
Appendix F

Traffic Engineering Services Report



TRAFFIC ENGINEERING SERVICES, INC.

890 Elm Grove Road • Suite 110 • Elm Grove, Wisconsin 53122-2588 • (262) 797-9097 • Fax (262) 797-9098
March 11, 2014

Golden Sands Dairy
Jim Wysocki
8550 Central Sands Roads
Bancroft, WI 54921

RE: Final Traffic Review – Golden Sands Dairy
Town of Saratoga, Wood County, Wisconsin.

Dear Mr. Jim Wysocki:

This report is the Final Traffic Review for the proposed Golden Sands Dairy location in the Town of Saratoga, Wood County, Wisconsin. Golden Sands Dairy is proposed to be located west of STH 13 at Tower Road. This final traffic review will discuss traffic findings in the area and the need for a Traffic impact analysis.

1. Overview:
Development:

The proposed development is the Golden Sands Dairy, a dairy operation that is proposed to have a herd that equals 6,130 animal units. Due to its proposed size it is considered a concentrated animal feeding operation (CAFO).

| Herd Definition | |
|-----------------------|------|
| Milked | 3500 |
| Calves | 1000 |
| Dry | 500 |
| Heifers | 300 |
| Total | 5300 |
| Total Animal Units | 6130 |

Developer/Owner:

Golden Sands Dairy
8550 Central Sands Roads
Bancroft WI 54921

Location:

The proposed dairy is located on parcel of land that is west of STH 13 at Tower Road, in the Town of Saratoga, Wood County, Wisconsin.

Study Area:

Initial traffic count data has been collected at the following locations. The study is limited to the proposed intersection of STH 13, Tower Road and the Dairy Driveway.

- STH 13 and Tower Road - AM/MID/PM peak turning movement counts/24 Hour volumes
- Evergreen Avenue - 24 hour volumes
- STH 13 and STH 73 (South) - AM/MID/PM peak turning movement counts
- STH 13 and STH 73 (North) - AM/MID/PM peak turning movement counts
- Blue Ridge Lane – 24 Hour volumes
- Rangeline Road – 24 Hour volume

Land Development:

The Golden Sands Dairy is a 100 acre development that utilizes area fields that are adjacent to the site as well as within the local area for growing feed and vegetable crops.

Access:

Golden Sands Dairy is proposed to have one primary access point to STH 13 aligned with Tower Road. An additional access for seasonal operations and emergency uses will be located ¼-mile north. There will be additional field access points to Range Line Road west of the dairy.

2. Site Location Map:

The site location map is shown on Exhibit 1 and 2

3. Site Plan:

Exhibit 3 is the site plan of the dairy.

4. Development Staging

There is currently a development phasing plan first to establish the new farm land for crops with construction of the dairy beginning in 2015. Then full operation of the dairy will occur in 2016. The farm lands in Portage County are currently cropped and harvested. Fields will begin to receive manure in 2017.

5. Existing Transportation System

The existing roadway geometrics and traffic control are summarized on the Existing Transportation Detail. Exhibit 4

6. Existing Hospitals, Clinics and Schools

Environmental Impact Report has a list of existing Hospitals, Clinics and Schools. EMT services are provided through the Fire Departments.

The Dairy's primary access will be on STH 13 which would carry emergency vehicles, school buses and people using the local medical services. The Riverview Community Hospital is 8.1-miles from the Dairy site. Clinics in the area range from 7.1 to 10.8 miles from the Dairy site. Dairy traffic would not interfere with access to the Hospital or Clinics.

Good Shepherd Lutheran School is 0.81-miles north of the site. School buses use STH 13 for daily trips. No pedestrian facilities are present for walking to school along STH 13. Therefore students are bussed or driven in cars. The remaining schools are more than 5-miles from the Dairy in Nekoosa, Port Edwards and Wisconsin Rapids. Dairy traffic may overlap bus routes to area schools but would not be a significant impact to bus operations.

7. Existing/Background Traffic Volumes:

Roads in the area

State Trunk Highway 13 and 73 are 2-lanes with a combination of paved and gravel shoulder with ditches for storm water.

Tower Road, Evergreen Ave, Blue Ridge Lane and Rangeline Road are asphalt 2-lane with gravel shoulders and ditches for storm water.

Existing logging roads and farm field access roads are not paved.

Annual Average Daily Traffic

Annual Average Daily Traffic (AADT) volumes are taken from the "Wisconsin Highway Traffic Volume Data" 2008 Wood County and a copy is included in the appendix.

Existing Traffic Volumes

Turning Movement Counts were collected at the below listed locations for AM, Mid-day and PM Peak Hours of vehicle travel by video-taped recordings of traffic being counted manually at TES office. Video tapes are kept for documentation and record purposes for ten years.

- STH 13 and STH 73 (south)
- STH 13 and STH 73 (north)
- STH 13 and Tower Road

Road Tube Count data was collected for the following locations during 24 hours:

- Evergreen Ave.
- Blue Ridge Lane
- Range line Road

Peak Hours

Peak Hours have been determined based on the 24 hour hose counts on STH 13 south of Tower Road.

The on street peak hour are as follows:

| | |
|------------------|------------------|
| AM Peak Hour | 7:45 to 8:45AM |
| Midday Peak Hour | 12:15 to 1:15 PM |
| PM Peak Hour | 4:45 to 5:45 PM |

The peak hour volumes are summarized on Exhibit 5.

The peak hour of Dairy operations will be discussed in Development Traffic in this report and intersection analysis of these time periods is discussed in Intersection Analysis in this report.

Peak Hour Factors

Peak Hour Factors that represent how the traffic varies over the peak hour counted (hourly volume divided by 4 times the highest 15-minute period of traffic) have been calculated and input into the SYNCHRO software analysis and are attached in the appendix.

Truck Percentages

The amount of existing trucks have been calculated as a percentage of hourly traffic and input into the SYNCHRO software analysis attached in the appendix and summarized below.

| | | STH 13 24 Hour Volume | |
|--------|------|-----------------------|--------------------------|
| 65.1% | 3990 | cars | 65% cars |
| 27.7% | 1695 | single unit | 28% single unit large |
| 4.7% | 290 | semi-18 wheel | 7% trucks |
| 2.5% | 155 | other | |
| 100.0% | 6130 | Total 24 hour | |

Horizon Year (This is 10-years after full development of dairy operations.)

The dairy is expected to be in full operation by 2016. As such, TES used 2026 as the future year for this 10-year horizon analysis. The existing traffic has been projected to 2016 and 2026 based on traffic volume growth on STH 13. Exhibit 6, The Existing Traffic Growth Rate Chart establishes a projection of background traffic without the dairy. Based on count data from 1995 through 2008, there is a calculated negative annual growth rate of -3.75%. However, to account for some growth in the area and to analyze the worst case scenario no reduction in traffic was used in projecting 2016, 2025 and 2026. The current traffic is expected background traffic. Analysis of any year will be represented by existing plus development traffic.

8. Expected/Development Traffic from the Dairy

The Dairy development traffic has been estimated from discussion with the owner of the Dairy and traffic counts were also conducted at an existing facility of similar size that is also operated by Golden Sands Dairy located on CTH G in Juneau County. There are three operating scenarios for the Dairy. Below each is discussed:

1. *Average Day*: The typical average day the dairy will operate with approximately 15 people on site with a total of 35 employees. There will be shift changes throughout the day that do not coincide with the on-street peak hours. There are approximately 5 milk loads, and 15 to 20 feed loads and an additional 5-10 varied deliveries a day. The estimate for the average day traffic would be 60 vehicles made up of 35 cars/single units and 25 semi trucks for cattle, straw or hay per day. Below is the estimated trip generation for an Average Day.

| GOLDEN SANDS DAIRY - AVERAGE DAY TRIP GENERATION | | | | | | |
|--------------------------------------------------|------|--------|-------|------|--------|-------|
| | IN | | | OUT | | |
| | CARS | TRUCKS | TOTAL | CARS | TRUCKS | TOTAL |
| 24 HOUR | 35 | 25 | 60 | 35 | 25 | 60 |
| AM* | 3 | 1 | 4 | 2 | 1 | 3 |
| MID* | 1 | 1 | 2 | 1 | 1 | 2 |
| PM* | 2 | 2 | 4 | 3 | 1 | 4 |

*Peak Hour Rates estimated based on counts from CTH G facility.

2. *Forage/Alfalfa Harvest:* The forage/alfalfa harvest will occur 4 times a year from about Memorial weekend to Labor Day weekend. Each event will be about 1 week in length. Over the course of a week the average day has 20 to 25 trucks in addition to the average daily traffic.
3. *Corn Harvest:* The existing facility located on CTH G in Juneau County had traffic count data collected at peak harvest on Thursday September 6, 2012 and Friday September 7, 2012 during the corn harvest. Below is the field data that will be used for analysis. This event had an additional 92 trucks and 64 cars added to the average day. The traffic is distributed through the day and therefore creates no detrimental traffic impact to the adjacent roadways.

| GOLDEN SANDS DAIRY CTH G FACILITY CORN HARVEST - TRIP GENERATION | | | | | | |
|------------------------------------------------------------------|------|--------|-------|------|--------|-------|
| | IN | | | OUT | | |
| | CARS | TRUCKS | TOTAL | CARS | TRUCKS | TOTAL |
| 24 HOUR | 99 | 117 | 216 | 95 | 119 | 214 |
| AM | 8 | 4 | 12 | 5 | 6 | 11 |
| MID | 3 | 3 | 6 | 2 | 7 | 9 |
| PM | 12 | 3 | 15 | 8 | 5 | 13 |

4. *Manure Hauling.* This activity varies through the year for hauling solids and some liquids in semi trucks. These are the same trailers used for Forage/Alfalfa. Manure hauling may consist of 3 loads per hour along routes varying by field location. Exhibit 7-Wood County has field locations identified and access routes identified. Exhibit 7A-Portage County access routes identified to the existing farms.

Area Roads:

Existing roadways that are proposed to be hauling routes are referenced below. Each of the non-WisDOT roadways is listed for roadway type, condition and year of type of last construction. WisDOT roads are identified for routing purposes to and from farm land. There are private roads that will also be part of the hauling system.

DISTANCE OF ROAD TO FARMLAND

| | | | |
|---------------|-------------|-----------------------------------|-------------|
| EVERGREEN AVE | FROM HWY 13 | WB TO WEST EDGE OF FARMLAND (P12 | = 1.5 Miles |
| EVERGREEN AVE | FROM HWY 13 | EB TO EAST EDGE OF FARMLAND (P37) | = 1.3 Miles |
| TOWER ROAD | FROM HWY 13 | EB TO FARMLAND (P65) | =3.8 Miles |

| | | | |
|-----------------|-------------------|-----------------------------------------------------|-------------|
| TOWER ROAD | FROM HWY 73 | EB TO CTH UU THEN N. UP TO 2 MILES | =4.5 Miles |
| BLUE RIDGE LANE | FROM RANGELINE RD | EB TO EAST EDGE OF FARMLAND (P26) | = 1.4 Miles |
| COUNTY LINE RD | FROM HWY 13 | WB TO FARMLAND (P27) | = 2.2 Miles |
| COUNTY LINE RD | FROM HWY 13 | EB TO FARMLAND (P73) | = 4.4 Miles |
| COUNTY ROAD U | FROM HWY 73 | NB TO FARMLAND (P74) | =2.8 Miles |
| STH 13 | | Up to 1.8 Miles North and 2 Miles South | |
| STH 73 | | Up to 5.8 Miles Southeast then up to 4.5 Miles east | |

The condition of local roads is documented from WISLR (Wisconsin Local Roads) report. Copies of the full report with definitions for abbreviations are included in Appendix D: The general description of each roadway is included herein for reference.

Local Road Street Characteristics / Condition

The technical details of the roadways are shown on the Wisconsin Local Roads (WISLR) reports in the appendix. The descriptions below are for general understanding of the type of road and condition of the surface.

| | | <u>Road Type</u> | <u>General Condition</u> | <u>Last Review</u> |
|---------------------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------|
| EVERGREEN AVE | FROM: | Asphalt Pavement (Hot Mix or Cold Mix Asphalt), on gravel with surface plus base less than 7" , pavement condition Rating Fair, last review year 2013 | | |
| HWY 13 TO | STH 73 | | | |
| STH 73 TO | BELL ROAD | Asphalt Pavement (Hot Mix or Cold Mix Asphalt), on gravel with surface plus base less than 7", pavement condition Rating Excellent, last review year: 2013 | | |
| TOWER ROAD | FROM HWY 13 TO: | Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Pavement Condition Rating: Good, Year: 2013, | | |
| | CTH U | | | |
| BELL ROAD TO | DEER RIDGE ROAD | Asphalt Pavement (Hot Mix or Cold Mix Asphalt), on gravel with surface plus base less than 7", pavement condition Rating: Fair, last review year: 2013. | | |
| DEER RIDGE ROAD TO | STH 73 | Asphalt Pavement (Hot Mix or Cold Mix Asphalt), on gravel with surface plus base greater than 7" Pavement Condition Rating Fair, Year: 2013\ | | |
| 52 nd TO | CTH U | Unpaved Sealcoat, Pavement condition Rating Fair, Year: 2013, <-1-inch Wearing Surface | | |
| BLUE RIDGE LANE | FROM RANGELINE RD EAST | Unpaved Sealcoat, Pavement condition Rating: Fair, Year: 2013, Surface less than 1-inch | | |
| | | Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Pavement condition Rating: Good, Year: 2013, Surface + Base, 7" | | |

| | | |
|------------------------------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------|
| | | Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Pavement condition Rating: Good, Year: 2013, Surface + Base less than 7" |
| COUNTY LINE RD | FROM HWY 13 WEST | Unpaved Earth, Rating: Pavement condition Rating Poor, Year: 2013, Graded and Drained Earth Road |
| COUNTY LINE RD | FROM HWY 13 EAST | Unpaved Earth, Pavement condition Rating: Poor, Year: 2013, Graded and Drained Earth Road |
| CTH U | FROM STH 73 MILL AVE | Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Pavement condition Rating: Good, Year: 2011 Surface + Base, greater than 7" |
| STH 13 | FROM | |
| DAIRY DRIVEWAY TO COUNTY LINE ROAD | | WISDOT concrete pavement with shoulders |
| DAIRY DRIVEWAY TO STH 73 | | WISDOT concrete pavement with shoulders |
| STH 73 | FROM | |
| STH 13 TO | CTH U | WISDOT concrete pavement with shoulders |

See WISLR list of abbreviations in Appendix.

Trip Distribution

Trip distribution and assignment has been established based on discussion with the owner of the Golden Sands Dairy. Exhibit 7 shows the location of the fields to be harvested. Based on these field locations the trip distribution was created on Exhibit 8 for the main driveway aligned with Tower Rd. Due to the low volume all volume has been assigned to the main driveway. Values are either rounded up to five or set to zero. With potential of 1 or 2 vehicles at the second access it is set at zero for analysis purposes.

9. Intersection Operational Analysis

Intersection Analysis was completed for the intersection of STH 13 and Tower Road for the following scenarios:

1. Existing and Forecasted Volume (Ex. 5)
2. Golden Sands Average Operational Day (Ex. 9)
3. Typical Corn Harvest day (Ex. 10)

These three periods are used for comparison of daily operations under with production. Synchro software was used to analyze the intersections based on the recommended design discussed in the recommendation section of this report. Synchro software output is documented as a Levels of Services (LOS). LOS Definitions are included in the appendix. Below is a summary of the Synchro software output: In general Levels of Service (LOS) are related to vehicle delay. A value of "A" means free flowing conditions with very little waiting to make the defined maneuver. "C" is reasonable wait time but not one that creates driver frustration. "F" is failure and has traffic at a stand-still or grid lock.

| 2012, 2015, 2025 Existing/Forecasted Traffic Capacity/Level of Service Analysis W/O Development, Existing Transportation System | | | | | | | | | | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------|-------------------------------------------|----|----|-----------|----|----|------------|----|------------|---------|----|----|
| Intersection | Traffic Control | Peak Hour | Level of Service per Movement by Approach | | | | | | | | | ICU LOS | | |
| | | | Eastbound | | | Westbound | | | Northbound | | Southbound | | | |
| | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | | LT | TH |
| | | | WB LT & RT SHARED | | | | | | SHARED | | SHARED | | | |
| | | AM | NA | NA | NA | A | | | NA | - | | A | NA | A |
| STH 13 & Tower Dr. | STOP | MID | NA | NA | NA | A | | | NA | - | | A | NA | A |
| | | PM | NA | NA | NA | B | | | NA | - | | A | NA | A |

N/As are because the movement does not exist without development.

| 2012, 2015, 2025 Existing/Forecasted Traffic Capacity/Level of Service Analysis With Development Average Day, Existing Transportation System | | | | | | | | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------|-------------------------------------------|----|----|-----------|----|----|------------|----|------------|---------|----|
| Intersection | Traffic Control | Peak Hour | Level of Service per Movement by Approach | | | | | | | | | ICU LOS | |
| | | | Eastbound | | | Westbound | | | Northbound | | Southbound | | |
| | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | | LT |
| | | | SHARED | | | SHARED | | | SHARED | | SHARED | | |
| | | AM | B | | | A | | | A | | A | | A |
| STH 13 & Tower Dr./Main Access | STOP | MID | B | | | A | | | A | | A | | A |
| | | PM | B | | | B | | | A | | A | | A |

| 2012, 2015, 2025 Existing/Forecasted Traffic Capacity/Level of Service Analysis With Development Corn Harvest, Existing Transportation System | | | | | | | | | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------|-------------------------------------------|----|----|-----------|----|----|------------|----|------------|---------|----|
| Intersection | Traffic Control | Peak Hour | Level of Service per Movement by Approach | | | | | | | | | ICU LOS | |
| | | | Eastbound | | | Westbound | | | Northbound | | Southbound | | |
| | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | | LT |
| | | | SHARED | | | SHARED | | | SHARED | | SHARED | | |
| | | AM | B | | | B | | | A | | A | | A |
| STH 13 & Tower Dr./Main Access | STOP | MID | B | | | B | | | A | | A | | A |
| | | PM | B | | | B | | | A | | A | | A |

All movements operated at a LOS B or better for all scenarios and time periods analyzed. Synchro software input and output files are attached in the appendix.

10. Vehicle Classification – STH 13

A vehicle classification count was collected on STH 13 just south of Tower Road. A copy of the count is included in the appendix as the raw count data. In general there are 65.1% passenger vehicles, 27.6% single unit trucks and 7.3% trucks at these locations for daily traffic.

The amount of existing trucks have been calculated as a percentage of hourly traffic and input into the SYNCHRO software analysis attached in the appendix. Currently trucks make up 34.9% of the daily traffic on STH 13 near the proposed dairy. An average of 15 trips or 30 trucks would be added to STH 13 traffic near the dairy. Harvest time will result in about 30 trips or 60 trucks added to STH 13 truck traffic. This results in less than 1% increase in trucks for the harvest time plus dairy truck traffic generation. Calculations are shown in the Appendix.

11. Intersection Sight Distance

Intersection sight distance has been checked in the field for the proposed Golden Sands Dairy driveway aligned with Tower Rd. Intersection sight distance has been checked for a passenger car with an eye height of 3.5 feet and truck with an eye height of 7.6 feet. Sight distance is

checked to ensure that adequate horizontal and vertical obstruction will not block a driver's view to safely enter an intersection. Three conditions have been checked. They are left turn from Tower Road (defined as minor road), right turn from the minor road, and crossing maneuver from the minor road. Sight distance, the ability to see approaching vehicles from the stopped position with no obstructions, in all cases exceeds the desired and minimum distance for a design speed of 60 MPH. A copy of WisDOT FDM 11-10-05 Table 2 standards for measured sight distances is included in the appendix. Below are pictures looking North and South from the proposed driveway location documenting there are no visual obstructions.

Looking North along STH 13 at proposed driveway location



Looking South on STH 13 at proposed driveway location



12. Conclusions and Recommendations:

It is recommended to construct the main driveway access aligned with Tower Road as a WisDOT Type "C" driveway with 150 feet of the driveway paved to reduce the gravel and dust on to STH 13. It is also recommended to construct the second access located approximately ¼ mile to the north at an existing field access point as a 25' wide gravel driveway that flares to 45 feet wide at the STH 13 roadway edge. Exhibit 11 and Exhibit 12 detail these recommendations.

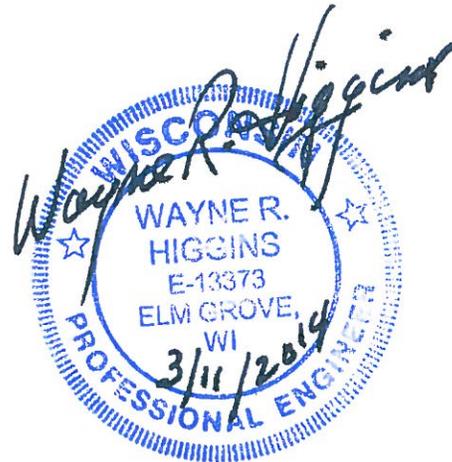
This final traffic review has established that the development will generate less than 100 vehicles in the peak hour therefore based on WisDOT Facility Development Manual procedure 7-35-10 a full Traffic Impact Analysis (TIA) will not be required.

It is our opinion that the information provided in this Final Traffic Review is sufficient to understand the traffic conditions in the area and provide transportation improvement recommendations. With implementation of the recommendations and working with TES Staff during the final access design stage it is our opinion that there will be no detrimental impact on the adjacent intersections and roadways from the generated traffic for the proposed Golden Sands Dairy.

Please direct your response(s) to my office.

Submitted by
Traffic Engineering Services, Inc.,

Wayne R. Higgins
Wayne R. Higgins, PE, PTQE, TSOS
President



Exhibits

| | |
|------------|-----------------------------------------------------------------------------------|
| Exhibit 1 | Site Location Map |
| Exhibit 2 | Site Location Aerial |
| Exhibit 2A | Site Location |
| Exhibit 3 | Site Plan |
| Exhibit 4 | Existing Transportation Detail |
| Exhibit 5 | 2012, 2015, 2025 Existing/Forecasted Traffic Volumes |
| Exhibit 6 | Growth Rate Chart |
| Exhibit 7 | Trip Distribution New Farm Land Forage/Alfalfa/Corn Harvest |
| Exhibit 7A | Trip Distribution for Manure to Portage County |
| Exhibit 8 | Trip Distribution Driveway |
| Exhibit 9 | 2012, 2015, 2025 Existing/Forecasted Traffic Volumes plus Development Average Day |
| Exhibit 10 | 2012, 2015, 2025 Existing/Forecasted Traffic Volumes plus Development Harvest Day |
| Exhibit 11 | Proposed Transportation Detail |
| Exhibit 12 | Proposed Access Design WisDOT Type "C" |
| Exhibit 13 | WisDOT ADT Volumes and Traffic Engineering Services, Inc. ADT Volume |

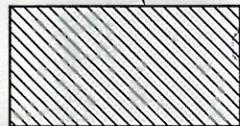
Appendix

| |
|----------------------------------------------------------------------------------------------------|
| Synchro Software Input/Output AM, MID, PM Existing/Forecasted Traffic without Development |
| Synchro Software Input/Output AM, MID, PM Existing/Forecasted Traffic With Development Avg. Day |
| Synchro Software Input/Output AM, MID, PM Existing/Forecasted Traffic With Development Harvest Day |
| WisDOT AADT Volumes Wood County |
| Volume Report HWY 13 |
| Volume Report Rangeline |
| Volume Report Evergreen |
| Volume Report Blue Ridge |
| Manual TMC STH 13 and Tower Rd. |
| Manual TMC STH 73 S and STH 13 |
| Manual TMC STH 73 N and STH 13 |
| Classification STH 13 with PHF calculations and Truck Percentages |
| Axle Classification STH 13 |
| Count Golden Sands Dairy – CTH G – Juneau County |
| WisDOT FDM 11-10-5 Table 5 Intersection Sight Distance |
| Highway Capacity Manual Level of Service Definition |
| WISLR Road reports |
| WISLR Glossary/Codes |



NOT TO SCALE

SITE LOCATION



100 ACRE SITE

EXHIBIT 1
 SITE LOCATION MAP
 GOLDEN SANDS DAIRY
 TOWN OF SARATOGA
 WOOD COUNTY, WI
 SUBMITTAL DATE 9-18-2012
 REVISED 3-10-2014



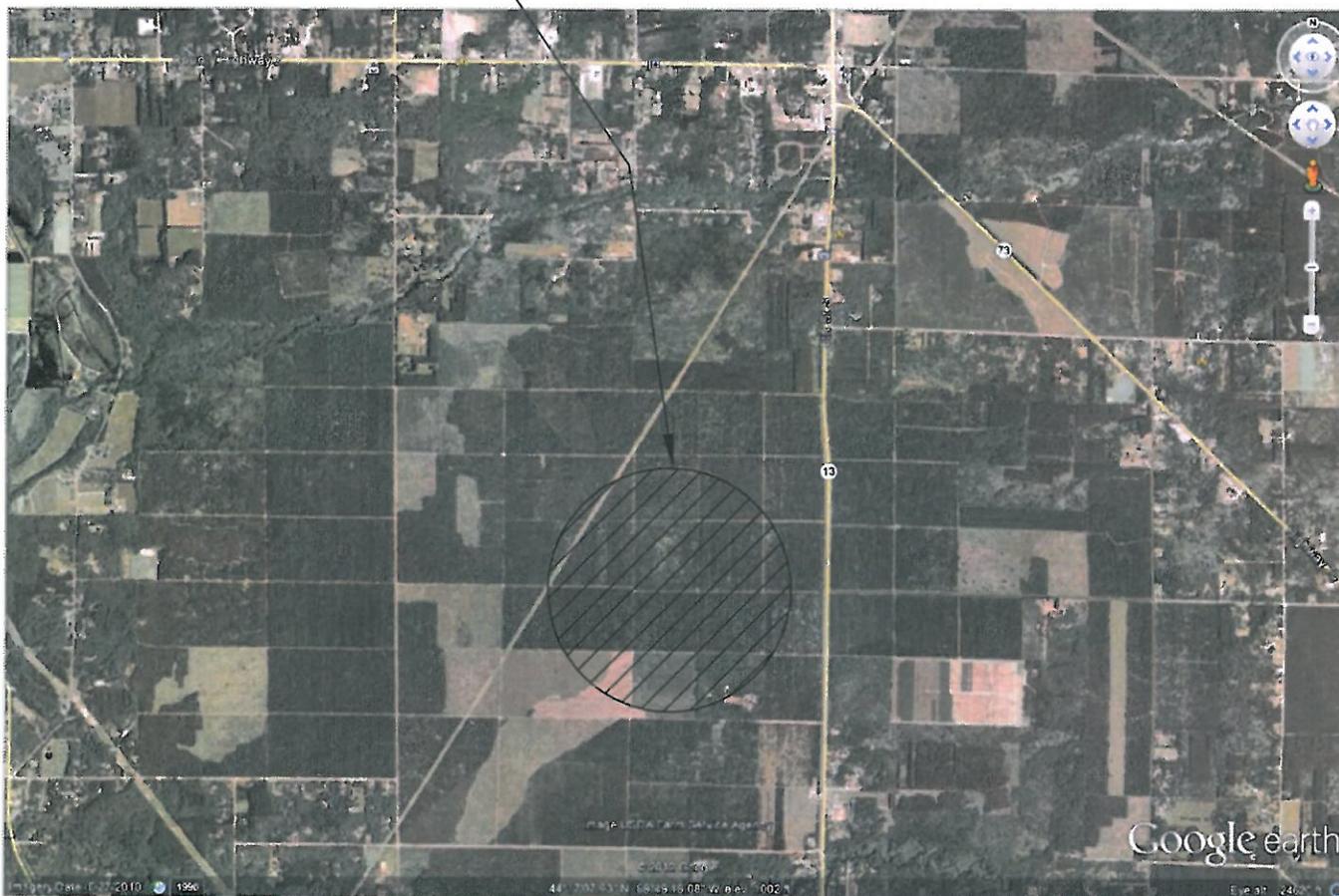
TRAFFIC
 ENGINEERING
 SERVICES, INC.

JN# 12e24



NOT TO SCALE

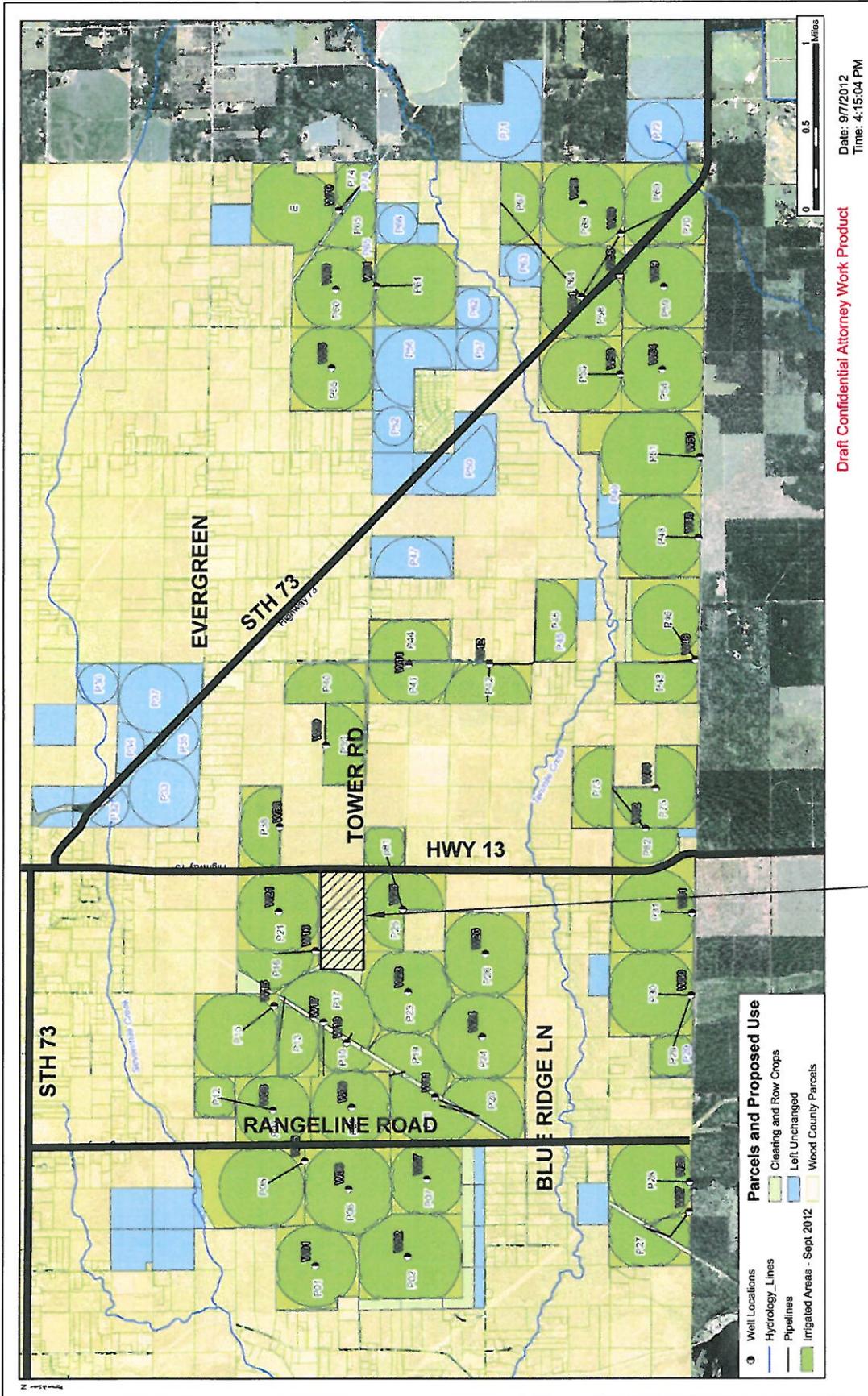
SITE LOCATION



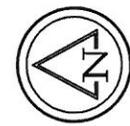
 TRAFFIC
ENGINEERING
SERVICES, INC.

JN# 12e24

EXHIBIT 2
SITE LOCATION AERIAL
GOLDEN SANDS DAIRY
TOWN OF SARATOGA
WOOD COUNTY, WI
SUBMITTAL DATE 9-18-2012
REVISED 3-10-2014



Draft Confidential Attorney Work Product



NOT TO SCALE

SITE LOCATION



TRAFFIC
ENGINEERING
SERVICES, INC.

JN# 12e24

EXHIBIT 2A
SITE LOCATION
GOLDEN SANDS DAIRY
TOWN OF SARATOGA
WOOD COUNTY, WI
SUBMITTAL DATE 9-18-2012
REVISED 3-10-2014



NOT TO SCALE

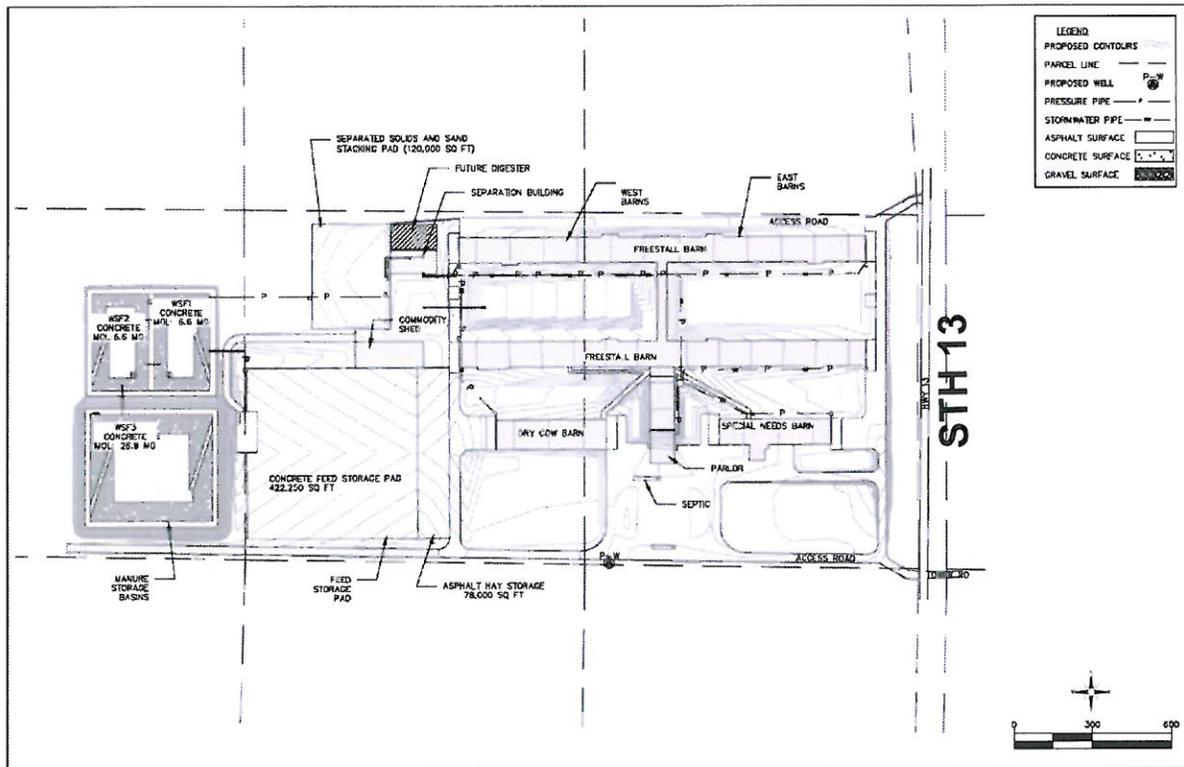


Figure 1-3 Map of GSD Production Area Reviewable Facilities

TE TRAFFIC ENGINEERING SERVICES, INC.

JN# 12e24

EXHIBIT 3
SITE PLAN
GOLDEN SANDS DAIRY
TOWN OF SARATOGA
WOOD COUNTY, WI
SUBMITTAL DATE 9-18-2012
REVISED 3-11-2014

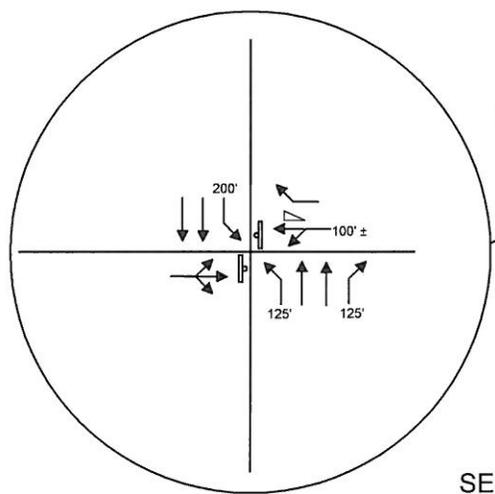
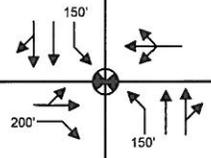


NOT TO SCALE

NOT TO SCALE

STH 73

MILL AVE.



PIXLER CT.



EVERGREEN AVE.



23' WIDE NO SHOULDER

21.5' WIDE NO SHOULDER

STH 73

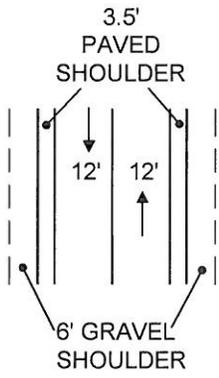
SECONDARY DRIVEWAY



PROPOSED DRIVEWAY GOLDEN SANDS DAIRY

TOWER RD.

22' WIDE NO SHOULDER



STH 13

RANGELINE RD.

BLUE RIDGE LN.



COUNTY LINE ROAD

LEGEND

- = EXISTING STOP SIGN
- = EXISTING TRAVEL LANE
- = EXISTING TRAFFIC SIGNAL

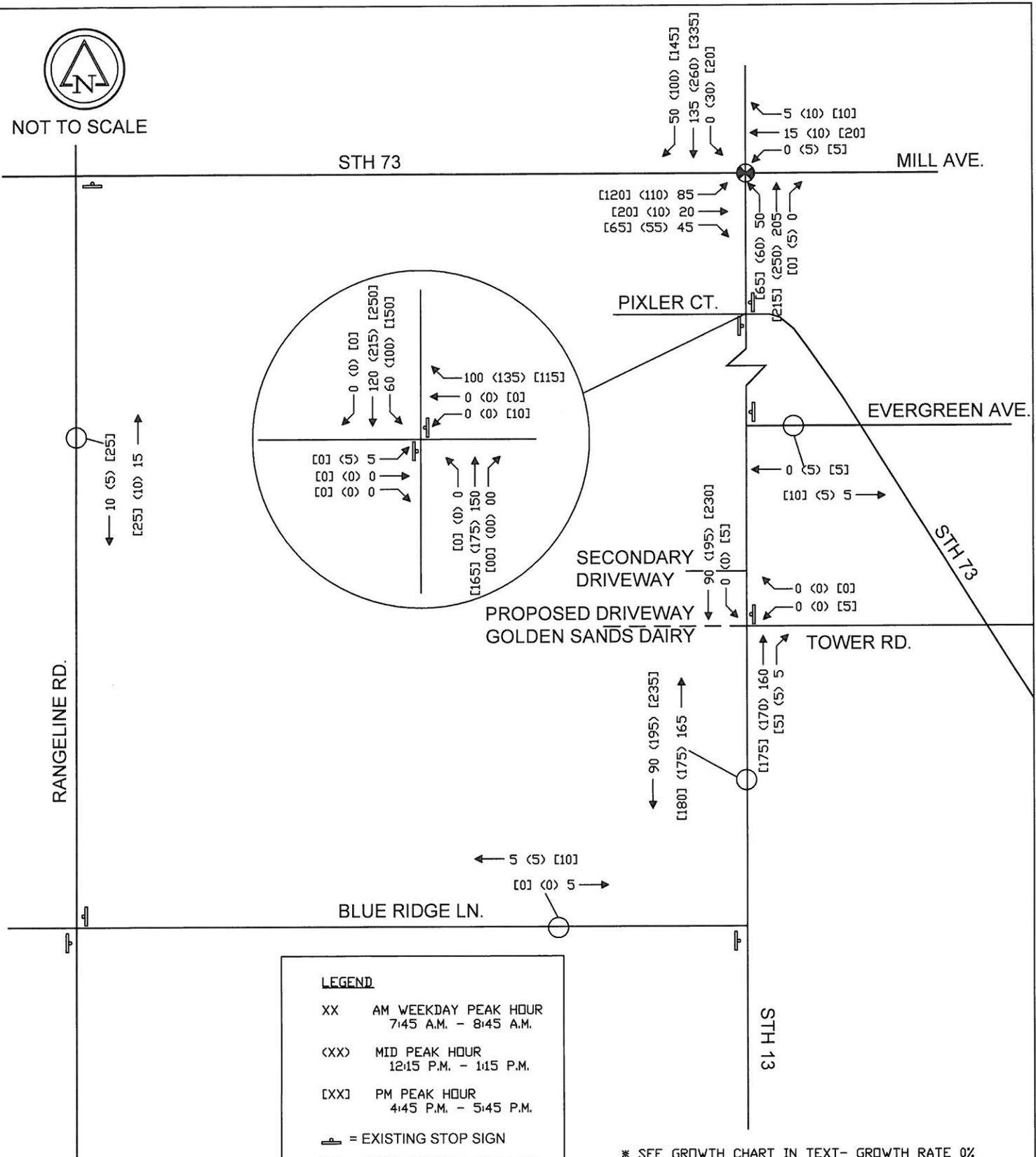
EXHIBIT 4
 EXISTING TRANSPORTATION DETAIL
 GOLDEN SANDS DAIRY
 TOWN OF SARATOGA
 WOOD COUNTY, WI
 SUBMITTAL DATE 9-18-2012
 REVISED 3-10-2014

TRAFFIC ENGINEERING SERVICES, INC.

JN# 12e24



NOT TO SCALE



LEGEND

- XX AM WEEKDAY PEAK HOUR
7:45 A.M. - 8:45 A.M.
- <XX> MID PEAK HOUR
12:15 P.M. - 1:15 P.M.
- [XX] PM PEAK HOUR
4:45 P.M. - 5:45 P.M.
- ⏹ = EXISTING STOP SIGN
- ⊗ = EXISTING TRAFFIC SIGNAL

* SEE GROWTH CHART IN TEXT- GROWTH RATE 0%

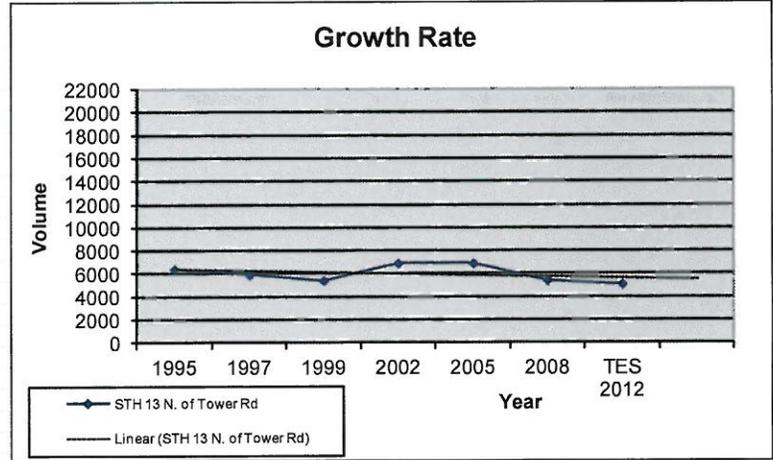
EXHIBIT 5
 2012, 2015, 2025 EXISTING/FORECASTED*
 TRAFFIC VOLUMES
 GOLDEN SANDS DAIRY
 TOWN OF SARATOGA
 WOOD COUNTY, WI
 SUBMITTAL DATE 9-18-2012
 REVISED 3-10-2014

TRAFFIC
ENGINEERING
SERVICES, INC.

JN# 12e24

Golden Sands Dairy STH 13
Traffic Engineering Services, Inc.

| STH 13 N. of Tower Rd | |
|--------------------------|--------|
| 1995 | 6400 |
| 1997 | 5900 |
| 1999 | 5400 |
| 2002 | 6900 |
| 2005 | 6900 |
| 2008 | 5400 |
| TES 2012 | 5068 |
| 1995 to 2012 AVE ADT | 5995 |
| 2015w/DEV | 5068+ |
| 2025w/Dev | 5068+ |
| Annual Growth Rate | -3.75% |
| Growth Rate Used | 0.0% |



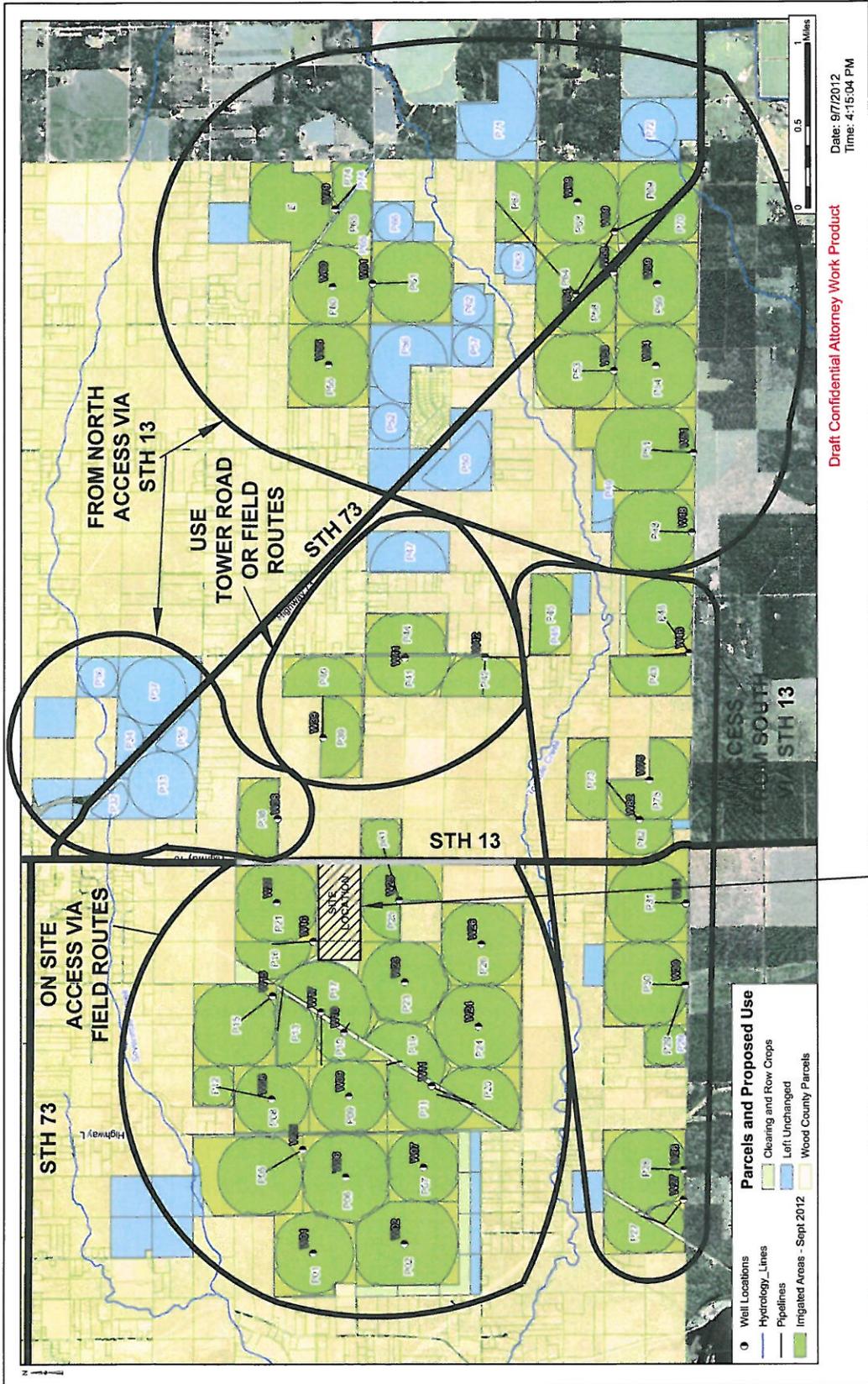
| AM Peak Hour - STH 13 & Tower Rd | | | | | | | | | | | | |
|----------------------------------|-------------------|------|-------|-------------------|------|-------|---------------|------|-------|--------------------|------|-------|
| | Northbound STH 13 | | | Southbound STH 13 | | | Eastbound N/A | | | Westbound Tower Rd | | |
| | left | thru | right | left | thru | right | left | thru | right | left | thru | right |
| 2012 | 0 | 160 | 5 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025 | 0 | 160 | 5 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PM Peak Hour - STH 13 & Tower Rd | | | | | | | | | | | | |
|----------------------------------|-------------------|------|-------|-------------------|------|-------|---------------|------|-------|-----------------------|------|-------|
| | Northbound STH 13 | | | Southbound STH 13 | | | Eastbound N/A | | | Westbound W. Woodview | | |
| | left | thru | right | left | thru | right | left | thru | right | left | thru | right |
| 2012 | 0 | 175 | 5 | 5 | 230 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 2025 | 0 | 175 | 5 | 5 | 230 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |



JN# 12e24

EXHIBIT 6
GROWTH RATE CHART
GOLDEN SANDS DAIRY
TOWN OF SARATOGA
WOOD COUNTY, WI
SUBMITTAL DATE 9-18-2012
REVISED 3-10-2014



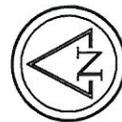
NOT TO SCALE

SITE LOCATION

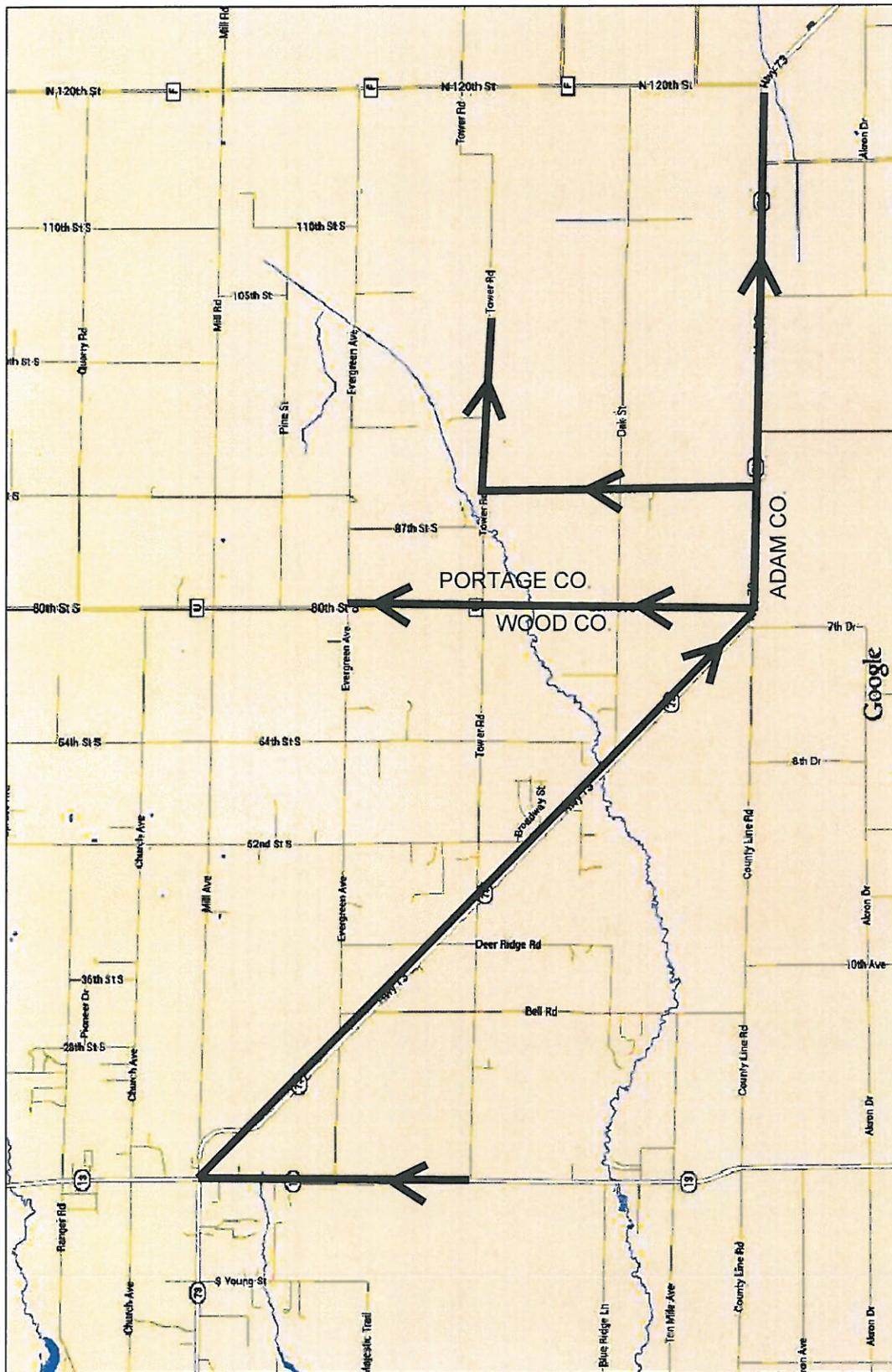
EXHIBIT 7
TRIP DISTRIBUTION NEW FARMLAND
FORAGE / ALFALFA / CORN HARVEST
GOLDEN SANDS DAIRY
TOWN OF SARATOGA
WOOD COUNTY, WI
SUBMITTAL DATE 9-18-2012
REVISED 3-10-2014

TE TRAFFIC ENGINEERING SERVICES, INC.

JN# 12e24



NOT TO SCALE



JN# 12e24

EXHIBIT 7A
 TRIP DISTRIBUTION
 TO EXISTING FARMS
 MANURE TO PORTAGE COUNTY
 GOLDEN SANDS DAIRY
 TOWN OF SARATOGA
 WOOD COUNTY, WI
 SUBMITTAL DATE 3-10-2014



NOT TO SCALE

MILL AVE.

STH 73

PIXLER CT.

EVERGREEN AVE.

SECONDARY DRIVEWAY

STH 73

PROPOSED DRIVEWAY
GOLDEN SANDS DAIRY

ONSITE
30%

45%
10%
15%

10%
15%

TOWER RD.

RANGELINE RD.

BLUE RIDGE LN.

STH 13

⊥ = EXISTING STOP SIGN

⊗ = EXISTING TRAFFIC SIGNAL



TRAFFIC
ENGINEERING
SERVICES, INC.

JN# 12e24

EXHIBIT 8
TRIP DISTRIBUTION
GOLDEN SANDS DAIRY
TOWN OF SARATOGA
WOOD COUNTY, WI
SUBMITTAL DATE 9-18-2012
REVISED 3-10-2014



NOT TO SCALE
MILL AVE.

STH 73

PIXLER CT.

EVERGREEN AVE.

SECONDARY
DRIVEWAY

STH 73

PROPOSED DRIVEWAY
GOLDEN SANDS DAIRY

ONSITE
3 (2) [4]

[2] (1) 2
[0] (0) 0
[0] (0) 0

0 (0) [0]

0 (0) [0]

RANGELINE RD.

BLUE RIDGE LN.

STH 13

LEGEND

XX AM WEEKDAY PEAK HOUR
7:45 A.M. - 8:45 A.M.

<XX> MID PEAK HOUR
12:15 P.M. - 1:15 P.M.

[XX] PM PEAK HOUR
4:45 P.M. - 5:45 P.M.

⏏ = EXISTING STOP SIGN

⊗ = EXISTING TRAFFIC SIGNAL

EXHIBIT 9
2012, 2015, 2025 EXISTING / FORECAST
TRAFFIC VOLUMES
PLUS DEVELOPMENT AVERAGE DAY
GOLDEN SANDS DAIRY
TOWN OF SARATOGA
WOOD COUNTY, WI
SUBMITTAL DATE 9-18-2012
REVISED 3-10-2014



TRAFFIC
ENGINEERING
SERVICES, INC.

JN# 12e24



NOT TO SCALE

MILL AVE.

STH 73

PIXLER CT.

EVERGREEN AVE.

SECONDARY DRIVEWAY

STH 73

PROPOSED DRIVEWAY
GOLDEN SANDS DAIRY

ONSITE
7 (5) [9]

[6] (4) 5
[1] (1) 1
[2] (1) 2

1 (0) [1]

[2] (1) 2

RANGELINE RD.

BLUE RIDGE LN.

STH 13

| LEGEND | |
|--------|-----------------------------------------------|
| XX | AM WEEKDAY PEAK HOUR 7:45 A.M. - 8:45 A.M. |
| <XX> | MID PEAK HOUR 12:15 P.M. - 1:15 P.M. |
| [XX] | PM PEAK HOUR 4:45 P.M. - 5:45 P.M. |
| | = EXISTING STOP SIGN |
| | = EXISTING TRAFFIC SIGNAL |

EXHIBIT 10
 2012, 2015, 2025 EXISTING / FORECAST
 TRAFFIC VOLUMES
 PLUS DEVELOPMENT CORN HARVEST DAY
 GOLDEN SANDS DAIRY
 TOWN OF SARATOGA
 WOOD COUNTY, WI
 SUBMITTAL DATE 9-18-2012
 REVISED 3-10-2014



TRAFFIC ENGINEERING SERVICES, INC.

JN# 12e24

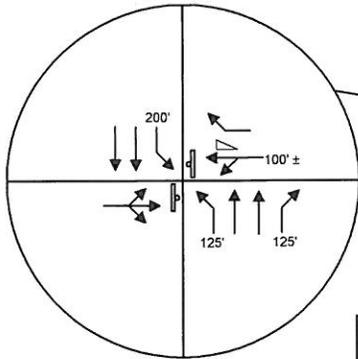


NOT TO SCALE

NOT TO SCALE

STH 73

MILL AVE.



PIXLER CT.



EVERGREEN AVE.



23' WIDE NO SHOULDER

25' GRAVEL DRIVEWAY W/ FLARE TO 45' AT ROADWAY EDGE

21.5' WIDE NO SHOULDER

SECONDARY DRIVEWAY

PROPOSED DRIVEWAY GOLDEN SANDS DAIRY

1400 ±



TOWER RD.

22' WIDE NO SHOULDER

WISDOT TYPE C DRIVEWAY SEE DETAIL ON EXHIBIT. 11



3.5' PAVED SHOULDER

RANGELINE RD.

BLUE RIDGE LN.



STH 13

6' GRAVEL SHOULDER

LEGEND

- = EXISTING STOP SIGN
- = EXISTING TRAVEL LANE
- = EXISTING TRAFFIC SIGNAL
- = PROPOSED

EXHIBIT 11
 PROPOSED TRANSPORTATION DETAIL
 GOLDEN SANDS DAIRY
 TOWN OF SARATOGA
 WOOD COUNTY, WI
 SUBMITTAL DATE 9-18-2012
 REVISED 3-10-2014

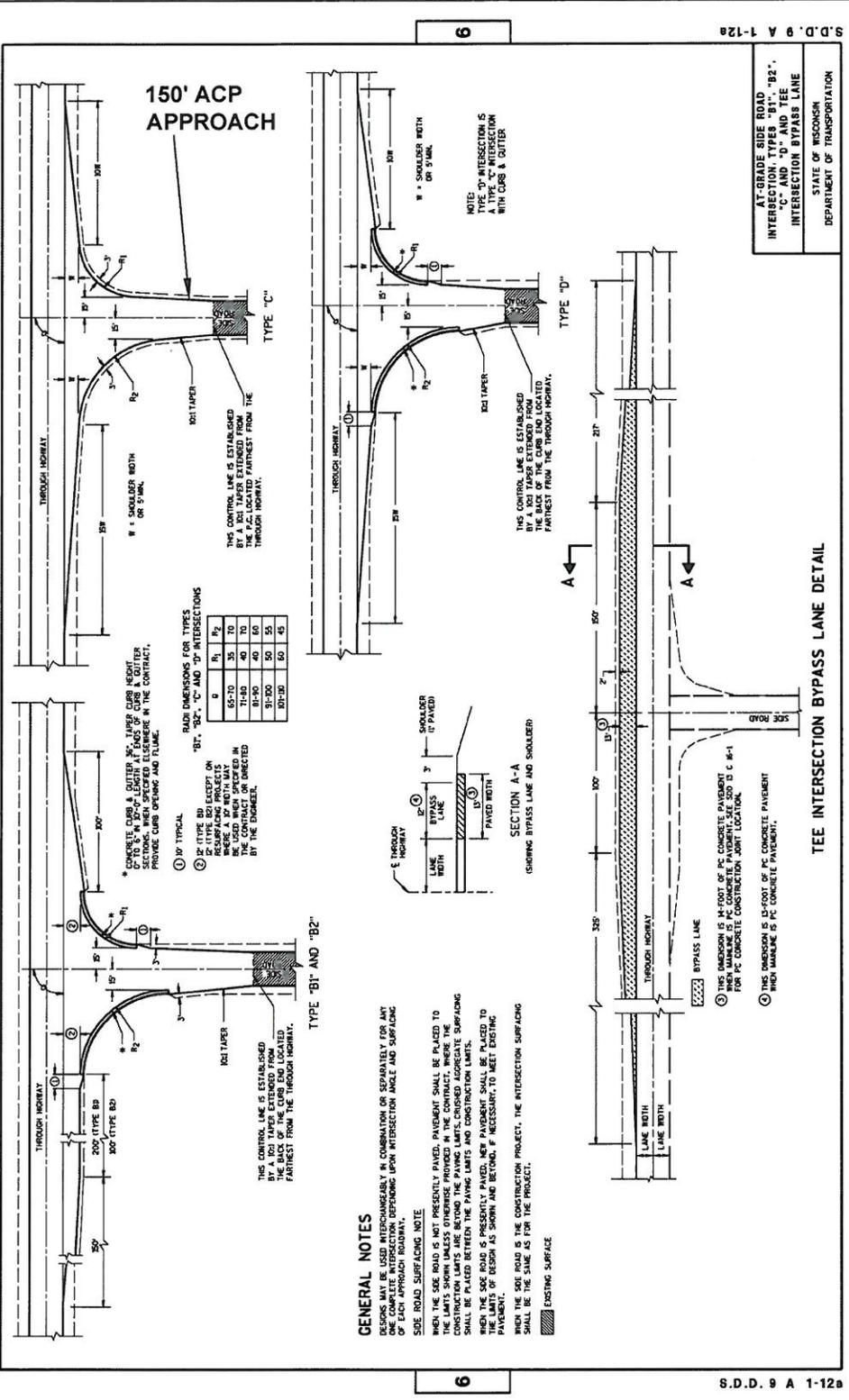


JN# 12e24



NOT TO SCALE

9A1 sheet a: At-Grade Side Road Intersection, Types 'B1', 'B2', 'C' and 'D' and Tee Intersection Bypass Lane



TRAFFIC ENGINEERING SERVICES, INC.

JN# 12e24

EXHIBIT 12
PROPOSED ACCESS DESIGN
WISDOT TYPE "C"
GOLDEN SANDS DAIRY
TOWN OF SARATOGA
WOOD COUNTY, WI
SUBMITTAL DATE 9-18-2012
REVISED 3-10-2014



NOT TO SCALE

MILL AVE.

| YEAR | ADT |
|------|-------|
| 2008 | 10500 |
| 2005 | 11600 |
| 2002 | 13000 |

STH 73

| YEAR | ADT |
|------|------|
| 2008 | 5000 |
| 2005 | 6000 |
| 2002 | 6200 |

PIXLER CT.

EVERGREEN AVE.

| YEAR | ADT |
|------|------|
| 2008 | 5400 |
| 2005 | 6900 |
| 2002 | 7500 |

STH 73

TOWER RD.

| YEAR | ADT* |
|------|------|
| 2012 | 6130 |

CLASSIFICATION VOLUME

| | |
|--------------|-------------|
| CARS | 3990 |
| SINGLE UNIT | 1695 |
| SEMI | 290 |
| OTHER* | 155 |
| TOTAL | 6130 |

CLASSIFICATION BASED ON FEDERAL HIGHWAY ADMINISTRATION SCHEME F.
OTHER* - CLASSIFICATION THAT DOES NOT FIT FHWA SCHEME F

| YEAR | ADT |
|------|------|
| 2008 | 2000 |
| 2005 | 2500 |
| 2002 | 2500 |

RANGELINE RD.

BLUE RIDGE LN.

STH 13

LEGEND

- xxxx = WISDOT ADT VOLUME
- xxxx = TES INC. ADT VOLUME



TRAFFIC
ENGINEERING
SERVICES, INC.

JN# 12e24

EXHIBIT 13
 WISDOT ADT VOLUMES AND
 TRAFFIC ENGINEERING SERVICES, INC. ADT VOLUME
 GOLDEN SANDS DAIRY
 TOWN OF SARATOGA
 WOOD COUNTY, WI
 SUBMITTAL DATE 9-18-2012
 REVISED 3-10-2014

APPENDIX

HCM Unsignalized Intersection Capacity Analysis

3: TOWER RD. & STH 13

9/17/2012

| |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  | | |  |
| Volume (veh/h) | 0 | 0 | 160 | 5 | 0 | 90 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Hourly flow rate (vph) | 0 | 0 | 200 | 6 | 0 | 112 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 316 | 203 | | | 206 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 316 | 203 | | | 206 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 682 | 843 | | | 1302 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 0 | 206 | 112 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 6 | 0 |
| cSH | 1700 | 1700 | 1302 |
| Volume to Capacity | 0.00 | 0.12 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 12.1% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

HCM Unsignalized Intersection Capacity Analysis

3: TOWER RD. & STH 13

9/17/2012



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↙ | | ↑ | ↘ | ↙ | ↘ |
| Volume (veh/h) | 0 | 0 | 170 | 5 | 0 | 195 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 0 | 0 | 181 | 5 | 0 | 207 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 391 | 184 | | | 186 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 391 | 184 | | | 186 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 617 | 864 | | | 1319 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 0 | 186 | 207 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 5 | 0 |
| cSH | 1700 | 1700 | 1319 |
| Volume to Capacity | 0.00 | 0.11 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 13.6% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

HCM Unsignalized Intersection Capacity Analysis

3: TOWER RD. & STH 13

9/17/2012

| |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  | | |  |
| Volume (veh/h) | 5 | 0 | 175 | 5 | 5 | 230 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 6 | 0 | 199 | 6 | 6 | 261 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 474 | 202 | | | 205 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 474 | 202 | | | 205 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.3 | |
| p0 queue free % | 99 | 100 | | | 100 | |
| cM capacity (veh/h) | 550 | 844 | | | 1332 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 6 | 205 | 267 |
| Volume Left | 6 | 0 | 6 |
| Volume Right | 0 | 6 | 0 |
| cSH | 550 | 1700 | 1332 |
| Volume to Capacity | 0.01 | 0.12 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 11.6 | 0.0 | 0.2 |
| Lane LOS | B | | A |
| Approach Delay (s) | 11.6 | 0.0 | 0.2 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|-----------------------------------|--|-------|----------------------|
| Average Delay | | 0.3 | |
| Intersection Capacity Utilization | | 26.1% | ICU Level of Service |
| Analysis Period (min) | | 15 | A |

HCM Unsignalized Intersection Capacity Analysis

3: Main Access & STH 13

9/17/2012

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Volume (veh/h) | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 5 | 0 | 90 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Hourly flow rate (vph) | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 6 | 0 | 112 | 2 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 317 | 320 | 114 | 317 | 318 | 203 | 115 | | | 206 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 317 | 320 | 114 | 317 | 318 | 203 | 115 | | | 206 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 640 | 600 | 944 | 640 | 602 | 843 | 1437 | | | 1302 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 2 | 0 | 206 | 115 | | | | | | | | |
| Volume Left | 2 | 0 | 0 | 0 | | | | | | | | |
| Volume Right | 0 | 0 | 6 | 2 | | | | | | | | |
| cSH | 640 | 1700 | 1437 | 1302 | | | | | | | | |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 10.6 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Lane LOS | B | A | | | | | | | | | | |
| Approach Delay (s) | 10.6 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Approach LOS | B | A | | | | | | | | | | |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 0.1 | |
| Intersection Capacity Utilization | | 18.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

HCM Unsignalized Intersection Capacity Analysis

3: Main Access & STH 13

9/17/2012

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Volume (veh/h) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 5 | 0 | 195 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 5 | 0 | 207 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 391 | 394 | 208 | 391 | 392 | 184 | 209 | | | 186 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 391 | 394 | 208 | 391 | 392 | 184 | 209 | | | 186 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 571 | 546 | 837 | 571 | 547 | 864 | 1339 | | | 1319 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 1 | 0 | 186 | 209 | | | | | | | | |
| Volume Left | 1 | 0 | 0 | 0 | | | | | | | | |
| Volume Right | 0 | 0 | 5 | 1 | | | | | | | | |
| cSH | 571 | 1700 | 1339 | 1319 | | | | | | | | |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 11.3 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Lane LOS | B | A | | | | | | | | | | |
| Approach Delay (s) | 11.3 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Approach LOS | B | A | | | | | | | | | | |

Intersection Summary

| | | | | |
|-----------------------------------|--|-------|----------------------|---|
| Average Delay | | 0.0 | | |
| Intersection Capacity Utilization | | 20.3% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

HCM Unsignalized Intersection Capacity Analysis

3: Main Access & STH 13

9/17/2012

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Volume (veh/h) | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 175 | 5 | 5 | 230 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 199 | 6 | 6 | 261 | 2 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 476 | 478 | 262 | 476 | 477 | 202 | 264 | | | 205 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 476 | 478 | 262 | 476 | 477 | 202 | 264 | | | 205 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 501 | 487 | 781 | 501 | 488 | 844 | 1272 | | | 1332 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 2 | 6 | 205 | 269 |
| Volume Left | 2 | 6 | 0 | 6 |
| Volume Right | 0 | 0 | 6 | 2 |
| cSH | 501 | 501 | 1272 | 1332 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 1 | 0 | 0 |
| Control Delay (s) | 12.2 | 12.3 | 0.0 | 0.2 |
| Lane LOS | B | B | | A |
| Approach Delay (s) | 12.2 | 12.3 | 0.0 | 0.2 |
| Approach LOS | B | B | | |

Intersection Summary

| | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 26.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis

3: Main Access & STH 13

9/17/2012

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Volume (veh/h) | 5 | 1 | 2 | 0 | 1 | 0 | 2 | 160 | 5 | 0 | 90 | 5 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Hourly flow rate (vph) | 6 | 1 | 2 | 0 | 1 | 0 | 2 | 200 | 6 | 0 | 112 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 324 | 327 | 116 | 327 | 327 | 203 | 119 | | | 206 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 324 | 327 | 116 | 327 | 327 | 203 | 119 | | | 206 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 99 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 631 | 594 | 942 | 627 | 594 | 843 | 1433 | | | 1302 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 10 | 1 | 209 | 119 | | | | | | | | |
| Volume Left | 6 | 0 | 2 | 0 | | | | | | | | |
| Volume Right | 2 | 0 | 6 | 6 | | | | | | | | |
| cSH | 682 | 594 | 1433 | 1302 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 10.4 | 11.1 | 0.1 | 0.0 | | | | | | | | |
| Lane LOS | B | B | A | | | | | | | | | |
| Approach Delay (s) | 10.4 | 11.1 | 0.1 | 0.0 | | | | | | | | |
| Approach LOS | B | B | | | | | | | | | | |

Intersection Summary

| | | | | |
|-----------------------------------|-------|----------------------|---|--|
| Average Delay | 0.4 | | | |
| Intersection Capacity Utilization | 21.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis

3: Main Access & STH 13

9/17/2012

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Volume (veh/h) | 4 | 1 | 1 | 0 | 0 | 0 | 1 | 170 | 5 | 0 | 195 | 3 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 4 | 1 | 1 | 0 | 0 | 0 | 1 | 181 | 5 | 0 | 207 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 395 | 397 | 209 | 396 | 396 | 184 | 211 | | | 186 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 395 | 397 | 209 | 396 | 396 | 184 | 211 | | | 186 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 99 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 568 | 543 | 836 | 565 | 544 | 864 | 1336 | | | 1319 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 6 | 0 | 187 | 211 | | | | | | | | |
| Volume Left | 4 | 0 | 1 | 0 | | | | | | | | |
| Volume Right | 1 | 0 | 5 | 3 | | | | | | | | |
| cSH | 595 | 1700 | 1336 | 1319 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 11.1 | 0.0 | 0.1 | 0.0 | | | | | | | | |
| Lane LOS | B | A | A | | | | | | | | | |
| Approach Delay (s) | 11.1 | 0.0 | 0.1 | 0.0 | | | | | | | | |
| Approach LOS | B | A | | | | | | | | | | |

Intersection Summary

| | | | | |
|-----------------------------------|-------|----------------------|---|--|
| Average Delay | 0.2 | | | |
| Intersection Capacity Utilization | 20.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis

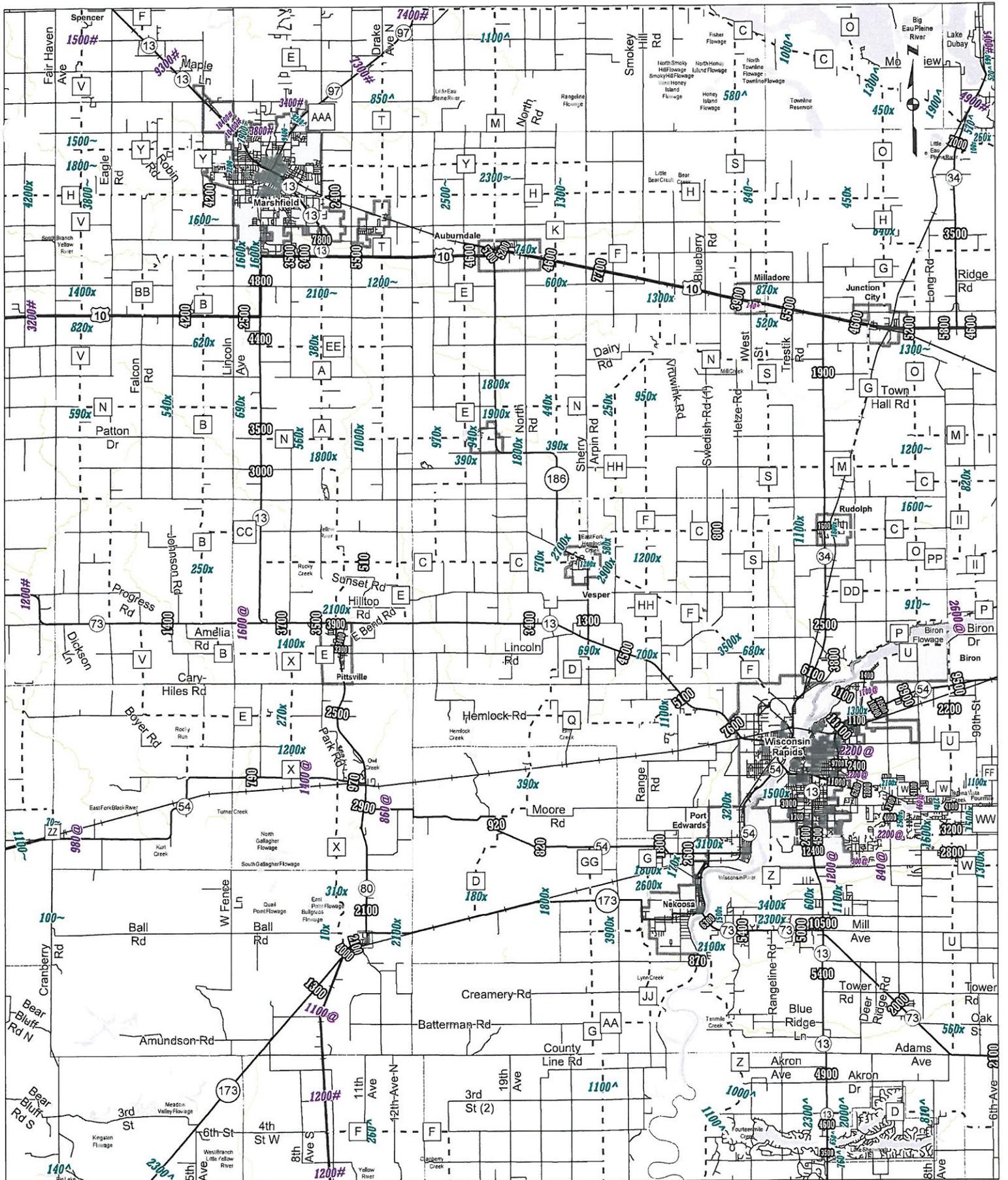
3: Main Access & STH 13

9/17/2012

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Volume (veh/h) | 6 | 1 | 2 | 5 | 1 | 0 | 2 | 175 | 5 | 5 | 230 | 7 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 7 | 1 | 2 | 6 | 1 | 0 | 2 | 199 | 6 | 6 | 261 | 8 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 484 | 486 | 265 | 486 | 487 | 202 | 269 | | | 205 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 484 | 486 | 265 | 486 | 487 | 202 | 269 | | | 205 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.3 | | | 2.3 | | |
| p0 queue free % | 99 | 100 | 100 | 99 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 494 | 482 | 778 | 490 | 481 | 844 | 1266 | | | 1332 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 10 | 7 | 207 | 275 |
| Volume Left | 7 | 6 | 2 | 6 |
| Volume Right | 2 | 0 | 6 | 8 |
| cSH | 536 | 489 | 1266 | 1332 |
| Volume to Capacity | 0.02 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s) | 11.9 | 12.5 | 0.1 | 0.2 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 11.9 | 12.5 | 0.1 | 0.2 |
| Approach LOS | B | B | | |

| Intersection Summary | | | |
|-----------------------------------|-------|-----|----------------------|
| Average Delay | | 0.6 | |
| Intersection Capacity Utilization | 25.6% | | ICU Level of Service |
| Analysis Period (min) | | 15 | A |



9999 - AADT - 2003

- 9999# - AADT - 2007
- 9999* - AADT - 2006
- 9999@ - AADT - 2005
- 9999^ - AADT - 2004
- 9999~ - AADT - 2003
- 9999x - AADT - 2002 or older
- Character following AADT on map designates year
- AADT for RAMPS lie parallel to road
- AADT for Roads lie perpendicular to road

Legend

- IH
- USH
- STH
- CTH
- Local Roads
- Railroads

2008
WOOD County
 Annual Average Daily Traffic

Basic Volume Report: 12e24 HWY 13

Station ID : 12e24 HWY 13

Info Line 1 :

Info Line 2 :

GPS Lat/Lon :

DB File : HWY 13.DB

Last Connected Device Type : Unic-L

Version Number : 1.30

Serial Number : 86316

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|----|------|-------------|-------------|----------------|-------------|---------|
| 1. | | NB | | | | |

Lane #1 Basic Volume Data From: 10:00 - 08/15/2012 To: 13:14 - 08/16/2012

| Date | Time | :00 | :15 | :30 | :45 | Total |
|----------|-------|-----|-----|-----|-----|-------|
| 08/15/12 | 10:00 | 41 | 38 | 42 | 50 | 171 |
| Wed | 11:00 | 40 | 31 | 50 | 41 | 162 |
| | 12:00 | 46 | 44 | 46 | 35 | 171 |
| | 13:00 | 48 | 38 | 40 | 41 | 167 |
| | 14:00 | 50 | 49 | 29 | 40 | 168 |
| | 15:00 | 47 | 35 | 51 | 28 | 161 |
| | 16:00 | 52 | 39 | 48 | 53 | 192 |
| | 17:00 | 43 | 41 | 41 | 43 | 168 |
| | 18:00 | 40 | 31 | 17 | 29 | 117 |
| | 19:00 | 22 | 28 | 15 | 18 | 83 |
| | 20:00 | 12 | 15 | 25 | 18 | 70 |
| | 21:00 | 9 | 16 | 11 | 14 | 50 |
| | 22:00 | 10 | 9 | 9 | 7 | 35 |
| | 23:00 | 3 | 4 | 6 | 5 | 18 |

Day Total : 1733

| | | | | | | |
|------------|--------------|------------------------|-------------|------------------------|------------------|-------|
| AM Total : | 333 (19.2%) | Peak AM Hour : 10:00 = | 171 (9.9%) | Peak AM Factor : 0.855 | Average Period : | 30.9 |
| PM Total : | 1400 (80.8%) | Peak PM Hour : 16:00 = | 192 (11.1%) | Peak PM Factor : 0.906 | Average Hour : | 123.8 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|----------|-------|-----|-----|-----|-----|-------|
| 08/16/12 | 00:00 | 3 | 0 | 2 | 1 | 6 |
| Thu | 01:00 | 2 | 3 | 3 | 1 | 9 |
| | 02:00 | 1 | 1 | 1 | 2 | 5 |
| | 03:00 | 0 | 4 | 3 | 1 | 8 |
| | 04:00 | 1 | 2 | 5 | 9 | 17 |
| | 05:00 | 6 | 11 | 20 | 19 | 56 |
| | 06:00 | 13 | 21 | 34 | 19 | 87 |
| | 07:00 | 32 | 36 | 48 | 58 | 174 |
| | 08:00 | 29 | 35 | 43 | 47 | 154 |
| | 09:00 | 40 | 49 | 64 | 50 | 203 |
| | 10:00 | 50 | 46 | 54 | 50 | 200 |
| | 11:00 | 43 | 58 | 36 | 39 | 176 |
| | 12:00 | 49 | 58 | 55 | 41 | 203 |

Day Total : 1298

| | | | | | | |
|------------|--------------|------------------------|-------------|------------------------|------------------|------|
| AM Total : | 1095 (84.4%) | Peak AM Hour : 09:15 = | 213 (16.4%) | Peak AM Factor : 0.832 | Average Period : | 25.0 |
| PM Total : | 203 (15.6%) | Peak PM Hour : 12:00 = | 203 (15.6%) | Peak PM Factor : 0.875 | Average Hour : | 99.8 |

Lane #3 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|----|------|-------------|-------------|----------------|-------------|---------|
| 3. | | SB | | | | |

Lane #3 Basic Volume Data From: 10:00 - 08/15/2012 To: 13:14 - 08/16/2012

| Date | Time | :00 | :15 | :30 | :45 | Total |
|----------|-------|-----|-----|-----|-----|-------|
| 08/15/12 | 10:00 | 26 | 47 | 44 | 30 | 147 |
| Wed | 11:00 | 42 | 48 | 58 | 40 | 188 |
| | 12:00 | 60 | 46 | 46 | 55 | 207 |
| | 13:00 | 50 | 36 | 30 | 52 | 168 |
| | 14:00 | 53 | 35 | 56 | 45 | 189 |
| | 15:00 | 57 | 56 | 49 | 63 | 225 |
| | 16:00 | 51 | 67 | 57 | 63 | 238 |
| | 17:00 | 57 | 69 | 44 | 41 | 211 |
| | 18:00 | 30 | 38 | 46 | 35 | 149 |
| | 19:00 | 46 | 26 | 17 | 40 | 129 |
| | 20:00 | 29 | 24 | 27 | 19 | 99 |
| | 21:00 | 15 | 29 | 15 | 9 | 68 |
| | 22:00 | 15 | 13 | 8 | 13 | 49 |
| | 23:00 | 5 | 14 | 5 | 4 | 28 |

Day Total : 2095

| | | | | | | | | |
|------------|--------------|----------------|---------|-------------|------------------|-------|------------------|-------|
| AM Total : | 335 (16.0%) | Peak AM Hour : | 11:00 = | 188 (9.0%) | Peak AM Factor : | 0.810 | Average Period : | 37.4 |
| PM Total : | 1760 (84.0%) | Peak PM Hour : | 16:30 = | 246 (11.7%) | Peak PM Factor : | 0.891 | Average Hour : | 149.6 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|----------|-------|-----|-----|-----|-----|-------|
| 08/16/12 | 00:00 | 2 | 8 | 3 | 6 | 19 |
| Thu | 01:00 | 3 | 6 | 0 | 3 | 12 |
| | 02:00 | 2 | 0 | 4 | 0 | 6 |
| | 03:00 | 1 | 2 | 0 | 1 | 4 |
| | 04:00 | 1 | 1 | 3 | 3 | 8 |
| | 05:00 | 11 | 12 | 8 | 9 | 40 |
| | 06:00 | 16 | 23 | 16 | 18 | 73 |
| | 07:00 | 26 | 33 | 28 | 22 | 109 |
| | 08:00 | 28 | 21 | 21 | 27 | 97 |
| | 09:00 | 24 | 23 | 31 | 38 | 116 |
| | 10:00 | 28 | 34 | 45 | 48 | 155 |
| | 11:00 | 38 | 43 | 52 | 44 | 177 |
| | 12:00 | 43 | 54 | 41 | 50 | 188 |

Day Total : 1004

| | | | | | | |
|------------|-------------|------------------------|-------------|------------------------|------------------|------|
| AM Total : | 816 (81.3%) | Peak AM Hour : 10:45 = | 181 (18.0%) | Peak AM Factor : 0.870 | Average Period : | 19.3 |
| PM Total : | 188 (18.7%) | Peak PM Hour : 12:00 = | 188 (18.7%) | Peak PM Factor : 0.870 | Average Hour : | 77.2 |

Basic Volume Summary: 12e24 HWY 13

Grand Total For Data From: 10:00 - 08/15/2012 To: 13:14 - 08/16/2012

| Lane | Total Count | # Of Days | ADT | Avg. Period | Avg. Hour | AM Total & Percent | PM Total & Percent |
|------|--------------|-----------|------|-------------|-----------|--------------------|--------------------|
| #1. | 3031 (49.4%) | 1.12 | 2694 | 28.1 | 112.3 | 1428 (47.1%) | 1603 (52.9%) |
| #3. | 3099 (50.6%) | 1.12 | 2755 | 28.7 | 114.8 | 1151 (37.1%) | 1948 (62.9%) |
| ALL | 6130 | 1.12 | 5449 | 56.8 | 227.1 | 2579 (42.1%) | 3551 (57.9%) |

| Lane | Peak AM Hour | Date | Peak AM Factor | Peak PM Hour | Date | Peak PM Factor |
|------|--------------|------------|----------------|--------------|------------|----------------|
| #1. | 09:15 = 213 | 08/16/2012 | 0.832 | 12:00 = 203 | 08/16/2012 | 0.875 |
| #3. | 11:00 = 188 | 08/15/2012 | 0.810 | 16:30 = 246 | 08/15/2012 | 0.891 |

Basic Volume Report: 12e24 RANGE

Station ID : 12e24 RANGE

Info Line 1 :
 Info Line 2 :
 GPS Lat/Lon :
 DB File : RANGE.DB

Last Connected Device Type : Unic-L
 Version Number : 1.30
 Serial Number : 86317
 Number of Lanes : 2
 Posted Speed Limit :

Lane #1 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|----|------|-------------|--------------|----------------|-------------|---------|
| 1. | NB | | Directional^ | Axle | Yes | |

Lane #1 Basic Volume Data From: 10:45 - 08/15/2012 To: 13:29 - 08/16/2012

| Date | Time | :00 | :15 | :30 | :45 | Total |
|-------------|-------|-----|-----|-----|-----|-------|
| 08/15/12 | 10:00 | | | | 2 | 2 |
| Wed | 11:00 | 2 | 1 | 2 | 0 | 5 |
| | 12:00 | 1 | 3 | 2 | 5 | 11 |
| | 13:00 | 0 | 3 | 4 | 2 | 9 |
| | 14:00 | 3 | 1 | 0 | 1 | 5 |
| | 15:00 | 2 | 4 | 1 | 1 | 8 |
| | 16:00 | 5 | 3 | 1 | 5 | 14 |
| | 17:00 | 5 | 9 | 5 | 4 | 23 |
| | 18:00 | 1 | 1 | 1 | 2 | 5 |
| | 19:00 | 3 | 0 | 7 | 1 | 11 |
| | 20:00 | 2 | 3 | 3 | 3 | 11 |
| | 21:00 | 0 | 0 | 4 | 0 | 4 |
| | 22:00 | 0 | 0 | 1 | 0 | 1 |
| | 23:00 | 1 | 0 | 1 | 0 | 2 |
| Day Total : | | | | | | 111 |

| | | | | | | |
|------------|-------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 7 (6.3%) | Peak AM Hour : 10:45 = | 7 (6.3%) | Peak AM Factor : 0.875 | Average Period : | 2.1 |
| PM Total : | 104 (93.7%) | Peak PM Hour : 16:45 = | 24 (21.6%) | Peak PM Factor : 0.667 | Average Hour : | 8.4 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|-------------|-------|-----|-----|-----|-----|-------|
| 08/16/12 | 00:00 | 0 | 0 | 0 | 0 | 0 |
| Thu | 01:00 | 0 | 0 | 1 | 0 | 1 |
| | 02:00 | 0 | 1 | 0 | 1 | 2 |
| | 03:00 | 0 | 0 | 1 | 0 | 1 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 0 | 1 | 2 | 2 | 5 |
| | 06:00 | 6 | 2 | 2 | 7 | 17 |
| | 07:00 | 1 | 3 | 4 | 6 | 14 |
| | 08:00 | 3 | 3 | 1 | 2 | 9 |
| | 09:00 | 2 | 1 | 4 | 2 | 9 |
| | 10:00 | 0 | 2 | 2 | 0 | 4 |
| | 11:00 | 2 | 0 | 3 | 0 | 5 |
| | 12:00 | 3 | 3 | 3 | 1 | 10 |
| | 13:00 | 2 | | | | 2 |
| Day Total : | | | | | | 79 |

| | | | | | | |
|------------|------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 67 (84.8%) | Peak AM Hour : 06:00 = | 17 (21.5%) | Peak AM Factor : 0.607 | Average Period : | 1.5 |
| PM Total : | 12 (15.2%) | Peak PM Hour : 12:00 = | 10 (12.7%) | Peak PM Factor : 0.833 | Average Hour : | 6.0 |

Lane #2 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|----|------|-------------|--------------|----------------|-------------|---------|
| 2. | SB | | Directional^ | Axle | Yes | |

Lane #2 Basic Volume Data From: 10:45 - 08/15/2012 To: 13:29 - 08/16/2012

| Date | Time | :00 | :15 | :30 | :45 | Total |
|----------|-------|-----|-----|-----|-----|-------|
| 08/15/12 | 10:00 | | | | 2 | 2 |
| Wed | 11:00 | 5 | 1 | 4 | 1 | 11 |
| | 12:00 | 1 | 1 | 6 | 2 | 10 |
| | 13:00 | 0 | 3 | 1 | 5 | 9 |
| | 14:00 | 3 | 2 | 3 | 4 | 12 |
| | 15:00 | 3 | 2 | 4 | 2 | 11 |
| | 16:00 | 3 | 6 | 1 | 3 | 13 |
| | 17:00 | 5 | 11 | 8 | 4 | 28 |
| | 18:00 | 3 | 4 | 6 | 3 | 16 |
| | 19:00 | 3 | 4 | 5 | 1 | 13 |
| | 20:00 | 2 | 5 | 3 | 1 | 11 |
| | 21:00 | 2 | 0 | 1 | 1 | 4 |
| | 22:00 | 1 | 1 | 0 | 2 | 4 |
| | 23:00 | 1 | 0 | 0 | 0 | 1 |

Day Total : 145

| | | | | | | |
|------------|-------------|------------------------|------------|------------------------|------------------|------|
| AM Total : | 13 (9.0%) | Peak AM Hour : 10:45 = | 12 (8.3%) | Peak AM Factor : 0.600 | Average Period : | 2.7 |
| PM Total : | 132 (91.0%) | Peak PM Hour : 17:00 = | 28 (19.3%) | Peak PM Factor : 0.636 | Average Hour : | 10.9 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|-------------|-------|-----|-----|-----|-----|-------|
| 08/16/12 | 00:00 | 0 | 2 | 0 | 0 | 2 |
| Thu | 01:00 | 0 | 0 | 0 | 0 | 0 |
| | 02:00 | 1 | 0 | 0 | 0 | 1 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 0 | 2 | 0 | 0 | 2 |
| | 06:00 | 1 | 1 | 0 | 1 | 3 |
| | 07:00 | 0 | 0 | 0 | 3 | 3 |
| | 08:00 | 3 | 1 | 1 | 1 | 6 |
| | 09:00 | 2 | 1 | 1 | 2 | 6 |
| | 10:00 | 3 | 4 | 0 | 0 | 7 |
| | 11:00 | 3 | 2 | 2 | 2 | 9 |
| | 12:00 | 2 | 1 | 3 | 6 | 12 |
| | 13:00 | 4 | | | | 4 |
| Day Total : | | | | | | 55 |

| | | | | | | |
|------------|------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 39 (70.9%) | Peak AM Hour : 09:30 = | 10 (18.2%) | Peak AM Factor : 0.625 | Average Period : | 1.0 |
| PM Total : | 16 (29.1%) | Peak PM Hour : 12:15 = | 14 (25.5%) | Peak PM Factor : 0.583 | Average Hour : | 4.2 |

Basic Volume Summary: 12e24 RANGE

Grand Total For Data From: 10:45 - 08/15/2012 To: 13:29 - 08/16/2012

| Lane | Total Count | # Of Days | ADT | Avg. Period | Avg. Hour | AM Total & Percent | PM Total & Percent |
|------|-------------|-----------|-----|-------------|-----------|--------------------|--------------------|
| #1. | 190 (48.7%) | 1.10 | 172 | 1.8 | 7.2 | 74 (38.9%) | 116 (61.1%) |
| #2. | 200 (51.3%) | 1.10 | 181 | 1.9 | 7.5 | 52 (26.0%) | 148 (74.0%) |
| ALL | 390 | 1.10 | 353 | 3.7 | 14.7 | 126 (32.3%) | 264 (67.7%) |

| Lane | Peak AM Hour | Date | Peak AM Factor | Peak PM Hour | Date | Peak PM Factor |
|------|--------------|---------------|----------------|--------------|---------------|----------------|
| #1. | 06:00 = | 17 08/16/2012 | 0.607 | 16:45 = | 24 08/15/2012 | 0.667 |
| #2. | 10:45 = | 12 08/15/2012 | 0.600 | 17:00 = | 28 08/15/2012 | 0.636 |

Basic Volume Report: 12e24 EVERGREEN

Station ID : 12e24 EVERGREEN

Info Line 1 :

Info Line 2 :

GPS Lat/Lon :

DB File : EVERGREEN.DB

Last Connected Device Type : Unic-L

Version Number : 1.51

Serial Number : 83886

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|----|------|-------------|--------------|----------------|-------------|---------|
| 1. | EB | | Directional^ | Axle | Yes | |

Lane #1 Basic Volume Data From: 11:00 - 08/15/2012 To: 13:44 - 08/16/2012

| Date | Time | :00 | :15 | :30 | :45 | Total |
|----------|-------|-----|-----|-----|-----|-------|
| 08/15/12 | 11:00 | 0 | 0 | 0 | 1 | 1 |
| Wed | 12:00 | 1 | 1 | 1 | 1 | 4 |
| | 13:00 | 1 | 0 | 1 | 1 | 3 |
| | 14:00 | 0 | 3 | 2 | 3 | 8 |
| | 15:00 | 0 | 2 | 2 | 0 | 4 |
| | 16:00 | 0 | 0 | 3 | 1 | 4 |
| | 17:00 | 0 | 4 | 4 | 1 | 9 |
| | 18:00 | 1 | 0 | 2 | 1 | 4 |
| | 19:00 | 2 | 0 | 2 | 0 | 4 |
| | 20:00 | 1 | 1 | 0 | 0 | 2 |
| | 21:00 | 1 | 1 | 0 | 1 | 3 |
| | 22:00 | 0 | 0 | 3 | 0 | 3 |
| | 23:00 | 0 | 2 | 0 | 0 | 2 |

Day Total : 51

| | | | | | | |
|------------|------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 1 (2.0%) | Peak AM Hour : 11:00 = | 1 (2.0%) | Peak AM Factor : 0.250 | Average Period : | 1.0 |
| PM Total : | 50 (98.0%) | Peak PM Hour : 17:15 = | 10 (19.6%) | Peak PM Factor : 0.625 | Average Hour : | 3.9 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|----------|-------|-----|-----|-----|-----|-------|
| 08/16/12 | 00:00 | 0 | 0 | 0 | 0 | 0 |
| Thu | 01:00 | 1 | 0 | 0 | 0 | 1 |
| | 02:00 | 0 | 0 | 1 | 0 | 1 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 0 | 1 | 0 | 0 | 1 |
| | 06:00 | 0 | 0 | 0 | 0 | 0 |
| | 07:00 | 0 | 0 | 0 | 0 | 0 |
| | 08:00 | 0 | 1 | 3 | 1 | 5 |
| | 09:00 | 2 | 1 | 0 | 0 | 3 |
| | 10:00 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 | 0 | 0 | 0 | 0 | 0 |
| | 12:00 | 1 | 2 | 0 | 0 | 3 |
| | 13:00 | 0 | 1 | | | 1 |

Day Total : 15

| | | | | | | |
|------------|------------|------------------------|-----------|------------------------|------------------|-----|
| AM Total : | 11 (73.3%) | Peak AM Hour : 08:15 = | 7 (46.7%) | Peak AM Factor : 0.583 | Average Period : | 0.3 |
| PM Total : | 4 (26.7%) | Peak PM Hour : 12:00 = | 3 (20.0%) | Peak PM Factor : 0.375 | Average Hour : | 1.1 |

Lane #2 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|----|------|-------------|--------------|----------------|-------------|---------|
| 2. | WB | | Directional^ | Axle | Yes | |

Lane #2 Basic Volume Data From: 11:00 - 08/15/2012 To: 13:44 - 08/16/2012

| Date | Time | :00 | :15 | :30 | :45 | Total |
|----------|-------|-----|-----|-----|-----|-------|
| 08/15/12 | 11:00 | 1 | 1 | 0 | 3 | 5 |
| Wed | 12:00 | 0 | 1 | 1 | 1 | 3 |
| | 13:00 | 1 | 0 | 1 | 3 | 5 |
| | 14:00 | 2 | 1 | 2 | 0 | 5 |
| | 15:00 | 1 | 1 | 2 | 0 | 4 |
| | 16:00 | 1 | 2 | 0 | 1 | 4 |
| | 17:00 | 1 | 3 | 2 | 1 | 7 |
| | 18:00 | 0 | 2 | 0 | 0 | 2 |
| | 19:00 | 4 | 1 | 0 | 0 | 5 |
| | 20:00 | 0 | 0 | 0 | 0 | 0 |
| | 21:00 | 0 | 0 | 0 | 0 | 0 |
| | 22:00 | 0 | 0 | 0 | 0 | 0 |
| | 23:00 | 0 | 0 | 0 | 0 | 0 |

Day Total : 40

| | | | | | | |
|------------|------------|------------------------|-----------|------------------------|------------------|-----|
| AM Total : | 5 (12.5%) | Peak AM Hour : 11:00 = | 5 (12.5%) | Peak AM Factor : 0.417 | Average Period : | 0.8 |
| PM Total : | 35 (87.5%) | Peak PM Hour : 13:45 = | 8 (20.0%) | Peak PM Factor : 0.500 | Average Hour : | 3.1 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|-------------|-------|-----|-----|-----|-----|-------|
| 08/16/12 | 00:00 | 0 | 0 | 0 | 0 | 0 |
| Thu | 01:00 | 0 | 0 | 0 | 0 | 0 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 0 | 0 | 0 | 1 | 1 |
| | 06:00 | 2 | 1 | 1 | 0 | 4 |
| | 07:00 | 1 | 0 | 1 | 2 | 4 |
| | 08:00 | 0 | 0 | 0 | 0 | 0 |
| | 09:00 | 1 | 0 | 0 | 0 | 1 |
| | 10:00 | 0 | 1 | 3 | 0 | 4 |
| | 11:00 | 1 | 0 | 1 | 1 | 3 |
| | 12:00 | 0 | 0 | 1 | 1 | 2 |
| | 13:00 | 2 | 2 | | | 4 |
| Day Total : | | | | | | 23 |

| | | | | | | |
|------------|------------|------------------------|-----------|------------------------|------------------|-----|
| AM Total : | 17 (73.9%) | Peak AM Hour : 05:45 = | 5 (21.7%) | Peak AM Factor : 0.417 | Average Period : | 0.4 |
| PM Total : | 6 (26.1%) | Peak PM Hour : 12:30 = | 6 (26.1%) | Peak PM Factor : 0.750 | Average Hour : | 1.7 |

Basic Volume Summary: 12e24 EVERGREEN

Grand Total For Data From: 11:00 - 08/15/2012 To: 13:44 - 08/16/2012

| Lane | Total Count | # Of Days | ADT | Avg. Period | Avg. Hour | AM Total & Percent | PM Total & Percent |
|------|-------------|-----------|-----|-------------|-----------|--------------------|--------------------|
| #1. | 66 (51.2%) | 1.10 | 60 | 0.6 | 2.5 | 12 (18.2%) | 54 (81.8%) |
| #2. | 63 (48.8%) | 1.10 | 57 | 0.6 | 2.4 | 22 (34.9%) | 41 (65.1%) |
| ALL | 129 | 1.10 | 117 | 1.2 | 4.9 | 34 (26.4%) | 95 (73.6%) |

| Lane | Peak AM Hour | Date | Peak AM Factor | Peak PM Hour | Date | Peak PM Factor |
|------|--------------|--------------|----------------|--------------|---------------|----------------|
| #1. | 08:15 = | 7 08/16/2012 | 0.583 | 17:15 = | 10 08/15/2012 | 0.625 |
| #2. | 11:00 = | 5 08/15/2012 | 0.417 | 13:45 = | 8 08/15/2012 | 0.500 |

Basic Volume Report: 12e24 BLUE

Station ID : 12e24 BLUE

Info Line 1 :
Info Line 2 :

GPS Lat/Lon :
DB File : BLUE.DB

Last Connected Device Type : Unic-L
Version Number : 1.51
Serial Number : 60974

Number of Lanes : 2
Posted Speed Limit :

Lane #1 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|----|------|-------------|--------------|----------------|-------------|---------|
| 1. | EB | | Directional^ | Axle | Yes | |

Lane #1 Basic Volume Data From: 10:45 - 08/15/2012 To: 13:29 - 08/16/2012

| Date | Time | :00 | :15 | :30 | :45 | Total |
|-------------|-------|-----|-----|-----|-----|-------|
| 08/15/12 | 10:00 | | | | 1 | 1 |
| Wed | 11:00 | 0 | 0 | 1 | 1 | 2 |
| | 12:00 | 0 | 0 | 0 | 0 | 0 |
| | 13:00 | 0 | 0 | 1 | 0 | 1 |
| | 14:00 | 0 | 2 | 0 | 0 | 2 |
| | 15:00 | 1 | 1 | 2 | 1 | 5 |
| | 16:00 | 0 | 2 | 0 | 0 | 2 |
| | 17:00 | 1 | 1 | 0 | 0 | 2 |
| | 18:00 | 5 | 0 | 1 | 1 | 7 |
| | 19:00 | 0 | 0 | 1 | 0 | 1 |
| | 20:00 | 1 | 0 | 0 | 0 | 1 |
| | 21:00 | 0 | 0 | 0 | 0 | 0 |
| | 22:00 | 0 | 0 | 0 | 0 | 0 |
| | 23:00 | 0 | 0 | 0 | 0 | 0 |
| Day Total : | | | | | | 24 |

| | | | | | | |
|------------|------------|------------------------|-----------|------------------------|------------------|-----|
| AM Total : | 3 (12.5%) | Peak AM Hour : 10:45 = | 2 (8.3%) | Peak AM Factor : 0.500 | Average Period : | 0.5 |
| PM Total : | 21 (87.5%) | Peak PM Hour : 18:00 = | 7 (29.2%) | Peak PM Factor : 0.350 | Average Hour : | 1.8 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|----------|-------|-----|-----|-----|-----|-------|
| 08/16/12 | 00:00 | 0 | 0 | 0 | 0 | 0 |
| Thu | 01:00 | 0 | 0 | 0 | 0 | 0 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 |
| | 04:00 | 0 | 1 | 0 | 0 | 1 |
| | 05:00 | 0 | 1 | 1 | 0 | 2 |
| | 06:00 | 0 | 1 | 1 | 0 | 2 |
| | 07:00 | 3 | 0 | 2 | 1 | 6 |
| | 08:00 | 3 | 0 | 2 | 1 | 6 |
| | 09:00 | 2 | 3 | 0 | 0 | 5 |
| | 10:00 | 0 | 1 | 0 | 0 | 1 |
| | 11:00 | 0 | 1 | 0 | 0 | 1 |
| | 12:00 | 0 | 1 | 0 | 2 | 3 |
| | 13:00 | 0 | | | | 0 |

Day Total : 27

| | | | | | | |
|------------|------------|------------------------|-----------|------------------------|------------------|-----|
| AM Total : | 24 (88.9%) | Peak AM Hour : 08:30 = | 8 (29.6%) | Peak AM Factor : 0.667 | Average Period : | 0.5 |
| PM Total : | 3 (11.1%) | Peak PM Hour : 12:00 = | 3 (11.1%) | Peak PM Factor : 0.375 | Average Hour : | 2.0 |

Lane #2 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|----|------|-------------|--------------|----------------|-------------|---------|
| 2. | WB | | Directional^ | Axle | Yes | |

Lane #2 Basic Volume Data From: 10:45 - 08/15/2012 To: 13:29 - 08/16/2012

| Date | Time | :00 | :15 | :30 | :45 | Total |
|-------------|-------|-----|-----|-----|-----|-------|
| 08/15/12 | 10:00 | | | | 1 | 1 |
| Wed | 11:00 | 1 | 1 | 0 | 0 | 2 |
| | 12:00 | 0 | 0 | 0 | 0 | 0 |
| | 13:00 | 0 | 2 | 2 | 1 | 5 |
| | 14:00 | 1 | 1 | 2 | 0 | 4 |
| | 15:00 | 1 | 2 | 1 | 0 | 4 |
| | 16:00 | 0 | 0 | 1 | 1 | 2 |
| | 17:00 | 2 | 2 | 3 | 0 | 7 |
| | 18:00 | 1 | 0 | 1 | 0 | 2 |
| | 19:00 | 1 | 0 | 2 | 0 | 3 |
| | 20:00 | 0 | 4 | 1 | 1 | 6 |
| | 21:00 | 0 | 3 | 0 | 0 | 3 |
| | 22:00 | 0 | 1 | 0 | 2 | 3 |
| | 23:00 | 1 | 0 | 0 | 0 | 1 |
| Day Total : | | | | | | 43 |

| | | | | | | |
|------------|------------|------------------------|-----------|------------------------|------------------|-----|
| AM Total : | 3 (7.0%) | Peak AM Hour : 10:30 = | 3 (7.0%) | Peak AM Factor : 0.750 | Average Period : | 0.8 |
| PM Total : | 40 (93.0%) | Peak PM Hour : 16:45 = | 8 (18.6%) | Peak PM Factor : 0.500 | Average Hour : | 3.2 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|-------------|-------|-----|-----|-----|-----|-------|
| 08/16/12 | 00:00 | 0 | 0 | 0 | 0 | 0 |
| Thu | 01:00 | 0 | 0 | 1 | 0 | 1 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 0 | 0 | 0 | 0 | 0 |
| | 06:00 | 0 | 0 | 0 | 1 | 1 |
| | 07:00 | 0 | 1 | 0 | 1 | 2 |
| | 08:00 | 0 | 2 | 1 | 4 | 7 |
| | 09:00 | 1 | 1 | 1 | 0 | 3 |
| | 10:00 | 1 | 0 | 0 | 0 | 1 |
| | 11:00 | 0 | 0 | 0 | 0 | 0 |
| | 12:00 | 0 | 0 | 0 | 1 | 1 |
| | 13:00 | 3 | | | | 3 |
| Day Total : | | | | | | 19 |

| | | | | | | |
|------------|------------|------------------------|-----------|------------------------|------------------|-----|
| AM Total : | 15 (78.9%) | Peak AM Hour : 08:15 = | 8 (42.1%) | Peak AM Factor : 0.500 | Average Period : | 0.4 |
| PM Total : | 4 (21.1%) | Peak PM Hour : 12:15 = | 4 (21.1%) | Peak PM Factor : 0.333 | Average Hour : | 1.4 |

Basic Volume Summary: 12e24 BLUE

Grand Total For Data From: 10:45 - 08/15/2012 To: 13:29 - 08/16/2012

| Lane | Total Count | # Of Days | ADT | Avg. Period | Avg. Hour | AM Total & Percent | PM Total & Percent |
|------|-------------|-----------|-----|-------------|-----------|--------------------|--------------------|
| #1. | 51 (45.1%) | 1.10 | 46 | 0.5 | 1.9 | 27 (52.9%) | 24 (47.1%) |
| #2. | 62 (54.9%) | 1.10 | 56 | 0.6 | 2.3 | 18 (29.0%) | 44 (71.0%) |
| ALL | 113 | 1.10 | 102 | 1.1 | 4.2 | 45 (39.8%) | 68 (60.2%) |

| Lane | Peak AM Hour | Date | Peak AM Factor | Peak PM Hour | Date | Peak PM Factor |
|------|--------------|--------------|----------------|--------------|--------------|----------------|
| #1. | 08:30 = | 8 08/16/2012 | 0.667 | 18:00 = | 7 08/15/2012 | 0.350 |
| #2. | 08:15 = | 8 08/16/2012 | 0.500 | 16:45 = | 8 08/15/2012 | 0.500 |

TRAFFIC ENGINEERING SERVICES, INC.

(262) 797-9097

PROJECT STAT 13 + TOWER Rd

PROJECT NO. _____

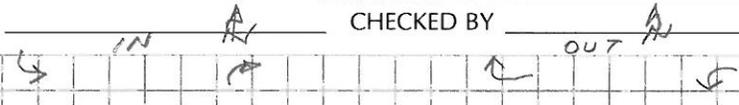
SUBJECT _____

SHEET NO. 1 OF 2

COMPUTED BY AN CHECKED BY AN

DATE _____

| 10:15 | | | | | | | | | |
|-------|--|--|--|--|--|--|--|--|--|
| 30 | | | | | | | | | |
| 45 | | | | | | | | | |
| 11:00 | | | | | | | | | |
| 15 | | | | | | | | | |
| 30 | | | | | | | | | |
| 45 | | | | | | | | | |
| 12:00 | | | | | | | | | |
| 15 | | | | | | | | | |
| 30 | | | | | | | | | |
| 45 | | | | | | | | | |
| 1:00 | | | | | | | | | |
| 15 | | | | | | | | | |
| 30 | | | | | | | | | |
| 45 | | | | | | | | | |
| 2:00 | | | | | | | | | |
| 15 | | | | | | | | | |
| 30 | | | | | | | | | |
| 45 | | | | | | | | | |
| 3:00 | | | | | | | | | |
| 15 | | | | | | | | | |
| 30 | | | | | | | | | |
| 45 | | | | | | | | | |
| 4:00 | | | | | | | | | |
| 15 | | | | | | | | | |
| 30 | | | | | | | | | |
| 45 | | | | | | | | | |
| 5:00 | | | | | | | | | |
| 15 | | | | | | | | | |
| 30 | | | | | | | | | |
| 45 | | | | | | | | | |
| 6:00 | | | | | | | | | |
| 15 | | | | | | | | | |
| 30 | | | | | | | | | |
| 45 | | | | | | | | | |
| 7:00 | | | | | | | | | |
| 15 | | | | | | | | | |
| 30 | | | | | | | | | |
| 45 | | | | | | | | | |
| 8:00 | | | | | | | | | |
| 15 | | | | | | | | | |
| 30 | | | | | | | | | |
| 45 | | | | | | | | | |
| 9:00 | | | | | | | | | |
| 15 | | | | | | | | | |
| 30 | | | | | | | | | |
| 45 | | | | | | | | | |



Traffic Engineering Services, Inc.
 890 Elm Grove Road, Suite 110
 Elm Grove, WI 53122
 1-262-797-9097 - www.tes.info

Location: 73 S & 13
 Weather:
 Counter:

File Name : 7313S~1
 Site Code : 00000026
 Start Date : 08/15/2012
 Page No : 1

Groups Printed- Cars - SU - Semi

| Start Time | From North | | | From East | | | From South | | | From West | | | App. Total | Int. Total | | | | |
|-------------|------------|------|-------|-----------|------|-------|------------|------|-------|-----------|------|-------|------------|------------|------------|------|------|------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | App. Total | Peds | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | |
| 07:45 AM | 14 | 25 | 0 | 0 | 0 | 37 | 0 | 56 | 0 | 0 | 0 | 0 | 56 | 1 | 0 | 0 | 1 | 133 |
| Total | 14 | 25 | 0 | 0 | 0 | 37 | 0 | 56 | 0 | 0 | 0 | 0 | 56 | 1 | 0 | 0 | 1 | 133 |
| 08:00 AM | 14 | 35 | 0 | 0 | 18 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 0 | 0 | 1 | 92 |
| 08:15 AM | 17 | 35 | 0 | 1 | 20 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 35 | 2 | 0 | 0 | 2 | 110 |
| 08:30 AM | 15 | 25 | 0 | 1 | 27 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 102 |
| Total | 46 | 95 | 0 | 2 | 65 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 93 | 3 | 0 | 0 | 3 | 304 |
| | 60 | 120 | 0 | 2 | 102 | 0 | 149 | 0 | 4 | 0 | 0 | 0 | 149 | 4 | 0 | 0 | 4 | 304 |
| 12:15 PM | 23 | 54 | 2 | 0 | 33 | 0 | 42 | 2 | 0 | 0 | 0 | 0 | 44 | 2 | 0 | 0 | 2 | 158 |
| 12:30 PM | 21 | 58 | 0 | 0 | 41 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 47 | 1 | 0 | 0 | 1 | 168 |
| 12:45 PM | 21 | 50 | 0 | 0 | 30 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 149 |
| Total | 65 | 162 | 2 | 0 | 104 | 0 | 137 | 2 | 0 | 0 | 0 | 0 | 139 | 3 | 0 | 0 | 3 | 475 |
| 01:00 PM | 35 | 54 | 0 | 1 | 31 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 159 |
| Total | 35 | 54 | 0 | 1 | 31 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 159 |
| | 100 | 214 | 2 | 1 | 135 | 0 | 175 | 0 | 3 | 0 | 0 | 0 | 175 | 3 | 0 | 0 | 3 | 475 |
| 04:45 PM | 50 | 72 | 0 | 1 | 20 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 182 |
| Total | 50 | 72 | 0 | 1 | 20 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 182 |
| 05:00 PM | 34 | 62 | 0 | 1 | 29 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 179 |
| 05:15 PM | 38 | 71 | 0 | 5 | 35 | 0 | 41 | 0 | 24 | 0 | 0 | 0 | 24 | 1 | 0 | 0 | 1 | 175 |
| 05:30 PM | 30 | 46 | 0 | 2 | 29 | 0 | 31 | 1 | 50 | 1 | 0 | 0 | 52 | 1 | 0 | 0 | 1 | 160 |
| Total | 102 | 179 | 0 | 8 | 93 | 0 | 102 | 1 | 127 | 1 | 0 | 0 | 129 | 2 | 0 | 0 | 2 | 514 |
| | 152 | 251 | 0 | 9 | 113 | 0 | 166 | 1 | 2 | 0 | 0 | 0 | 166 | 2 | 0 | 0 | 2 | 514 |
| Grand Total | 312 | 587 | 2 | 12 | 350 | 0 | 363 | 1 | 490 | 3 | 0 | 0 | 494 | 9 | 0 | 0 | 9 | 1767 |
| Approch % | 34.6 | 65.1 | 0.2 | 3.3 | 96.4 | 0.0 | 20.5 | 0.2 | 99.2 | 0.6 | 0.0 | 0.0 | 28.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | 17.7 | 33.2 | 0.1 | 0.7 | 19.8 | 0.0 | 20.5 | 0.1 | 27.7 | 0.2 | 0.0 | 0.0 | 28.0 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 |

Traffic Engineering Services, Inc.
 890 Elm Grove Road, Suite 110
 Elm Grove, WI 53122
 1-262-797-9097 - www.tes.info

Location: 73 S & 13
 Weather:
 Counter:

File Name : 7313S~1
 Site Code : 00000026
 Start Date : 08/15/2012
 Page No : 1

Groups Printed- SU

| Start Time | From North | | | From East | | | From South | | | From West | | | Int. Total |
|-------------|------------|------|------|-----------|------|------|------------|------|-------|-----------|------|------|------------|
| | Left | Thru | Peds | Left | Thru | Peds | Left | Thru | Peds | Left | Thru | Peds | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| 07:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 11 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 4 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 |
| 12:30 PM | 1 | 4 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 3 |
| 12:45 PM | 3 | 5 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 2 |
| Total | 8 | 10 | 0 | 0 | 0 | 0 | 14 | 0 | 7 | 0 | 0 | 0 | 7 |
| 01:00 PM | 9 | 6 | 0 | 0 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 0 | 3 |
| Total | 9 | 6 | 0 | 0 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 0 | 3 |
| 04:45 PM | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 |
| Total | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 |
| 05:00 PM | 3 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 8 |
| 05:15 PM | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 |
| 05:30 PM | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 9 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | 0 | 0 | 0 | 11 |
| Grand Total | 44 | 18 | 0 | 0 | 0 | 0 | 42 | 0 | 23 | 0 | 0 | 0 | 23 |
| Approch % | 71.0 | 29.0 | 0.0 | 0.0 | 0.0 | 0.0 | 93.3 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | 33.8 | 13.8 | 0.0 | 0.0 | 0.0 | 0.0 | 32.3 | 0.0 | 17.7 | 0.0 | 0.0 | 0.0 | 17.7 |

Traffic Engineering Services, Inc.
 890 Elm Grove Road, Suite 110
 Elm Grove, WI 53122
 1-262-797-9097 - www.tes.info

Location: 73 S & 13
 Weather:
 Counter:

File Name : 7313S~1
 Site Code : 00000026
 Start Date : 08/15/2012
 Page No : 1

Groups Printed- Semi

| Start Time | From North | | | From East | | | From South | | | From West | | | Int. Total | |
|-------------|------------|------|-------|-----------|-------|-------|------------|-------|-------|-----------|------|-------|------------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | App. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| 07:45 AM | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| Total | 8 | 3 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:15 PM | 3 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 3 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 |
| Total | 11 | 10 | 0 | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 |
| 01:00 PM | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 2 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| Total | 10 | 2 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| Grand Total | 35 | 21 | 0 | 0 | 38 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 |
| Approch % | 62.5 | 37.5 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total % | 35.7 | 21.4 | 0.0 | 0.0 | 38.8 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 0.0 |

Traffic Engineering Services, Inc.
 890 Elm Grove Road, Suite 110
 Elm Grove, WI 53122
 1-262-797-9097 - www.tes.info

Location: 73 N & 13
 Weather:
 Counter:

File Name : 7313N~1
 Site Code : 00000026
 Start Date : 08/15/2012
 Page No : 1

Groups Printed - Cars - SU - Semi

| Start Time | From North | | | From East | | | From South | | | From West | | | App. Total | Int. Total | | | | | |
|-------------|------------|------|-------|-----------|------|-------|------------|------|-------|-----------|------|-------|------------|------------|------------|------|------|------|------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | App. Total | Peds | Peds | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | |
| 07:45 AM | 0 | 28 | 13 | 0 | 4 | 0 | 0 | 7 | 14 | 79 | 0 | 0 | 93 | 25 | 11 | 11 | 0 | 47 | 188 |
| Total | 0 | 28 | 13 | 0 | 4 | 0 | 0 | 7 | 14 | 79 | 0 | 0 | 93 | 25 | 11 | 11 | 0 | 47 | 188 |
| 08:00 AM | 0 | 39 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 35 | 0 | 0 | 41 | 12 | 2 | 11 | 0 | 25 | 113 |
| 08:15 AM | 1 | 37 | 10 | 0 | 0 | 0 | 0 | 4 | 13 | 44 | 0 | 0 | 57 | 16 | 3 | 15 | 0 | 34 | 143 |
| 08:30 AM | 1 | 33 | 18 | 0 | 2 | 0 | 0 | 11 | 16 | 46 | 0 | 0 | 62 | 33 | 3 | 9 | 0 | 45 | 170 |
| Total | 2 | 109 | 36 | 1 | 12 | 2 | 0 | 15 | 35 | 125 | 0 | 0 | 160 | 61 | 8 | 35 | 0 | 104 | 426 |
| | 2 | 137 | 49 | 1 | 15 | 6 | | 49 | 49 | 204 | 0 | | 86 | 19 | 44 | | | | |
| 12:15 PM | 15 | 67 | 31 | 2 | 3 | 2 | 0 | 7 | 15 | 61 | 1 | 0 | 77 | 29 | 2 | 10 | 0 | 41 | 238 |
| 12:30 PM | 5 | 61 | 22 | 0 | 3 | 5 | 0 | 8 | 26 | 61 | 1 | 0 | 88 | 19 | 3 | 17 | 0 | 39 | 223 |
| 12:45 PM | 8 | 60 | 29 | 0 | 4 | 1 | 0 | 5 | 7 | 70 | 1 | 0 | 78 | 30 | 3 | 11 | 0 | 44 | 224 |
| Total | 28 | 188 | 82 | 2 | 10 | 8 | 0 | 20 | 48 | 192 | 3 | 0 | 243 | 78 | 8 | 38 | 0 | 124 | 685 |
| 01:00 PM | 3 | 71 | 20 | 1 | 2 | 4 | 0 | 7 | 12 | 56 | 1 | 0 | 69 | 34 | 4 | 17 | 0 | 55 | 225 |
| Total | 3 | 71 | 20 | 1 | 2 | 4 | 0 | 7 | 12 | 56 | 1 | 0 | 69 | 34 | 4 | 17 | 0 | 55 | 225 |
| | 31 | 259 | 102 | 3 | 12 | 12 | | 60 | 60 | 246 | 4 | | 112 | 12 | 55 | | | | |
| 04:45 PM | 6 | 97 | 37 | 0 | 3 | 3 | 0 | 6 | 13 | 44 | 0 | 0 | 57 | 28 | 10 | 24 | 0 | 62 | 265 |
| Total | 6 | 97 | 37 | 0 | 3 | 3 | 0 | 6 | 13 | 44 | 0 | 0 | 57 | 28 | 10 | 24 | 0 | 62 | 265 |
| 05:00 PM | 6 | 79 | 32 | 1 | 7 | 2 | 0 | 10 | 22 | 60 | 0 | 0 | 82 | 37 | 3 | 15 | 0 | 55 | 264 |
| 05:15 PM | 7 | 94 | 40 | 3 | 4 | 3 | 0 | 10 | 7 | 51 | 2 | 0 | 60 | 24 | 6 | 17 | 0 | 47 | 258 |
| 05:30 PM | 2 | 65 | 36 | 0 | 4 | 2 | 0 | 6 | 22 | 61 | 0 | 0 | 83 | 31 | 2 | 11 | 0 | 44 | 236 |
| Total | 15 | 238 | 108 | 4 | 15 | 7 | 0 | 26 | 51 | 172 | 2 | 0 | 225 | 92 | 11 | 43 | 0 | 146 | 758 |
| | 21 | 335 | 145 | 4 | 18 | 10 | | 64 | 64 | 246 | 2 | | 120 | 21 | 67 | | | | |
| Grand Total | 54 | 731 | 296 | 8 | 45 | 28 | 0 | 81 | 173 | 668 | 6 | 0 | 847 | 318 | 52 | 168 | 0 | 538 | 2547 |
| Approch % | 5.0 | 67.6 | 27.4 | 0.0 | 55.6 | 34.6 | 0.0 | 20.4 | 20.4 | 78.9 | 0.7 | 0.0 | 59.1 | 9.7 | 9.7 | 31.2 | 0.0 | 0.0 | 0.0 |
| Total % | 2.1 | 28.7 | 11.6 | 0.0 | 1.8 | 1.1 | 0.0 | 3.2 | 6.8 | 26.2 | 0.2 | 0.0 | 33.3 | 12.5 | 2.0 | 6.6 | 0.0 | 21.1 | 0.0 |

Traffic Engineering Services, Inc.
 890 Elm Grove Road, Suite 110
 Elm Grove, WI 53122
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File Name : 7313N~1
 Site Code : 00000026
 Start Date : 08/15/2012
 Page No : 1

Location: 73 N & 13
 Weather:
 Counter:

Groups Printed- Cars

| Start Time | From North | | | From East | | | From South | | | From West | | | App. Total | Int. Total | | | | | |
|-------------|------------|------|-------|-----------|------|-------|------------|------|-------|-----------|------|-------|------------|------------|------------|------|-----|------|------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | App. Total | Peds | | | |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | | | |
| 07:45 AM | 0 | 25 | 13 | 0 | 3 | 4 | 0 | 7 | 13 | 71 | 0 | 0 | 84 | 25 | 11 | 10 | 0 | 46 | 175 |
| Total | 0 | 25 | 13 | 0 | 3 | 4 | 0 | 7 | 13 | 71 | 0 | 0 | 84 | 25 | 11 | 10 | 0 | 46 | 175 |
| 08:00 AM | 0 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 32 | 0 | 0 | 38 | 11 | 2 | 7 | 0 | 20 | 96 |
| 08:15 AM | 1 | 35 | 10 | 0 | 4 | 0 | 0 | 4 | 12 | 39 | 0 | 0 | 51 | 14 | 3 | 12 | 0 | 29 | 130 |
| 08:30 AM | 1 | 28 | 18 | 0 | 8 | 2 | 0 | 11 | 16 | 41 | 0 | 0 | 57 | 32 | 3 | 7 | 0 | 42 | 157 |
| Total | 2 | 93 | 36 | 0 | 12 | 2 | 0 | 15 | 34 | 112 | 0 | 0 | 146 | 57 | 8 | 26 | 0 | 91 | 383 |
| 12:15 PM | 15 | 56 | 31 | 0 | 3 | 1 | 0 | 5 | 11 | 54 | 1 | 0 | 66 | 27 | 2 | 9 | 0 | 38 | 211 |
| 12:30 PM | 5 | 53 | 20 | 0 | 3 | 4 | 0 | 7 | 24 | 52 | 1 | 0 | 77 | 17 | 3 | 14 | 0 | 34 | 196 |
| 12:45 PM | 8 | 51 | 26 | 0 | 3 | 1 | 0 | 4 | 6 | 60 | 1 | 0 | 67 | 29 | 3 | 5 | 0 | 37 | 193 |
| Total | 28 | 160 | 77 | 0 | 9 | 6 | 0 | 16 | 41 | 166 | 3 | 0 | 210 | 73 | 8 | 28 | 0 | 109 | 600 |
| 01:00 PM | 2 | 59 | 19 | 0 | 2 | 3 | 0 | 6 | 10 | 44 | 0 | 0 | 54 | 34 | 4 | 10 | 0 | 48 | 188 |
| Total | 2 | 59 | 19 | 0 | 2 | 3 | 0 | 6 | 10 | 44 | 0 | 0 | 54 | 34 | 4 | 10 | 0 | 48 | 188 |
| 04:45 PM | 5 | 90 | 37 | 0 | 3 | 3 | 0 | 6 | 12 | 41 | 0 | 0 | 53 | 28 | 10 | 21 | 0 | 59 | 250 |
| Total | 5 | 90 | 37 | 0 | 3 | 3 | 0 | 6 | 12 | 41 | 0 | 0 | 53 | 28 | 10 | 21 | 0 | 59 | 250 |
| 05:00 PM | 6 | 73 | 31 | 0 | 7 | 2 | 0 | 10 | 17 | 47 | 0 | 0 | 64 | 37 | 3 | 14 | 0 | 54 | 238 |
| 05:15 PM | 7 | 87 | 39 | 0 | 4 | 3 | 0 | 10 | 6 | 46 | 2 | 0 | 54 | 24 | 6 | 15 | 0 | 45 | 242 |
| 05:30 PM | 2 | 61 | 36 | 0 | 4 | 2 | 0 | 6 | 21 | 54 | 0 | 0 | 75 | 31 | 2 | 8 | 0 | 41 | 221 |
| Total | 15 | 221 | 106 | 0 | 15 | 7 | 0 | 26 | 44 | 147 | 2 | 0 | 193 | 92 | 11 | 37 | 0 | 140 | 701 |
| Grand Total | 52 | 648 | 288 | 0 | 7 | 44 | 0 | 76 | 154 | 581 | 5 | 0 | 740 | 309 | 52 | 132 | 0 | 493 | 2297 |
| Approch % | 5.3 | 65.6 | 29.1 | 0.0 | 9.2 | 57.9 | 0.0 | 3.3 | 20.8 | 78.5 | 0.7 | 0.0 | 32.2 | 62.7 | 10.5 | 26.8 | 0.0 | 21.5 | |
| Total % | 2.3 | 28.2 | 12.5 | 0.0 | 0.3 | 1.9 | 0.0 | 3.3 | 6.7 | 25.3 | 0.2 | 0.0 | 32.2 | 13.5 | 2.3 | 5.7 | 0.0 | 21.5 | |

Traffic Engineering Services, Inc.
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Location: 73 N & 13
 Weather:
 Counter:

File Name : 7313N~1
 Site Code : 00000026
 Start Date : 08/15/2012
 Page No : 1

Groups Printed- SU

| Start Time | From North | | | From East | | | From South | | | From West | | | App. Total | Int. Total | |
|-------------|------------|------|-------|-----------|------|-------|------------|------|-------|-----------|------|-------|------------|------------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | App. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| 08:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 08:30 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 12:15 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 2 | 0 | 0 | 2 |
| 12:30 PM | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 2 | 6 | 0 | 0 | 1 | 0 | 0 | 2 |
| 12:45 PM | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 13 | 2 | 0 | 0 | 2 | 0 | 4 | 18 | 0 | 0 | 3 | 0 | 0 | 7 |
| 01:00 PM | 1 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 6 |
| Total | 1 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 6 |
| 04:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 PM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 1 | 44 | 5 | 0 | 0 | 3 | 0 | 6 | 61 | 1 | 0 | 4 | 0 | 0 | 22 |
| Approach % | 2.0 | 88.0 | 10.0 | 0.0 | 0.0 | 60.0 | 0.0 | 8.8 | 89.7 | 1.5 | 0.0 | 18.2 | 0.0 | 0.0 | 81.8 |
| Total % | 0.7 | 30.3 | 3.4 | 0.0 | 0.0 | 2.1 | 0.0 | 4.1 | 42.1 | 0.7 | 0.0 | 2.8 | 0.0 | 0.0 | 12.4 |
| | | | | | | | | 3.4 | 46.9 | | | 46.9 | | | 15.2 |
| | | | | | | | | 5 | 68 | | | 68 | | | 22 |
| | | | | | | | | 34.5 | 145 | | | 145 | | | 145 |

Classification Data Dump Report: 12e24 HWY 13

Station ID : 12e24 HWY 13

Info Line 1 :
Info Line 2 :

GPS Lat/Lon :
DB File : HWY 13.DB

Last Connected Device Type : Unic-L
Version Number : 1.30
Serial Number : 86316

Number of Lanes : 2
Posted Speed Limit :

Lane Configuration

| # | Dir. | Information | Vehicle Sensors | Sensor Spacing | Loop Length | Volume Mode | Volume Sensors | Axle Class | Speed Class | Length Class | Gap Class | Hdway Class | Speedx Axle | Speedx Length | SnMis Store | Divide By 2 |
|----|------|-------------|-----------------|----------------|-------------|-------------|----------------|------------|-------------|--------------|-----------|-------------|-------------|---------------|-------------|-------------|
| 1. | NB | | Ax-Ax | 5.0 ft | 6.0 ft | | | X | | | | | | | | |
| 3. | SB | | Ax-Ax | 5.0 ft | 6.0 ft | | | X | | | | | | | | |

Class Data In Database From: 10:00 - 08/15/2012 To: 13:14 - 08/16/2012

| Date | Time | Data Type | Lane | Bin #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | #17 | #18 | #19 | |
|----------|-------|-----------|------|--------|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| 08/15/12 | 10:00 | Axle | 1. | 0 | 27 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | | | | | | | |
| 08/15/12 | 10:00 | Axle | 3. | 0 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | | | | | | | |
| 08/15/12 | 10:15 | Axle | 1. | 0 | 27 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 08/15/12 | 10:15 | Axle | 3. | 0 | 23 | 14 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 2 | | | | | | | |
| 08/15/12 | 10:30 | Axle | 1. | 0 | 31 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | | | | | | | |
| 08/15/12 | 10:30 | Axle | 3. | 0 | 24 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | | | | | | | |
| 08/15/12 | 10:45 | Axle | 1. | 1 | 30 | 10 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | | | | | | | |
| 08/15/12 | 10:45 | Axle | 3. | 3 | 15 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 08/15/12 | 11:00 | Axle | 1. | 0 | 24 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 08/15/12 | 11:00 | Axle | 3. | 0 | 26 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| 08/15/12 | 11:15 | Axle | 1. | 0 | 20 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | | | | | | | |
| 08/15/12 | 11:15 | Axle | 3. | 0 | 24 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 4 | | | | | | | |
| 08/15/12 | 11:30 | Axle | 1. | 1 | 29 | 15 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | | | | | | | |
| 08/15/12 | 11:30 | Axle | 3. | 0 | 36 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | | | | | | | |
| 08/15/12 | 11:45 | Axle | 1. | 0 | 29 | 8 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | | | | | | | |
| 08/15/12 | 11:45 | Axle | 3. | 0 | 21 | 14 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | | | | | | | |
| 08/15/12 | 12:00 | Axle | 1. | 1 | 27 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | | | | | | | |
| 08/15/12 | 12:00 | Axle | 3. | 1 | 37 | 15 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | | | | | | | |
| 08/15/12 | 12:15 | Axle | 1. | 0 | 30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | | | | | | | |
| 08/15/12 | 12:15 | Axle | 3. | 1 | 25 | 15 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | | | | | | | |
| 08/15/12 | 12:30 | Axle | 1. | 1 | 34 | 9 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | | |
| 08/15/12 | 12:30 | Axle | 3. | 0 | 26 | 11 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | | | | | | | |
| 08/15/12 | 12:45 | Axle | 1. | 0 | 25 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | | | | | | |
| 08/15/12 | 12:45 | Axle | 3. | 0 | 34 | 14 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | | | | | | | |
| 08/15/12 | 13:00 | Axle | 1. | 1 | 36 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | | |
| 08/15/12 | 13:00 | Axle | 3. | 1 | 30 | 12 | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 2 | 0 | 1 | | | | | | | |
| 08/15/12 | 13:15 | Axle | 1. | 1 | 21 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | | | | | | | |
| 08/15/12 | 13:15 | Axle | 3. | 0 | 25 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | | | | | | | |
| 08/15/12 | 13:30 | Axle | 1. | 0 | 25 | 10 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | | | | | | | |
| 08/15/12 | 13:30 | Axle | 3. | 0 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | | | | | | | |
| 08/15/12 | 13:45 | Axle | 1. | 1 | 28 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | | | | | | | |
| 08/15/12 | 13:45 | Axle | 3. | 0 | 33 | 15 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | | | | | | | |
| 08/15/12 | 14:00 | Axle | 1. | 1 | 31 | 12 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | | | | | | | |
| 08/15/12 | 14:00 | Axle | 3. | 0 | 33 | 9 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 3 | | | | | | | |
| 08/15/12 | 14:15 | Axle | 1. | 1 | 31 | 11 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | | | | | | | |
| 08/15/12 | 14:15 | Axle | 3. | 0 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | | | | | | | |
| 08/15/12 | 14:30 | Axle | 1. | 0 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | | | | | | |
| 08/15/12 | 14:30 | Axle | 3. | 0 | 41 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | | | | | | | |
| 08/15/12 | 14:45 | Axle | 1. | 0 | 27 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | | | | | | | |
| 08/15/12 | 14:45 | Axle | 3. | 2 | 29 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | | | | | |
| 08/15/12 | 15:00 | Axle | 1. | 0 | 32 | 9 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | | | | | | | |

TOT
Trucks
 44
 90
 46
 92
 46
 35
 90
 55
 48
 98
 50
 370
 144 PHF
 NB: 173 11 60
 SB: 197 28 140
 339% Trucks
 60.1% Auto

| Date | Time | Data Type | Lane | Bin #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | #17 | #18 | #19 |
|----------|-------|-----------|------|--------|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 08/15/12 | 15:00 | Axle | 3. | 1 | 36 | 15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | | | | | | |
| 08/15/12 | 15:15 | Axle | 1. | 0 | 25 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 15:15 | Axle | 3. | 0 | 35 | 14 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | | | | | | |
| 08/15/12 | 15:30 | Axle | 1. | 0 | 38 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | | | | | | |
| 08/15/12 | 15:30 | Axle | 3. | 1 | 29 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | | | | |
| 08/15/12 | 15:45 | Axle | 1. | 0 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | | | | | | |
| 08/15/12 | 15:45 | Axle | 3. | 4 | 40 | 16 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | | | | | | |
| 08/15/12 | 16:00 | Axle | 1. | 1 | 28 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | | | | | |
| 08/15/12 | 16:00 | Axle | 3. | 0 | 35 | 7 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 4 | | | | | | |
| 08/15/12 | 16:15 | Axle | 1. | 1 | 23 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | | | | | | |
| 08/15/12 | 16:15 | Axle | 3. | 1 | 37 | 21 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 4 | | | | | | |
| 08/15/12 | 16:30 | Axle | 1. | 1 | 32 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | | | | | | |
| 08/15/12 | 16:30 | Axle | 3. | 0 | 39 | 8 | 0 | 2 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 2 | | | | | | |
| 08/15/12 | 16:45 | Axle | 1. | 0 | 35 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | | | | | | |
| 08/15/12 | 16:45 | Axle | 3. | 0 | 50 | 7 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | | | | | | |
| 08/15/12 | 17:00 | Axle | 1. | 1 | 29 | 10 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 17:00 | Axle | 3. | 0 | 41 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 17:15 | Axle | 1. | 1 | 29 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | |
| 08/15/12 | 17:15 | Axle | 3. | 1 | 46 | 15 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 3 | | | | | | |
| 08/15/12 | 17:30 | Axle | 1. | 0 | 28 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | | | | | | |
| 08/15/12 | 17:30 | Axle | 3. | 0 | 26 | 13 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | | | | | | |
| 08/15/12 | 17:45 | Axle | 1. | 0 | 38 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | |
| 08/15/12 | 17:45 | Axle | 3. | 0 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | | | | |
| 08/15/12 | 18:00 | Axle | 1. | 0 | 22 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | | | | | | |
| 08/15/12 | 18:00 | Axle | 3. | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | | | | |
| 08/15/12 | 18:15 | Axle | 1. | 0 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | |
| 08/15/12 | 18:15 | Axle | 3. | 0 | 28 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | | | | |
| 08/15/12 | 18:30 | Axle | 1. | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | | | | | |
| 08/15/12 | 18:30 | Axle | 3. | 1 | 27 | 14 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | | | | | | |
| 08/15/12 | 18:45 | Axle | 1. | 0 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | | | | | |
| 08/15/12 | 18:45 | Axle | 3. | 1 | 24 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | | | | |
| 08/15/12 | 19:00 | Axle | 1. | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 19:00 | Axle | 3. | 0 | 28 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | | | | |
| 08/15/12 | 19:15 | Axle | 1. | 0 | 20 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 19:15 | Axle | 3. | 1 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | |
| 08/15/12 | 19:30 | Axle | 1. | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 19:30 | Axle | 3. | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | | | | | | |
| 08/15/12 | 19:45 | Axle | 1. | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | | | | | | |
| 08/15/12 | 19:45 | Axle | 3. | 0 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 20:00 | Axle | 1. | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 20:00 | Axle | 3. | 0 | 20 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 20:15 | Axle | 1. | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | |
| 08/15/12 | 20:15 | Axle | 3. | 0 | 15 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 20:30 | Axle | 1. | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 20:30 | Axle | 3. | 1 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | | | | | |
| 08/15/12 | 20:45 | Axle | 1. | 0 | 14 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 20:45 | Axle | 3. | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 21:00 | Axle | 1. | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | | | |
| 08/15/12 | 21:00 | Axle | 3. | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 21:15 | Axle | 1. | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 21:15 | Axle | 3. | 0 | 18 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | | | | | |
| 08/15/12 | 21:30 | Axle | 1. | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 21:30 | Axle | 3. | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 21:45 | Axle | 1. | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 21:45 | Axle | 3. | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 22:00 | Axle | 1. | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 22:00 | Axle | 3. | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 22:15 | Axle | 1. | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 22:15 | Axle | 3. | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 22:30 | Axle | 1. | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 22:30 | Axle | 3. | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 22:45 | Axle | 1. | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 22:45 | Axle | 3. | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |

TOT Trucks

| | |
|-------|---|
| 116 | 6 |
| 99 | 3 |
| 110 | 9 |
| 85 | 6 |
| <hr/> | |
| 410 | |

0.88 p/f

NB: 177 12 = 7%

SB 233 18 = 8%

410 30 7.3%

| Date | Time | Data Type | Lane | Bin #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | #17 | #18 | #19 |
|----------|-------|-----------|------|--------|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 08/15/12 | 23:00 | Axle | 1. | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 23:00 | Axle | 3. | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 23:15 | Axle | 1. | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 23:15 | Axle | 3. | 0 | 7 | 5 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 23:30 | Axle | 1. | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 23:30 | Axle | 3. | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 23:45 | Axle | 1. | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/15/12 | 23:45 | Axle | 3. | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/16/12 | 00:00 | Axle | 1. | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 1 |
| 08/16/12 | 00:00 | Axle | 3. | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 00:15 | Axle | 1. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 00:15 | Axle | 3. | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 00:30 | Axle | 1. | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 00:30 | Axle | 3. | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 00:45 | Axle | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 00:45 | Axle | 3. | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 1 |
| 08/16/12 | 01:00 | Axle | 1. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 01:00 | Axle | 3. | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 1 |
| 08/16/12 | 01:15 | Axle | 1. | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 01:15 | Axle | 3. | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 1 |
| 08/16/12 | 01:30 | Axle | 1. | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 01:30 | Axle | 3. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 01:45 | Axle | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 01:45 | Axle | 3. | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 02:00 | Axle | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 02:00 | Axle | 3. | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 02:15 | Axle | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 02:15 | Axle | 3. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 02:30 | Axle | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 02:30 | Axle | 3. | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 02:45 | Axle | 1. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 02:45 | Axle | 3. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 03:00 | Axle | 1. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 03:00 | Axle | 3. | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 03:15 | Axle | 1. | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 03:15 | Axle | 3. | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 03:30 | Axle | 1. | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 03:30 | Axle | 3. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 03:45 | Axle | 1. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 03:45 | Axle | 3. | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 04:00 | Axle | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 04:00 | Axle | 3. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 04:15 | Axle | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 1 |
| 08/16/12 | 04:15 | Axle | 3. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 04:30 | Axle | 1. | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 04:30 | Axle | 3. | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 04:45 | Axle | 1. | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 04:45 | Axle | 3. | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 05:00 | Axle | 1. | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 05:00 | Axle | 3. | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 05:15 | Axle | 1. | 0 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 05:15 | Axle | 3. | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 05:30 | Axle | 1. | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 05:30 | Axle | 3. | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 05:45 | Axle | 1. | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 05:45 | Axle | 3. | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 06:00 | Axle | 1. | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 06:00 | Axle | 3. | 1 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 06:15 | Axle | 1. | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 06:15 | Axle | 3. | 2 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 06:30 | Axle | 1. | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 06:30 | Axle | 3. | 0 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | 0 |
| 08/16/12 | 06:45 | Axle | 1. | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | 1 |

| Date | Time | Data Type | Lane | Bin #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | #17 | #18 | #19 |
|----------|-------|-----------|------|--------|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 08/16/12 | 06:45 | Axle | 3. | 0 | 5 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/16/12 | 07:00 | Axle | 1. | 0 | 19 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/16/12 | 07:00 | Axle | 3. | 0 | 15 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | | | | | | |
| 08/16/12 | 07:15 | Axle | 1. | 0 | 25 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/16/12 | 07:15 | Axle | 3. | 0 | 21 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | | | | | |
| 08/16/12 | 07:30 | Axle | 1. | 0 | 34 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | | | | | | |
| 08/16/12 | 07:30 | Axle | 3. | 0 | 13 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | | | | | | |
| 08/16/12 | 07:45 | Axle | 1. | 0 | 38 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | | | | | | |
| 08/16/12 | 07:45 | Axle | 3. | 1 | 9 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | |
| 08/16/12 | 08:00 | Axle | 1. | 0 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | | | | |
| 08/16/12 | 08:00 | Axle | 3. | 1 | 15 | 7 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | | | | | | |
| 08/16/12 | 08:15 | Axle | 1. | 0 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | |
| 08/16/12 | 08:15 | Axle | 3. | 0 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/16/12 | 08:30 | Axle | 1. | 0 | 28 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | | | | | | |
| 08/16/12 | 08:30 | Axle | 3. | 0 | 7 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | | | | | | |
| 08/16/12 | 08:45 | Axle | 1. | 0 | 29 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | | | | | | |
| 08/16/12 | 08:45 | Axle | 3. | 0 | 12 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | | | | | | |
| 08/16/12 | 09:00 | Axle | 1. | 1 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | | | | | | |
| 08/16/12 | 09:00 | Axle | 3. | 0 | 12 | 8 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | | | | | | |
| 08/16/12 | 09:15 | Axle | 1. | 0 | 34 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | | | | | |
| 08/16/12 | 09:15 | Axle | 3. | 0 | 11 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | | | | | | |
| 08/16/12 | 09:30 | Axle | 1. | 0 | 38 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | | | | | | |
| 08/16/12 | 09:30 | Axle | 3. | 0 | 14 | 11 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | | | | | | |
| 08/16/12 | 09:45 | Axle | 1. | 0 | 35 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | |
| 08/16/12 | 09:45 | Axle | 3. | 0 | 18 | 15 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | | | | | | |
| 08/16/12 | 10:00 | Axle | 1. | 0 | 32 | 12 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | | | | | | |
| 08/16/12 | 10:00 | Axle | 3. | 0 | 17 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | | | | | | |
| 08/16/12 | 10:15 | Axle | 1. | 1 | 26 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | | | | | | |
| 08/16/12 | 10:15 | Axle | 3. | 1 | 17 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | | | | | | |
| 08/16/12 | 10:30 | Axle | 1. | 0 | 41 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | | | | | | |
| 08/16/12 | 10:30 | Axle | 3. | 0 | 21 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | |
| 08/16/12 | 10:45 | Axle | 1. | 0 | 37 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | | | | | | |
| 08/16/12 | 10:45 | Axle | 3. | 0 | 24 | 17 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | | | | | | |
| 08/16/12 | 11:00 | Axle | 1. | 0 | 29 | 9 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | | | | | | |
| 08/16/12 | 11:00 | Axle | 3. | 0 | 22 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | | | | | | |
| 08/16/12 | 11:15 | Axle | 1. | 0 | 39 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | | | | | | |
| 08/16/12 | 11:15 | Axle | 3. | 0 | 28 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | | | | | | |
| 08/16/12 | 11:30 | Axle | 1. | 0 | 21 | 11 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | | | | | | |
| 08/16/12 | 11:30 | Axle | 3. | 0 | 35 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | | | | | | |
| 08/16/12 | 11:45 | Axle | 1. | 0 | 30 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | | | | |
| 08/16/12 | 11:45 | Axle | 3. | 1 | 23 | 15 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | | | | | | |
| 08/16/12 | 12:00 | Axle | 1. | 0 | 30 | 9 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 2 | | | | | | |
| 08/16/12 | 12:00 | Axle | 3. | 0 | 29 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 08/16/12 | 12:15 | Axle | 1. | 0 | 36 | 16 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | | | | | | |
| 08/16/12 | 12:15 | Axle | 3. | 0 | 34 | 14 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | | | | | | |
| 08/16/12 | 12:30 | Axle | 1. | 0 | 40 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | | | | | | |
| 08/16/12 | 12:30 | Axle | 3. | 0 | 25 | 14 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | |
| 08/16/12 | 12:45 | Axle | 1. | 0 | 29 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | | | | | | |
| 08/16/12 | 12:45 | Axle | 3. | 2 | 30 | 15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | | | | | | |

7:45-6:45

TOT TRUCKS
 58 80 7
 22 3 10
 29 57 3
 38 5 7
 21 56 1
 43 64 3
 21 4 7
 257 25

.80 PHF

NB: 165 13 = 8%

SB: 12 12 = 13%

3 8.9% Trk
 6 1.1% Auto

Basic Axle Classification Report: 12e24 HWY 13

Station ID : 12e24 HWY 13

Info Line 1 :

Info Line 2 :

GPS Lat/Lon :

DB File : HWY 13.DB

Last Connected Device Type Unic-L

Version Number : 1.30

Serial Number : 86316

Number of Lanes : 2

Posted Speed Limit :

Lane Configuration

| # | Dir. | Information | Vehicle Sensors | Sensor Spacing | Loop Length | Comment |
|----|------|-------------|-----------------|----------------|-------------|---------|
| 1. | NB | | Ax-Ax | 5.0 ft | 6.0 ft | |
| 3. | SB | | Ax-Ax | 5.0 ft | 6.0 ft | |

Basic Axle Classification Data From: 10:00 - 08/15/2012 To: 13:14 - 08/16/2012

| (DEFAULT) | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | |
|-----------|-------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|
| Date | Time | Lane | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other | |
| 08/15/12 | 10:00 | 1. | 0 | 27 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 41 |
| Wed | | 3. | 0 | 14 | 6 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 26 |
| | 10:15 | 1. | 0 | 27 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| | | 3. | 0 | 23 | 14 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 2 | 47 |
| | 10:30 | 1. | 0 | 31 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 42 |
| | | 3. | 0 | 24 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 44 |
| | 10:45 | 1. | 1 | 30 | 10 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 50 |
| | | 3. | 3 | 15 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| | 11:00 | 1. | 0 | 24 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 40 |
| | | 3. | 0 | 26 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| | 11:15 | 1. | 0 | 20 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 31 |
| | | 3. | 0 | 24 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 4 | 48 |
| | 11:30 | 1. | 1 | 29 | 15 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 50 |
| | | 3. | 0 | 36 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 58 |
| | 11:45 | 1. | 0 | 29 | 8 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 41 |
| | | 3. | 0 | 21 | 14 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 40 |
| | 12:00 | 1. | 1 | 27 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 46 |
| | | 3. | 1 | 37 | 15 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 60 |
| | 12:15 | 1. | 0 | 30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 44 |
| | | 3. | 1 | 25 | 15 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 46 |
| | 12:30 | 1. | 1 | 34 | 9 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 46 |
| | | 3. | 0 | 26 | 11 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 46 |
| | 12:45 | 1. | 0 | 25 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 35 |
| | | 3. | 0 | 34 | 14 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 55 |
| | 13:00 | 1. | 1 | 36 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 48 |
| | | 3. | 1 | 30 | 12 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 1 | 50 |
| | 13:15 | 1. | 1 | 21 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 38 |
| | | 3. | 0 | 25 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 36 |
| | 13:30 | 1. | 0 | 25 | 10 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 40 |
| | | 3. | 0 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 30 |
| | 13:45 | 1. | 1 | 28 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 41 |
| | | 3. | 0 | 33 | 15 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 52 |
| | 14:00 | 1. | 1 | 31 | 12 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 50 |
| | | 3. | 0 | 33 | 9 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 3 | 53 |

| (DEFAULT) | | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-----------|-------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Date | Time | Lane | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other | Total |
| 08/15/12 | 14:15 | 1. | 1 | 31 | 11 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 49 |
| Wed | | 3. | 0 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 35 |
| | 14:30 | 1. | 0 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 29 |
| | | 3. | 0 | 41 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 56 |
| | 14:45 | 1. | 0 | 27 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 40 |
| | | 3. | 2 | 29 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 45 |
| | 15:00 | 1. | 0 | 32 | 9 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 47 |
| | | 3. | 1 | 36 | 15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 57 |
| | 15:15 | 1. | 0 | 25 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 35 |
| | | 3. | 0 | 35 | 14 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 56 |
| | 15:30 | 1. | 0 | 38 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 51 |
| | | 3. | 1 | 29 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 49 |
| | 15:45 | 1. | 0 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 28 |
| | | 3. | 4 | 40 | 16 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 63 |
| | 16:00 | 1. | 1 | 28 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 52 |
| | | 3. | 0 | 35 | 7 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 4 | 51 |
| | 16:15 | 1. | 1 | 23 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 39 |
| | | 3. | 1 | 37 | 21 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 4 | 67 |
| | 16:30 | 1. | 1 | 32 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 48 |
| | | 3. | 0 | 39 | 8 | 0 | 2 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 57 |
| | 16:45 | 1. | 0 | 35 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 53 |
| | | 3. | 0 | 50 | 7 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 63 |
| | 17:00 | 1. | 1 | 29 | 10 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 43 |
| | | 3. | 0 | 41 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| | 17:15 | 1. | 1 | 29 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41 |
| | | 3. | 1 | 46 | 15 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 3 | 69 |
| | 17:30 | 1. | 0 | 28 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 41 |
| | | 3. | 0 | 26 | 13 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 44 |
| | 17:45 | 1. | 0 | 38 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 43 |
| | | 3. | 0 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 41 |
| | 18:00 | 1. | 0 | 22 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 40 |
| | | 3. | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 30 |
| | 18:15 | 1. | 0 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 |
| | | 3. | 0 | 28 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 38 |
| | 18:30 | 1. | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 17 |
| | | 3. | 1 | 27 | 14 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 46 |
| | 18:45 | 1. | 0 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 29 |
| | | 3. | 1 | 24 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 35 |
| | 19:00 | 1. | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | | 3. | 0 | 28 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 46 |
| | 19:15 | 1. | 0 | 20 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | | 3. | 1 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| | 19:30 | 1. | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| | | 3. | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 17 |
| | 19:45 | 1. | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18 |
| | | 3. | 0 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| | 20:00 | 1. | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| | | 3. | 0 | 20 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| | 20:15 | 1. | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| | | 3. | 0 | 15 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 20:30 | 1. | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |

| (DEFAULT) | | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | | |
|----------------------|-------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|----|
| Date | Time | Lane | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other | Total | | |
| 08/15/12 | 20:30 | 3. | 1 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 27 | |
| Wed | 20:45 | 1. | 0 | 14 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | |
| | | 3. | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 21:00 | 1. | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | |
| | | 3. | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 21:15 | 1. | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | | 3. | 0 | 18 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 29 |
| | 21:30 | 1. | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | | 3. | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 21:45 | 1. | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | | 3. | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 22:00 | 1. | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | | 3. | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 22:15 | 1. | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | | 3. | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 22:30 | 1. | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | | 3. | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 22:45 | 1. | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | | 3. | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 23:00 | 1. | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | | 3. | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 23:15 | 1. | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | | 3. | 0 | 7 | 5 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 23:30 | 1. | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | | 3. | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 23:45 | 1. | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | | 3. | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Daily Total : | | | 37 | 2509 | 947 | 0 | 31 | 18 | 12 | 33 | 66 | 9 | 59 | 6 | 101 | 3828 | | |
| Percent : | | | 1% | 66% | 25% | 0% | 1% | 0% | 0% | 1% | 2% | 0% | 2% | 0% | 3% | | | |
| Average : | | | 1 | 45 | 17 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 69 | | |

| (DEFAULT) | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | |
|-----------|-------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Date | Time | Lane | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other | Total |
| 08/16/12 | 00:00 | 1. | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| Thu | | 3. | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 00:15 | 1. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 3. | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| | 00:30 | 1. | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | 3. | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 00:45 | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | 3. | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| | 01:00 | 1. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | 3. | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| | 01:15 | 1. | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | | 3. | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| | 01:30 | 1. | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | | 3. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 01:45 | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | 3. | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 02:00 | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | 3. | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 02:15 | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | 3. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 02:30 | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | 3. | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 02:45 | 1. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | 3. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 03:00 | 1. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 3. | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 03:15 | 1. | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | | 3. | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 03:30 | 1. | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | | 3. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 03:45 | 1. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | 3. | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 04:00 | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | 3. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 04:15 | 1. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| | | 3. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 04:30 | 1. | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | | 3. | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 04:45 | 1. | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| | | 3. | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 05:00 | 1. | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | | 3. | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 05:15 | 1. | 0 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | | 3. | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 05:30 | 1. | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | | 3. | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| | 05:45 | 1. | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| | | 3. | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| | 06:00 | 1. | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| | | 3. | 1 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 16 |
| | 06:15 | 1. | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |

| (DEFAULT) | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total | |
|-----------|-------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Date | Time | Lane | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other | Total |
| 08/16/12 | 06:15 | 3. | 2 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 23 |
| Thu | 06:30 | 1. | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| | | 3. | 0 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| | 06:45 | 1. | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| | | 3. | 0 | 5 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 07:00 | 1. | 0 | 19 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | | 3. | 0 | 15 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 26 |
| | 07:15 | 1. | 0 | 25 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| | | 3. | 0 | 21 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 33 |
| | 07:30 | 1. | 0 | 34 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 48 |
| | | 3. | 0 | 13 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 28 |
| | 07:45 | 1. | 0 | 38 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 58 |
| | | 3. | 1 | 9 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| | 08:00 | 1. | 0 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 |
| | | 3. | 1 | 15 | 7 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 28 |
| | 08:15 | 1. | 0 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 35 |
| | | 3. | 0 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 08:30 | 1. | 0 | 28 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 43 |
| | | 3. | 0 | 7 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 21 |
| | 08:45 | 1. | 0 | 29 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 47 |
| | | 3. | 0 | 12 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 27 |
| | 09:00 | 1. | 1 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 40 |
| | | 3. | 0 | 12 | 8 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 24 |
| | 09:15 | 1. | 0 | 34 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 49 |
| | | 3. | 0 | 11 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 23 |
| | 09:30 | 1. | 0 | 38 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 64 |
| | | 3. | 0 | 14 | 11 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 31 |
| | 09:45 | 1. | 0 | 35 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 50 |
| | | 3. | 0 | 18 | 15 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 38 |
| | 10:00 | 1. | 0 | 32 | 12 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 50 |
| | | 3. | 0 | 17 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 28 |
| | 10:15 | 1. | 1 | 26 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 46 |
| | | 3. | 1 | 17 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 34 |
| | 10:30 | 1. | 0 | 41 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 54 |
| | | 3. | 0 | 21 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 45 |
| | 10:45 | 1. | 0 | 37 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 50 |
| | | 3. | 0 | 24 | 17 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 48 |
| | 11:00 | 1. | 0 | 29 | 9 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 43 |
| | | 3. | 0 | 22 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 38 |
| | 11:15 | 1. | 0 | 39 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 58 |
| | | 3. | 0 | 28 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 43 |
| | 11:30 | 1. | 0 | 21 | 11 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 36 |
| | | 3. | 0 | 35 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 52 |
| | 11:45 | 1. | 0 | 30 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 39 |
| | | 3. | 1 | 23 | 15 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 44 |
| | 12:00 | 1. | 0 | 30 | 9 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 2 | 49 |
| | | 3. | 0 | 29 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| | 12:15 | 1. | 0 | 36 | 16 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 58 |
| | | 3. | 0 | 34 | 14 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 54 |
| | 12:30 | 1. | 0 | 40 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 55 |
| | | 3. | 0 | 25 | 14 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 41 |

| (DEFAULT) | | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|----------------------|-------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Date | Time | Lane | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other | Total |
| 08/16/12 | 12:45 | 1. | 0 | 29 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 41 |
| Thu | | 3. | 2 | 30 | 15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 50 |
| Daily Total : | | | 12 | 1430 | 661 | 1 | 29 | 6 | 2 | 21 | 36 | 10 | 40 | 0 | 54 | 2302 |
| Percent : | | | 1% | 62% | 29% | 0% | 1% | 0% | 0% | 1% | 2% | 0% | 2% | 0% | 2% | |
| Average : | | | 0 | 28 | 13 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 45 |

Basic Axle Class Summary: 12e24 HWY 13

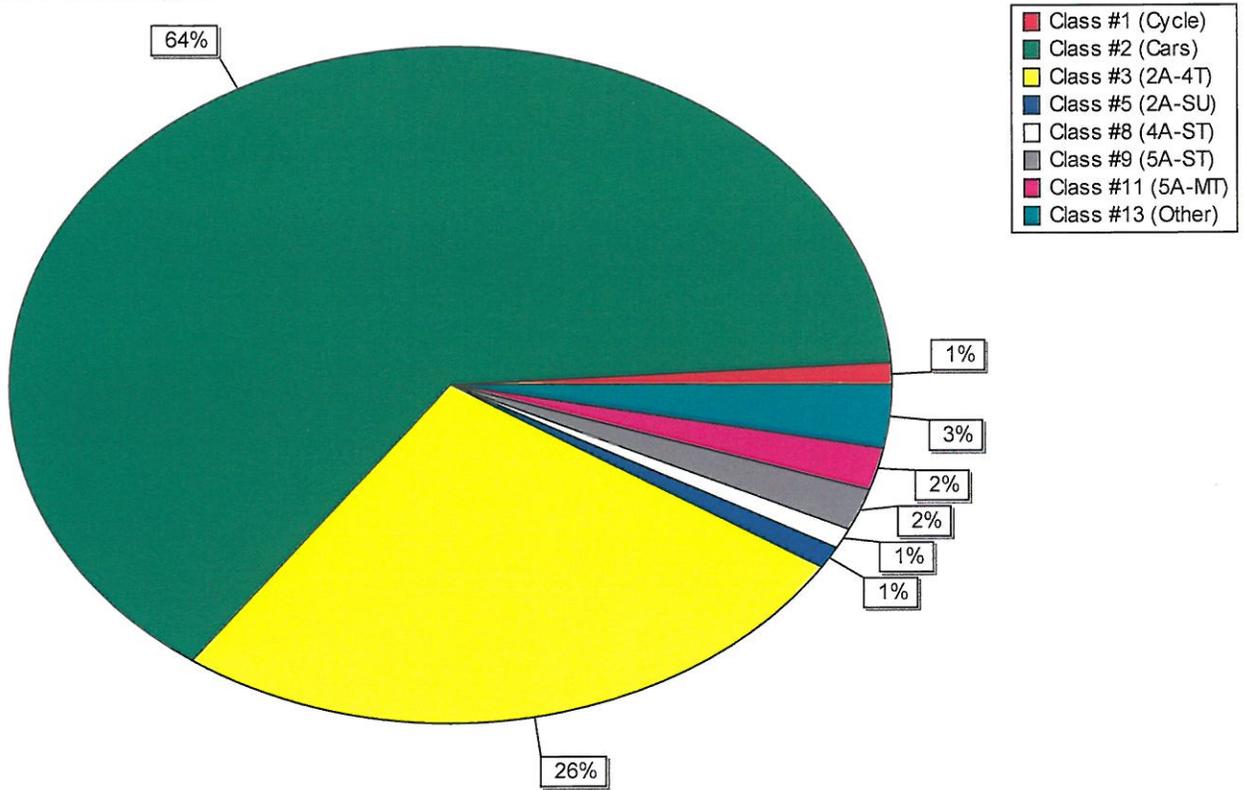
| (DEFAULT) | | CARS | | SU | | | | SEM | | | | | | | |
|--------------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Description | Lane | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
| | | Cycle | Cars | 2A-4T | Buses | 2A-SU | 3A-SU | 4A-SU | 4A-ST | 5A-ST | 6A-ST | 5A-MT | 6A-MT | Other | |
| TOTAL COUNT | #1. | 19 | 2045 | 730 | 0 | 27 | 14 | 4 | 20 | 45 | 7 | 46 | 5 | 69 | 3031 |
| | #3. | 30 | 1894 | 878 | 1 | 33 | 10 | 10 | 34 | 57 | 12 | 53 | 1 | 86 | 3099 |
| | | 49 | 3939 | 1608 | 1 | 60 | 24 | 14 | 54 | 102 | 19 | 99 | 6 | 155 | 6130 |
| Percents : | #1. | 1% | 67% | 24% | 0% | 1% | 0% | 0% | 1% | 1% | 0% | 2% | 0% | 2% | 49% |
| | #3. | 1% | 61% | 28% | 0% | 1% | 0% | 0% | 1% | 2% | 0% | 2% | 0% | 3% | 51% |
| | | 1% | 64% | 26% | 0% | 1% | 0% | 0% | 1% | 2% | 0% | 2% | 0% | 3% | |
| Average : | #1. | 0 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 |
| | #3. | 0 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 28 |
| | | 0 | 37 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 55 |
| Days & ADT : | #1. | 1.1 | 2694 | | | | | | | | | | | | |
| | #3. | 1.1 | 2754 | | | | | | | | | | | | |
| | | 1.1 | 5448 | | | | | | | | | | | | |

CARS 3990
 S.U. 1695
 SEMI 280
 OTHER 155
 TOTAL 6130

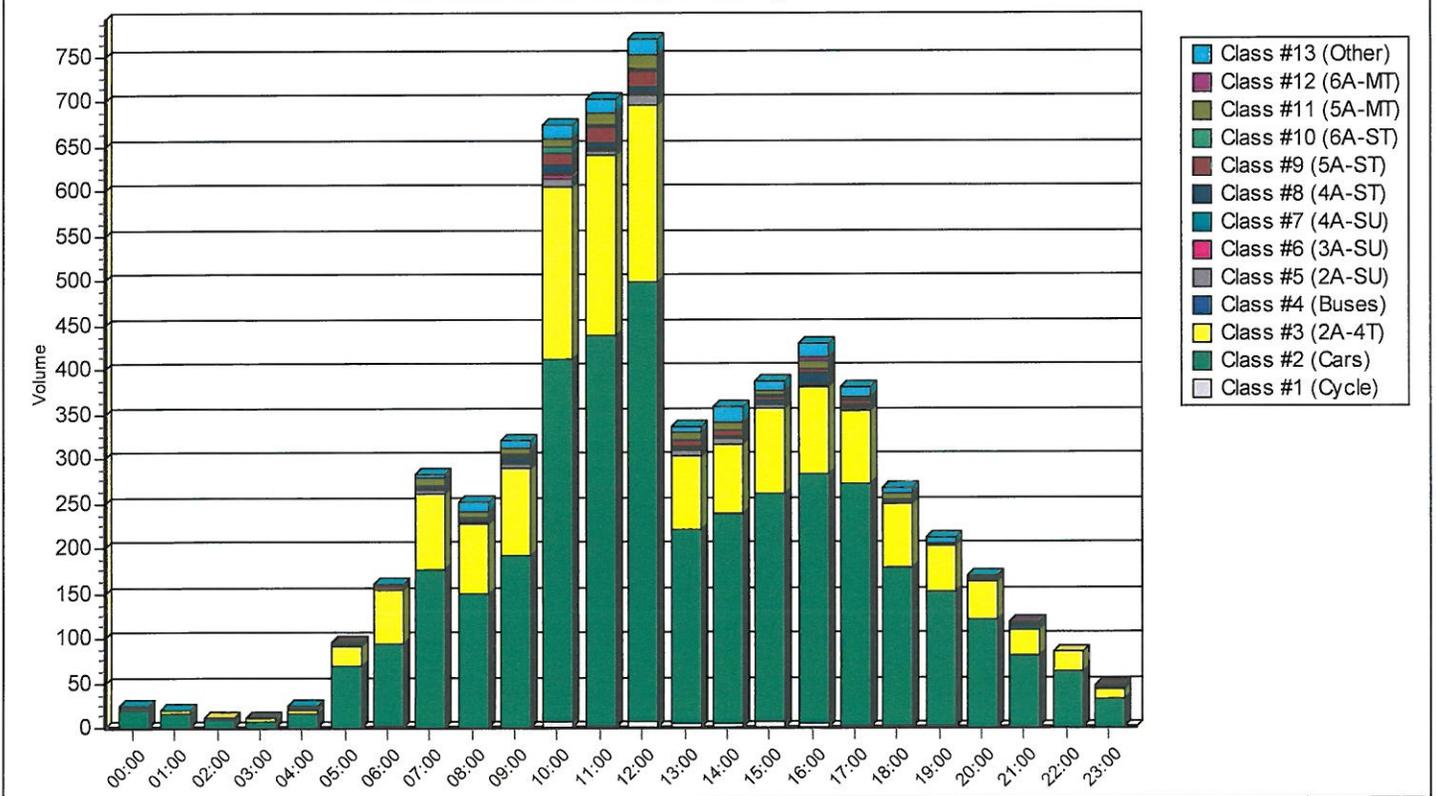
3988
 1693
 294
 155
 6130

65.1%
 27.6%
 > 7.3%

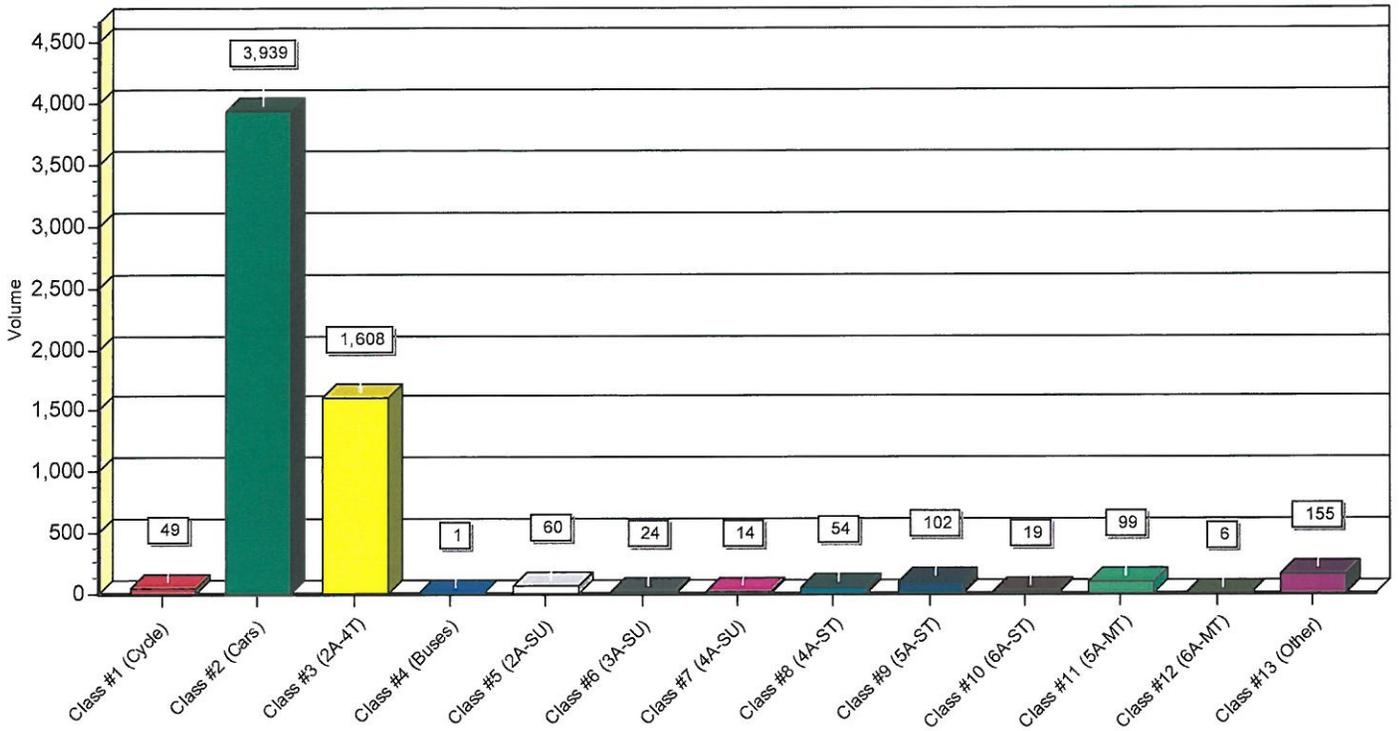
Axle Class Percentages:



Axle Class vs. Time (all lanes)



Axle Class vs. Volume (all lanes)



GOLDENSANDS DAIRY CTH G

**TRAFFIC ENGINEERING SERVICES, INC.
CORN HARVEST (262) 797-9097**

24/10-9/3 SANDS
GOLDEN DAIRY
EXISTING & SITE CTH G

PROJECT Right in Left in Left out PROJECT NO. _____
 SUBJECT FRAMN FRAMS FRAMW SHEET NO. _____ OF _____
 COMPUTED BY A IN A CHECKED BY ↑ OUT DATE Right in FRAMW

| Time | Right in | Left in | Left out | Notes |
|-------|----------|---------|----------|-----------------------------|
| 11:00 | | TT | TT | |
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| 30 | | TT | S S I | |
| 45 | T | TIT | TTT | T = SEMI S = SINGLE UNIT |
| 12:00 | S | S | SI | |
| 15 | I | IT | S | |
| 30 | | TT | TT | |
| 45 | I | | TT | |
| 1:00 | | | IT | |
| 15 | I | TT | T | |
| 30 | | TTIS | TT | |
| 45 | T | T | S | |
| 2:00 | | TTI | S ST | |
| 15 | I | | ITTT | |
| 30 | | T | | |
| 45 | II | TT | TTI | |
| 3:00 | S | T | T | |
| 15 | I | TT | TT | |
| 30 | | T | TI | |
| 45 | | T | T | |
| 4:00 | | T | T | |
| 15 | | TIT | TT | |
| 30 | | T | TT | |
| 45 | | II | | |
| 5:00 | | TTT | IT | |
| 15 | III | | IT | |
| 30 | IIIT | I | II | |
| 45 | IIIT | IIISIT | I | |
| 6:00 | T | IT | TT | |
| 15 | | T | IT | |
| 30 | | | T | |
| 45 | | I | TI | |
| 7:00 | I | TTT | T | |
| 15 | | T | TT | |
| 30 | I | | T | |
| 45 | TI | T | T | |
| 8:00 | - | | | |
| 15 | - | | | |
| 30 | - | | | |
| 45 | I | | | |
| 9:00 | I | | | |
| 15 | - | | | |
| 30 | | | | |
| 45 | I | | | |
| 10:00 | - | | | |
| 15 | - | | | |
| 30 | - | | | |
| 45 | - | | | |
| 11:00 | I | | | |
| 15 | - | | | |
| 30 | | III | II | |
| 45 | | | | |

TRAFFIC ENGINEERING SERVICES, INC.

(262) 797-9097

PROJECT _____ PROJECT NO. _____
 SUBJECT RIGHT IN LEFT IN LEFT OUT SHEET NO. RIGHT COPT
 COMPUTED BY FROM N FROM W CHECKED BY _____ DATE FROM W

| | | ↘ | IN | ↗ | | ↘ | OUT | ↗ |
|----|-------|---|------|-----|----|------|-----|------|
| AM | 12 00 | | | T | | | | |
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| | 30 | | ITT | | | ST | | |
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| | 7 00 | | 1 | | | IT | | |
| | 15 | | TTTT | | 1 | | | |
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| | 45 | | TTT | | | T | | |
| | 8 00 | | TT | | | TTT | | |
| | 15 | | TT | | 1 | TTTT | | |
| | 30 | | TT | | 11 | TT | | |
| | 45 | | TTTT | | TT | IT | | |
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| | 30 | | | | | T | | |
| | 45 | | TT | | | | | |

Table 2. Intersection Sight Distance Requirements for Intersection Control Cases B1, B2, and B3 – Stop on Minor Road

| Design vehicle | Case B1 - Left turn from the minor road ^B | | | Case B2 - Right turn from the minor road ^C | | | Case B3 - Crossing maneuver from the minor road ^D | | |
|-----------------------------|------------------------------------------------------|--------------------------|--------------------------|-------------------------------------------------------|--------------------------|--------------------------|--------------------------------------------------------------|--------------------------|--------------------------|
| | P | SU | WB | P | SU | WB | P | SU | WB |
| Eye height (ft) | 3.5 | 7.6 | 7.6 | 3.5 | 7.6 | 7.6 | 3.5 | 7.6 | 7.6 |
| Time gap (sec) | | | | | | | | | |
| DESIRABLE | 10.0 | 12.0 | 13.0 | 8.0 | 10.0 | 12.0 | 7.0 | 10.0 | 13.0 |
| MINIMUM | (7.5) | (9.5) | (11.5) | (6.5) | (8.5) | (10.5) | (6.5) | (8.5) | (10.5) |
| Mainline Design Speed (mph) | ISD (ft) DES (MIN) | ISD (ft) DES (MIN) | ISD (ft) DES (MIN) | ISD (ft) DES (MIN) | ISD (ft) DES (MIN) | ISD (ft) DES (MIN) | ISD (ft) DES (MIN) | ISD (ft) DES (MIN) | ISD (ft) DES (MIN) |
| 25 | 370 (280) | 445 (350) | 480 (425) | 295 (240) | 370 (315) | 445 (390) | 260 (240) | 370 (315) | 480 (390) |
| 30 | 445 (335) | 530 (420) | 575 (510) | 355 (290) | 445 (375) | 530 (465) | 310 (290) | 445 (375) | 575 (465) |
| 35 | 515 (390) | 620 (490) | 670 (595) | 415 (335) | 515 (440) | 620 (545) | 365 (335) | 515 (440) | 670 (545) |
| 40 | 590 (445) | 710 (560) | 765 (680) | 475 (385) | 590 (500) | 710 (620) | 415 (385) | 590 (500) | 765 (620) |
| 45 | 665 (500) | 795 (630) | 860 (765) | 530 (430) | 665 (565) | 795 (695) | 465 (430) | 665 (565) | 860 (695) |
| 50 | 735 (555) | 885 (700) | 960 (850) | 590 (480) | 735 (625) | 885 (775) | 515 (480) | 735 (625) | 960 (775) |
| 55 | 810 (610) | 975 (770) | 1055 (930) | 650 (530) | 810 (690) | 975 (850) | 570 (530) | 810 (690) | 1055 (850) |
| 60 | 885 (665) | 1060 (840) | 1150 (1015) | 710 (575) | 885 (750) | 1060 (930) | 620 (575) | 885 (750) | 1150 (930) |
| 65 | 960 (720) | 1150 (910) | 1245 (1100) | 765 (625) | 960 (815) | 1150 (1005) | 670 (625) | 960 (815) | 1245 (1005) |
| 70 | 1030 (775) | 1235 (980) | 1340 (1185) | 825 (670) | 1030 (875) | 1235 (1085) | 725 (670) | 1030 (875) | 1340 (1085) |

^A Intersection Sight Distance = time gap x design speed in ft/s. ft/s = mph x (5280 ft per mi divided by 3600 sec per hour). Table values have been rounded.

HIGHWAY CAPACITY MANUAL LEVEL OF SERVICES DEFINITIONS

The following are documentation and definitions of Highway Capacity Software and its output.

Computer Modeling

The output of the Highway Capacity Software (HCS), SIGNAL 2000 or SYNCHRO software is documented in terms of the traffic movements within an intersection or two-way roadway by their respective levels of service (LOS). Standard engineering practice throughout the years has made use of the Highway Capacity Manual to determine an intersection and driveway versus roadway operating performance by a series of manual calculations. These types of Software replicate the worksheets found in the Highway Capacity Manual and thus, the profession has accepted the software as the standard in intersection and roadway modeling.

Definitions

Level of Service (LOS) is defined as a qualitative measure characterized in terms of the overall traffic flow at an intersection ranging from the best operating conditions, represented by LOS "A", to the worst operating conditions, represented by LOS "F". Descriptions of the six levels of service are provided for lay readers reference.

LOS A - The highest level of service that can be reached. An intersection under these conditions will be represented by free flow conditions with little or no traveler interruptions. Freedom to maneuver within traffic is extremely effortless.

LOS B - The range within level of service that represents stable flow. The presence of traffic becomes noticeable. Freedom to maneuver within traffic is virtually unaffected, but is somewhat lower than that of LOS A.

LOS C - The range of flow is still represented as being stable, but the presence of other traffic becomes significant to the traveler. Maneuvers within traffic at this level of service become more constrained.

LOS D - Represents high density, but stable flowing traffic. Traffic operations, mobility, and speed of traffic become severely restricted at this level of service. Minimal increases in traffic at the stage will usually cause some system problems.

LOS E - Traffic operations at this level are at or near capacity, causing unstable conditions. Mobility is very restricted at this stage. Travelers must force their way into desired traffic stream at the expense of other vehicles or pedestrians. Speed is generally low, but uniform. The smallest increase in traffic will result in breakdowns.

LOS F - Represents breakdown flow (i.e., Jammed conditions). Queues form behind points where traffic demand exceeds the discharge of traffic crossing through the specified point. Very unstable stop and go conditions occur at the breakdown locations.

Wisconsin Information System for Local Roads

[home](#) | [main menu](#) | [route name discrepancy](#) | [log-off](#) | [manual and publications](#) | [On/At Training Quiz](#)

County: Municipality: Certification Year:

Global Location

Rd/St Name: At/Toward Certified Mileage: 22598 feet
 Rd/St Length: 22598 feet View by Intersections? Yes No Unit of Measurement Feet Miles
 At: Toward:

[Physical Inventory](#) | [Administrative Inventory](#) | [View Physical/Administrative Inventory](#)

| Map | Attribute Name | Occurs | At Intersection | From Offset | To Offset | Section Length | Attribute Value |
|-----|-----------------------|--------|------------------|-------------|-----------|----------------|----------------------------------------------------------------------------------|
| | Surface | 1 of 6 | STH 13 (Termini) | 0 | 5438 | 5438 | Type: 55-Cold Mix Asphalt Pvm (CMAC) Surface + Base <7, Width: 18 ft, Year: 1970 |
| | | 2 of 6 | STH 73 S | 0 | 1214 | 1214 | Type: 70-Hot Mix Asphalt Pavement (HMAC), Width: 22 ft, Year: 2010 |
| | | 3 of 6 | Bell Rd | 0 | 2640 | 2640 | Type: 70-Hot Mix Asphalt Pavement (HMAC), Width: 22 ft, Year: 2010 |
| | | 4 of 6 | Deer Ridge Rd | 0 | 3960 | 3960 | Type: 70-Hot Mix Asphalt Pavement (HMAC), Width: 22 ft, Year: 2010 |
| | | 5 of 6 | 52nd St | 0 | 4066 | 4066 | Type: 55-Cold Mix Asphalt Pvm (CMAC) Surface + Base <7, Width: 22 ft, Year: 1979 |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Type: 55-Cold Mix Asphalt Pvm (CMAC) Surface + Base <7, Width: 22 ft, Year: 1970 |
| | Maintenance Treatment | 0 of 0 | | 0 | 0 | 0 | |
| | Left Shoulder | 1 of 6 | STH 13 (Termini) | 0 | 5438 | 5438 | Type: 1-Grass, Width: 2 ft |
| | | 2 of 6 | STH 73 S | 0 | 1214 | 1214 | Type: 2-Gravel, Width: 2 ft |
| | | 3 of 6 | Bell Rd | 0 | 2640 | 2640 | Type: 2-Gravel, Width: 2 ft |
| | | 4 of 6 | Deer Ridge Rd | 0 | 3960 | 3960 | Type: 2-Gravel, Width: 2 ft |
| | | 5 of 6 | 52nd St | 0 | 4066 | 4066 | Type: 2-Gravel, Width: 5 ft |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Type: 2-Gravel, Width: 2 ft |
| | Right Shoulder | 1 of 6 | STH 13 (Termini) | 0 | 5438 | 5438 | Type: 1-Grass, Width: 2 ft |
| | | 2 of 6 | STH 73 S | 0 | 1214 | 1214 | Type: 2-Gravel, Width: 2 ft |
| | | 3 of 6 | Bell Rd | 0 | 2640 | 2640 | Type: 2-Gravel, Width: 2 ft |
| | | 4 of 6 | Deer Ridge Rd | 0 | 3960 | 3960 | Type: 2-Gravel, Width: 2 ft |
| | | 5 of 6 | 52nd St | 0 | 4066 | 4066 | Type: 2-Gravel, Width: 5 ft |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Type: 2-Gravel, Width: 2 ft |
| | One Way | 1 of 6 | STH 13 (Termini) | 0 | 5438 | 5438 | One Way: No |
| | | 2 of 6 | STH 73 S | 0 | 1214 | 1214 | One Way: No |
| | | 3 of 6 | Bell Rd | 0 | 2640 | 2640 | One Way: No |
| | | 4 of 6 | Deer Ridge Rd | 0 | 3960 | 3960 | One Way: No |
| | | 5 of 6 | 52nd St | 0 | 4066 | 4066 | One Way: No |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | One Way: No |
| | Right-of-Way | 1 of 6 | STH 13 (Termini) | 0 | 5438 | 5438 | Indicator: E, Width: 66 ft |

| | | | | | | | |
|--|-----------------------------|--------|------------------|---|------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | 2 of 6 | STH 73 S | 0 | 1214 | 1214 | Indicator: E, Width: 66 ft |
| | | 3 of 6 | Bell Rd | 0 | 2640 | 2640 | Indicator: E, Width: 66 ft |
| | | 4 of 6 | Deer Ridge Rd | 0 | 3960 | 3960 | Indicator: E, Width: 66 ft |
| | | 5 of 6 | 52nd St | 0 | 4066 | 4066 | Indicator: E, Width: 66 ft |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Indicator: E, Width: 66 ft |
| | Median | 0 of 0 | | 0 | 0 | 0 | |
| | Left Curb | 1 of 6 | STH 13 (Termini) | 0 | 5438 | 5438 | Type: 0-None |
| | | 2 of 6 | STH 73 S | 0 | 1214 | 1214 | Type: 0-None |
| | | 3 of 6 | Bell Rd | 0 | 2640 | 2640 | Type: 0-None |
| | | 4 of 6 | Deer Ridge Rd | 0 | 3960 | 3960 | Type: 0-None |
| | | 5 of 6 | 52nd St | 0 | 4066 | 4066 | Type: 0-None |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Type: 0-None |
| | Right Curb | 1 of 6 | STH 13 (Termini) | 0 | 5438 | 5438 | Type: 0-None |
| | | 2 of 6 | STH 73 S | 0 | 1214 | 1214 | Type: 0-None |
| | | 3 of 6 | Bell Rd | 0 | 2640 | 2640 | Type: 0-None |
| | | 4 of 6 | Deer Ridge Rd | 0 | 3960 | 3960 | Type: 0-None |
| | | 5 of 6 | 52nd St | 0 | 4066 | 4066 | Type: 0-None |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Type: 0-None |
| | Parking | 1 of 6 | STH 13 (Termini) | 0 | 5438 | 5438 | Parking: 4-Rural |
| | | 2 of 6 | STH 73 S | 0 | 1214 | 1214 | Parking: 4-Rural |
| | | 3 of 6 | Bell Rd | 0 | 2640 | 2640 | Parking: 4-Rural |
| | | 4 of 6 | Deer Ridge Rd | 0 | 3960 | 3960 | Parking: 4-Rural |
| | | 5 of 6 | 52nd St | 0 | 4066 | 4066 | Parking: 4-Rural |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Parking: 4-Rural |
| | Traffic Lanes | 1 of 6 | STH 13 (Termini) | 0 | 5438 | 5438 | Traffic Lanes: 2 Lanes |
| | | 2 of 6 | STH 73 S | 0 | 1214 | 1214 | Traffic Lanes: 2 Lanes |
| | | 3 of 6 | Bell Rd | 0 | 2640 | 2640 | Traffic Lanes: 2 Lanes |
| | | 4 of 6 | Deer Ridge Rd | 0 | 3960 | 3960 | Traffic Lanes: 2 Lanes |
| | | 5 of 6 | 52nd St | 0 | 4066 | 4066 | Traffic Lanes: 2 Lanes |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Traffic Lanes: 2 Lanes |
| | Average Daily Traffic (ADT) | 1 of 6 | STH 13 (Termini) | 0 | 5438 | 5438 | Indicator: E, Count: 75, Year |
| | | 2 of 6 | STH 73 S | 0 | 1214 | 1214 | Indicator: E, Count: 35, Year |
| | | 3 of 6 | Bell Rd | 0 | 2640 | 2640 | Indicator: E, Count: 35, Year |
| | | 4 of 6 | Deer Ridge Rd | 0 | 3960 | 3960 | Indicator: E, Count: 35, Year |
| | | 5 of 6 | 52nd St | 0 | 4066 | 4066 | Indicator: E, Count: 35, Year |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Indicator: E, Count: 35, Year |
| | Pavement Rating | 1 of 6 | STH 13 (Termini) | 0 | 5438 | 5438 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 5, Year: 2013, WISLR Rating: FR, Indicator: A, Surf Type: 55-Cold Mix Asphalt Pvmnt (CMAC) Surface + Base <7 |
| | | 2 of 6 | STH 73 S | 0 | 1214 | 1214 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 10, Year: 2013, WISLR Rating: EX, Indicator: A, Surf Type: 70-Hot Mix Asphalt Pavement (HMAC) |
| | | 3 of 6 | Bell Rd | 0 | 2640 | 2640 | |

| | | | | | | | |
|--|---|------------------------|---------------|---|------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | | | | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 10, Year: 2013, WISLR Rating: EX, Indicator: A, Surf Type: 70-Hot Mix Asphalt Pavement (HMAC) |
| | | 4 of 6 | Deer Ridge Rd | 0 | 3960 | 3960 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 9, Year: 2013, WISLR Rating: EX, Indicator: A, Surf Type: 70-Hot Mix Asphalt Pavement (HMAC) |
| | | 5 of 6 | 52nd St | 0 | 4066 | 4066 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 5, Year: 2013, WISLR Rating: FR, Indicator: A, Surf Type: 55-Cold Mix Asphalt Pvmt (CMAC) Surface + Base <7 |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 5, Year: 2013, WISLR Rating: FR, Indicator: A, Surf Type: 55-Cold Mix Asphalt Pvmt (CMAC) Surface + Base <7 |
| | E | Sidewalk | 0 of 0 | 0 | 0 | 0 | |
| | E | Vertical | 0 of 0 | 0 | 0 | 0 | |
| | E | Horizontal | 0 of 0 | 0 | 0 | 0 | |
| | E | Maintenance Agreements | 0 of 0 | 0 | 0 | 0 | |
| | E | Local ID Number | 0 of 0 | 0 | 0 | 0 | |
| | E | PA Local ID | 0 of 0 | 0 | 0 | 0 | |

Wisconsin Information System for Local Roads

application: | [home](#) | [main menu](#) | [route name discrepancy](#) | [log-off](#) | [manual and publications](#) | [On/At Training Quiz](#)

County: Municipality: Certification Year:

Global Location

Rd/St Name: Retrieve Entire Route At/Toward Certified Mileage: 22598 feet View by Intersections? Unit of Measurement
 Rd/St Length: 24500 feet
 At: Toward: Yes Feet
 No Miles

[Physical Inventory](#) [Administrative Inventory](#) [View Physical/Administrative Inventory](#)

| Map | Attribute Name | Occurs | At Intersection | From Offset | To Offset | Section Length | Attribute Value |
|-----|-----------------------|--------|--------------------------|-------------|-----------|----------------|------------------------------------------------------------------------------------|
| | Surface | 1 of 6 | STH 13 (Break) | 0 | 6653 | 6653 | Type: 40-<1-inch Wearing Surface, Width: 22 ft, Year: 1995 |
| | | 2 of 6 | Bell Rd | 0 | 2693 | 2693 | Type: 70-Hot Mix Asphalt Pavement (HMAC), Width: 22 ft, Year: 2007 |
| | | 3 of 6 | Deer Ridge Rd | 0 | 1637 | 1637 | Type: 55-Cold Mix Asphalt Pvmnt (CMAC) Surface + Base <7, Width: 20 ft, Year: 1970 |
| | | 4 of 6 | STH 73 S | 0 | 2323 | 2323 | Type: 57-Cold Mix Asphalt Pvmnt (CMAC) Surface + Base >7, Width: 20 ft, Year: 1987 |
| | | 5 of 6 | 52nd St | 0 | 4013 | 4013 | Type: 40-<1-inch Wearing Surface, Width: 24 ft, Year: 1985 |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Type: 40-<1-inch Wearing Surface, Width: 20 ft, Year: 1970 |
| | Maintenance Treatment | 0 of 0 | | 0 | 0 | 0 | |
| | Left Shoulder | 1 of 6 | STH 13 (Break) | 0 | 6653 | 6653 | Type: 2-Gravel, Width: 2 ft |
| | | 2 of 6 | Bell Rd | 0 | 2693 | 2693 | Type: 2-Gravel, Width: 2 ft |
| | | 3 of 6 | Deer Ridge Rd | 0 | 1637 | 1637 | Type: 1-Grass, Width: 2 ft |
| | | 4 of 6 | STH 73 S | 0 | 2323 | 2323 | Type: 2-Gravel, Width: 2 ft |
| | | 5 of 6 | 52nd St | 0 | 4013 | 4013 | Type: 0-None, Width: 0 ft |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Type: 0-None, Width: 0 ft |
| | Right Shoulder | 1 of 6 | STH 13 (Break) | 0 | 6653 | 6653 | Type: 2-Gravel, Width: 2 ft |
| | | 2 of 6 | Bell Rd | 0 | 2693 | 2693 | Type: 2-Gravel, Width: 2 ft |
| | | 3 of 6 | Deer Ridge Rd | 0 | 1637 | 1637 | Type: 1-Grass, Width: 2 ft |
| | | 4 of 6 | STH 73 S | 0 | 2323 | 2323 | Type: 2-Gravel, Width: 2 ft |
| | | 5 of 6 | 52nd St | 0 | 4013 | 4013 | Type: 0-None, Width: 0 ft |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Type: 0-None, Width: 0 ft |
| | One Way | 1 of 7 | S Hollywood Rd (Termini) | 0 | 1901 | 1901 | One Way: No |
| | | 2 of 7 | STH 13 (Break) | 0 | 6653 | 6653 | One Way: No |
| | | 3 of 7 | Bell Rd | 0 | 2693 | 2693 | One Way: No |
| | | 4 of 7 | Deer Ridge Rd | 0 | 1637 | 1637 | One Way: No |
| | | 5 of 7 | STH 73 S | 0 | 2323 | 2323 | One Way: No |
| | | 6 of 7 | 52nd St | 0 | 4013 | 4013 | One Way: No |
| | | 7 of 7 | 64th St | 0 | 5280 | 5280 | One Way: No |
| | Right-of-Way | 1 of 6 | STH 13 (Break) | 0 | 6653 | 6653 | Indicator: E, Width: 66 ft |

| | | | | | | | |
|--|-----------------------------|--------|----------------|---|------|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | 2 of 6 | Bell Rd | 0 | 2693 | 2693 | Indicator: E, Width: 66 ft |
| | | 3 of 6 | Deer Ridge Rd | 0 | 1637 | 1637 | Indicator: E, Width: 66 ft |
| | | 4 of 6 | STH 73 S | 0 | 2323 | 2323 | Indicator: E, Width: 66 ft |
| | | 5 of 6 | 52nd St | 0 | 4013 | 4013 | Indicator: E, Width: 66 ft |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Indicator: E, Width: 66 ft |
| | Median | 0 of 0 | | 0 | 0 | 0 | |
| | Left Curb | 1 of 6 | STH 13 (Break) | 0 | 6653 | 6653 | Type: 0-None |
| | | 2 of 6 | Bell Rd | 0 | 2693 | 2693 | Type: 0-None |
| | | 3 of 6 | Deer Ridge Rd | 0 | 1637 | 1637 | Type: 0-None |
| | | 4 of 6 | STH 73 S | 0 | 2323 | 2323 | Type: 0-None |
| | | 5 of 6 | 52nd St | 0 | 4013 | 4013 | Type: 0-None |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Type: 0-None |
| | Right Curb | 1 of 6 | STH 13 (Break) | 0 | 6653 | 6653 | Type: 0-None |
| | | 2 of 6 | Bell Rd | 0 | 2693 | 2693 | Type: 0-None |
| | | 3 of 6 | Deer Ridge Rd | 0 | 1637 | 1637 | Type: 0-None |
| | | 4 of 6 | STH 73 S | 0 | 2323 | 2323 | Type: 0-None |
| | | 5 of 6 | 52nd St | 0 | 4013 | 4013 | Type: 0-None |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Type: 0-None |
| | Parking | 1 of 6 | STH 13 (Break) | 0 | 6653 | 6653 | Parking: 4-Rural |
| | | 2 of 6 | Bell Rd | 0 | 2693 | 2693 | Parking: 4-Rural |
| | | 3 of 6 | Deer Ridge Rd | 0 | 1637 | 1637 | Parking: 4-Rural |
| | | 4 of 6 | STH 73 S | 0 | 2323 | 2323 | Parking: 4-Rural |
| | | 5 of 6 | 52nd St | 0 | 4013 | 4013 | Parking: 4-Rural |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Parking: 4-Rural |
| | Traffic Lanes | 1 of 6 | STH 13 (Break) | 0 | 6653 | 6653 | Traffic Lanes: 2 Lanes |
| | | 2 of 6 | Bell Rd | 0 | 2693 | 2693 | Traffic Lanes: 2 Lanes |
| | | 3 of 6 | Deer Ridge Rd | 0 | 1637 | 1637 | Traffic Lanes: 2 Lanes |
| | | 4 of 6 | STH 73 S | 0 | 2323 | 2323 | Traffic Lanes: 2 Lanes |
| | | 5 of 6 | 52nd St | 0 | 4013 | 4013 | Traffic Lanes: 2 Lanes |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Traffic Lanes: 2 Lanes |
| | Average Daily Traffic (ADT) | 1 of 6 | STH 13 (Break) | 0 | 6653 | 6653 | Indicator: E, Count: 15, Year |
| | | 2 of 6 | Bell Rd | 0 | 2693 | 2693 | Indicator: E, Count: 15, Year |
| | | 3 of 6 | Deer Ridge Rd | 0 | 1637 | 1637 | Indicator: E, Count: 15, Year |
| | | 4 of 6 | STH 73 S | 0 | 2323 | 2323 | Indicator: E, Count: 150, Year |
| | | 5 of 6 | 52nd St | 0 | 4013 | 4013 | Indicator: E, Count: 150, Year |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | Indicator: E, Count: 150, Year |
| | Pavement Rating | 1 of 6 | STH 13 (Break) | 0 | 6653 | 6653 | System: Paser Unpaved Sealcoat, Rating: 4, Year: 2013, WISLR Rating: G, Indicator: A, Surf Type: 40-<1-inch Wearing Surface |
| | | 2 of 6 | Bell Rd | 0 | 2693 | 2693 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 6, Year: 2013, WISLR Rating: G, Indicator: A, Surf Type: 70-Hot Mix Asphalt Pavement (HMAC) |
| | | 3 of 6 | Deer Ridge Rd | 0 | 1637 | 1637 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 5, Year: 2013, WISLR Rating: FR, |

| | | | | | | | |
|--|---|------------------------|---------------------|---|------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | | | | Indicator: A, Surf Type: 55-Cold Mix Asphalt Pvmt (CMAC) Surface + Base <7 |
| | | 4 of 6 | STH 73 S | 0 | 2323 | 2323 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 5, Year: 2013, WISLR Rating: FR, Indicator: A, Surf Type: 57-Cold Mix Asphalt Pvmt (CMAC) Surface + Base >7 |
| | | 5 of 6 | 52nd St TB TE | 0 | 4013 | 4013 | System: Paser Unpaved Sealcoat, Rating: 4, Year: 2013, WISLR Rating: G, Indicator: A, Surf Type: 40-<1-inch Wearing Surface |
| | | 6 of 6 | 64th St | 0 | 5280 | 5280 | System: Paser Unpaved Sealcoat, Rating: 4, Year: 2013, WISLR Rating: G, Indicator: A, Surf Type: 40-<1-inch Wearing Surface |
| | ☐ | Sidewalk | 0 of 0 | 0 | 0 | 0 | |
| | ☐ | Vertical | 0 of 0 | 0 | 0 | 0 | |
| | ☐ | Horizontal | 0 of 0 | 0 | 0 | 0 | |
| | ☐ | Maintenance Agreements | 0 of 0 | 0 | 0 | 0 | |
| | ☐ | Local ID Number | 0 of 0 | 0 | 0 | 0 | |
| | ☐ | PA Local ID | 0 of 0 | 0 | 0 | 0 | |

C T.H. U

Wisconsin Information System for Local Roads

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County: Municipality: Certification Year:

Global Location

Rd/St Name: Retrieve Entire Route At/Toward Certified Mileage: 12091 feet View by Intersections? Unit of Measurement

At: Toward: Yes No Feet Miles

[Physical Inventory](#) | [Administrative Inventory](#) | [View Physical/Administrative Inventory](#)

| Map | Attribute Name | Occurs | At Intersection | From Offset | To Offset | Section Length | Attribute Value |
|-----|-----------------------|--------|------------------|-------------|-----------|----------------|----------------------------------------------------------------------------------|
| | Surface | 1 of 4 | STH 13 (Termini) | 0 | 8659 | 8659 | Type: 40-<1-inch Wearing Surface, Width: 22 ft, Year: 1995 |
| | | 2 of 4 | Rangeline Rd | 0 | 2588 | 2588 | Type: 55-Cold Mix Asphalt Pvm (CMAC) Surface + Base <7, Width: 22 ft, Year: 1974 |
| | | 3 of 4 | Rangeline Rd | 2588 | 3274 | 686 | Type: 55-Cold Mix Asphalt Pvm (CMAC) Surface + Base <7, Width: 22 ft, Year: 2001 |
| | | 4 of 4 | Rangeline Rd | 3274 | 3458 | 184 | Type: 55-Cold Mix Asphalt Pvm (CMAC) Surface + Base <7, Width: 22 ft, Year: 1998 |
| | Maintenance Treatment | 0 of 0 | | 0 | 0 | 0 | |
| | Left Shoulder | 1 of 3 | STH 13 (Termini) | 0 | 8659 | 8659 | Type: 1-Grass, Width: 2 ft |
| | | 2 of 3 | Rangeline Rd | 0 | 2588 | 2588 | Type: 1-Grass, Width: 3 ft |
| | | 3 of 3 | Rangeline Rd | 2588 | 3458 | 870 | Type: 2-Gravel, Width: 2 ft |
| | Right Shoulder | 1 of 3 | STH 13 (Termini) | 0 | 8659 | 8659 | Type: 1-Grass, Width: 2 ft |
| | | 2 of 3 | Rangeline Rd | 0 | 2588 | 2588 | Type: 1-Grass, Width: 3 ft |
| | | 3 of 3 | Rangeline Rd | 2588 | 3458 | 870 | Type: 2-Gravel, Width: 2 ft |
| | One Way | 1 of 2 | STH 13 (Termini) | 0 | 8659 | 8659 | One Way: No |
| | | 2 of 2 | Rangeline Rd | 0 | 3458 | 3458 | One Way: No |
| | Right-of-Way | 1 of 2 | STH 13 (Termini) | 0 | 8659 | 8659 | Indicator: E, Width: 66 ft |
| | | 2 of 2 | Rangeline Rd | 0 | 3458 | 3458 | Indicator: E, Width: 66 ft |
| | Median | 0 of 0 | | 0 | 0 | 0 | |
| | Left Curb | 1 of 2 | STH 13 (Termini) | 0 | 8659 | 8659 | Type: 0-None |
| | | 2 of 2 | Rangeline Rd | 0 | 3458 | 3458 | Type: 0-None |
| | Right Curb | 1 of 2 | STH 13 (Termini) | 0 | 8659 | 8659 | Type: 0-None |
| | | 2 of 2 | Rangeline Rd | 0 | 3458 | 3458 | Type: 0-None |
| | Parking | 1 of 4 | STH 13 (Termini) | 0 | 8659 | 8659 | Parking: 4-Rural |
| | | 2 of 4 | Rangeline Rd | 0 | 2588 | 2588 | Parking: 4-Rural |
| | | 3 of 4 | Rangeline Rd | 2588 | 3274 | 686 | Parking: 3-Both Sides |
| | | 4 of 4 | Rangeline Rd | 3274 | 3458 | 184 | Parking: 4-Rural |

| | | | | | | | |
|--|------------------------------------------------------|--------|------------------|------|------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <input type="checkbox"/> Traffic Lanes | 1 of 2 | STH 13 (Termini) | 0 | 8659 | 8659 | Traffic Lanes: 1 Lane |
| | | 2 of 2 | Rangeline Rd | 0 | 3458 | 3458 | Traffic Lanes: 2 Lanes |
| | <input type="checkbox"/> Average Daily Traffic (ADT) | 1 of 2 | STH 13 (Termini) | 0 | 8659 | 8659 | Indicator: E, Count: 15, Year |
| | | 2 of 2 | Rangeline Rd | 0 | 3458 | 3458 | Indicator: E, Count: 15, Year |
| | <input type="checkbox"/> Pavement Rating | 1 of 3 | STH 13 (Termini) | 0 | 8659 | 8659 | System: Paser Unpaved Sealcoat, Rating: 4, Year: 2013, WISLR Rating: G, Indicator: A, Surf Type: 40-<1-inch Wearing Surface |
| | | 2 of 3 | Rangeline Rd | 0 | 2588 | 2588 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 7, Year: 2013, WISLR Rating: G, Indicator: A, Surf Type: 55-Cold Mix Asphalt Pvmt (CMAC) Surface + Base <7 |
| | | 3 of 3 | Rangeline Rd | 2588 | 3458 | 870 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 6, Year: 2013, WISLR Rating: G, Indicator: A, Surf Type: 55-Cold Mix Asphalt Pvmt (CMAC) Surface + Base <7 |
| | <input type="checkbox"/> Sidewalk | 0 of 0 | | 0 | 0 | 0 | |
| | <input type="checkbox"/> Vertical | 0 of 0 | | 0 | 0 | 0 | |
| | <input type="checkbox"/> Horizontal | 0 of 0 | | 0 | 0 | 0 | |
| | <input type="checkbox"/> Maintenance Agreements | 0 of 0 | | 0 | 0 | 0 | |
| | <input type="checkbox"/> Local ID Number | 0 of 0 | | 0 | 0 | 0 | |
| | <input type="checkbox"/> PA Local ID | 0 of 0 | | 0 | 0 | 0 | |

Wisconsin Information System for Local Roads

application: | [home](#) | [main menu](#) | [route name discrepancy](#) | [log-off](#) | [manual and publications](#) | [On/At Training Quiz](#)

County: Municipality: Certification Year:

Global Location

Rd/St Name: At/Toward Certified Mileage: 15576 feet
 Rd/St Length: 15576 feet View by Intersections? Unit of Measurement
 At: Toward: Yes No Feet Miles

[Physical Inventory](#) [Administrative Inventory](#) [View Physical/Administrative Inventory](#)

| Map | Attribute Name | Occurs | At Intersection | From Offset | To Offset | Section Length | Attribute Value |
|-----|-----------------------|--------|--------------------|-------------|-----------|----------------|------------------------------------------------------------------|
| | Surface | 1 of 4 | 14th Ave (Termini) | 2587 | 6389 | 3802 | Type: 30-Graded and Drained Earth Road, Width: 20 ft, Year: 1970 |
| | | 2 of 4 | 14th Ave (Termini) | 6389 | 10243 | 3854 | Type: 25-Unimproved Road, Width: 10 ft, Year: 1970 |
| | | 3 of 4 | STH 13 | 0 | 6072 | 6072 | Type: 30-Graded and Drained Earth Road, Width: 20 ft, Year: 1970 |
| | | 4 of 4 | Bell Rd | 0 | 1848 | 1848 | Type: 30-Graded and Drained Earth Road, Width: 20 ft, Year: 1970 |
| | Maintenance Treatment | 1 of 1 | 14th Ave (Termini) | 2587 | 10243 | 7656 | Year: 2011, Type: 11-Add Stone and Regrade In Spot Locations |
| | Left Shoulder | 1 of 3 | 14th Ave (Termini) | 2587 | 10243 | 7656 | Type: 0-None, Width: 0 ft |
| | | 2 of 3 | STH 13 | 0 | 6072 | 6072 | Type: 0-None, Width: 0 ft |
| | | 3 of 3 | Bell Rd | 0 | 1848 | 1848 | Type: 0-None, Width: 0 ft |
| | Right Shoulder | 1 of 3 | 14th Ave (Termini) | 2587 | 10243 | 7656 | Type: 0-None, Width: 0 ft |
| | | 2 of 3 | STH 13 | 0 | 6072 | 6072 | Type: 0-None, Width: 0 ft |
| | | 3 of 3 | Bell Rd | 0 | 1848 | 1848 | Type: 0-None, Width: 0 ft |
| | One Way | 1 of 3 | 14th Ave (Termini) | 2587 | 10243 | 7656 | One Way: No |
| | | 2 of 3 | STH 13 | 0 | 6072 | 6072 | One Way: No |
| | | 3 of 3 | Bell Rd | 0 | 1848 | 1848 | One Way: No |
| | Right-of-Way | 1 of 3 | 14th Ave (Termini) | 2587 | 10243 | 7656 | Indicator: E, Width: 66 ft |
| | | 2 of 3 | STH 13 | 0 | 6072 | 6072 | Indicator: E, Width: 66 ft |
| | | 3 of 3 | Bell Rd | 0 | 1848 | 1848 | Indicator: E, Width: 66 ft |
| | Median | 0 of 0 | | 0 | 0 | 0 | |
| | Left Curb | 1 of 3 | 14th Ave (Termini) | 2587 | 10243 | 7656 | Type: 0-None |
| | | 2 of 3 | STH 13 | 0 | 6072 | 6072 | Type: 0-None |
| | | 3 of 3 | Bell Rd | 0 | 1848 | 1848 | Type: 0-None |
| | Right Curb | 1 of 3 | 14th Ave (Termini) | 2587 | 10243 | 7656 | Type: 0-None |
| | | 2 of 3 | STH 13 | 0 | 6072 | 6072 | Type: 0-None |
| | | 3 of 3 | Bell Rd | 0 | 1848 | 1848 | Type: 0-None |
| | Parking | 1 of 3 | 14th Ave (Termini) | 2587 | 10243 | 7656 | Parking: 4-Rural |
| | | 2 of 3 | STH 13 | 0 | 6072 | 6072 | Parking: 4-Rural |

| | | | | | | | |
|--|---------------------------------|--------|--------------------|------|-------|------|--------------------------------------------------------------------------------------------------------------------------------|
| | | 3 of 3 | Bell Rd | 0 | 1848 | 1848 | Parking: 4-Rural |
| | [-] Traffic Lanes | 1 of 4 | 14th Ave (Termini) | 2587 | 6389 | 3802 | Traffic Lanes: 2 Lanes |
| | | 2 of 4 | 14th Ave (Termini) | 6389 | 10243 | 3854 | Traffic Lanes: 1 Lane |
| | | 3 of 4 | STH 13 | 0 | 6072 | 6072 | Traffic Lanes: 2 Lanes |
| | | 4 of 4 | Bell Rd | 0 | 1848 | 1848 | Traffic Lanes: 2 Lanes |
| | [-] Average Daily Traffic (ADT) | 1 of 3 | 14th Ave (Termini) | 2587 | 10243 | 7656 | Indicator: E, Count: 15, Year |
| | | 2 of 3 | STH 13 | 0 | 6072 | 6072 | Indicator: E, Count: 15, Year |
| | | 3 of 3 | Bell Rd | 0 | 1848 | 1848 | Indicator: E, Count: 15, Year |
| | [-] Pavement Rating | 1 of 4 | 14th Ave (Termini) | 2587 | 6389 | 3802 | System: Paser Unpaved Earth, Rating: 3, Year: 2013, WISLR Rating: G, Indicator: A, Surf Type: 30-Graded and Drained Earth Road |
| | | 2 of 4 | 14th Ave (Termini) | 6389 | 10243 | 3854 | System: Paser Unpaved Earth, Rating: 3, Year: 2013, WISLR Rating: G, Indicator: A, Surf Type: 25-Unimproved Road |
| | | 3 of 4 | STH 13 | 0 | 6072 | 6072 | System: Paser Unpaved Earth, Rating: 3, Year: 2013, WISLR Rating: G, Indicator: A, Surf Type: 30-Graded and Drained Earth Road |
| | | 4 of 4 | Bell Rd | 0 | 1848 | 1848 | System: Paser Unpaved Earth, Rating: 3, Year: 2013, WISLR Rating: G, Indicator: A, Surf Type: 30-Graded and Drained Earth Road |
| | [-] Sidewalk | 0 of 0 | | 0 | 0 | 0 | |
| | [-] Vertical | 0 of 0 | | 0 | 0 | 0 | |
| | [-] Horizontal | 0 of 0 | | 0 | 0 | 0 | |
| | [-] Maintenance Agreements | 0 of 0 | | 0 | 0 | 0 | |
| | [-] Local ID Number | 0 of 0 | | 0 | 0 | 0 | |
| | [-] PA Local ID | 0 of 0 | | 0 | 0 | 0 | |

Wisconsin Information System for Local Roads

application: [home](#) | [main menu](#) | [route name discrepancy](#) | [log-off](#) | [manual and publications](#) | [On/At Training Quiz](#)

County: Municipality: Certification Year:

Global Location

Rd/St Name: At/Toward Certified Mileage: 16315 feet
 Rd/St Length: 16315 feet View by Intersections? Yes No Unit of Measurement Feet Miles

At: Toward:

[Physical Inventory](#) [Administrative Inventory](#) [View Physical/Administrative Inventory](#)

| Map | Attribute Name | Occurs | At Intersection | From Offset | To Offset | Section Length | Attribute Value |
|-----|-----------------------|--------|-----------------|-------------|-----------|----------------|----------------------------------------------------------------------------------|
| | Surface | 1 of 6 | CTH W (Termini) | 0 | 2323 | 2323 | Type: 57-Cold Mix Asphalt Pvm (CMAC) Surface + Base >7, Width: 22 ft, Year: 2001 |
| | | 2 of 6 | Hamann Ave | 0 | 3960 | 3960 | Type: 57-Cold Mix Asphalt Pvm (CMAC) Surface + Base >7, Width: 22 ft, Year: 2001 |
| | | 3 of 6 | Quarry Rd | 0 | 2587 | 2587 | Type: 57-Cold Mix Asphalt Pvm (CMAC) Surface + Base >7, Width: 22 ft, Year: 2001 |
| | | 4 of 6 | Church Ave | 0 | 2640 | 2640 | Type: 57-Cold Mix Asphalt Pvm (CMAC) Surface + Base >7, Width: 22 ft, Year: 2001 |
| | | 5 of 6 | Mill Ave | 0 | 2640 | 2640 | Type: 57-Cold Mix Asphalt Pvm (CMAC) Surface + Base >7, Width: 22 ft, Year: 2001 |
| | | 6 of 6 | Pine St | 0 | 2165 | 2165 | Type: 57-Cold Mix Asphalt Pvm (CMAC) Surface + Base >7, Width: 22 ft, Year: 2001 |
| | Maintenance Treatment | 0 of 0 | | 0 | 0 | 0 | |
| | Left Shoulder | 1 of 6 | CTH W (Termini) | 0 | 2323 | 2323 | Type: 2-Gravel, Width: 4 ft |
| | | 2 of 6 | Hamann Ave | 0 | 3960 | 3960 | Type: 2-Gravel, Width: 4 ft |
| | | 3 of 6 | Quarry Rd | 0 | 2587 | 2587 | Type: 2-Gravel, Width: 4 ft |
| | | 4 of 6 | Church Ave | 0 | 2640 | 2640 | Type: 2-Gravel, Width: 4 ft |
| | | 5 of 6 | Mill Ave | 0 | 2640 | 2640 | Type: 2-Gravel, Width: 4 ft |
| | | 6 of 6 | Pine St | 0 | 2165 | 2165 | Type: 2-Gravel, Width: 4 ft |
| | Right Shoulder | 1 of 6 | CTH W (Termini) | 0 | 2323 | 2323 | Type: 2-Gravel, Width: 4 ft |
| | | 2 of 6 | Hamann Ave | 0 | 3960 | 3960 | Type: 2-Gravel, Width: 4 ft |
| | | 3 of 6 | Quarry Rd | 0 | 2587 | 2587 | Type: 2-Gravel, Width: 4 ft |
| | | 4 of 6 | Church Ave | 0 | 2640 | 2640 | Type: 2-Gravel, Width: 4 ft |
| | | 5 of 6 | Mill Ave | 0 | 2640 | 2640 | Type: 2-Gravel, Width: 4 ft |
| | | 6 of 6 | Pine St | 0 | 2165 | 2165 | Type: 2-Gravel, Width: 4 ft |
| | One Way | 1 of 6 | CTH W (Termini) | 0 | 2323 | 2323 | One Way: No |
| | | 2 of 6 | Hamann Ave | 0 | 3960 | 3960 | One Way: No |
| | | 3 of 6 | Quarry Rd | 0 | 2587 | 2587 | One Way: No |
| | | 4 of 6 | Church Ave | 0 | 2640 | 2640 | One Way: No |
| | | 5 of 6 | Mill Ave | 0 | 2640 | 2640 | One Way: No |
| | | 6 of 6 | Pine St | 0 | 2165 | 2165 | One Way: No |
| | Right-of-Way | 1 of 6 | CTH W (Termini) | 0 | 2323 | 2323 | Indicator: E, Width: 66 ft |
| | | 2 of 6 | Hamann Ave | 0 | 3960 | 3960 | Indicator: E, Width: 66 ft |

Evergreen to 73

| | | | | | | | |
|--|-----------------------------|--------|-----------------|---|------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | 3 of 6 | Quarry Rd | 0 | 2587 | 2587 | Indicator: E, Width: 66 ft |
| | | 4 of 6 | Church Ave | 0 | 2640 | 2640 | Indicator: E, Width: 66 ft |
| | | 5 of 6 | Mill Ave | 0 | 2640 | 2640 | Indicator: E, Width: 66 ft |
| | | 6 of 6 | Pine St | 0 | 2165 | 2165 | Indicator: E, Width: 66 ft |
| | Median | 0 of 0 | | 0 | 0 | 0 | |
| | Left Curb | 1 of 6 | CTH W (Termini) | 0 | 2323 | 2323 | Type: 0-None |
| | | 2 of 6 | Hamann Ave | 0 | 3960 | 3960 | Type: 0-None |
| | | 3 of 6 | Quarry Rd | 0 | 2587 | 2587 | Type: 0-None |
| | | 4 of 6 | Church Ave | 0 | 2640 | 2640 | Type: 0-None |
| | | 5 of 6 | Mill Ave | 0 | 2640 | 2640 | Type: 0-None |
| | | 6 of 6 | Pine St | 0 | 2165 | 2165 | Type: 0-None |
| | Right Curb | 1 of 6 | CTH W (Termini) | 0 | 2323 | 2323 | Type: 0-None |
| | | 2 of 6 | Hamann Ave | 0 | 3960 | 3960 | Type: 0-None |
| | | 3 of 6 | Quarry Rd | 0 | 2587 | 2587 | Type: 0-None |
| | | 4 of 6 | Church Ave | 0 | 2640 | 2640 | Type: 0-None |
| | | 5 of 6 | Mill Ave | 0 | 2640 | 2640 | Type: 0-None |
| | | 6 of 6 | Pine St | 0 | 2165 | 2165 | Type: 0-None |
| | Parking | 1 of 6 | CTH W (Termini) | 0 | 2323 | 2323 | Parking: 3-Both Sides |
| | | 2 of 6 | Hamann Ave | 0 | 3960 | 3960 | Parking: 3-Both Sides |
| | | 3 of 6 | Quarry Rd | 0 | 2587 | 2587 | Parking: 3-Both Sides |
| | | 4 of 6 | Church Ave | 0 | 2640 | 2640 | Parking: 3-Both Sides |
| | | 5 of 6 | Mill Ave | 0 | 2640 | 2640 | Parking: 3-Both Sides |
| | | 6 of 6 | Pine St | 0 | 2165 | 2165 | Parking: 3-Both Sides |
| | Traffic Lanes | 1 of 6 | CTH W (Termini) | 0 | 2323 | 2323 | Traffic Lanes: 2 Lanes |
| | | 2 of 6 | Hamann Ave | 0 | 3960 | 3960 | Traffic Lanes: 2 Lanes |
| | | 3 of 6 | Quarry Rd | 0 | 2587 | 2587 | Traffic Lanes: 2 Lanes |
| | | 4 of 6 | Church Ave | 0 | 2640 | 2640 | Traffic Lanes: 2 Lanes |
| | | 5 of 6 | Mill Ave | 0 | 2640 | 2640 | Traffic Lanes: 2 Lanes |
| | | 6 of 6 | Pine St | 0 | 2165 | 2165 | Traffic Lanes: 2 Lanes |
| | Average Daily Traffic (ADT) | 1 of 6 | CTH W (Termini) | 0 | 2323 | 2323 | Indicator: E, Count: 350, Year |
| | | 2 of 6 | Hamann Ave | 0 | 3960 | 3960 | Indicator: E, Count: 350, Year |
| | | 3 of 6 | Quarry Rd | 0 | 2587 | 2587 | Indicator: E, Count: 350, Year |
| | | 4 of 6 | Church Ave | 0 | 2640 | 2640 | Indicator: E, Count: 350, Year |
| | | 5 of 6 | Mill Ave | 0 | 2640 | 2640 | Indicator: E, Count: 350, Year |
| | | 6 of 6 | Pine St | 0 | 2165 | 2165 | Indicator: E, Count: 350, Year |
| | Pavement Rating | 1 of 6 | CTH W (Termini) | 0 | 2323 | 2323 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 7, Year: 2011, WISLR Rating: G, Indicator: A, Surf Type: 57-Cold Mix Asphalt Pvmt (CMAC) Surface + Base >7 |
| | | 2 of 6 | Hamann Ave | 0 | 3960 | 3960 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 7, Year: 2011, WISLR Rating: G, Indicator: A, Surf Type: 57-Cold Mix Asphalt Pvmt (CMAC) Surface + Base >7 |
| | | 3 of 6 | Quarry Rd | 0 | 2587 | 2587 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 7, Year: 2011, WISLR Rating: G, Indicator: A, Surf Type: 57-Cold Mix Asphalt Pvmt (CMAC) Surface + Base >7 |
| | | 4 of 6 | Church Ave | 0 | 2640 | 2640 | |

| | | | | | | | |
|--|-----|------------------------|----------|---|------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | | | | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 7, Year: 2011, WISLR Rating: G, Indicator: A, Surf Type: 57-Cold Mix Asphalt Pvmt (CMAC) Surface + Base >7 |
| | | 5 of 6 | Mill Ave | 0 | 2640 | 2640 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 7, Year: 2011, WISLR Rating: G, Indicator: A, Surf Type: 57-Cold Mix Asphalt Pvmt (CMAC) Surface + Base >7 |
| | | 6 of 6 | Pine St | 0 | 2165 | 2165 | System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 7, Year: 2011, WISLR Rating: G, Indicator: A, Surf Type: 57-Cold Mix Asphalt Pvmt (CMAC) Surface + Base >7 |
| | [-] | Sidewalk | 0 of 0 | 0 | 0 | 0 | |
| | [-] | Vertical | 0 of 0 | 0 | 0 | 0 | |
| | [-] | Horizontal | 0 of 0 | 0 | 0 | 0 | |
| | [-] | Maintenance Agreements | 0 of 0 | 0 | 0 | 0 | |
| | [-] | Local ID Number | 0 of 0 | 0 | 0 | 0 | |
| | [-] | PA Local ID | 0 of 0 | 0 | 0 | 0 | |

Appendix A

Frequently Asked Questions

Why did WisDOT develop WISLR?

WisDOT developed WISLR to help local governments manage Wisconsin's 100,000 miles of local roadways. Convenient and secure access to roadway data that helps local governments and WisDOT enhance decision-making is our aim.

This new system gives me a lot of information, but I'm having trouble remembering all the steps and options. How long will it take me to master this system?

With any new system, there's a learning curve. You'll learn this system faster than most, because WISLR's step-by-step approach is easier to grasp once you become familiar with the logic. You'll soon appreciate all the tools at your disposal.

Where can I go to retrieve certification information?

From the main menu, just below the **Choose a Function to Perform** header, click on **Local Government Information Requests**. Once on this screen, click to select the information that you need.

What fields can I update under the *View Physical Inventory* category?

You can update all Physical Inventory items provided you have update access privileges in the WISLR system.

Why doesn't my *View Physical/Administrative Inventory* screen contain information?

Information appears once you've selected the following:

- **Road or Street** name
- **At** intersection
- **Towards** intersection

Be sure to click the **Retrieve Inventory** box.

What happens when I click the plus sign (+) on the *Physical Inventory* screen or the *Administrative Inventory* screen?

If the **Occurs** field shows a value greater than **1 of 1**, clicking on the plus icon displays the additional attributes. For instance, if the value **1 of 3** appears in the **Occurs** field, click the plus icon to see all three attributes.

I don't have Adobe Acrobat Reader software. How can I obtain it?

You can download Acrobat Reader at no cost via the World Wide Web at the Adobe Web site: WWW.adobe.com.

How do I view *administrative inventory* information? I have become stuck in *View Physical Inventory*.

WISLR automatically defaults to **View Physical Inventory** mode first. To view administrative inventory, simply click on the **Administrative Inventory** box. You'll find it beside the **View Physical Inventory** box.

Why can't I load reports when I click on the Request Reports link?

Remember to click the **Process Request** box.

Why can't I retrieve my CVT Map?

If the certification year is set to the current year, that information may not yet be available. At this time, data is available for 2002. Data becomes available after certification each year.

Where can I find *Construction Report Forms*?

Retrieve **Construction Report Forms** from the **Local Government Information Requests** link.

- Start at **WISLR Main Menu**
- Click on **Local Government Information Requests** Link.
- Scroll to the bottom section marked **Other Forms**
- Click on the report titled **New Construction, Resurfaced**
- Click on the **Process Request** box

Where can I find PASERWARE data downloads?

From the **WISLR Main Menu** click on the **Local Government Information Requests** link.

- Under the **Paserware Downloads** header, select a report.
- Click on the **Process Request** tab

Appendix B

Glossary of WISLR Terms

| Term | Meaning |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Administrative Inventory | A named value that represents a non-physical classification of a road, for example owner or functional classification. |
| Attribute | The characteristics of a road that help WISLR to catalog either administrative or physical inventory data. For example, surface type is a physical road attribute. Owner is an administrative road attribute. |
| AT route | The road defined in the At field. |
| Construction Report | A form used to report road improvements by local units of government during the certification process. |
| CVT Map | A certification map that represents city, village or town. |
| Data Break | The point on a roadway where an attribute changes from one type or classification to another. |
| Geographic Information System (GIS) | Computer-based systems that allow users to organize and view data on a map, according to the data's real-world location. |
| Inventory | An itemized list of road characteristics for both physical and administrative categories. |
| Location | The road defined using the On, At and Toward reference points. |
| Offset | The measured distance defined from the starting point to origin but not covering the road's entire distance. The distance in feet or miles from a defined point on a roadway to another defined point on that roadway. |
| ON route | The road defined in the On field. |
| PASER | Pavement Surface Evaluation and Rating system developed by the University of Wisconsin Transportation Information Center. |
| PASERWARE | Software that supports the use of the PASER rating system. |
| Pavement Rating | A systematic way of determining and recording the physical condition of a roadway. |
| State Trunk Network (STN) | A collection of state, interstate, and national highways that support the roadway infrastructure of the United States and within the State of Wisconsin. |
| Termini | The intersection or point where a route begins or ends. |
| TOWARD route | The road defined in the Toward field. |

Appendix C

Administrative Inventory Terms and Definitions

| Attribute Name | Definition as used in WISLR |
|------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Access Control | The restriction of access to state trunk or other highways by the Department of Transportation for abutting owners. |
| Administrative Inventory Attribute | A named value that represents a non-physical classification of a road, for example, owner or functional classification. |
| Federal Urban/Rural Area | Federal Urban areas are designated by the U.S. Census Bureau as having a population of 5,000 to 49,000. The code in this field identifies the federal urban area designation in which the road section lies. |
| Functional Class | <p>Three functional groups of streets and highway facilities are generally used in functional classification.</p> <ol style="list-style-type: none"> 1) Arterial: streets and highways primarily moving traffic. 2) Collectors: typically provide a mixture of both mobility and land access. 3) Low Use: roads that receive very limited traffic volume due to seasonality of use, physical barrier to through traffic, or other local factors that contribute to low or intermittent use. <p><u>Codes</u></p> <ul style="list-style-type: none"> 10 = Principal (Rural) 20 = Minor arterial (rural) 30 = Major collector (rural) 40 = Minor collector (rural) 45 = Local road (rural) 46 = Private entrance type or field entrance type 50 = Freeway or expressway connecting link of rural principal Arterial 51 = Freeway or expressway connecting link of rural minor arterial 52 = Freeway or expressway non-connecting link 60 = Other principal arterials connecting link of rural principal arterial 61 = Other principal arterials connecting link rural minor arterial 62 = Other principal arterials non-connecting link 86 = Minor Arterial (urban) 96 = Collector (urban) 97 = Local street (urban) |

| | |
|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Highway Performance Monitoring System (HPMS) | A database and analysis process used by the Federal Highway Administration (FHWA) for assessing and reporting the condition and performance of the nation's highway system in a cost effective and consistent manner. |
| High Occupancy Vehicle Lane (HOV) | A traffic lane used for buses, car pools, motorcycles or vehicles containing two or more occupants. |
| International Roughness Index (IRI) | A standard reference index for road roughness that establishes nationwide uniformity in road roughness data. |
| National Highway System (NHS) | A network of nationally significant highways approved by Congress. It includes the interstate system and nearly 114,000 miles of arterial and other roads and connectors to major intermodal terminals. |
| Owner | The municipality that is responsible for a road's construction, maintenance and reporting requirements. |
| Road Category | A collection of codes found within the existing local roads database that indicate the level of jurisdiction for a road |
| Strategic Highway Network (STRAHNET) | A network of highway routes that are important to the United State's strategic defense policy, and that provide defense access, continuity, and emergency capabilities for the movement of personnel, materials and equipment in both peacetime and war time. |
| Urban Location | <u>Codes</u> 0 = Not applicable 1 = Central business district (CBD) 2 = Dense Business/Commercial District (not CBD) 3 = Low density commercial 4 = High density residential 5 = Low density residential 6 = Other: undeveloped, very low density |

| | |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <p>13 = shrubs and/or trees 14 = continuous median left turn 15 = interchange (more than 99 feet)</p> |
| One Way | Traffic flow in only one direction. |
| Parking Lane | <p>An auxiliary lane primarily for the parking of vehicles.</p> <p><u>Parking Permitted Codes</u> 0 = none 1 = right side 2 = left side 3 = both sides 4 = rural</p> |
| Pavement Rating | A systematic way of determining and recording the physical condition of a roadway. |
| Physical Attribute | A named value that represents a physical structure on a road, for example, surface type or number of traffic lanes. |
| Right of Way | The legal right to ingress and egress over a tract of land for transportation purposes. |
| Shoulder* | <p>The portion of the roadway between the traveled way and the inside edges of slopes of ditches or fills, exclusive of auxiliary lanes, curbs and gutters.</p> <p><u>Shoulder Type Codes</u> 0 = none 1 = grass 2 = gravel 3 = paved</p> <p><u>Shoulder Width</u> If no shoulders exist and curbs are present, enter that curb in the curb column.</p> |
| * Report each side | |
| Sidewalk | <p>The walkway along the side of the road.</p> <p><u>Sidewalk Type Codes</u> 0 = none 1 = right side 2 = left side 3 = both sides</p> |

| | |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Surface | <p>Identifies the type of surface for the portion of road for the movement of vehicles, exclusive of shoulders and parking or auxiliary lanes.</p> <p><u>Surface Type Codes</u> 20 = waterway 25 = unimproved road 30 = graded and drained earth road 35 = gravel road (not oil and gravel) 40 = <1" wearing surface 45 = cold mix asphalt pavement on concrete 50 = cold mix resurf on asphalt pavement surface + base < 7 52 = cold mix resurf on asphalt pavement surface + base > 7 55 = cold mix asphalt pvmt (CMAC) surface + base < 7 57 = cold mix asphalt pvmt (CMAC) surface + base > 7 60 = hot mix asphalt pvmt on concrete (HMAC on PCC) 65 = hot mix resurfacing (overlay) on asphalt pavement 70 = hot mix asphalt pavement (HMCC) 75 = concrete pavement (PCC) 80 = brick or block pavement</p> <p><u>Surface Width</u> Face of curb to face of curb or inside edge of shoulder to inside edge of shoulder.</p> |
| Traffic Lanes | <p>The portion of a traveled way for the movement of a single line of vehicles.</p> <p><u>Traffic lanes</u> Excludes parking lanes.</p> |
| Vertical (Optional) (Continued) | <p>The rating applied to grades and vertical curves based on their design and the terrain in which they are situated.</p> <p><u>Vertical Codes</u> 1 = Excellent All grades and vertical curves meet minimum design standards appropriate for the terrain. Reduction in rate or length of grade would be unnecessary even if reconstruction was required to meet other deficiencies, i.e. capacity, horizontal alignment etc.</p> <p>2 = Good Although some grades and vertical curves are below design standards for new construction, all grades and vertical curves provide sufficient sight distance for safe travel and do not substantially affect the speed of trucks.</p> |

| | |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <p>3 = Fair Infrequent grades and vertical curves that impair sight distance and/or affect the speed of trucks if climbing lanes are not provided.</p> <p>4 = Poor Frequent grades and vertical curves that impair sight distance and/or affect the speed of trucks.</p> |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Appendix E

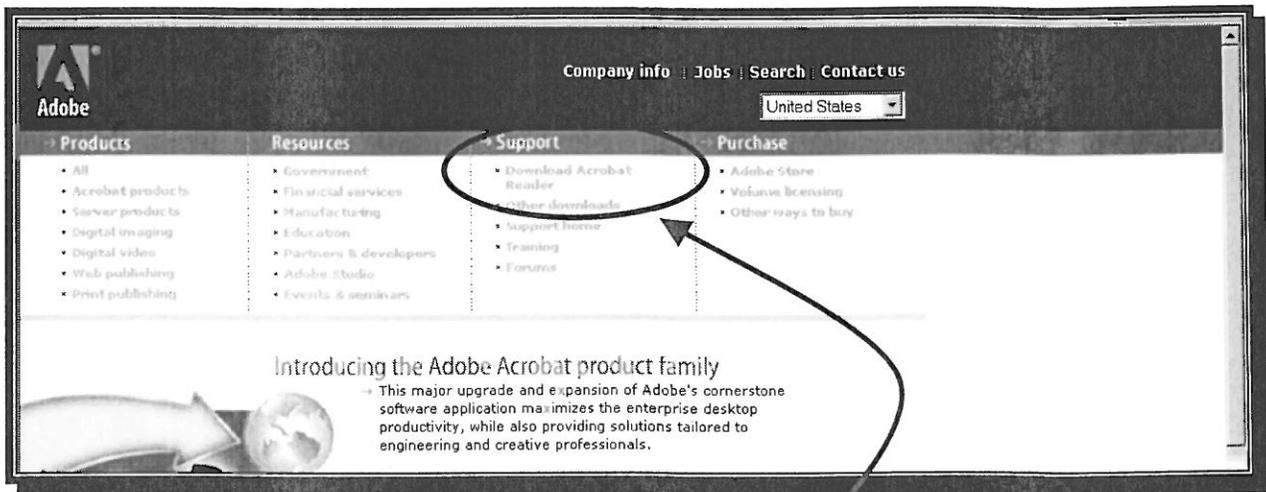
How to Obtain Adobe Acrobat Reader

Downloading Adobe Acrobat Reader

If you do not currently have Adobe Acrobat Reader on your computer, you can obtain it at no cost by going to the Adobe Website and downloading it.

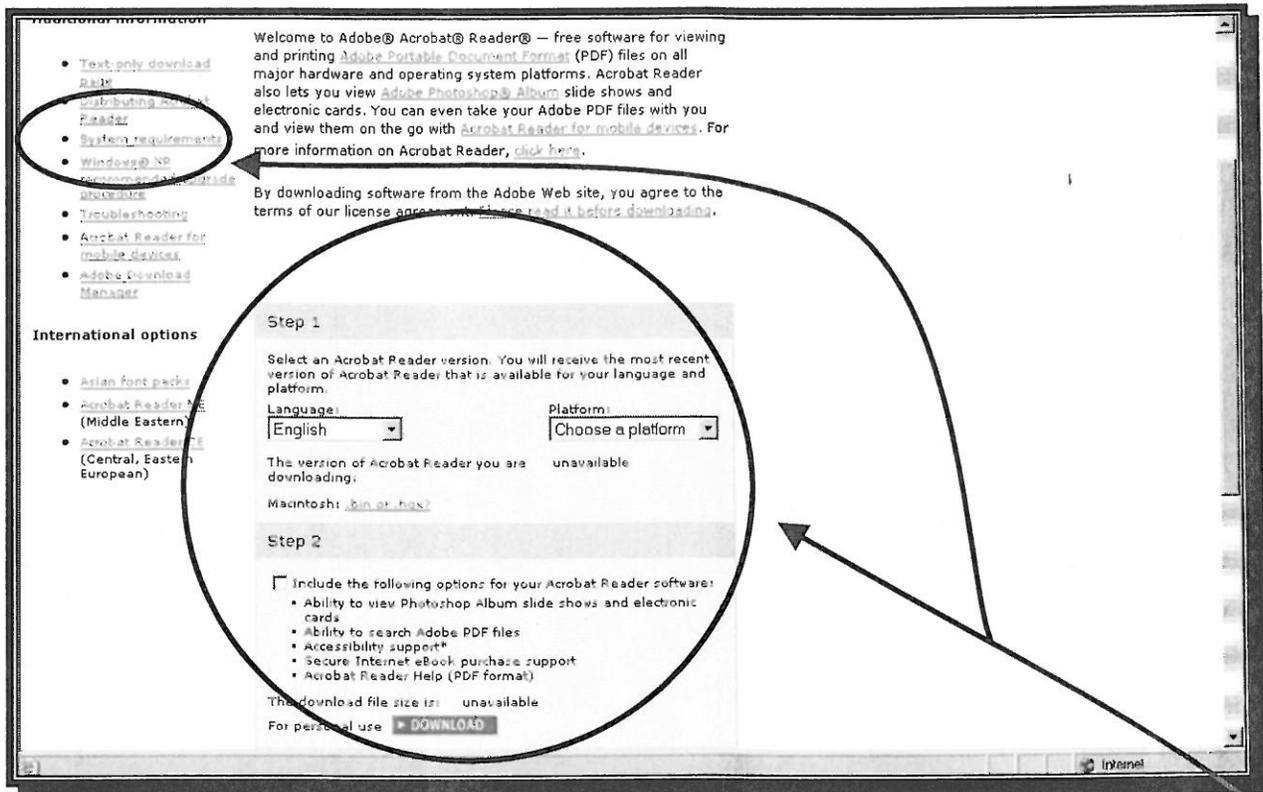
Step by Step

1. Go to the Adobe Website by typing www.adobe.com into the address bar of your Web browser.



2. Under **Support** click on **Download Acrobat Reader**.

NOT INCLUDED



3. Read the system requirement to ensure that your computer can support Acrobat Reader. If so, then follow the steps to download Acrobat Reader.