments and concerns you are receiving.

Thank you for your time and attention to my comments,
Barbara Underwood
108 Valley View Road
Mount Horeb

The JG development proposed building located downtown Mount Horeb has been a challenge for the developer and for the residence of Mount Horeb. JG development is proposing a four story building where the first floor is commercial and the top three floors are apartments in the downtown where a building that size would dramatically change the character and and overall uniqueness of the downtown Mount Horeb environment forever.

Note development of the downtown Mount Horeb area is important for the growth of Mount Horeb, but we need to ensure that the development and choices that we make in the downtown will keep the overall characteristics, look and feel and uniqueness that makes the downtown Mount Horeb. We aren't Verona or Middleton or any other village or city around Wisconsin, we are Mount Horeb that has its own unique branding and heritage and patchwork of different types of buildings and styles that gives Mount Horeb unique characteristics that draw people to live and spend time in Mount Horeb. So why have a cookie cutter building that can be found in Middleton, Verona and other places (with a few façade adornments) that JG development is proposing rather than a two story building that has a design and façade that coincides, augments, and blends with the current downtown Mount Horeb area.

There have been many meetings, discussions, and documents that outlines JG development proposed building for the downtown Mount Horeb area. The following are some of the key concepts and issues and discussions that have been presented, which I think need to be clarified to ensure everybody's on the same page.

This JG development mixed building project has the Mount Horeb residence significantly involved in opposition, like never before about a development change happening In Mount Horeb for the past 15 years or more. There has been many people participating in the various meetings that have been held, petitions signed by many residence and non-residence and the reach out to the various Plan Commission and

Village Board members. This should be very significant to the Village Board members and Plan Commission members of the degree of involvement and concern that the Mount Horeb residence have about this project.

First topic pertains to apartments downtown

It has been stated that Mount Horeb needs more apartments located in the downtown area. People have to realize that we do have already apartments available in the downtown area consisting of the Hoff Mall apartments (has 48 units), the various apartments that are above the existing commercial buildings downtown and the apartments that are available one or two blocks off Main Street in the downtown area. People also need to remember that there are 63 apartment units that will be coming online where the old fire station was located in the near future. The proposed JG development building still can provide additional apartments (approximately 22 units) for the downtown area, but the number of those apartments should be only contained on the second story of a two story building not a four story building. Also remember the Landsby Ridge Apartments (51 units) is only 3 blocks away from the downtown of Mount Horeb walking distance away.

The proposed JG development building which is four stories high and will consume three fourths of the block well dramatically alter the Mount Horeb downtown Landscape and skyline forever. A two story mixed building with commercial on the first floor and a second floor of apartments would best interface with our existing Mount Horeb downtown building aesthetic and overall architectural flow. The two story building design would eliminate parking compromises that were previously proposed for the 4 story building, which would increase more commercial space to the front of the building next to the MHTC side of this building. Note the new building proposal has reduced the commercial footprint by one fourth to add 12 internal parking spaces.

Second topic pertains to overall design, concept and etc.

During various meetings and communications, JG development has stated they are investing in Mount Horeb to further the growth and development and work with Mount Horeb residence to ensure acceptance with these developmental changes. The newest proposed JG development mix building design at its core is like other buildings you see in Verona, Middleton, and other villages and towns were the four story building has commercial on the first floor and the next three floors are apartments with the fourth floor recessed on the sides trying to hide the presence of the fourth floor from view. Also the façade of the building is divided vertically, using different materials and colors to give

the illusion the large building is composed of several separate buildings connected together. The following are other observations, concerns, issues, etc,:

- The four story building proposed in the Mount Horeb downtown location will dramatically change the downtown skyline, quaintness, overall downtown look and feel & consistency. The proposed building is 50 feet tall while the existing commercial buildings in the surrounding blocks are 30 feet tall. **This proposed building is Too BIG!** This proposed building size just doesn't fit the location where the developer wants to build it.
- The developer has implemented various techniques in the attempt to mask or hide this large building for example:
  - The proposed building façade is disjointed from the first three floors to the fourth floor because the developer has used a different color and materials on the fourth floor recessed façade which doesn't match the other three floors below it. The combination of the recess of the fourth floor and the different colors used between the fourth floor, and the other floors below make the building look more disjointed and makes the building not fit our downtown area even more.
  - Even with the recessed, fourth floor of the proposed building, it doesn't negate the overall height and enormity of this building in this location.
- The proposed Viking/ Norwegian / Scandinavian architectural detail elements which were added to the façade, such as window trims, cornice details, brickwork and fries banding looks more like an after though to the building overall design. Either make the overall building design Scandinavian so the entire build as a cohesive design or don't add things that don't fit the overall design. The cornice details they are proposing look like an after thought not a cohesive part of the overall building design.
- Adding a plaque to this building with the name "Langhús On Main" does the Norwegian culture a disservice because this building doesn't even represent a Viking houses primarily known as longhouses is architecture and size! **I strongly disagree this building is allowed to use the name Langhús!**
- The re-design of the internal parking spaces has decreased the overall commercial space by 1/4. It has been stated by the developer and the village and others that we need additional commercial space in downtown so why would the developer sacrifice a fourth of the commercial space to obtain additional internal parking spaces. Again, this is another example of the developer, sacrificing commercial space and design for parking spaces they need for their apartment building which again shows this size of this building does not work in this location.

- The re-designed of the internal parking space also includes 10 stackable parking spaces, which means they would only be used for apartments that have people with more than one car.
- Remember, the proposed single floor of commercial space does require approximately 30 parking spaces for employees and customers which could be included in the overall design better in a two story building structure than a four story building structure. This is because in a two building structure there would only be approximately 22 apartment units on the second floor that would need parking, which would then provide the extra parking for commercial use.
- The developer has also stated that a two story mixed building of commercial and one floor apartments is not financially feasible. There has been realtor experts that has reviewed this proposal and they have stated a two story building with commercial on the first floor and apartments on the second floor can be financially feasible.

In conclusion:

A four story building (with commercial on the first floor and apartments on second, third, and fourth floor) in the proposed location that JG development has designed does not integrate with our current downtown architecture, the overall average height of our current buildings and the required parking spaces required to support apartment units and commercial spaces.

A two story building (with commercial on the first floor and apartments on the second floor) is the best solution for this location, because the height will match the existing height of the surrounding buildings and by only having one floor of apartments (approximately 22) The location can be designed to provide enough apartment unit parking and parking for some commercial use. A two story building would provide increased opportunities and options for the façade look and feel to be like a Norwegian long house or a cohesive four or five vertical façade sections that provide a continuation of the downtown architectural style.

Stephen Sopcak

From: Kevin Underwood
Sent: Sunday, October 19, 2025 10:58 AM
To: Nic Owen
Subject: Rezoning of downtown

I don't understand why the Plan Commission would go against the downtown businesses and allow a large apartment into the downtown area by rezoning it agsinst the wishes of the business owners who have spent alot of time,money and effort to keep the downtown looking nice. Why

would you allow an apartment of this size to build and not have adequate parking space for the residents.Allowing the apartment to use public parking on Main Street when parking is already a problem is just totally iresponsible and a disservice to the community. The plan commission represents the whole community not just a small few. I hope that the rezoning fails for the sake of the village of Mt Horeb. I would like this entered into the public hearing on the 22nd as corresponce. Thank you to your attention to this matter.I grew up in Mt Horeb and live there for 27 years.
Kevin Underwood

From: Eileen Young
Sent: Sunday, October 19, 2025 1:08 AM
To: Village Board
Subject: Main Street Development

Hello,

The new revised plan is much prettier than the original. The facades will be pleasant to look at from street level and blend well with downtown Mount Horeb. The remaining problems are best summed up by the grassroots campaign against it: it's simply too big.

But there are important and identifiable components to this: lack of green space, height, and lack of parking.

The lack of green space I addressed in my last open letter as contributing to possible heat islands. It also makes the city less overtly conforming along Main Street with the Tree City USA signs around town. I mean by that both that it will detract from the overall charm that draws tourists and also detract from the perception of values espoused in Mount Horeb, which attracts tourists and shoppers overall. Including a patio for residents is an improvement over complete lack of outdoor space, but is still not green space.

Height is the sticky place: the architects have significantly redesigned, which is fantastic, so there is no longer the horrifying prominence that would dominate downtown. But it's still too tall. It's like the Duluth building built by the same developers: on a scale that is aggressively alien to the rest of Mount Horeb. The scale JG Development thinks is appropriate for Mount Horeb does not appear to align with the scale anyone else thinks is appropriate.

Then there is the parking. Everyone is sick of the parking. I don't even drive. I'm so sick of the parking conversation. I'm also now on the village Green Team, one of the goals of which is more bike friendliness and helping the village be more friendly to a car-free existence. So, to be clear: I am writing my concerns about the parking as a non-driver who will be able to walk to these businesses.

But it's 68 parking spots for 63 units plus the businesses. That's 1.08 parking spots per unit. In densely urban areas, that could be not just adequate but generous for business parking. Imagine someone living upstairs from their workplace, or working somewhere else on Main Street. They

wouldn't need a car and would be able to walk everywhere and eat at our great restaurants. And that's the thing: they'd pretty much always be eating out because grocery shopping by bike mostly sucks, even with as close as Miller's is to downtown. Nic's letter in the agenda includes some really relevant wording: the idea of a captive customer base. Because that's what they'd be. The urban areas where parking ratios like this are generous are not picturesque village downtowns: they're dense metro areas that have things Mount Horeb simply doesn't, like public transit and a wide range of delivery options. The concept presented is that tenant parking will be in-building, but the math ain't mathing.

Which is the colloquial way of saying: the code that the developers themselves quote in their letter requires:

A minimum of one off-street parking space shall be provided for each bedroom within a commercial apartment.
So, even if we're not counting studios as having bedrooms, because it's all one room, leaves us with 13 2 bedroom units and 38 1 bedroom units, for a total of 64 required parking spots. Wow, with that math, their proposed 68 spots actually looks generous.

But the current code minimum is per bedroom with an unwritten addendum of "this is a nice village, so be reasonable," which gives us 12 studio apartments, 13 2 bedroom apartments, and 38 one bedroom apartments, for 76 minimum parking spaces and a ratio of 1.21. The proposal is for a ratio of 1.08.

Additionally, their letter frames it in a table as dwelling units, when the code is specifically for bedrooms, and the dishonesty is distinctly frustrating. At least they acknowledge later that the reasonable number of parking spaces for their proposed building, if it were anywhere but the downtown area, would be 139. That's a ratio of 2.21.

And the parking survey addressed non-event days. Which is reasonable except for how hard everyone works on having those event days and attracting people. We invite any out-of-town guests to park in our driveway in the expectation that there will be no parking anywhere else a convenient walking distance from downtown. This could be resolved, potentially, by building a parking garage across the street from the proposed development in the empty lot already owned by JG, which could potentially have an attractive local mural added to the outside, addressing multiple problems at once. Or they could just have fewer units, which would solve more problems.

10 bike parking spaces also seems like a low number when so much is reliant on the ability to attract bike and foot traffic. In fact, if this development were in Madison, 85 bike parking spots would be required. Which is definitely a gap between the proposal and the ideals and development plan the proposal is supposed to conform to.

There are additional issues with the way their letter is presented, such as ignoring the complexities of historical designation – my own house at 108 S 4th St is a 1905 traditional Queen Anne style, with colors appropriate to the Painted Lady style of Victorians popular on the West Coast and several original features including many of the windows visible from the

Military Ridge Trail. But it doesn't have a historical designation because it has undergone many renovations, it has newer features like an addition from 1923 and central air and, most crucially, we have not filed for nor requested any kind of historical designation.

But the other issues with the proposal are, of course, secondary to the main problem of the proposed development is, despite being much prettier, still inappropriate for Mount Horeb. At minimum, waiting to see how the other developments currently underway impact housing in Mount Horeb would be lovely.

Best,
Eileen Young

From: Pam Schaal
Sent: Monday, October 20, 2025 11:46 AM
To: Village Board
Subject: JG development

Dear Village Board and Planning Commission,
I am unable to attend this Wednesday's meeting and would like to add my comments here.

I pitched the idea to you and JG for a more Nordic look to create something unique. The idea was met with a lot of positive feedback and the latest rendering reflects that. I like it. I like the lower 2 & 3 story street front and the scandi elements that were added. I feel both will add to our streetscape.

Thank you for your public service,
Pam Schaal
704 Parkway Dr

As the owner of Bergey Jewelry and building owner of 201-203 East Main, which is right across the street from the proposed development, I don't feel like the current proposal is a good fit for Mount Horeb's downtown. My grandparents started Bergey Jewelry in 1951 and I took over in 2006 and we have always appreciated having a business in such a quaint downtown full of history. Many people are drawn to move here or visit due to the Mount Horeb charm that many other communities are lacking.

This would be a huge change to the overall look of our Main Street. It will overwhelm the surrounding buildings and alter the character of the downtown. This is a big decision that will impact the other downtown businesses, the people that love coming to visit, and the entire Mount Horeb community.

For the safety of the people that would live in the apartments and others driving and walking downtown, I think it's important to look at how this will increase congestion and safety concerns. 3rd street is quite narrow, can it handle so many cars going in and out a parking structure? Another concern is how everyone is going to turn on to Main Street, especially if they are turning left.

With so many other apartment buildings in the works, is another needed right now? If so, I hope they will continue to make adjustments so that it's a more appropriately scaled building with a design that will enhance the unique charm of our community.

Thanks for allowing us all to share our thoughts and taking the time to listen to our concerns.

Julie Bergey

10/18/25

Please submit for public record

From: Gordon Kahl
Sent: Monday, October 20, 2025 1:02 PM
To: Nic Owen
Subject: Proposed development downtown Mount Horeb

Dear Mr. Owen, My name is Margie Kahl. I am 72 years old. My husband and I purchased our home on Jefferson Street in 1978. We have raised 4 sons here. I am a life long resident of Mount Horeb and had the opportunity to see all the stores growing up. I fondly remember Gilbertson Hardware store, Robertson Drug store, Bubby Vasen owner of Ben Franklin, Flyod Albert, owner of Strand theater, Orin Bergey of Bergey jewlery, Stu Henningson owner of the Gamble store, Lyle Johnson owner of Hoff mall, Ida Odegard owner of La Mode apparel. I also remember the careful planning that our village board did , to protect the beauty of downtown Mount Horeb. Must maintain store fronts to original design, Signage regulation to prevent neon signs, etc from cluttering our downtown. Then came the idea of a trollway. Tourism flourished because of this. When I drive through Verona, I cringe when I see what happened to it. I absolutely do NOT want this to happen in Mount Horeb! An apartment of this size belongs else where. Not downtown! We already have the Steve Brown apartments on the old firestation property. This should have been kept for parking. I certainly hope you and the village board listen to the people you represent. This will permanently ruin our Tourism industry, as well as the looks of downtown. I take great pride in inviting friends to visit our unique shops in Mount Horeb.. Lets not ruin a good thing. Mount Horeb citizens have nothing to gain from this. Grundahl can bulid this anywhere but downtown. Don't let this happen! Margie K. Kahl Retired nurse from Meriter hospital after 39 years.

From: Charlotte-Ann Chenery
Sent: Monday, October 20, 2025 10:44 PM
To: Village Board; Nic Owen; Ryan Czyzewski;
Cc: mgeiger; preservehistoricmounthoreb;
Subject: It's Too Big

[Note to Nic Owen: Please include the following message in the packets for every Village Board and Plan Commissioner member/commissioner as public record.]

I am not using the "It's too big!" slogan, because that might imply it is acceptable to tear down two historic Mount Horeb houses—each well over 100 years old.

There are so many reasons not to build the proposed "Langhus"apartment building. The main one for me is the tremendous and irreversible damage it would do to old Mount Horeb. We would lose two historic houses that have been and still are an essential part of the fabric of this community and of Main Street especially. They should be put on the historic register to ensure their preservation. For details on the community value of those houses, I defer to the excellent letter Brian Bigler wrote, which was published in the October 9 edition of the *Mount Horeb Mail.*

The character of downtown would be ruined. Locals and tourists alike love to walk, shop, and dine there. The charm of all the old houses and buildings and their small scale have everything to do with what makes downtown so appealing. And please remember how important tourism is to Mount Horeb's economy.

Already the above has been compromised some, for example by letting the owners of Driftless Social and of Trolls Vape & Smoke gut the interiors of historic buildings. I do not want to see our downtown made worse.

How will the apartment building proposed for Main & 3rd Streets affect village infrastructure? Putting that many souls and vehicles in one small footprint. There is not even a traffic light at that intersection. Imagine the traffic jams during rush hour. Imagine losing some of the good residents we already have, because they own homes right there and may find it unbearable to continue living in the neighborhood. And their property values might decrease as the neighborhood's quality of life does.

The building design doesn't have nearly enough parking. Where will the rest of the new occupants of this apartment building find parking? It would naive to assume not all of them would have vehicles. Remember, Mount Horeb has no public transportation. There will soon be a tremendous parking shortage for all of us as it is. Once construction begins on the Steve Brown apartments, we will lose our only large community parking lot.

The village already has Landsby Ridge, and three sizable apartment buildings approved for construction, and two pending—with one those two (planned for the site of the Karakahl Motel) all but sure to be approved. This community's population is already set to dramatically increase, assuming all those apartments become occupied. Before making the drastic decision to put one of the largest apartment buildings in the middle of our quaint downtown, we should wait to observe what all these other apartment buildings with all their occupants do to village infrastructure and to the very character of our beloved Mount Horeb.

If the JG Development construction at Main & 3rd gets approved, where will the destruction of historic downtown end? I hear JG Development has already purchased the properties on either side of Mount Horeb American Legion—itself a historic building. What monstrosity will JG want to build there, after they purchase and tear down American Legion? Soon I and many others will come to feel we don't even recognize this place anymore.

Already I know of one family who saw the writing on the wall and recently sold their Mount Horeb home to move to Mineral Point. This is a family that has lived here for decades, who have been community leaders, and who have made invaluable contributions to our community. Losing them is a shame and a significant loss for all of us.

Need I remind you that the proposed JG Development building is not in line with the Village Comprehensive Plan and violates current zoning law?

Please listen to the many voices of opposition as you make your decision. The next time there is a Village Board election, I and other voters will be taking under consideration how you have decided on this crucial issue and what it will mean for Mount Horeb.

Sincerely,
Charlotte-Ann Chenery

From: Abigail Smith
Sent: Monday, October 20, 2025 4:23 PM
To: Village Board; Ryan Czyzewski; Sarah Best
Subject: Opposition to the Proposed JG Development Main Street Project

Dear Members of the Plan Commission and Village Board,

I'm writing to share my concerns regarding the proposed JG Development four-story mixed-use building planned for Main Street. While I understand the intent to encourage downtown growth, this project—at close to 50 feet tall and containing 63 apartment units—does not align with the scale, character, or infrastructure of Mount Horeb's historic downtown.

Height and Scale
This building would be twice as tall as most other Main Street properties, fundamentally changing the appearance and proportions of our downtown. Even with updated design elements and improved façades, it would visually dominate the surrounding area. Mount Horeb's appeal comes from its consistency and charm; this project would disrupt both.

Parking and Traffic Impact
Parking remains one of the most concerning aspects of this proposal. The plan includes 68 parking spaces for 63 apartments and the commercial tenants below. However, according to our village code, parking requirements are calculated per bedroom—not per unit.
Here's how that breaks down:

- 12 studio units
- 38 one-bedroom units
- 13 two-bedroom units

That's **64 total bedrooms**, which means **at least 64 spaces** are required just for the residents under the most generous interpretation. In practice, the minimum should be closer to **76 spaces**, which would meet the 1.21-per-unit ratio consistent with the code's intent. The developers' plan falls short of this by about **8–10 spaces** before even accounting for customers, employees, or visitors.

They acknowledge that, in a setting outside the downtown area, the same project would require 139 parking stalls—a ratio of 2.21. That admission underscores the scale mismatch between what's being proposed and what our infrastructure can realistically handle. The result will be more vehicles spilling into residential streets, limited customer parking for local businesses, and increased congestion at Main Street intersections that are already strained.

Green Space Deficiency
While the revisions include a small patio for residents, the plan still lacks meaningful green space. This not only contributes to heat retention but also diminishes the tree-lined, walkable aesthetic that makes Mount Horeb so inviting. For a community that takes pride in its Tree City USA designation, this is a disappointing oversight.

Economic Claims
The developer's claim that 83 potential new residents will generate over $600,000 in additional downtown spending is unrealistic. This claim is uniformed at best, and grossly manipulative and dishonest at worst. The assumptions behind that figure—suggesting an average of $7,500 in local spending per person—don't reflect how most residents live or shop. Mount Horeb's economic vitality comes primarily from tourism, not from unrealistic spending estimates attached to a single apartment building.

Alternative Considerations
If the goal is to add housing and retail space, there are more suitable areas for a project of this size—such as the newer developments near the hotel corridor. That part of town is better equipped for higher density and modern construction without undermining the charm and scale of our historic core.

Mount Horeb's downtown should continue to evolve, but that evolution must respect existing zoning, the surrounding architecture, and the community's values. This proposal, as it stands, does not. I respectfully urge the Plan Commission and Village Board to deny the current plan or require substantial reductions in height and density to preserve the integrity of our village center.

Thank you for your consideration.

Sincerely,
Abigail Sommers - Mount Horeb Resident

From: Janice S
Sent: Monday, October 20, 2025 11:19 PM
To: Nic Owen
Subject: J G Development purposed zoning change and enormous building

Hello Nic, Mount Horeb Plan Commission and Village Board members,

Please consider keeping the Central Business zoning requirements for the lots / parcels located at 208, 214 and 220 East Main Street (from the phone company to the sidewalk at Third Street).
This would be the best for our village and downtown area, as it would keep the density to a level that is proven workable and the current zoning of the Central Business district- which is why the 4 block Main Street corridor has and been successful. Where buildings like the Opera Houses facade and turret show our towns history.
In the Central Business district, the size of the structure for commercial space, along with one story of rental apartments is the best fit for the Mount Horeb village downtown. It gives the area some apartments, a little green space, will have less impact on the alley (which is an alley - not a street) and needed parking for the structures.
It is critical that commercial spaces provide parking for their employees as well as some clients/customers.
I believe that since the 1960's all commercial businesses developed downtown were required to have parking (Open House Imports opened April 1966 = 59 years ago), so depending on how people park we have 7 to 8 stalls in the back of our shop which takes people to a handicap ramp to our front door or our employees to the back door.
The Jeff Grundahl development project provides no parking for the commercial businesses for employees or any clients/customers, let alone not enough parking for the rental apartments. Not having enough parking will have a negative impact on my business as well as the entire downtown district !
How will winter parking and snow clean up work with all these extra vehicles ?!
As voting members for us the Mount Horeb residents, PLEASE keep in mind how many people will be affected if you allow more density to this precious area of 208, 214 and 220 East Main Street and what Jeff Grundahl is purposing is a horrible precedent.
His building could be many places in Mount Horeb, but not in our downtown precious few blocks!

He wants to tear the homes down, instead of taking the homes that are there and doing what Lynn & John McFee did to the old Bergum home at 400 E Main St. - now Melrose on Main.
A great example of something that works is found by connecting homes with rooms, breezeways, sunrooms and handicap ramps, and is a destination called "The Little Traveler Shops" in Geneva, Illinois. They have everything from clothing shops, a bath linens/accessories shop, vintage candy, a Christmas shop, children's toys, a cafe and more all under a contiguous roof for a homey comfortable shopping experience.

Traffic on Main Street is already crazy.
I see it every day and many times a day that people have to be very careful when they want to open their car doors and even have to wait to cross the business18-151/ County road ID/ East Main Street safely.
This heavy traffic flow is before the apartment building by Millers (by the way have you seen the piles of materials, equipment, the crane, etc. that is taking up space of the parking lot ?) is completed. Then the Steve Brown 63 apartment building starts next spring (that's a whole challenge in itself for taking away the public parking and then there will be many pieces of construction equipment, laborers and vehicles), then the 89 units by the old Karakahl Inn and that's not even counting the apartments by Lake Ridge Bank or the townhouses on Orchard Street.
How many more apartments do we need ? These new buildings and residents will only add to the traffic congestion.
Believe me working 6 days a week, doors away from the previously owned Olson's and Buechner lots/parcels in question and also living at
308 Park Street where in our lovely neighborhood we only have Fourth Street, Third Street and then Second Street, which is were we all have to go to the traffic light to turn left to go East on Main Street, because the traffic backs up on Main Street most times of the day to exit this dead-end small area neighborhood.

If you change the zoning to Planned Development there will be so many negative, not desirable impacts including - having a 50 foot building instead of an appealing 30 foot tall with sloped gable roofs buildings, over 100 plus people in the purposed oversized building with a zero-lot line, no green space (where are the renters dogs going to go to the bathroom? and he has a washing station which is taking away from a new business opening down the street), the congestion on a Main Street as well as Third street which is a tight street with parking only on one side (which has little room left for parking with every home having multiple cars, most of them are parked on the street already), then way too much traffic in a narrow alley, and it will actually hurt the quality of life of current residents and businesses as well. Can't even think about the all the problems during any construction, current old buildings having issues due to digging or from explosives, loss of parking as well as loss of business.
Jeff Grundahl is from Mount Horeb, but I feel since he doesn't live in town he and his team don't realize what he/ they are asking us to live with and the change the proposed building how it will take away from our beautiful town.

They tried to add a Nordic detail but failed, as it looks like a lodge that belongs in the woods, instead of fitting the downtown aesthetic.
The color block design look that is trending of so many materials makes it look like they are using left over materials from other projects. It unfortunately resembles another unattractive Duluth headquarters building or a parking structure dropped out of the sky and plopped down on a inappropriate section of town and corner.
Using dark colors makes it worse too !! When for years on those properties there have been light to medium shades of houses in white, gray and light green that we are used to seeing for years and feel they are more appealing. The side of the building facing the Welcome Center with the color block actually makes it look unthought out or hodgepodge.
Also, J G Development got away with making the Duluth Headquarters building 10 feet taller and used a cantilievered section over Second Street ..... so what else will be done that will be pushed down our throats by J G Development ? The headquarters building is also one of the most unattractive buildings here in town (not to mention they are inconsiderate neighbors who leave their lights on creating light pollution) and now J G development group think they can do whatever they want and we'll all take it !!!

I have to say I'm proud that there's a wonderful large local movement in Preserve Historic Mount Horeb group, "It's too Big !" Which has us all banding together to let you know that we don't want a 4 story 50 foot high, zero lot line, high density building where it is being purposed 🚫.

Also, I hope you realize that not only residents of Mount Horeb feel this way but visitors to Mount Horeb are aghast that it's possible for our community, where they love to come visit might get one of these monstrous looming , cookie cutter (out of towners words) buildings taking away from the charm, quaintness and great feeling of our small town.

Thank you for letting me and so many others voice our opinions, so you know how to proceed with this ever-changing decision.

Janice Sievers
308 East Main Street property owner
and Open House Imports business owner

From: james geiger
Sent: Tuesday, October 21, 2025 10:41 AM
To: Nic Owen
Subject: Oppose rezoning for JG Development on Main St

Reasons I, James S. Geiger, Oppose Rezoning for the Proposed JG Development on Main Street

As I may not be able to attend the Plan Commission meeting of 10/22/25, I would like to voice my opposition to the foregoing rezoning. I currently own and live at 404 East Main Street, Mount Horeb.

1. Aesthetic Disruption

- The proposed development does not align with the existing architectural character of Main Street.
- Its size and design clash with the historic charm and small-town feel that residents and visitors value.
- Rezoning would set a precedent for future developments that could further erode the visual identity of the area.

2. Oversized Building

- The scale and height of the proposed structure are disproportionate to surrounding buildings. Once the zoning is changed more proposals like this will surely follow.
- It risks overshadowing nearby businesses and homes, creating a canyon-like effect (drive into Verona) that feels out of place and less welcoming.

3. Inadequate Parking

- The development does not provide sufficient on-site parking to accommodate its projected use.
- Increased demand for parking will spill over into residential areas and existing business lots, creating frustration and competition for limited spaces.
- This could negatively impact local businesses whose customers rely on accessible parking.

4. Traffic Flow Concerns

- Main Street already experiences congestion during peak hours; additional traffic from the development would worsen this.
- Delivery trucks, service vehicles, resident and visitor traffic could strain intersections and increase wait times.
- Pedestrian safety may be compromised with more vehicles entering and exiting the area, especially near crosswalks.

Thank You,
James S. Geiger
404 East Main Street
Mount Horeb, WI

From: Bev
Sent: Tuesday, October 21, 2025 11:39 AM
To: Ryan Czyzewski
Subject: Village Board Meeting October 22, 2025

Hello Ryan,
I am unable to attend the meeting on October 22, 2025 due to recent ankle surgery. Please present my support of the Grundahl project via this email.
Thanks, Dennis Brass

Make it Fit

The proposed change to Main Street isn't the first nor will it be the last. Crumbling walls, rotting roofs and failing utilities will lead to more changes. One hopes the changes are planned and not catastrophic.

Any proposed change should fit into the community. Jeff Grundahl has made the Duluth Trading building, Buck and Honey's restaurant, The Duluth tradeship store, and others fit the community. One can expect Jeff to do a similar job with the Main Street mixed use building.

I am in favor of the project. It will continue to draw both residents and tourists to Mt. Horeb

---

Annette (Pfister) Spratt
22101 Ida Rd
McLouth, KS 66054

19 October 2025

Village of Mt Horeb
138 E Main Street
Mount Horeb, WI 53572

Dear Village of Mt Horeb:

It is most disturbing to learn of a proposal to build a multi-level apartment complex on Main Street in Mt Horeb. I strongly believe this would destroy the quaint and historic atmosphere of this old town that I know and that continues to attract new residents today. There must be other options and locations to build housing to accommodate newcomers. Over the last five years the village has approved construction for over 200 units without compromising the historic area of Mt Horeb. The proposed apartment building will create parking, congestion and safety issues and would ruin the Main Street Commercial district.

My dearest memories of my childhood and young adult life involve living near or in Mt Horeb (1952-1972). Until their death, I regularly visited my parents in their home on 1st Street. My grandparents lived on the 300 block of Main St. As a child, my siblings and I walked from our church on Main St to my grandparents' home after confirmation classes and on Sundays after Sunday School and church. Christmas Eves were spent at that same house along with watching village parades from their front yard. My fond memories include Olson's Restaurant, the Strand Theater, Ben Franklin Dime Store, Huff's Department Store, and the Library.

Though I have lived overseas and in various states over my 73 years, I still find Mt Horeb one of my favorite towns to return to and think of it as home.

I appreciate the time you've taken to consider my comments. I request that this letter be distributed to all Planning Commission and Village Board members and be recorded as public comment.

Sincerely,

Annette (Pfister) Spratt

VILLAGE OF MOUNT HOREB
PUBLIC HEARING
October 22, 2025

The Plan Commission of the Village of Mount Horeb will hold a public hearing on the above date at 7:00pm in the **Meeting Room of the Public Safety Building, 400 Blue Mounds Street, Mount Horeb, WI**. The purpose of the hearing is to consider an application from JG Development for a zoning change from CB-Central Business to PD-General Plan Development for a four-story mixed-use building proposed to include 6,720 square feet of commercial space and 63 multi-family dwelling units located in Mount Horeb, WI at 208, 214 and 220 E Main Street on lots, further described as parcels: 0606-123-2355-6, 0606-123-2369-0 and 0606-123-2382-3.

The Village Board, by its Plan Commission, will hear all persons concerning all matters and/or objections written or oral at that time.

PUBLISH: Mount Horeb Mail October 2, 2025
Mount Horeb Mail October 9, 2025



PROPERTY OWNERS: You are receiving this notice as you own property that is within 300 feet of the proposed request. Please contact Village Administrator Nic Owen at 608 437-6884 ext 2109 or email nic.owen@mounthorebwi.info with any questions.

VILLAGE OF
MOUNT HOREB

AGENDA ITEM REPORT

MEETING DATE	PREPARED BY
October 22, 2025	

AGENDA ITEM # 4.d.2

Recommendation on Rezone request to PD-Planned Development

BACKGROUND

RECOMMENDATION

ATTACHMENTS

None

VILLAGE OF
MOUNT HOREB

AGENDA ITEM REPORT

MEETING DATE	PREPARED BY
October 22, 2025	

AGENDA ITEM # 4.d.3

Recommendation on Certified Survey Map:to combine 208, 214 and 220 E Main

BACKGROUND

RECOMMENDATION

ATTACHMENTS

None

HERITAGE
COMMUNITY
OPPORTUNITY

VILLAGE OF MOUNT HOREB
E. Main Street
Mount Horeb, WI 53572
Phone: (608) 437-6884 Fax: (608) 437-3190
Email: mhinfo@mounthorebwi.info Web: mounthorebwi.info

Building Inspector Report

September Permits as of 9/30/25

- 1 new single-family Residential
- 23 Misc Residential permits
- 6 Misc commercial permits

Commercial Project Progress Updates as of 10/16/25

- Surplus Suds: Has started erecting the building.
- 1881 Springdale Apartments: Foundation is completed. Awaiting state approval of building plans to proceed with full permitting.