

**WAUNAKEE COMMUNITY SCHOOL DISTRICT
BOARD OF EDUCATION TAX LEVY MEETING**

Thursday, October 30, 2025

5:30 PM

Waunakee Community School District
905 Bethel Circle
Waunakee, WI 53597

Members of the public may attend Board of Education meetings in-person. Members of the public who choose to access the meeting via live stream video may do so at:

<https://www.youtube.com/channel/UCIgebJT-i0GbAiYqrkpaBmA>

Public comments will be limited to 3 minutes. The Board will allow 30 minutes for public comments.

Public comments may be sent to Rebecca McDonough at district_administrator@waunakee.k12.wi.us up to one hour before the start of the Board meeting. All comments will be reviewed by the Board members. Emailed comments will be reviewed by the board but not read out loud. Emailed comments sent during any part of the board meeting (Board Development, Closed session, Open session) will be forwarded to the board but may not be reviewed by the board until after the board adjourns. Comments must include the commentator's name, address, and must identify their connection to the District (if any) and any group they are representing in order to be considered by the Board.

If you would like to address the Board in-person during the public comments section of the meeting, you will be asked to check in with District personnel when you arrive so that you can be recognized and address the Board when your name is called.

A recording of the meeting will be posted on the District webpage within 24 hours of the meeting time.

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. APPROVE AGENDA

IV. PUBLIC COMMENTS

V. 2025- 2026 BUDGET APPROVAL AND TAX LEVY APPROVAL

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The purpose of this agenda item is to review the final steps of the 25-26 budget process, and to request School Board approval of the budget and tax levy. Attached please find a presentation that provides an overview of the final steps in the budget process and additional budget and tax levy documents. These documents will be reviewed at the meeting. Please feel free to reach out with any questions.

A. Budget Changes

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B. Tax Levy Changes and Certification

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VI. HIGH SCHOOL PLANNING (SCOPE)

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VII. ADJOURN

“Any person who has a qualifying disability as defined by the Americans with Disabilities Act who requires assistance with access or materials should contact the Waunakee Community School District Office at 849-2000, 905 Bethel Circle Drive Waunakee, WI 53597, at least twenty-four hours prior to the commencement of the meeting so that necessary arrangements can be made to accommodate the request.”



WAUNAKEE

COMMUNITY SCHOOL DISTRICT

2025 Special Board Meeting - Approval of Budget & Tax Levy

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Date:
Time:
Location:

Thursday, October 30, 2025
5:30 PM
District Office

Board of Education Room
905 Bethel Circle
Waunakee, WI 53597



Third Draft of 2025 -26 Budget - July

Proposed Property Tax Levy			
FUND	Audited	Unaudited	Proposed
	2023-24	2024-25	2025-26
General Fund	28,460,117.00	33,383,590.00	37,516,957.00
Referendum Debt Service Fund	12,838,301.00	10,699,681.00	10,940,424.00
Non-Referendum Debt Service Fund	0.00	0.00	0.00
Capital Expansion Fund	0.00	0.00	0.00
Community Service Fund	394,500.00	740,000.00	1,006,300.00
TOTAL SCHOOL LEVY	41,692,918.00	44,823,271.00	49,463,681.00
PERCENTAGE INCREASE --			
TOTAL LEVY FROM PRIOR YR	8.0%	7.5%	10.4%

The 2025-2026 tax base increased to \$5,288,242,330 or \$251,821,063 higher than 2024-2025. This change equates to a 5.0% increase. The 2025-2026 tax rate (tax levy/tax base) estimate increases to \$9.35. This equates to a 5% increase.

Total Expenditures and Other Financing Uses			
ALL FUNDS	Audited	Unaudited	Proposed
	2023-24	2024-25	2025-26
GROSS TOTAL EXPENDITURES--ALL FUNDS	158,668,195.00	163,246,437.00	154,617,230.00
Interfund Transfers (Source 100) - ALL FUNDS	6,416,057.00	7,268,513.00	7,092,565.00
Refinancing Expenditures (FUND 30)	0.00	0.00	0.00
NET TOTAL EXPENDITURES -- ALL FUNDS	152,252,138.00	155,977,924.00	147,524,665.00
PERCENTAGE INCREASE -- NET TOTAL FUND			
EXPENDITURES FROM PRIOR YEAR	5.5%	2.45%	-5.42%



Budget Adoption - New Information

- 3rd Friday in September Student Count
 - September enrollment count (4,369 compared to budget estimate of 4,429)
 - Summer school FTE count (205)
 - Open enrollment in and out students are verified during September student count
- October 15th State Equalization Aid Certification (\$23,334,386), compared to \$24.6M 24-25
- October 1st Equalized Property Values (\$5,520,979,855)
- Tax Rate (\$8.60)
- Finalization of 25-26 Revenue Limit Worksheet
 - Transfer of Service (\$582,059)
 - Non-recurring Exemptions (\$1,446,751 - \$1,050,000 from November 2024 referendum)
- Grant Allocations, Including carryover balances when available



Budget Adoption- Budget Changes

- Fund 10 - General Fund Revenues
 - Open Enrollment In
 - State Equalization Aid
 - Property Tax Levy
 - Grant Allocations, Including Carryover
 - State Categorical Aid
 - Act 12 - Personal Property Aid
 - Premium
 - Personal Property Aid/Computer Aid



Budget Adoption- Budget Changes

- Fund 10 - General Fund Expenses
 - Grant Allocations, Including Carryover
 - Building Student Count Allocation (will be a budget revision)
 - Building/Department Fees and allocation
 - 4K Student Count Allocation
 - Districtwide (Business Insurance, Consulting, Private school voucher payments & Open enrollment out, miscellaneous)
 - Transfer to Fund 27
 - Salary and Benefits Accounts Updated Based on October Actual Staffing



Budget Adoption- Budget Changes

- Fund 27 - Special Education Fund
 - Revenues
 - Transfer in from Fund 10
 - Expenses
 - Department allocation
 - Salary and Benefits Accounts Updated Based on October Actual Staffing
 - Addition of 1.0 ParaEducator at Arboretum Elementary School based on an evaluation for a student new to the district



Budget Adoption- Budget Changes

- Fund 39 - Debt Service Fund
 - Decreased interest earnings/rebate
 - Decreased property tax levy
 - Decreased transfer from fund 39
- Fund 49 – Capital Projects Fund
 - Decreased construction expenses
 - Decreased transfer to fund 39
- Fund 73 - Employee Benefit Trust Fund
 - Updated budgets to reflect 24-25 retirees
- Fund 80 - Community Service Fund
 - Increased Middle School activities to match actual October salary & benefits
- Fund 99 – Other Cooperative Programs
 - Decreased revenues and expenses to match final payment to new fiscal agent



Budget Adoption- Information Provided in Boardbook

- 4th Draft of the Budget
- Wisconsin Department of Public Instruction Budget Adoption Format
- Wisconsin Department of Public Instruction Revenue Limit Formula



Fourth Draft of 2025 -26 Budget

July 2025

Total Expenditures and Other Financing Uses			
ALL FUNDS	Audited 2023-24	Unaudited 2024-25	Proposed 2025-26
GROSS TOTAL EXPENDITURES--ALL FUNDS	158,668,195.00	163,246,437.00	154,617,230.00
Interfund Transfers (Source 100) - ALL FUNDS	6,416,057.00	7,268,513.00	7,092,565.00
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NET TOTAL EXPENDITURES -- ALL FUNDS	152,252,138.00	155,977,924.00	147,524,665.00
PERCENTAGE INCREASE -- NET TOTAL FUND EXPENDITURES FROM PRIOR YEAR	5.5%	2.45%	-5.42%

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October 2025

Total Expenditures and Other Financing Uses			
ALL FUNDS	Audited 2023-24	Unaudited 2024-25	Proposed 2025-26
GROSS TOTAL EXPENDITURES--ALL FUNDS	162,632,412.71	160,043,043.11	145,434,141.00
Interfund Transfers (Source 100) - ALL FUNDS	6,962,392.11	7,930,542.01	7,594,427.00
Refinancing Expenditures (FUND 30)	0.00	0.00	0.00
NET TOTAL EXPENDITURES -- ALL FUNDS	155,670,020.60	152,112,501.10	137,839,714.00
PERCENTAGE INCREASE -- NET TOTAL FUND EXPENDITURES FROM PRIOR YEAR	5.5%	-2.29%	-9.38%



Tax Levy Approval- New Information

- August Estimate of Net New Construction (2.66%)
- October 1st Equalized Property Values (\$5,520,979,855 or 9.6% increase)
- Finalization of 2025-26 Revenue Limit Worksheet (Determines Fund 10 Property Tax Levy)
- Decrease in Fund 39 Tax Levy
- The Board of Education has made the decision to reduce the referendum debt service tax levy by \$2,385,712. This reduction is possible because of the use of one or more of the following financial strategies:
 1. Refinance existing debt.
 2. Utilize November 2022 referendum project savings.
 3. Utilize clean energy rebate from the federal government.
- Final Tax Rate: \$8.60



Tax Levy Approval- Changes

July 2025

Proposed Property Tax Levy			
FUND	Audited	Unaudited	Proposed
	2023-24	2024-25	2025-26
General Fund	28,460,117.00	33,383,590.00	37,516,957.00
Referendum Debt Service Fund	12,838,301.00	10,699,681.00	10,940,424.00
Non-Referendum Debt Service Fund	0.00	0.00	0.00
Capital Expansion Fund	0.00	0.00	0.00
Community Service Fund	394,500.00	740,000.00	1,006,300.00
TOTAL SCHOOL LEVY	41,692,918.00	44,823,271.00	49,463,681.00
PERCENTAGE INCREASE --			
TOTAL LEVY FROM PRIOR YR	8.0%	7.5%	10.4%

October 2025

Proposed Property Tax Levy			
FUND	Audited	Unaudited	Proposed
	2023-24	2024-25	2025-26
General Fund	28,460,117.00	33,383,590.00	37,939,991.00
Referendum Debt Service Fund	12,838,301.00	10,699,681.00	8,544,712.00
Non-Referendum Debt Service Fund	0.00	0.00	0.00
Capital Expansion Fund	0.00	0.00	0.00
Community Service Fund	394,500.00	740,000.00	1,006,300.00
TOTAL SCHOOL LEVY	41,692,918.00	44,823,271.00	47,491,003.00
PERCENTAGE INCREASE --			
TOTAL LEVY FROM PRIOR YR	8.0%	7.5%	6.0%



Tax Levy Approval- Changes

- Tax levy increase between 24-25 and 25-26 was \$2,667,732
- Increase of 5.97% with an estimated 2.66% increase in net new construction
- Tax rate decreases to \$8.60 compared to \$8.90 in 24-25 based on the equalized property value increase
- On average, existing taxpayers will see a school property tax increase consistent with annual inflationary increase
- The next slide provides more specific information on the school property tax levy variations between municipalities



Tax Levy Approval- Distribution

<u>TAXING AREA</u>	<u>TID OUT VALUE</u>	<u>% TO TOTAL</u>	<u>2025-2026 TAX LEVY</u>	<u>2024-2025 TAX LEVY</u>	<u>\$ DIFFERENCE</u>	<u>% DIFFERENCE</u>
V WAUNAKEE	\$3,404,605,600	61.666691%	29,292,296.85	27,490,235.25	1,802,061.60	6.56%
T DANE	\$41,495,275	0.751593%	357,014.01	336,542.14	20,471.88	6.08%
T SPRINGFIELD	\$222,202,074	4.024685%	1,911,765.97	1,659,641.25	252,124.71	15.19%
T VIENNA	\$229,997,126	4.165875%	1,978,832.46	1,903,927.55	74,904.91	3.93%
T WESTPORT	\$1,255,225,699	22.735560%	10,799,619.14	10,421,117.80	378,501.33	3.63%
C MADISON	\$137,737,196	2.494796%	1,185,053.22	1,046,882.09	138,171.13	13.20%
C MIDDLETON	\$229,716,885	4.160799%	1,976,421.35	1,964,924.91	11,496.44	0.59%
TOTALS	\$5,520,979,855	100.000000%	\$47,501,003.00	\$44,823,271.00	\$2,677,732.00	5.97%



Tax Levy Approval- Communication

- The 5.97% property tax levy increase approved by the School Board is not a net change in your property tax levy. There are school levy property tax credits that offset a portion of the school district tax levy.
- New properties built in 2024 are taxed for the first time in 2026 and this shifts the school property¹⁶ tax between properties. The estimate for new construction is an increase of 2.66%.
- The school district is made up of 7 different municipalities. School property tax levies shift between municipalities depending on equalized property value changes.
- Individual properties can have a tax value increase or decrease based on property changes (like a basement remodel or a reassessment).



Tax Levy Approval- Information Provided in Boardbook

- Tax Levy by Municipality
- Tax Levy Explanation



Budget Accomplishments / Risks

Accomplishments	Risks
Post employment benefits \$600k	High cost special ed aid
Termination benefits \$100k	State special education aid
Contingency fund + \$100k	Tax levy reduction of \$2.3 million
Transportation+ \$100k / Legal +47k	Additional staffing changes
July/Aug 26 Health Insurance increase	



Budget Adoption & Tax Levy Approval

- Administration is recommending approval of the following:

Proposed Property Tax Levy			
FUND	Audited	Unaudited	Proposed
	2023-24	2024-25	2025-26
General Fund	28,460,117.00	33,383,590.00	37,939,991.00
Referendum Debt Service Fund	12,838,301.00	10,699,681.00	8,544,712.00
Non-Referendum Debt Service Fund	0.00	0.00	0.00
Capital Expansion Fund	0.00	0.00	0.00
Community Service Fund	394,500.00	740,000.00	1,006,300.00
TOTAL SCHOOL LEVY	41,692,918.00	44,823,271.00	47,491,003.00
PERCENTAGE INCREASE -- TOTAL LEVY FROM PRIOR YR	8.0%	7.5%	6.0%

Total Expenditures and Other Financing Uses			19
ALL FUNDS	Audited	Unaudited	Proposed
	2023-24	2024-25	2025-26
GROSS TOTAL EXPENDITURES--ALL FUNDS	162,632,412.71	160,043,043.11	145,434,141.00
Interfund Transfers (Source 100) - ALL FUNDS	6,962,392.11	7,930,542.01	7,594,427.00
Refinancing Expenditures (FUND 30)	0.00	0.00	0.00
NET TOTAL EXPENDITURES -- ALL FUNDS	155,670,020.60	152,112,501.10	137,839,714.00
PERCENTAGE INCREASE -- NET TOTAL FUND EXPENDITURES FROM PRIOR YEAR	5.5%	-2.29%	-9.38%



Next Steps- Budget Committee Meetings

- Discussion of assumptions in 25-26 budget
 - Interest earnings
 - Special Ed categorical aid
 - Medicaid
- Discussion of 25-26 end of the year balance
 - Allocating fund 10/fund 50 maintenance costs to fund 49
 - Allocating fund 10 technology costs to fund 49
- Begin 2026-2027 budget planning process
 - Create base plan
 - Create options surrounding the 4K program
- Additional discussions
 - December 4K decision and transportation data
 - January transportation and open enrollment decision
 - February decision on \$2.3 million tax levy reduction



Questions, concerns, feedback



Recommended Format for Budget Adoption

Instructions: This recommended format contains the minimum detail that a school board should include in an adopted budget. Any subsequent changes made by the school board to the adopted budget should be processed as required by s.65.90 (5).

BUDGET ADOPTION 2025-2026 *			
GENERAL FUND (FUND 10)	Audited 2023-2024	Unaudited 2024-2025	Budget 2025-2026
Beginning Fund Balance (Account 930 000)	8,022,096.97	7,481,180.57	7,481,180.57
Ending Fund Balance, Nonspendable (Acct. 935 000)	0.00	0.00	0.00
Ending Fund Balance, Restricted (Acct. 936 000)	382,312.00	348,104.00	348,104.00
Ending Fund Balance, Committed (Acct. 937 000)	458,360.00	530,235.00	530,235.00
Ending Fund Balance, Assigned (Acct. 938 000)	996,105.00	934,214.00	934,214.00
Ending Fund Balance, Unassigned (Acct. 939 000)	5,644,404.00	5,668,628.00	5,668,628.00
TOTAL ENDING FUND BALANCE (ACCT. 930 000)	7,481,180.57	7,481,180.57	7,481,180.57
REVENUES & OTHER FINANCING SOURCES			
100 Transfers-in	0.00	0.00	0.00
Local Sources			
210 Taxes	28,460,117.00	33,383,590.00	37,939,991.00
240 Payments for Services	8,618.00	44,228.00	28,000.00
260 Non-Capital Sales	79,853.64	35,273.73	39,150.00
270 School Activity Income	124,525.00	118,226.00	121,000.00
280 Interest on Investments	784,443.50	686,507.10	700,000.00
290 Other Revenue, Local Sources	751,032.27	760,458.41	704,138.00
Subtotal Local Sources	30,208,589.41	35,028,283.24	39,532,279.00
Other School Districts Within Wisconsin			
310 Transit of Aids	28,093.01	27,796.30	29,325.00
340 Payments for Services	2,142,924.78	2,588,057.07	2,886,626.00
380 Medical Service Reimbursements	0.00	0.00	0.00
390 Other Inter-district, Within Wisconsin	0.00	0.00	0.00
Subtotal Other School Districts within Wisconsin	2,171,017.79	2,615,853.37	2,915,951.00
Other School Districts Outside Wisconsin			
440 Payments for Services	0.00	0.00	0.00
490 Other Inter-district, Outside Wisconsin	0.00	0.00	0.00
Subtotal Other School Districts Outside Wisconsin	0.00	0.00	0.00
Intermediate Sources			
510 Transit of Aids	26,053.83	5,500.00	0.00
530 Payments for Services from CCDEB	0.00	0.00	0.00
540 Payments for Services from CESA	0.00	0.00	0.00
580 Medical Services Reimbursement	0.00	0.00	0.00
590 Other Intermediate Sources	0.00	300.00	0.00
Subtotal Intermediate Sources	26,053.83	5,800.00	0.00
State Sources			
610 State Aid -- Categorical	503,790.34	516,270.53	536,005.00
620 State Aid -- General	24,685,494.00	24,634,807.00	23,334,386.00
630 DPI Special Project Grants	366,437.55	232,957.15	247,385.00
640 Payments for Services	0.00	0.00	0.00
650 Student Achievement Guarantee in Education (SAGE Grant)	0.00	0.00	0.00
660 Other State Revenue Through Local Units	37,563.98	38,257.72	40,000.00
690 Other Revenue	3,392,014.56	3,705,650.03	3,761,219.00
Subtotal State Sources	28,985,300.43	29,127,942.43	27,918,995.00

Federal Sources			
710 Federal Aid - Categorical	24,985.49	20,754.64	20,049.00
720 Impact Aid	0.00	0.00	0.00
730 DPI Special Project Grants	1,600,550.93	219,793.23	253,652.00
750 IASA Grants	86,570.54	115,691.03	97,800.00
760 JTPA	0.00	0.00	0.00
770 Other Federal Revenue Through Local Units	0.00	0.00	0.00
780 Other Federal Revenue Through State	109,423.57	131,899.56	300,000.00
790 Other Federal Revenue - Direct	232,430.00	0.00	0.00
Subtotal Federal Sources	2,053,960.53	488,138.46	671,501.00
Other Financing Sources			
850 Reorganization Settlement	0.00	0.00	0.00
860 Compensation, Fixed Assets	4,075.00	76,356.00	0.00
870 Long-Term Obligations	0.00	0.00	0.00
Subtotal Other Financing Sources	4,075.00	76,356.00	0.00
Other Revenues			
960 Adjustments	270,554.75	611,064.79	32,975.00
970 Refund of Disbursement	252,826.40	103,787.85	91,000.00
980 Medical Service Reimbursement	0.00	0.00	0.00
990 Miscellaneous	45,929.51	44,858.83	30,000.00
Subtotal Other Revenues	569,310.66	759,711.47	153,975.00
TOTAL REVENUES & OTHER FINANCING SOURCES	64,018,307.65	68,102,084.97	71,192,701.00
EXPENDITURES & OTHER FINANCING USES			
Instruction			
110 000 Undifferentiated Curriculum	15,274,518.84	15,714,638.29	16,711,689.00
120 000 Regular Curriculum	10,921,924.81	12,005,858.54	12,270,878.00
130 000 Vocational Curriculum	2,324,850.25	2,370,321.69	2,541,986.00
140 000 Physical Curriculum	843,555.60	815,563.19	848,649.00
160 000 Co-Curricular Activities	1,419,147.13	1,480,247.95	1,416,033.00
170 000 Other Special Needs	520,387.87	550,023.74	557,100.00
Subtotal Instruction	31,304,384.50	32,936,653.40	34,346,335.00
Support Sources			
210 000 Pupil Services	2,003,131.67	2,101,374.14	2,176,564.00
220 000 Instructional Staff Services	4,276,082.63	5,068,371.73	5,066,546.00
230 000 General Administration	1,397,637.61	1,551,757.88	1,426,130.00
240 000 School Building Administration	4,485,199.10	4,153,095.33	4,438,244.00
250 000 Business Administration	8,360,016.37	8,257,458.13	9,473,862.00
260 000 Central Services	123,856.77	140,112.87	135,450.00
270 000 Insurance & Judgments	369,295.20	445,672.94	456,000.00
280 000 Debt Services	581,941.69	650,574.21	405,200.00
290 000 Other Support Services	2,780,331.37	2,700,613.75	3,696,860.00
Subtotal Support Sources	24,377,492.41	25,069,030.98	27,274,856.00
Non-Program Transactions			
410 000 Inter-fund Transfers	6,962,392.11	7,930,542.01	7,594,427.00
430 000 Instructional Service Payments	1,840,383.76	2,020,523.31	1,972,083.00
490 000 Other Non-Program Transactions	74,571.27	145,335.27	5,000.00
Subtotal Non-Program Transactions	8,877,347.14	10,096,400.59	9,571,510.00
TOTAL EXPENDITURES & OTHER FINANCING USES	64,559,224.05	68,102,084.97	71,192,701.00

SPECIAL PROJECT FUNDS (FUNDS 21, 23, 29)			
900 000 Beginning Fund Balance	1,241,189.01	1,249,476.80	1,361,046.79
900 000 Ending Fund Balance	1,249,476.80	1,361,046.79	1,251,395.79
REVENUES & OTHER FINANCING SOURCES	1,144,967.83	1,224,661.67	840,774.00
100 000 Instruction	933,390.81	975,406.01	885,270.00
200 000 Support Services	203,289.23	137,685.67	65,155.00
400 000 Non-Program Transactions	0.00	0.00	0.00
TOTAL EXPENDITURES & OTHER FINANCING USES	1,136,680.04	1,113,091.68	950,425.00

SPECIAL EDUCATION FUND (FUND 27)	Audited 2023-2024	Unaudited 2024-2025	Budget 2025-2026
900 000 Beginning Fund Balance	0.00	0.00	0.00
900 000 Ending Fund Balance	0.00	0.00	0.00
REVENUES & OTHER FINANCING SOURCES			
100 Transfers-in	6,944,557.91	7,749,258.13	7,594,427.00
Local Sources			
240 Payments for Services	0.00	0.00	0.00
260 Non-Capital Sales	0.00	0.00	0.00
270 School Activity Income	0.00	0.00	0.00
290 Other Revenue, Local Sources	0.00	0.00	0.00
Subtotal Local Sources	0.00	0.00	0.00
Other School Districts Within Wisconsin			
310 Transit of Aids	0.00	0.00	0.00
340 Payments for Services	0.00	0.00	40,000.00
380 Medical Service Reimbursements	0.00	0.00	0.00
390 Other Inter-district, Within Wisconsin	0.00	0.00	0.00
Subtotal Other School Districts within Wisconsin	0.00	0.00	40,000.00
Other School Districts Outside Wisconsin			
440 Payments for Services	0.00	0.00	0.00
490 Other Inter-district, Outside Wisconsin	0.00	0.00	0.00
Subtotal Other School Districts Outside Wisconsin	0.00	0.00	0.00
Intermediate Sources			
510 Transit of Aids	10,087.99	5,827.09	10,000.00
530 Payments for Services from CCDEB	0.00	0.00	0.00
540 Payments for Services from CESA	0.00	0.00	0.00
580 Medical Services Reimbursement	0.00	0.00	0.00
590 Other Intermediate Sources	0.00	0.00	0.00
Subtotal Intermediate Sources	10,087.99	5,827.09	10,000.00
State Sources			
610 State Aid -- Categorical	2,880,380.00	3,113,793.00	4,225,000.00
620 State Aid -- General	302,970.00	297,048.00	775,000.00
630 DPI Special Project Grants	0.00	0.00	0.00
640 Payments for Services	0.00	0.00	0.00
650 Achievement Gap Reduction (AGR grant)	0.00	0.00	0.00
690 Other Revenue	15,277.08	19,899.96	15,000.00
Subtotal State Sources	3,198,627.08	3,430,740.96	5,015,000.00
Federal Sources			
710 Federal Aid - Categorical	0.00	0.00	0.00
730 DPI Special Project Grants	814,877.45	956,556.17	1,033,548.00
750 IASA Grants	0.00	0.00	0.00
760 JTPA	0.00	0.00	0.00
770 Other Federal Revenue Through Local Units	0.00	0.00	0.00
780 Other Federal Revenue Through State	184,612.39	217,573.91	200,000.00
790 Other Federal Revenue - Direct	0.00	0.00	0.00
Subtotal Federal Sources	999,489.84	1,174,130.08	1,233,548.00
Other Financing Sources	0.00	0.00	0.00
860 Compensation, Fixed Assets	0.00	0.00	0.00
870 Long-Term Obligations	0.00	0.00	0.00
Subtotal Other Financing Sources	0.00	0.00	0.00

Other Revenues			
960 Adjustments	0.00	0.00	0.00
970 Refund of Disbursement	0.00	0.00	0.00
990 Miscellaneous	0.00	0.00	0.00
Subtotal Other Revenues	0.00	0.00	0.00
TOTAL REVENUES & OTHER FINANCING SOURCES	11,152,762.82	12,359,956.26	13,892,975.00
EXPENDITURES & OTHER FINANCING USES			
Instruction			
110 000 Undifferentiated Curriculum	0.00	0.00	0.00
120 000 Regular Curriculum	0.00	0.00	0.00
130 000 Vocational Curriculum	0.00	0.00	0.00
140 000 Physical Curriculum	0.00	0.00	0.00
150 000 Special Education Curriculum	8,412,597.81	9,239,952.33	10,519,140.00
160 000 Co-Curricular Activities	0.00	0.00	0.00
170 000 Other Special Needs	0.00	0.00	0.00
Subtotal Instruction	8,412,597.81	9,239,952.33	10,519,140.00
Support Sources			
210 000 Pupil Services	1,709,712.18	1,938,860.88	2,289,673.00
220 000 Instructional Staff Services	577,576.89	679,466.80	756,301.00
230 000 General Administration	45.00	247.50	0.00
240 000 School Building Administration	0.00	0.00	0.00
250 000 Business Administration	157,648.16	286,568.60	211,361.00
260 000 Central Services	12,321.90	10,070.67	11,500.00
270 000 Insurance & Judgments	31,782.47	29,834.73	40,000.00
280 000 Debt Services	0.00	0.00	15,000.00
290 000 Other Support Services	0.00	0.00	0.00
Subtotal Support Sources	2,489,086.60	2,945,049.18	3,323,835.00
Non-Program Transactions			
410 000 Inter-fund Transfers	0.00	0.00	0.00
430 000 Instructional Service Payments	251,078.41	174,954.75	50,000.00
490 000 Other Non-Program Transactions	0.00	0.00	0.00
Subtotal Non-Program Transactions	251,078.41	174,954.75	50,000.00
TOTAL EXPENDITURES & OTHER FINANCING USES	11,152,762.82	12,359,956.26	13,892,975.00
DEBT SERVICE FUND (FUNDS 38, 39)			
900 000 Beginning Fund Balance	8,531,605.54	7,330,161.67	7,107,230.05
900 000 ENDING FUND BALANCES	7,330,161.67	7,107,230.05	2,367,823.05
TOTAL REVENUES & OTHER FINANCING SOURCES	13,508,886.94	11,425,664.71	8,604,712.00
281 000 Long-Term Capital Debt	14,710,330.81	11,648,596.33	13,344,119.00
282 000 Refinancing	0.00	0.00	0.00
283 000 Operational Debt	0.00	0.00	0.00
285 000 Post Employment Benefit Debt	0.00	0.00	0.00
289 000 Other Long-Term General Obligation Debt	0.00	0.00	0.00
400 000 Non-Program Transactions	0.00	0.00	0.00
TOTAL EXPENDITURES & OTHER FINANCING USES	14,710,330.81	11,648,596.33	13,344,119.00
842 000 INDEBTEDNESS, END OF YEAR	214,870,000.00	206,170,000.00	200,005,000.00

CAPITAL PROJECTS FUND (FUNDS 41, 46, 48, 49)			
900 000 Beginning Fund Balance	101,681,312.49	38,303,346.01	43,641,427.95
900 000 Ending Fund Balance	38,303,346.01	43,641,427.95	3,141,427.95
TOTAL REVENUES & OTHER FINANCING SOURCES	3,760,593.79	68,187,505.59	1,500,000.00
100 000 Instructional Services	0.00	0.00	0.00
200 000 Support Services	67,138,560.27	62,849,423.65	42,000,000.00
300 000 Community Services	0.00	0.00	0.00
400 000 Non-Program Transactions	0.00	0.00	0.00
TOTAL EXPENDITURES & OTHER FINANCING USES	67,138,560.27	62,849,423.65	42,000,000.00

FOOD SERVICE FUND (FUND 50)			
900 000 Beginning Fund Balance	0.00	(0.00)	(0.00)
900 000 ENDING FUND BALANCE	(0.00)	(0.00)	6,366.00
TOTAL REVENUES & OTHER FINANCING SOURCES	2,906,592.16	2,822,232.48	2,791,696.00
200 000 Support Services	2,906,592.16	2,822,232.48	2,785,330.00

400 000 Non-Program Transactions	0.00	0.00	0.00
TOTAL EXPENDITURES & OTHER FINANCING USES	2,906,592.16	2,822,232.48	2,785,330.00

COMMUNITY SERVICE FUND (FUND 80)			
900 000 Beginning Fund Balance	324,264.89	79,384.13	85,567.86
900 000 ENDING FUND BALANCE	79,384.13	85,567.86	48,476.86
TOTAL REVENUES & OTHER FINANCING SOURCES	596,521.43	941,144.88	1,225,000.00
200 000 Support Services	242,550.40	249,887.06	387,261.00
300 000 Community Services	598,851.79	685,074.09	874,830.00
400 000 Non-Program Transactions	0.00	0.00	0.00
TOTAL EXPENDITURES & OTHER FINANCING USES	841,402.19	934,961.15	1,262,091.00

PACKAGE & COOPERATIVE PROGRAM FUND (FUNDS 91, 93, 99)			
900 000 Beginning Fund Balance	0.00	0.00	0.00
900 000 ENDING FUND BALANCE	0.00	0.00	0.00
TOTAL REVENUES & OTHER FINANCING SOURCES	186,860.37	212,696.59	6,500.00
100 000 Instruction	0.00	0.00	0.00
200 000 Support Services	186,860.37	212,696.59	6,500.00
400 000 Non-Program Transactions	0.00	0.00	0.00
TOTAL EXPENDITURES & OTHER FINANCING USES	186,860.37	212,696.59	6,500.00

* The 60 & 70 series funds are "fiduciary" funds. Presentation of these funds taken out of the adoption format to agree with GASB 34 requirements. This change also brings the school district adoption format more into conformity with statute 65.90 requirements used for other Wisconsin governments which specify that information be presented for governmental and proprietary funds, but does not require it for fiduciary funds.



WAUNAKEE

COMMUNITY SCHOOL DISTRICT

2025-2026 Budget
FINAL DRAFT

Prepared by Steve Summers, Executive Director of Operations
October 30, 2025

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Waunakee Community School District

Board of Education

<u>Name</u>	<u>Municipality</u>	<u>Term Expires</u>
Joan Ensign, President	Town of Westport, City of Middleton, City of Madison	Spring 2026
Dawn Heinrichs, Vice-President	Village of Waunakee	Spring 2026
Mark Hetzel, Treasurer	Town of Vienna	Spring 2027
Carly Eaton, Clerk	Village of Waunakee	Spring 2028
Ted Frey	Town of Westport, City of Middleton, City of Madison	Spring 2027
Heather Murray	Village of Waunakee	Spring 2028
Christopher Sonne	Town of Dane/Springfield	Spring 2028

Budget Committee Members

Mark Hetzel, Chair
Dawn Heinrichs
Christopher Sonne

Waunakee Community School District

Introduction

A budget is a financial plan designed to achieve the educational objectives of the Waunakee Community School District. The budget needs to be accountable to meet these educational objectives within the financial constraints that exist. The budget needs to be understandable to the Board of Education, administration, staff, parents, and the district taxpayers. The budget was developed with significant staff input regarding needs and priorities. The budget was developed based on principals of long-term fiscal planning.

Timeline

The budget process for the 2025-2026 fiscal year began in December 2024 when the budget committee reviewed a budget timeline and revenue estimates. The budget committee reviewed expenditure estimates on January 7th. A draft of the budget planning process document was presented at a Budget Committee meeting in February. The school board approved the budget planning process document on March 10th. Building/department level budget planning took place in March. Administrative review of the budget took place in March. The first draft of the budget was presented to the Budget Committee and the Board of Education in May. The second draft of the budget was presented in June. The third draft of the budget was presented in July. The preliminary budget was presented at the Annual Meeting on August 25th with community approval of the tax levy. The Board of Education will approve the final version of the budget and set the tax levy at a special meeting scheduled for October 30th.

Executive Summary

A school district's budget is divided into many "funds". These "funds" are used to account for specific school district programs. The different "funds" and their descriptions are presented below:

FUND	DESCRIPTION
10	General
21	Special Revenue Trust
27	Special Education
38	Non-Referendum Debt Service*
39	Referendum Debt Service
41	Capital Expansion Fund*
49	Capital Projects
50	Food Service
72	Private Benefit Trust*
73	Employee Benefit Trust
80	Community Service
99	Other Cooperative Funds

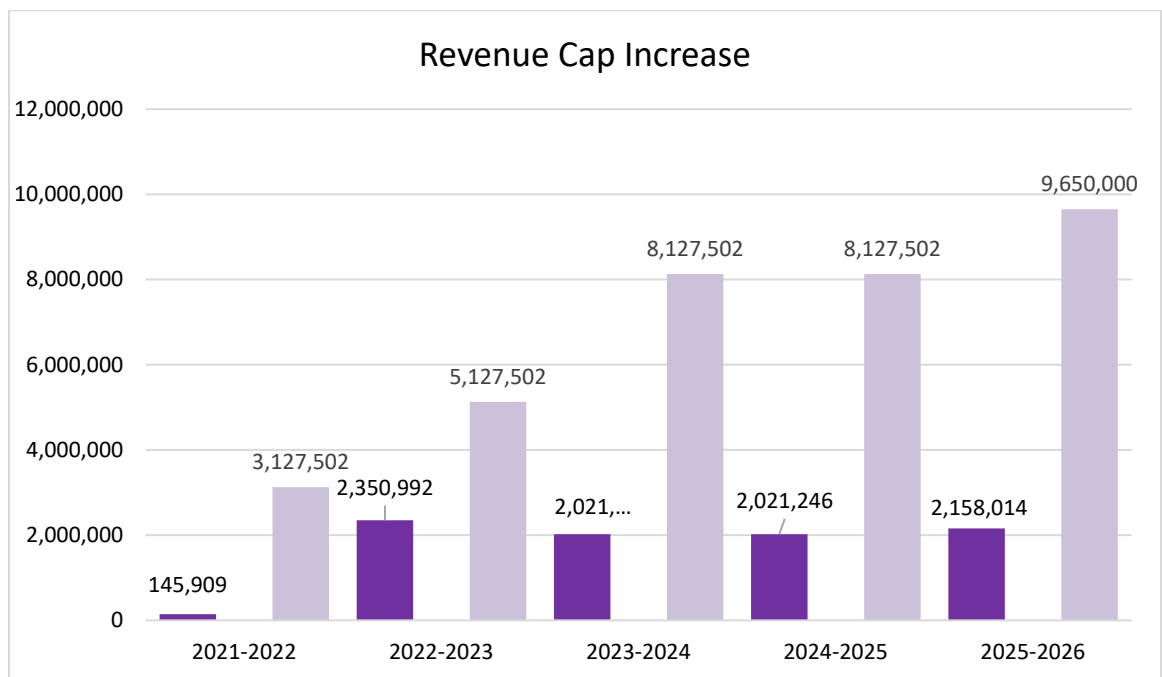
* Currently not being utilized

Waunakee Community School District

A state revenue cap formula is a significant factor in the development of the budget. The revenue cap limits the amount of revenue available to school districts from the two main sources- property taxes and state equalization aid. The revenue cap directly affects Funds 10, 38, and 41, and indirectly affects Fund 27. Fund 27 is primarily funded from a transfer from Fund 10.

The 2025-26 Waunakee state budget process increases the revenue cap per student amount by \$325.00. The budget includes a \$0 change in the per pupil categorical aid. The most recent four years of revenue cap changes and the increase for 2025-26 is shown below (dark purple reflects the revenue limit increases from state budgets).

The 2021-22 through 2024-25 revenue caps were increased by \$3,127,502 in 2022-23, \$5,127,502 in 2023-24, and \$8,127,502 in 2024-25 due to a November 2020 and November 2022 non-recurring operational referendum question (light purple reflects the referendum approved revenue limit increases). In November 2024, the community approved an operational referendum for \$9.65 million for 2025-26 and \$11.2 million for 2026-27. The operational referendum included \$1.05 million in 2025-26 and \$2.1 million in 2026-27 in non-recurring referendum funds. The remainder was recurring.



Waunakee Community School District

Enrollment

Student enrollment is a key factor in the revenue cap formula. The most recent four years of historical numbers and the actual September 2025 student count numbers are shown below:

Grade	2021-22	2022-23	2023-24	2024-25	2025-26
EC	12	15	18	13	15
4K	270	249	238	249	221
K	295	292	289	258	261
1	278	303	299	293	264
2	297	285	307	310	296
3	304	310	301	314	318
4	285	311	312	315	311
TOTAL	1741	1765	1764	1752	1686
ELEM					
5	326	294	320	328	333
6	318	342	300	332	334
TOTAL	644	636	620	660	667
INTER.					
7	349	330	346	310	338
8	303	354	329	354	308
TOTAL	652	684	675	664	646
MIDDLE					
9	316	314	374	334	364
10	348	318	304	366	334
11	341	347	318	303	363
12	349	350	351	332	309
TOTAL	1354	1329	1347	1335	1370
HIGH					
TOTAL	4391	4414	4406	4411	4369
DISTRICT					

The historical student count shows a stable enrollment. The actual September 2025 enrollment shows a decrease of 42 students. Enrollment increases result in more revenues being available through the revenue cap formula. Enrollment decreases result in a decline in revenues through the revenue cap formula, with the exception of a temporary declining enrollment exception.

The 2025-2026 revenue cap limit increases to \$61,851,147 or \$3,708,014 higher than 2024-25. This equates to a 7.4% increase. The \$3,708,014 is a combination of referendum approved funds (\$1,550,000) and state budget funds (\$2,158,014). The 2025-2026 state equalization aid October 15th certification, decreased to \$23,334,386 or \$1,300,421 lower than 2024-25. This change equates to a 5.2% decrease.

Waunakee Community School District

The 2025-2026 tax levy increases to \$47,501,003 or \$2,667,732 higher than 2024-2025. This increase equates to a 5.97% increase. Two years of historical information and the proposed tax levy for this year is shown below.

Proposed Property Tax Levy			
FUND	Audited 2023-24	Unaudited 2024-25	Proposed 2025-26
General Fund	28,460,117.00	33,383,590.00	37,939,991.00
Referendum Debt Service Fund	12,838,301.00	10,699,681.00	8,544,712.00
Non-Referendum Debt Service Fund	0.00	0.00	0.00
Capital Expansion Fund	0.00	0.00	0.00
Community Service Fund	394,500.00	740,000.00	1,006,300.00
TOTAL SCHOOL LEVY	41,692,918.00	44,823,271.00	47,491,003.00
PERCENTAGE INCREASE -- TOTAL LEVY FROM PRIOR YR	8.0%	7.5%	6.0%

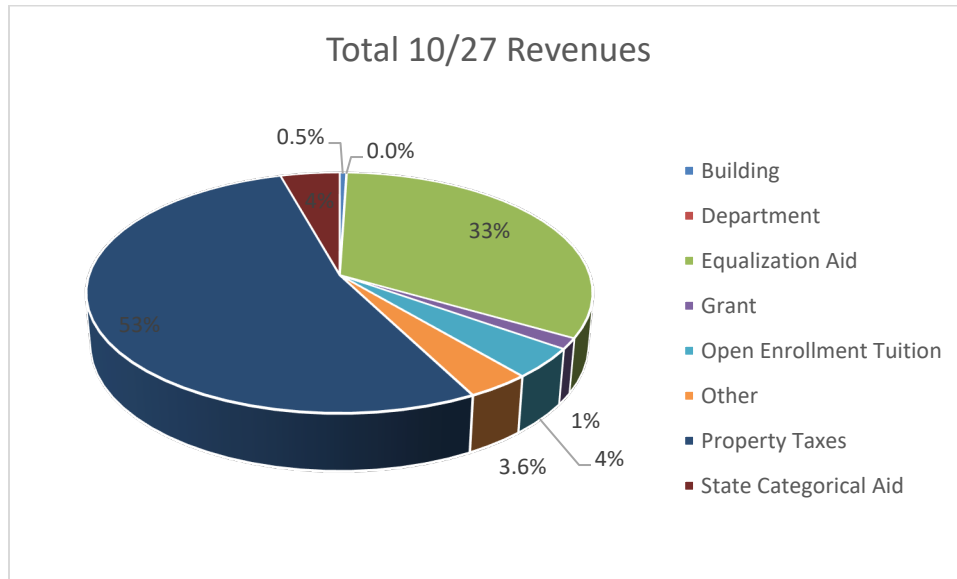
The 2025-2026 tax base increased to \$5,520,979,855 or \$484,558,588 higher than 2024-2025. This change equates to a 9.6% increase. The 2025-2026 tax rate (tax levy/tax base) decreases to \$8.60. This equates to a 3.4% decrease.

A summary of the expenditures showing two years of historical information and the proposed 2025-2026 budget is shown below. Fund 73 is not included in the summary below.

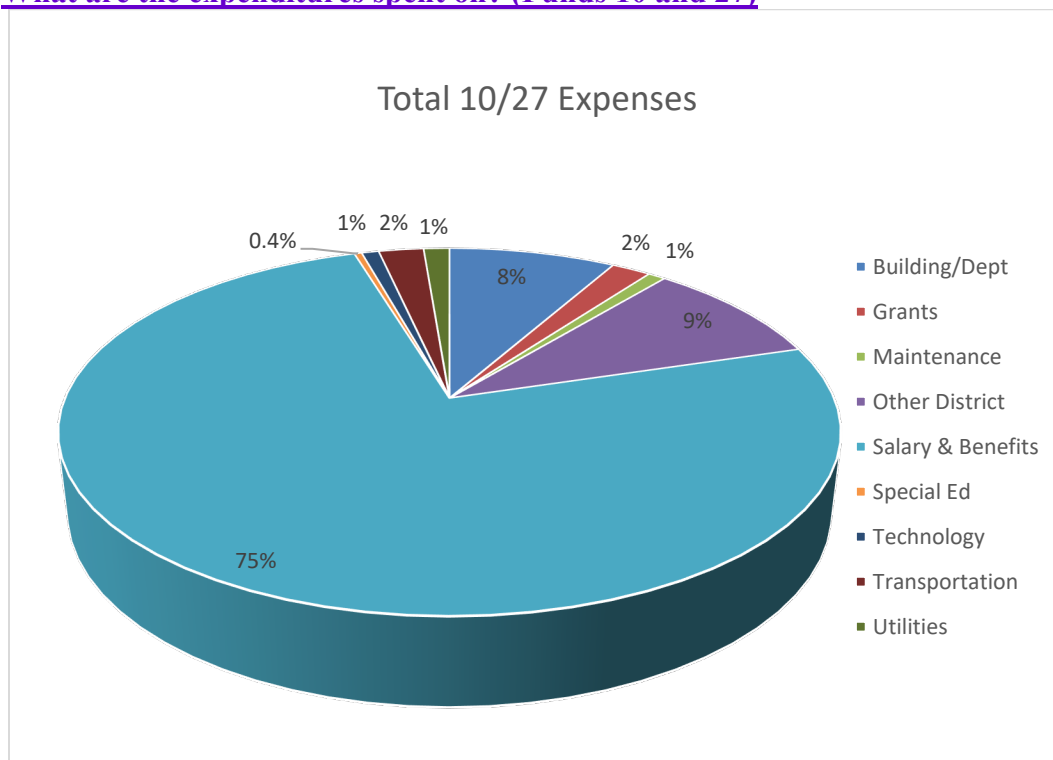
Total Expenditures and Other Financing Uses			
ALL FUNDS	Audited 2023-24	Unaudited 2024-25	Proposed 2025-26
GROSS TOTAL EXPENDITURES--ALL FUNDS	162,632,412.71	160,043,043.11	145,434,141.00
Interfund Transfers (Source 100) - ALL FUNDS	6,962,392.11	7,930,542.01	7,594,427.00
Refinancing Expenditures (FUND 30)	0.00	0.00	0.00
NET TOTAL EXPENDITURES -- ALL FUNDS	155,670,020.60	152,112,501.10	137,839,714.00
PERCENTAGE INCREASE -- NET TOTAL FUND EXPENDITURES FROM PRIOR YEAR	5.5%	-2.29%	-9.38%

Waunakee Community School District

Where do the revenues come from? (Funds 10 and 27)



What are the expenditures spent on? (Funds 10 and 27)



Waunakee Community School District

Each fund is presented in more detail on the following pages.

General Fund 10

Purpose of Fund: The purpose of the general fund 10 is to account for the educational programs and operations of the school district, excluding special education programs.

	2024-2025	2025-2026	\$ Change	% Change
Revenues:				
Prairie School Bldg Fees	\$2,550	\$2,550	\$0	0%
Heritage School Bldg Fees	\$2,250	\$2,250	\$0	0%
Arboretum School Bldg Fees	\$5,820	\$5,820	\$0	0%
Intermediate School Bldg Fees	\$37,900	\$37,900	\$0	0%
Middle School Bldg Fees	\$23,700	\$23,700	\$0	0%
High School Bldg Fees	\$199,215	\$199,215	\$0	0%
Athletics Fees	\$71,000	\$71,000	\$0	--
Building Revenues	\$342,435	\$342,435	\$0	0.00%
Curriculum Secondary Revenues	\$10,815	\$10,815	\$0	0%
Elementary Curriculum Revenues	\$12,400	\$0	(\$12,400)	#DIV/0!
Maintenance Revenues	\$15,000	\$15,000	\$0	0%
Technology Erate/Fees	\$0	\$0	\$0	0%
Technology Revenues	\$4,200	\$4,200	\$0	0%
Department Revenues	\$42,415	\$30,015	(\$12,400)	-41.31%
Common School Funds	\$267,990	\$296,005	\$28,015	9%
Title 1 Public Grant	\$96,184	\$95,100	-\$1,084	-1%
Title 1 Private Grant	\$4,563	\$2,700	-\$1,863	-69%
Title 2 Grant (Public)	\$40,907	\$45,255	\$4,348	10%
Title 2 Grant (Private)	\$6,232	\$6,797	\$565	8%
Title 3 Grant	\$17,205	\$17,204	-\$1	0%
Title 4A Grant (Public)	\$7,482	\$8,672	\$1,190	14%
Title 4A Grant (Private)	\$2,518	\$1,328	-\$1,190	--
Peer Mentor	\$12,232	\$12,121	-\$111	0%
Perkins Grant	\$19,354	\$20,049	\$695	3%
Federal Flow-Through	\$141,000	\$191,600	\$50,600	100%
Youth Apprenticeship Grant	\$0	\$88,825	\$88,825	0%
Career/Tech Ed Grant	\$82,790	\$58,704	-\$24,086	-41%
School Based Mental Health	\$130,239	\$130,239	\$0	0%
ARP Homeless Children/Youth	\$0	\$0	\$0	--
AODA Grant	\$25,000	\$25,000	\$0	0%
Ed. Effectiveness Grant	\$32,000	\$33,442	\$1,442	4%
Grant Revenues	\$885,696	\$1,033,041	\$147,345	14.26%

Waunakee Community School District

Fund 10 Revenues (continued)

District Fees-Prairie	\$27,295	\$27,295	\$0	0%
District Fees-Heritage	\$26,573	\$26,573	\$0	0%
District Fees-Arboretum	\$23,100	\$23,100	\$0	0%
District Fees-Intermediate	\$33,150	\$33,150	\$0	0%
District Fees-Middle School	\$42,720	\$42,720	\$0	0%
District Fees-High School	\$85,000	\$85,000	\$0	0%
District Fees-Athletics	\$160,000	\$160,000	\$0	0%
Summer School Fees	\$10,000	\$10,000	\$0	0%
District Student Fees	\$20,000	\$20,000	\$0	0%
Property Taxes	\$33,383,590	\$37,939,991	\$4,556,401	12%
Interest	\$800,000	\$700,000	-\$100,000	-14%
Tuition – OE	\$2,511,297	\$2,886,626	\$375,329	13%
Transportation Aid	\$90,000	\$90,000	\$0	0%
Equalization Aid	\$24,634,807	\$23,334,386	-\$1,300,421	-6%
Computer Aid	\$67,597	\$67,597	\$0	0%
Misc	\$25,000	\$25,000	\$0	0%
Transportation	\$0	\$0	\$0	-
Tuition Payments	\$28,000	\$28,000	\$0	0%
Property/Non-Capital Sales	\$10,000	\$10,000	\$0	0%
Rentals	\$60,000	\$60,000	\$0	0%
Aid for School Mental Health	\$150,000	\$150,000	\$0	0%
Payment Lieu Taxes	\$40,000	\$40,000	\$0	0%
Personal Property Aid	\$240,868	\$509,173	\$268,305	53%
State Categorical Aid	\$3,103,786	\$3,095,624	-\$8,162	0%
Act 12 - Personal Property Aid	\$266,173	\$0	-\$266,173	100%
Medicaid	\$300,000	\$300,000	\$0	0%
Premium	\$208,883	\$32,975	-\$175,908	0%
Aidable Refund	\$90,000	\$90,000	\$0	0%
District Revenues	66,437,839	69,787,210	\$3,349,371	4.80%
Total Revenues	67,708,385	71,192,701	3,484,316	4.89%

The 2025-26 grant budgets are available at this time. The 2025-26 open enrollment budgets have been updated based on actual student attendance in the fall of 2025. The state equalization aid/property tax budgets have been revised based on the aid certification amounts from the Department of Public Instruction from October 15th.

Waunakee Community School District

Fund 10 Expenditures

	2024-2025	2025-2026	\$ Change	% Change
Expenditures:				
Personnel Costs: Salaries	\$36,749,683	\$38,243,560	\$1,493,877	4%
Personnel Costs: Benefits	\$12,048,294	\$13,039,606	\$991,312	8%
Salary & Benefits Totals	48,797,977	51,283,166	2,485,189	5%
Prairie School	\$84,960	\$84,960	\$0	0%
Prairie School Common School Funds	\$33,100	\$41,522	\$8,422	25%
Prairie School Bldg Fees	\$2,550	\$2,550	\$0	0%
Heritage School	\$85,920	\$85,920	\$0	0%
Heritage School Common School Funds	\$34,602	\$41,359	\$6,757	20%
Heritage School Bldg Fees	\$2,250	\$2,250	\$0	0%
Arboretum School	\$69,600	\$69,600	\$0	0%
Arboretum School Common School Funds	\$27,031	\$37,697	\$10,666	39%
Arboretum School Bldg Fees	\$5,820	\$5,820	\$0	0%
Intermediate School	\$122,100	\$122,100	\$0	0%
Intermediate School Common School Funds	\$39,044	\$46,973	\$7,929	20%
Intermediate School Bldg Fees	\$37,900	\$37,900	\$0	0%
Middle School	\$139,440	\$131,640	(\$7,800)	-6%
Middle School Common School Funds	\$42,673	\$47,055	\$4,382	10%
Middle School Bldg Fees	\$23,700	\$21,700	(\$2,000)	-8%
High School	\$387,150	\$387,150	\$0	0%
High School Common School Funds	\$84,471	\$74,069	(\$10,402)	-12%
High School Bldg Fees	\$199,215	\$199,215	\$0	0%
Athletics	\$376,602	\$376,602	\$0	0%
Athletics Fees	\$71,000	\$71,000	\$0	0%
Building Totals	1,869,128	1,887,082	17,954	1%
Utilities	\$1,126,923	\$1,083,269	(\$43,654)	-4%
Maintenance	\$716,990	\$716,990	\$0	0%
Maintenance Fees	\$15,000	\$15,000	\$0	100%
Utilities	\$1,126,923	\$1,083,269	(\$43,654)	-4%
Maintenance	\$716,990	\$716,990	\$0	0%
Maintenance Fees	\$15,000	\$15,000	\$0	100%
Contingency Fund	\$100,000	\$200,000	\$100,000	100%
Transportation	\$1,528,381	\$1,724,075	\$195,694	13%
Technology	\$715,329	\$715,329	\$0	0%
Technology Fees	\$3,400	\$3,400	\$0	0%
Technology Erate	\$0	\$0	\$0	0%
Curriculum-Elementary Operations	\$455,382	\$455,382	\$0	0%
Curriculum-Elementary Fees	\$12,400	\$0	(\$12,400)	100%
Curriculum-4K Program	\$913,400	\$809,900	(\$103,500)	-11%
Curriculum-Secondary	\$514,029	\$563,590	\$49,561	10%
Curriculum-Secondary Fees	\$13,271	\$13,271	\$0	0%
Human Resources	\$54,550	\$54,550	\$0	0%
Superintendent	\$94,600	\$142,208	\$47,608	50%
Student Services-Operations	\$73,184	\$93,500	\$20,316	28%
Student Services-District	\$97,000	\$110,000	\$13,000	100%
Business Office	\$447,336	\$566,433	\$119,097	27%
District Wide	\$1,987,541	\$2,137,748	\$150,207	8%
Summer School	\$109,515	\$109,515	\$0	0%
Department Totals	8,978,231	9,514,160	535,929	6%

Waunakee Community School District

Fund 10 Expenditures (continued)

Common School Fund-District	\$7,069	\$7,069	\$0	0%
Title 1 Public Grant	\$96,184	\$95,100	-\$1,084	-1%
Title 1 Private Grant	\$4,563	\$2,700	-\$1,863	-69%
Title 2 Grant (Public)	\$40,907	\$45,255	\$4,348	10%
Title 2 Grant (Private)	\$6,232	\$6,797	\$565	8%
Title 3 Grant	\$17,205	\$17,204	-\$1	0%
Title 4A Grant (Public)	\$7,482	\$8,672	\$1,190	14%
Title 4A Grant (Private)	\$2,518	\$1,328	-\$1,190	-90%
Peer Mentor Grant	\$12,232	\$12,121	-\$111	--
Perkins Grant	\$19,354	\$20,049	\$695	3%
Federal Flow-Through	\$141,000	\$191,600	\$50,600	0%
ARP Homeless Children/Youth	\$0	\$0	\$0	--
AODA Grant	\$25,000	\$25,000	\$0	0%
Career/Tech Ed Grant	\$82,790	\$58,704	-\$24,086	-41%
Ed. Effectiveness Grant	\$32,000	\$33,442	\$1,442	4%
Youth Apprenticeship Grant	\$0	\$88,825	\$88,825	0%
Grant Totals	\$494,536	\$613,866	119,330	24%
Transfer to Fund 27	\$7,268,513	\$7,594,427	\$325,914	4%
Wellness Clinic	\$300,000	\$300,000	\$0	--
Other Program Totals	\$7,568,513	\$7,894,427	325,914	4%
Total Expenditures	\$67,708,385	\$71,192,701	\$3,484,316	5%
Rev-Exp	\$0	\$0	\$0	100%
Beg Fund Balance	\$7,481,181	\$7,481,181	\$0	0%
End Fund Balance	\$7,481,181	\$7,481,181	\$0	0%

Overall considerations for Fund 10:

- The budget is balanced for 2025-26.
- The budget will continue to reserve \$11,875 for parking lot/band uniform fees and \$60,000 for Warrior Stadium and the Soccer Stadium turf replacement.
- The revenue cap increase is based on an actual September 2025 student count and a \$325/student increase.
- The per pupil aid increase of \$0/student.
- The state equalization aid certification has been provided by the DPI on October 15th.
- A general contingency of \$200,000 is included in the budget.
- The personnel budget includes an inflationary salary increase of 2.95%, advancement on the district compensations systems, operational referendum classified staff pay adjustments, a 0% increase in dental rates, a 5% increase in health insurance rates, and FTE changes as presented on the next page. Final decisions on salary increases were approved at the May board meeting.
- The 4K program budget will be adjusted based on actual enrollment from the fall of 2025.

Waunakee Community School District

Additional Positions

Building	Position	FTE
Prairie		
Heritage		
Arboretum		
Intermediate		
Middle School		
High School		
Special Ed	Special Education Paraeducator	4.00
	Occupational Therapy	0.40
	Nursing (for individual student needs)	1.00
	Alternative Education Teacher/Coordinator	1.00
Student Services		
Athletics		
District		
Other Budget Requests	To Be Determined	
Total Additional Staffing		6.400
(Fund 10)		0.00
(Fund 27)		5.40
(Fund 80)		0.00

Waunakee Community School District

Fund 21

Purpose of Fund: The purpose of the Special Revenue Trust Fund 21 is to account for gifts specified by donors to be used for operating purposes.

	2024-2025	2025-2026	\$ Change	% Change
Revenues:				
Arboretum School	\$23,600	\$22,950	(\$650)	0%
Heritage School	\$27,200	\$26,500	(\$700)	-3%
Prairie School	\$30,900	\$30,700	(\$200)	-1%
Intermediate School	\$8,600	\$8,600	\$0	0%
Middle School	\$29,940	\$36,000	\$6,060	20%
High School-Scholarships	\$6,650	\$7,650	\$1,000	15%
High School	\$217,443	\$225,574	\$8,131	4%
Athletics	\$362,400	\$383,000	\$20,600	0%
Superintendent	\$0	\$0	\$0	0%
Business Office	\$58,000	\$58,000	\$0	0%
Maintenance	\$0	\$0	\$0	0%
Mentor	\$54,300	\$0	(\$54,300)	-100%
Student Services	\$800	\$800	\$0	0%
Special Education	\$41,000	\$41,000	\$0	0%
Total Revenues	\$860,833	\$840,774	(\$20,059)	-2%
Expenditures:				
Arboretum School	\$32,600	\$100,700	\$68,100	209%
Heritage School	\$22,200	\$22,000	(\$200)	-1%
Prairie School	\$51,550	\$50,100	(\$1,450)	-3%
Intermediate School	\$7,840	\$7,840	\$0	0%
Middle School	\$29,940	\$36,000	\$6,060	20%
High School - Scholarships	\$29,750	\$29,750	\$0	0%
High School	\$159,433	\$194,040	\$34,607	22%
Athletics	\$399,545	\$418,445	\$18,900	5%
Superintendent	\$0	\$0	\$0	--
Business Office	\$58,000	\$52,000	(\$6,000)	-10%
Maintenance	\$0	\$0	\$0	100%
Mentor	\$53,300	\$0	(\$53,300)	100%
Student Services	\$0	\$0	\$0	0%
Special Education	\$20,850	\$33,550	\$12,700	61%
Total Expenditures	\$865,008	\$944,425	\$79,417	9%
Rev – Exp:	(\$4,175)	(\$103,651)	(\$99,476)	--
Beg Fund Balance	\$1,241,189	\$1,249,476	\$8,287	1%
End Fund Balance	\$1,249,476	\$1,145,825	(\$103,651)	-8%

Waunakee Community School District

Special Education Fund 27

Purpose of Fund: The purpose of the special education Fund 27 is to account for all of the special education programs and operations in the school district.

	2024-2025	2025-2026	\$ Change	% Change
Revenues:				
Federal Grant PS	\$58,500	\$58,500	\$0	0%
Federal Grant FT	\$975,048	\$975,048	\$0	0%
Grand Totals	\$1,033,548	\$1,033,548	\$0	0%
State Aid	\$3,400,000	\$4,225,000	\$825,000	24%
Transfer In Fund 10	\$7,268,513	\$7,594,427	\$325,914	4.5%
High Cost Aid	\$375,000	\$775,000	\$400,000	106.7%
Medicaid	\$200,000	\$200,000	\$0	0%
Transit of State Aid	\$10,000	\$10,000	\$0	0%
Open Enrollment Tuition	\$0	\$40,000	\$40,000	0%
State Transition Grant	\$15,000	\$15,000	\$0	---
Other Revenue	\$11,268,513	\$12,859,427	\$1,590,914	14%
Total Revenues	\$12,302,061	\$13,892,975	\$1,590,914	13%
Expenditures:				
Federal Grant PS	\$58,500	\$58,500	\$0	0%
Federal Grant FT	\$975,048	\$975,048	\$0	0%
Grant Totals	\$1,033,548	\$1,033,548	\$0	0%
Personnel Costs: Salaries	\$7,964,195	\$9,193,371	\$1,229,176	15%
Personnel Costs: Benefits	\$2,879,513	\$3,198,010	\$318,497	11%
Salary & Benefits Totals	\$10,843,708	\$12,391,381	\$1,547,673	14%
Special Ed-Operations	\$28,839	\$63,546	\$34,707	120%
Special Ed-District	\$157,000	\$237,000	\$80,000	51%
Transportation	\$228,966	\$157,500	(\$71,466)	-31%
Medicaid	\$10,000	\$10,000	\$0	0%
Program Totals	\$424,805	\$468,046	\$43,241	10%
Total Expenditures	\$12,302,061	\$13,892,975	\$1,590,914	13%
Rev – Exp:	\$0	\$0	\$0	---
Beg Fund Balance	\$0	\$0	\$0	---
End Fund Balance	\$0	\$0	\$0	---

The personnel budget includes an inflationary salary increase of 2.95%, advancement on the district compensations systems, implementation of operational referendum classified staff pay adjustments, a 0% increase in dental rates, a 5% increase in health insurance rates, and FTE changes as presented on page 13.

Waunakee Community School District

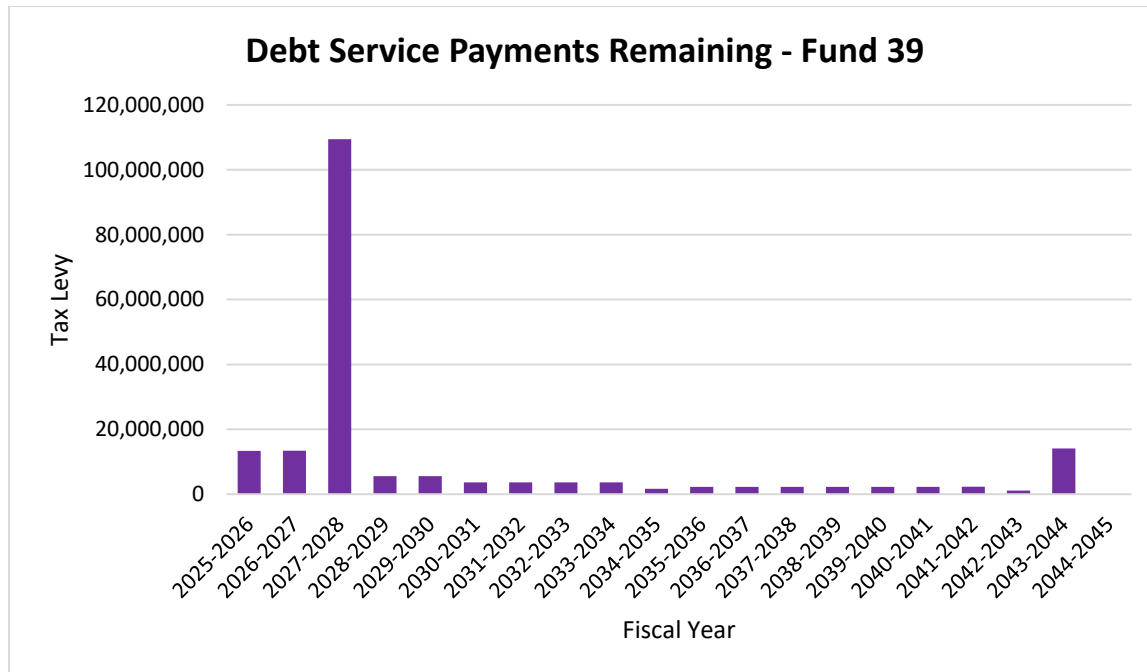
Debt Service Fund 39

Purpose of Fund: The purpose of the debt service fund 39 is to repay prior debts borrowed with authority of an approved referendum.

	2024-2025	2025-2026	\$ Change	% Change
Revenues:				
Premium	\$0	\$0	\$0	--
Refinancing	\$0	\$0	\$0	--
Interest Earned	\$200,000	\$50,000	(\$150,000)	-75%
Property Taxes	\$10,699,681	\$8,554,712	(\$2,144,969)	-20%
Interest Rebate	\$175,000	\$0	(\$175,000)	--
Transfer from Fund 49	\$0	\$0	\$0	
Total Revenues:	\$11,074,681	\$8,604,712	(\$2,469,969)	-22%
Expenditures:				
Refinancing	\$0	\$0	\$0	0%
Interest Owed	\$5,847,433	\$7,173,119	\$1,325,686	23%
Principal Owed	\$5,910,000	\$6,165,000	\$255,000	4%
Other Debts	\$6,000	\$6,000	\$0	0%
Total Expenditures	\$11,763,433	\$13,344,119	\$1,580,686	13%
Rev – Exp:	(\$688,752)	(\$4,739,407)	(\$4,050,655)	588%
Beg Fund Balance	\$7,330,161	\$7,107,230	(\$222,931)	-3%
End Fund Balance	\$7,107,230	\$2,367,823	(\$4,739,407)	-67%

The following graph and table reflects the future tax levies (7 borrowings) in this fund. The school board has approved four bond issues related to the November 2022 referendum. Interest earnings and interest rebate have been updated for the fourth draft of the budget.

Waunakee Community School District



FISCAL YEAR	AMOUNT DUE
2025-2026	13,338,119
2026-2027	13,424,719
2027-2028	109,428,819
2028-2029	5,571,919
2029-2030	5,538,325
2030-2031	3,650,850
2031-2032	3,653,225
2032-2033	3,650,875
2033-2034	3,651,088
2034-2035	1,683,700
2035-2036	2,272,575
2036-2037	2,272,175
2037-2038	2,274,775
2038-2039	2,275,175
2039-2040	2,278,375
2040-2041	2,279,175
2041-2042	2,282,575
2042-2043	1,128,375
2043-2044	14,095,844
2044-2045	0
TOTAL DUE	\$194,750,681

The 2027-2028 amount includes bond anticipation notes that will be refinanced into long-term bonds at a time determined by the School Board.

Waunakee Community School District

Capital Projects Fund 49

Purpose of Fund: The purpose of the capital projects fund 49 is to account for referendum approved capital expenditures related to buildings and sites. The November 2022 capital referendum question of \$175 million is accounted for in this fund.

	2024-2025	2025-2026	\$ Change	% Change
Revenues:				
Bond Proceeds	\$66,020,000	\$0	(\$66,020,000)	0%
Interest	\$4,000,000	\$1,500,000	(\$2,500,000)	-63%
Total Revenues	\$70,020,000	\$1,500,000	(\$68,520,000)	-98%
Expenditures:				
Heritage Elementary	\$7,500,000	\$0	(\$7,500,000)	100%
Middle School	\$50,000,000	\$40,000,000	(\$10,000,000)	100%
HS/TLC/District	\$4,000,000	\$0	(\$4,000,000)	100%
Districtwide Maintenance	\$5,000,000	\$2,000,000	(\$3,000,000)	100%
Transfer to Fund 39	\$0	\$0	\$0	
Total Expenditures	\$66,500,000	\$42,000,000	(\$24,500,000)	--
Rev – Exp:	3,520,000.00	(40,500,000)	(44,020,000)	-1251%
Beg Fund Balance	101,487,266	43,641,427	(57,845,839)	--
End Fund Balance	\$43,641,427	\$3,141,427	(\$101,865,839)	-93%

The first draft of the budget has been updated to reflect the anticipated expenditures for the new Middle School and other districtwide projects. The district will likely have a small remaining balance as of June 30th, 2026.

Waunakee Community School District

Food Service Fund 50

Purpose of Fund: The purpose of the food service fund 50 is to account for the food service program.

	2024-2025	2025-2026	\$ Change	% Change
Revenues:				
Milk Sales	\$77,288	\$88,315	\$11,027	14%
Ala-Carte Sales	\$1,077,040	\$978,109	(\$98,931)	-9%
Lunch Sales- Students	\$1,195,100	\$1,155,320	(\$39,780)	-3%
Lunch Sales- Adults	\$17,850	\$17,850	\$0	0%
Lunch-Dane County	\$141,000	\$119,868	(\$21,132)	-15%
Catering	\$68,000	\$55,250	(\$12,750)	-19%
Breakfast Sales	\$28,858	\$32,937	\$4,079	14%
Madison Country Day	\$216,410	\$180,540	(\$35,870)	100%
High Point Christian	\$0	\$77,430	\$77,430	--
Westside Christian	\$80,661	\$86,078	\$5,417	200%
Total Revenues	\$2,902,207	\$2,791,696	(\$110,511)	-4%
Expenditures:				
Contracted Services	\$1,214,618	\$1,243,714	\$29,096	2%
Food Purchase	\$1,444,198	\$1,328,368	(\$115,830)	-8%
Other Supplies	\$103,071	\$88,247	(\$14,824)	-14%
Equipment Purchase	\$25,000	\$25,000	\$0	0%
Software/Tech Costs	\$60,000	\$60,000	\$0	0%
Personnel Costs	\$40,000	\$40,000	\$0	0%
Total Expenditures	\$2,886,887	\$2,785,330	(\$101,557)	-4%
Rev-Exp:	\$15,320	\$6,367	(\$8,953)	--
Beg Fund Balance	\$0	\$0	\$0	--
End Fund Balance	\$0	\$6,367	\$6,367	--

The food service program is contracted out to Taher, Inc. The Dane County lunch program provides meals to community members and the revenue is received from the Dane County Department of Health and Human Services. The Madison Country Day/Westside Christian School/High Point Christian programs provide meals to private schools.

This budget was updated for the second draft of the budget in June based on School Board approval of the 2024-25 fees at the May Board meeting.

Waunakee Community School District

Employee Benefit Trust Fund 73

Purpose of Fund: The purpose of the employee benefit trust fund 73 is to account for formally established benefit pension plans, defined contribution plans, or employee benefit plans.

	2024-2025	2025-2026	\$ Change	% Change
Revenues:				
Interest – AUL Trust	\$20,000	\$10,000	(\$10,000)	-50%
Interest – HRA Trust	\$500,000	\$400,000	(\$100,000)	-20%
Employer Contributions - AUL	\$0	\$0	\$0	100%
Employee Contributions – AUL	\$7,000	\$0	(\$7,000)	-100%
Employer Contributions – HRA	\$525,000	\$582,000	\$57,000	11%
Employee Contributions – HRA	\$0	\$0	\$0	--
Total Revenues	\$1,052,000	\$992,000	(\$60,000)	-6%
Expenditures:				
Disbursements – AUL	\$600,000	\$600,000	\$0	0%
Disbursements – HRA	\$450,000	\$600,000	\$150,000	33%
Disbursements - Implicit Rate	\$76,000	\$33,000	(\$43,000)	0%
Total Expenditures	\$1,126,000	\$1,233,000	\$107,000	10%
Rev – Exp:	(\$74,000)	(\$241,000)	(\$167,000)	226%
Beg Fund	\$8,935,703	\$9,331,888	\$396,185	4%
End Fund	\$9,331,888	\$9,090,888	(\$241,000)	-3%

This budget has been updated in the final draft of the budget based on the final retirement benefits for the 2024-2025 retirees.

Waunakee Community School District

Community Service Fund 80

Purpose of Fund: The purpose of the community service fund 80 is to account for community activities such as adult education, recreation, athletic camps, and other related community programs.

	2024-2025	2025-2026	\$ Change	% Change
Revenues:				
Property Taxes	\$740,000	\$1,006,300	\$266,300	36%
Athletic Camps	\$0	\$0	\$0	--
Community Ed	\$17,000	\$17,000	\$0	0%
Summer School Camps	\$1,200	\$1,200	\$0	0%
Middle School Athletics	\$15,500	\$15,500	\$0	0%
Community Ed/Swim	\$45,000	\$45,000	\$0	0%
WCCC Grant	\$125,000	\$125,000	\$0	0%
Warrior Media	\$15,000	\$15,000	\$0	100%
Total Revenues	\$958,700	\$1,225,000	\$266,300	28%
Expenditures:				
Community Education	\$45,000	\$60,000	\$15,000	33%
Communications	\$50,000	\$55,000	\$5,000	10%
Athletic Camps	\$0	\$0	\$0	--
Middle School Activities	\$295,000	\$333,071	\$38,071	--
Community Ed/Swim	\$160,000	\$170,000	\$10,000	6%
Maintenance	\$50,000	\$50,000	\$0	0%
Public Safety	\$100,000	\$125,000	\$25,000	25%
Police Liaison Officer	\$40,000	\$60,000	\$20,000	50%
Summer School Camps	\$1,200	\$1,200	\$0	0%
Workers Compensation	\$2,000	\$2,000	\$0	0%
WCCC Grant	\$125,000	\$125,000	\$0	0%
Warrior Media	\$150,000	\$150,000	\$0	0%
Utilities	\$0	\$100,000	\$100,000	--
Data Wrangler	\$0	\$16,800	\$16,800	--
Total Expenditures	\$1,018,200	\$1,248,071	\$229,871	23%
Rev – Exp:	(\$59,500)	(\$23,071)	\$36,429	--
Beg Fund Balance	\$79,384	\$85,567	\$6,183	8%
End Fund Balance	\$85,567	\$62,496	(\$23,071)	-27%

A community service fund tax levy covers the administrative costs of the community education program and other costs such as custodial, maintenance, public safety, middle school athletics/clubs/organizations, Waunakee Community Cares Coalition Grant, and personnel costs not charged to the community through user fees. New for 2025-26: Utility costs for community use of school buildings and the software costs for managing this data, a second community school resource officer, and **an Innovation Center Community Director**.

Waunakee Community School District

Other Cooperative Fund 99

Purpose of Fund: The purpose of the other cooperative fund 99 is to account for cooperative fiscal agreements made between school districts.

	2024-2025	2025-2026	\$ Change	% Change
Revenues:				
DCNTP	\$202,463	\$6,500	(\$195,963)	-97%
Mentor Grants	\$0	\$0	\$0	---
Total Revenues	\$202,463	\$6,500	(\$195,963)	-97%
Expenditures:				
DCNTP	\$202,463	\$6,500	(\$195,963)	-97%
Mentor Grants	\$0	\$0	\$0	---
Total Expenditures	\$202,463	\$6,500	(\$195,963)	-97%
Rev – Exp:	\$0	\$0	\$0	---
Beg Fund Balance	\$0	\$0	\$0	---
End Fund Balance	\$0	\$0	\$0	---

The Dane County New Teacher project is accounted for in this fund. This project is the new teacher mentoring program with 14 participating districts. The fiscal agent is moving to CESA 2. The only budget item is moving any remaining funds to CESA 2.

DEPARTMENT OF PUBLIC INSTRUCTION

2025-26 REVENUE LIMIT WORKSHEET

DISTRICT:	Waunakee Community	6181	
DATA AS OF 10/24/25 8:00 AM			
Line 1 Amount May Not Exceed (Line 11 - (Line 7B+Line 10)) of Final 24-25 Revenue Limit			
2024-25 General Aid Certification (24-25 Line 12A, src 621)	+	24,634,807	
2024-25 Hi Pov Aid (24-25 Line 12B, Src 628)	+	0	
2024-25 Computer Aid Received (24-25 Line 12C, Src 691)	+	67,597	
2024-25 Aid for Exempt Personal Property (24-25 Line 12D, Src 691)	+	240,868	
2024-25 Fnd 10 Levy Cert (24-25 Line 14A, Levy 10 Src 211)	+	33,383,590	
2024-25 Fnd 38 Levy Cert (24-25 Line 14B, Levy 38 Src 211)	+	0	
2024-25 Fnd 41 Levy Cert (24-25 Line 14C, Levy 41 Src 211)	+	0	
2024-25 Aid Penalty for Over Levy (24-25 FINAL Rev Lim, June 2025)	-	0	
2024-25 Total Levy for All Levied Non-Recurring Exemptions*	-	8,283,729	
NET 2025-26 Base Revenue Built from 2024-25 Data (Line 1)	=	50,043,133	
*For the Non-Recurring Exemptions Levy Amount, enter actual amount for which district levied; (7B Hold Harmless, Non-Recurring Referenda, Declining Enrollment, Energy Efficiency Exemption, Refunded/Rescinded Taxes, Prior Year Open Enrollment Pupils, Reduction for Ineligible Fund 80 Expenditures, Other Adjustments, Private School Voucher Aid Deduction, Private School Special Needs Voucher Aid Deduction)			
<u>September & Summer FTE Membership Averages</u>			
Count Ch. 220 Inter-District Resident Transfer Pupils @ 75%.			
Line 2: Base Avg:((22+.4ss)+(23+.4ss)+(24+.4ss)) / 3 =			4,194
	2022	2023	2024
Summer FTE:	166	173	188
% (40,40,40)	66	69	75
Sept FTE:	4,118	4,125	4,106
New ICS - Independent Charter Schools FTE	8.0	6.0	8.0
Total FTE	4,192	4,200	4,189
Line 6: Curr Avg:((23+.4ss)+(24+.4ss)+(25+.4ss)) / 3 =			4,179
	2023	2024	2025
Summer FTE:	173	188	205
% (40,40,40)	69	75	82
Sept FTE:	4,125	4,106	4,060
New ICS - Independent Charter Schools FTE	6.0	8.0	7.0
Total FTE	4,200	4,189	4,149
			4,172
Line 10B: Declining Enrollment Exemption =			183,856
Average FTE Loss (Line 2 - Line 6, if > 0)			15
X 1.00			15
X (Line 5, Maximum 2025-26 Revenue per Memb) =			12,257.08
Non-Recurring Exemption Amount:			183,856
<u>Fall 2025 Property Values</u>			
2025 TIF-Out Tax Apportionment Equalized Valuation	5,520,979,855		
CELL COLOR KEY: Auto-Calc DPI Data District-Entered			
Worksheet is available at: http://dpi.wi.gov/sfs/limits/worksheets/revenue			

**DEPARTMENT OF PUBLIC INSTRUCTION
2025-26 REVENUE LIMIT WORKSHEET**

2025-26 Revenue Limit Worksheet

1.	2025-26 Base Revenue (Funds 10, 38, 41)	(from left)	50,043,133
2.	Base Sept Membership Avg (2022+.4ss, 2023+.4ss, 2024+.4ss)/3	(from left)	4,194
3.	2025-26 Base Revenue Per Member (Ln 1 / Ln2)	(with cents)	11,932.08
4.	2025-26 Per Member Change (A+B)		325.00
	2025-26 Low Revenue Ceiling per s.121.905(1):	11,000.00	
A.	Allowed Per Member Change for 2025-26	325.00	
B.	Low Rev Incr ((Low Rev Ceiling-(3+4A))-4C) NOT<0	0.00	
C.	Value of the CCDEB (2025-26 DPI Computed-CCDEB Dists only)	0.00	
5.	2025-26 Maximum Revenue Per Member (Ln 3 + Ln 4)		12,257.08
6.	Current Membership Avg (2023+.4ss, 2024+.4ss, 2025+.4ss)/3	(from left)	4,179
7.	2025-26 Rev Limit, No Exemptions (Ln7A + Ln 7B)	(rounded)	51,222,337
A.	Max Rev/Memb x Cur Memb Avg (Ln 5 x Ln 6)	51,222,337	
B.	Hold Harmless Non-Recurring Exemption	0	
8.	Total 2025-26 Recurring Exemptions (A+B+C+D+E)	(rounded)	9,182,059
A.	Prior Year Carryover	0	
B.	Transfer of Service	582,059	
C.	Transfer of Territory/Other Reorg (if negative, include sign)	0	
D.	Federal Impact Aid Loss (2023-24 to 2024-25)	0	
E.	Recurring Referenda to Exceed (If 2025-26 is first year)	8,600,000	
9.	2025-26 Limit with Recurring Exemptions (Ln 7 + Ln 8)		60,404,396
10.	Total 2025-26 Non-Recurring Exemptions (A+B+C+D+E+F+G+H+I)		1,446,751
A.	Non-Recurring Referenda to Exceed 2025-26 Limit	1,050,000	
B.	Declining Enrollment Exemption for 2025-26 (from left)	183,856	
C.	Energy Efficiency Net Exemption for 2025-26 (see pg 4 for details)	0	
D.	Adjustment for Refunded or Rescinded Taxes, 2025-26	0	
E.	Prior Year Open Enrollment (uncounted pupil[s])	0	
F.	Reduction for Ineligible Fund 80 Expenditures (enter as negative)	0	
G.	Other Adjustments (Fund 39 Bal Transfer, enter as negative)	0	
H.	WPCP and RPCP Private School Voucher Aid Deduction	153,871	
I.	SNSP Private School Voucher Aid Deduction	59,024	
11.	2025-26 Revenue Limit With All Exemptions (Ln 9 + Ln 10)		61,851,147
12.	Total Aid to be Used in Computation (12A + 12B + 12C + 12D)		23,911,156
A.	2025-26 OCTOBER 15 CERTIFICATION OF GENERAL AID	23,334,386	
B.	State Aid to High Poverty Districts (\$0 per 2023 Act 19)	0	
C.	State Aid for Exempt Computers (Source 691)	67,597	
D.	State Aid for Exempt Personal Property (Source 691)	509,173	
DISTRICTS MUST USE THE OCT 15 AID CERT WHEN SETTING THE DISTRICT LEVY.			
13.	Allowable Limited Revenue: (Line 11 - Line 12) (10, 38, 41 Levies)		37,939,991
14.	Total Limited Revenue To Be Used (A+B+C)	Not >line 13	37,939,991
	Entries Required Below: Enter amnts needed by purpose and fund:		
A.	Gen Operations: Fnd 10 Src 211	37,939,991	(Proposed Fund 10)
B.	Non-Referendum Debt (inside limit) Fund 38 Src 211	0	(to Budget Rpt)
C.	Capital Exp, Annual Meeting Approved: Fund 41 Src 211	0	(to Budget Rpt)
15.	Total Revenue from Other Levies (A+B+C+D)		9,561,012
A.	Referendum Approved Debt (Fund 39 Debt-Src 211)	8,554,712	
B.	Community Services (Fund 80 Src 211)	1,006,300	(to Budget Rpt)
C.	Prior Year Levy Chargeback for Uncollectible Taxes (Src 212)	0	(to Budget Rpt)
D.	Other Levy Revenue - Milwaukee & Kenosha Only	0	(to Budget Rpt)
16.	Total Fall 2025 REPORTED All Fund Tax Levy (14A + 14B + 14C + 15)		47,501,003
	Line 16 is the total levy to be apportioned in the PI-401.	Levy Rate =	0.00860373

**Districts are responsible for the integrity of their revenue limit data & computation.
Data appearing here reflects information submitted to DPI and is unaudited.**

In 2025-26
does NO
students.
Per-Pupil
computat
OUTSIDE
informati

**DEPARTMENT OF PUBLIC INSTRUCTION
2025-26 REVENUE LIMIT WORKSHEET**

Revenue Limit Summary		
Category		Amount
Allowable Limited Revenue		37,939,991.00
	Fund 10, PI-401	37,939,991.00
	Fund 38, PI-401	0.00
	Fund 41, PI-401	0.00
Line 14 Total (Revenue Limit Levies)		37,939,991.00
Over Levy		0.00
Under Levy		0.00
Carryover to FY26, if applicable		0.00

26-27 Base-Building Information	Amount
Total non-recurring exemptions (10 + 7B)	1,446,751.00
Levied total non-recurring exemptions*	1,446,751.00

*to be removed from next year's base

2025-26 Per-Pupil Categorical Aid
For FY26, the Per-Pupil aid amount is \$742 multiplied by the Current 3-Year Average which includes Special Needs Voucher students, new charter students, or 2x charter students.
The Per-Pupil Aid amount is coded to Source 695 (note new source code). The Per-Pupil Aid amount is paid in addition to the district's Revenue Limit Computation, but is paid in excess of the Revenue Limit. See http://dpi.wi.gov/sfs/aid/categorical/per-pupil-aid for more information.

**DEPARTMENT OF PUBLIC INSTRUCTION
2025-26 REVENUE LIMIT WORKSHEET**

Waunakee Community ▼

2025-26 ENERGY EFFICIENCY EXEMPTION NET TOTAL - LINE 10C.

(Carry bright yellow box amount to Line 10C. on page 1. See detail computation boxes below.)

ENTER ALL NUMBERS AS POSITIVE EXCEPT WHERE INDICATED. FORMULAS WILL AUTO-CALC.

1.) 2023-24 Adjustment for Unspent Energy Exemption (see box below)	0
2.) 2024-25 Adjustment for Unspent Energy Exemption (see box below)	0
3.) 2025-26 EE Expenses for Non-Debt (1-Year Project) per Board Resolution	0
4.) 2025-26 EE Expenses for Debt per Board Resolution	0
5.) Measured Utility Savings Applied in 2025-26 (entered as a negative)	0
6. Total 2025-26 Energy Efficiency Exemption (carry to Line 10 C. on page 2)	\$0

(Amount can be < 0.)

The 2025-26 Net EE exemption will include adjustments for unspent Fall 2023 Levy (DEBT) and Fall 2024 Levy (NON-DEBT) BOE resolutions. Actual expenditures will be reported to DPI by your auditor in September 2025 via the Auditor AC (formerly PI-1506-AC). Until then, districts are to enter their estimates of expenditures made related to the respective EE BOE resolutions.

If, after you enter your anticipated expenditures, negative numbers appear in Line 1 (cells X40 and X49) in either or both the 2022-23 or 2023-24 tables below, this indicates the estimated expenditures entered are less than the amount of the exemption that year. Call a finance consultant if you have questions.

2023-24 Energy Efficiency Reconciliation - Debt

1.) 2023-24 Adjustment for Unspent Energy Exemption (-A+B+C, can be < 0)	0
A. 2023-24 EE Debt Amount Levied (per 23-24 Auditor AC, entered as a negative)	0
B. Jan-Jun 2024 Debt Service Payment (per 23-24 Auditor AC)	0
C. Jul-Dec 2024 Debt Service Payment (per 24-25 Auditor AC, Aug 2025)	0

(If Line 1 in this box is < 0, see 2023-24 Adjustment in "2024-25 Net Energy Efficiency Exemption" box above.)

2024-25 Energy Efficiency Reconciliation - Non-Debt

1.) 2024-25 Adjustment for Unspent Energy Exemption (-A+B, can be < 0)	0
A. 2024-25 EE Non-Debt Amount Levied (per 24-25 Auditor AC, entered as a negative)	0
B. 2024-25 Actual EE Expenses (per 24-25 Auditor AC, Aug 2025)	0

(If Line 1 in this box is < 0, see 2024-25 Adjustment in "2025-26 Net Energy Efficiency Exemption" box above.)

WAUNAKEE COMMUNITY SCHOOL DISTRICT
2025-26 PROPERTY TAX CERTIFICATION
October 30, 2025

2025-2026 WAUNAKEE FUND 10 LEVY=	\$37,939,991
2025-2026 WAUNAKEE FUND 38 LEVY=	\$0
2025-2026 WAUNAKEE FUND 39 LEVY=	\$8,554,712
2025-2026 WAUNAKEE FUND 41 LEVY=	\$0
2025-2026 WAUNAKEE FUND 80 LEVY=	\$1,006,300
TOTAL 2025-2026 WAUNAKEE TAX LEVY=	\$47,501,003

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<u>TAXING AREA</u>	<u>TID OUT VALUE</u>	<u>% TO TOTAL</u>	<u>2025-2026 TAX LEVY</u>	<u>2024-2025 TAX LEVY</u>	<u>\$ DIFFERENCE</u>	<u>% DIFFERENCE</u>
V WAUNAKEE	\$3,404,605,600	61.666691%	29,292,296.85	27,490,235.25	1,802,061.60	6.56%
T DANE	\$41,495,275	0.751593%	357,014.01	336,542.14	20,471.88	6.08%
T SPRINGFIELD	\$222,202,074	4.024685%	1,911,765.97	1,659,641.25	252,124.71	15.19%
T VIENNA	\$229,997,126	4.165875%	1,978,832.46	1,903,927.55	74,904.91	3.93%
T WESTPORT	\$1,255,225,699	22.735560%	10,799,619.14	10,421,117.80	378,501.33	3.63%
C MADISON	\$137,737,196	2.494796%	1,185,053.22	1,046,882.09	138,171.13	13.20%
C MIDDLETON	\$229,716,885	4.160799%	1,976,421.35	1,964,924.91	11,496.44	0.59%
TOTALS	\$5,520,979,855	100.000000%	\$47,501,003.00	\$44,823,271.00	\$2,677,732.00	5.97%

TAX RATE= AMOUNT OF LEVY/TOTAL
EQUALIZED VALUATION **0.008603726919**

TAX RATE PER \$1,000 OF EQUALIZED VALUE = **8.60**

2025-2026 Property Tax Levy

The 2025-2026 property tax levy by municipality is available to the community on the school district website (www.waunakee.k12.wi.us), click Business Services, click tax levy. The 2025-2026 school district budget is available to the community on the school district website, click business services, click approved budgets. A version of the 2025-2026 budget in a more grammatical format is available to the community on the school district website, click business services, click budget planning, click 2025-2026 final version. This document provides additional information on the 2025-2026 property tax levy increase.

School district spending in Wisconsin is limited by a formula called the revenue cap. The revenue cap limits the amount of revenues available to a school district from the two main sources of revenues – property taxes and state equalization aid. The two sources of revenues work together in the formula. For example, when state equalization aid is reduced, property taxes go up. When state equalization aid is increased, property taxes go down.

A combination of a \$325 per student increase in the revenue cap formula, a decline in the state equalization aid of approximately \$1.3 million, and the November 2022 operational referendum question, the revenue cap formula requires a Fund 10 property tax levy increase to \$37,939,991. The Fund 39 property tax levy decreases to \$8,554,712. The Fund 80 community service fund tax levy increases to \$1,006,300. The total property tax levy for 2025-2026 increases by 5.97%. For 2025-2026, the Board of Education has decided to decrease the tax rate of \$8.60, which can be compared to \$8.90 in the 2024-2025 year.

The tax rate recent history is as follows:

Proposed Property Tax Levy			
FUND	Audited	Unaudited	Proposed
	2023-24	2024-25	2025-26
General Fund	28,460,117.00	33,383,590.00	37,939,991.00
Referendum Debt Service Fund	12,838,301.00	10,699,681.00	8,544,712.00
Non-Referendum Debt Service Fund	0.00	0.00	0.00
Capital Expansion Fund	0.00	0.00	0.00
Community Service Fund	394,500.00	740,000.00	1,006,300.00
TOTAL SCHOOL LEVY	41,692,918.00	44,823,271.00	47,491,003.00
PERCENTAGE INCREASE -- TOTAL LEVY FROM PRIOR YR	8.0%	7.5%	6.0%

The Board of Education has made the decision to reduce the referendum debt service tax levy by \$2,385,712. This reduction is possible because of the use of one or more of the following financial strategies:

1. Refinance existing debt.
2. Utilize November 2022 referendum project savings.
3. Utilize clean energy rebate from the federal government.

A 5.97% property tax levy increase does not equate to an exact 5.97% increase on the school portion of your property tax bill. This occurs for the following reasons:

1. The 5.97% property tax levy increase approved by the School Board is not a net change in your property tax levy. There are school levy property tax credits that offset a portion of the school district tax levy.
2. New properties built in 2024 are taxed for the first time in 2026 and this shifts the school property tax between properties. The estimate for new construction is an increase of 2.66%.
3. The school district is made up of 7 different municipalities. School property tax levies shift between municipalities depending on equalized property value changes. There is a document on the district website that shows the breakdown between municipalities.
4. Individual properties can have a tax value increase or decrease based on property changes (like a basement remodel or a reassessment).

The impact of a School Board approved property tax levy increase cannot be calculated by the school district for an individual property based on the variables above. Please feel free to contact Steve Summers at 849-2000 or stevesummers@waunakee.k12.wi.us with any questions.

Thanks for your time.



WAUNAKEE

COMMUNITY SCHOOL DISTRICT

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Waunakee Community High School

Summer 2026

October 30, 2025

VOGEL
BROS. BUILDING CO.



Mission, Vision, and Equity Statements

- **Mission Statement:** “Committed to Children...Committed to Community...Committed to Excellence”
- **Vision Statement:** The Waunakee Community School District is a collaborative learning community that works with students, staff, families, and the community to ensure that every student is ready for college and career; through a focus on data, research based best practices, and engagement with students to be active partners in their learning.
- **Equity Statement:** The Waunakee Community School District embraces the differences among our students, staff, and families. We work to provide a safe environment with access to resources, opportunities, and instruction for all students to reach their full potential in the classroom and beyond. We strive to create a culture of dialogue, acceptance, and inclusion. We are committed to engaging all students so that they may thrive academically, socially, and emotionally in an ever-changing multicultural society.

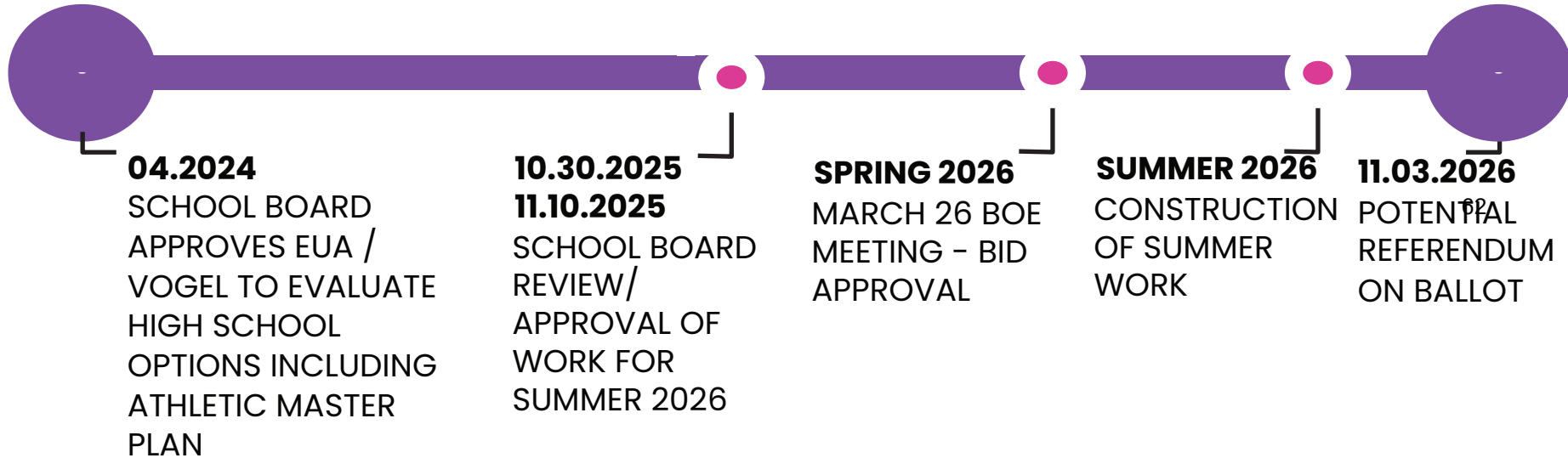
Agenda and Timeline of Events

- Goals
 - Focus on Students
 - Focus on Staff
 - Board Goal #1 - Academic Achievement
 - High School Long Term Planning (Longevity)
- Timeline
 - Scope, Time, Cost
- Scope of work for discussion
- Next steps

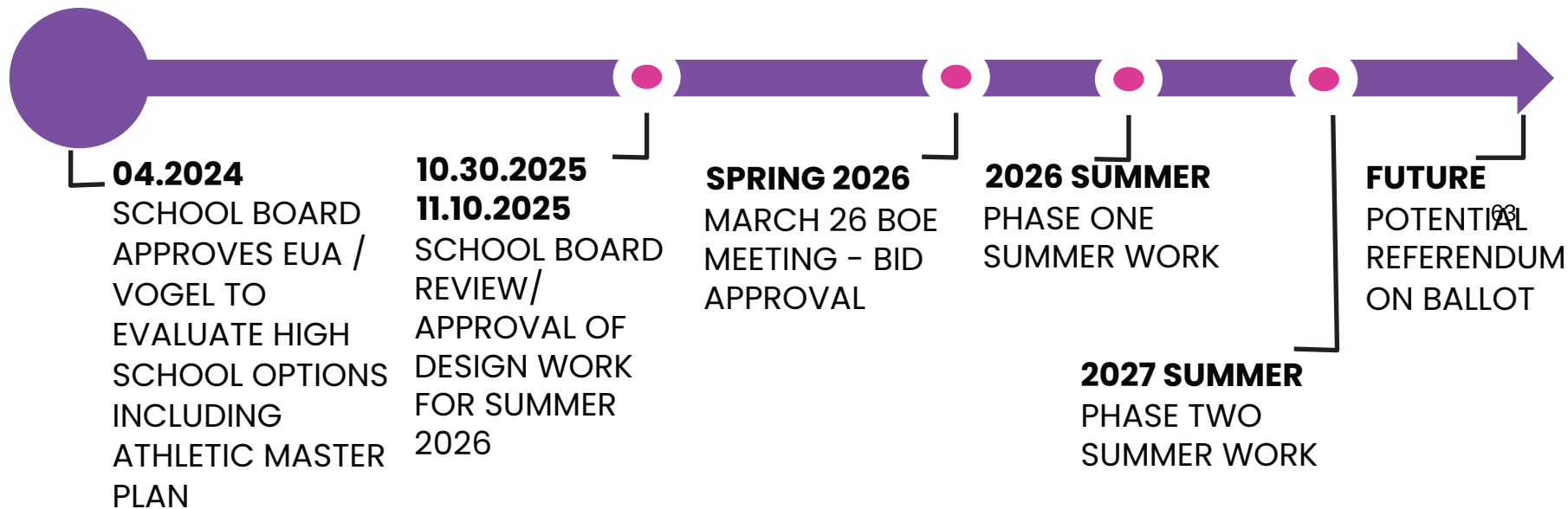
High School Campus

- **Long term planning**
 - Create a modern high school campus
 - One building - students to receive instruction in existing high school building during the school day
- **Short term planning**
 - Provide high school administration with the option to utilize the existing middle school⁶¹ (south campus) building for high school student use
 - Short term financial decisions are tied to long term goals as much as possible
 - Continue to offer high school FACE cooking class that is taught at the middle school building (south campus)
 - Maximize the opportunity for teachers to have their own classroom
 - Additional lunch opportunities for students looking for a less crowded environment
 - WaunaGrow special education program (K-8) housed in existing middle school (south campus)

Summer 2026 Schedule and (SHORT TERM) Time Frame-Board of Education - November 26 Referendum

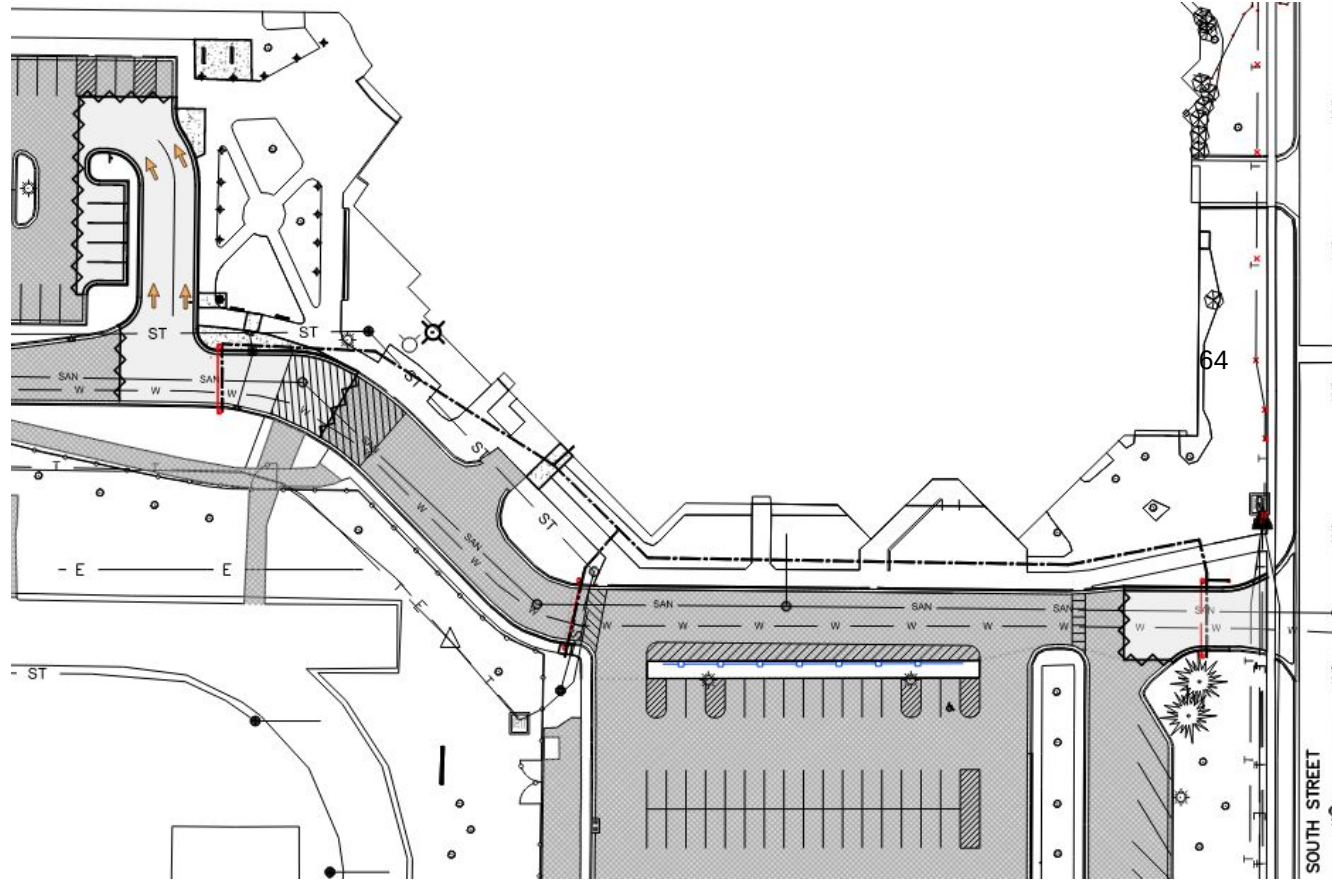


Summer 2026 Schedule and (SHORT TERM) Time Frame-Board of Education - No Referendum in 2026



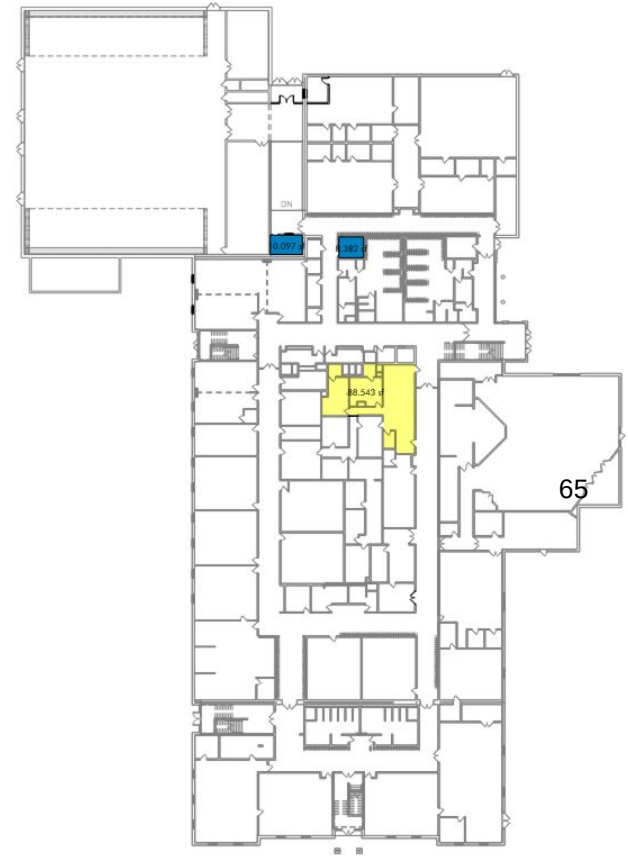
Site Safety

- Traffic study in board book
- 3 controlled gates
 - Used for short term and long term plan
- Change traffic flow to return cars back west during school day



Building Safety/Security - Middle School

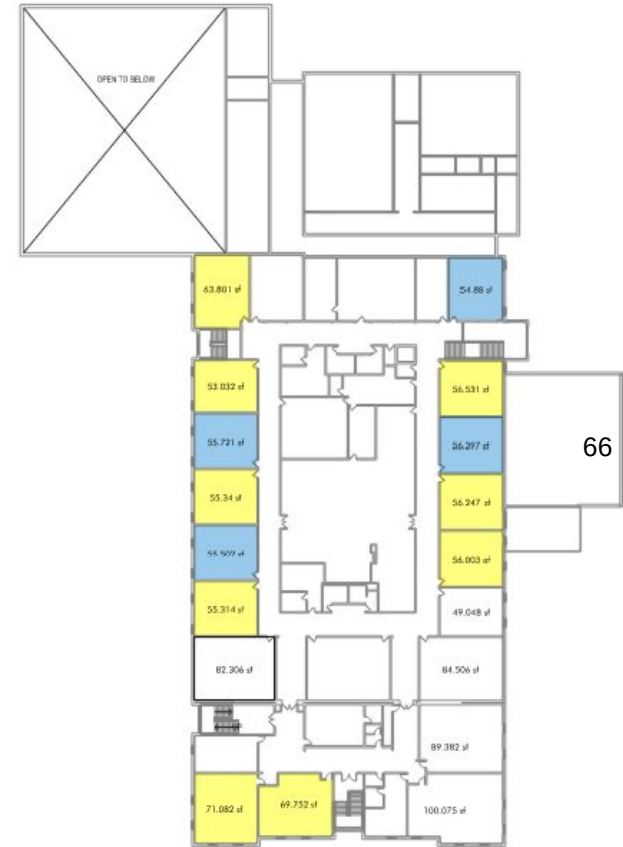
- Clock, Bell, PA, Security/Attendance Office
- New security/attendance office:
 - New flooring, new ceiling, door and transaction window
- Convert Laundry Room to Janitor Closet:
 - Remove washer/dryer, add mop sink
- Main Office - no work



SOUTH- FIRST FLOOR

Classrooms - HS Department Move

- 13 classrooms:
 - Age-appropriate furniture
 - New carpet in 4 classrooms
 - Located to access natural light



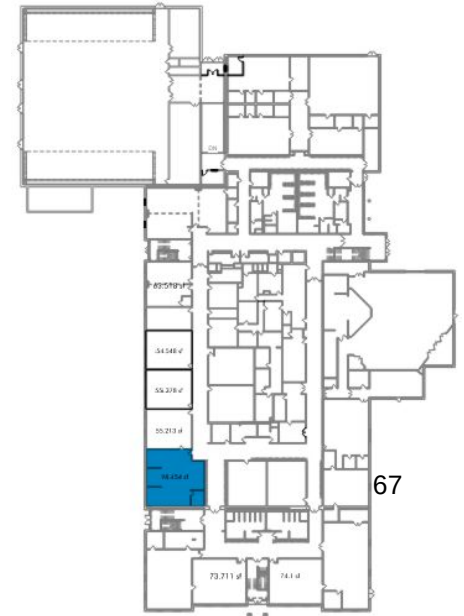
SOUTH- SECOND FLOOR

Classrooms-FACE

- Demo stations for FACE cooking classrooms:
 - Add a demo station to North and South Campus FACE Labs. Casework, electrical and mechanical modifications
 - Document cameras and screens to allow for better demonstration of skills



NORTH- FIRST FLOOR



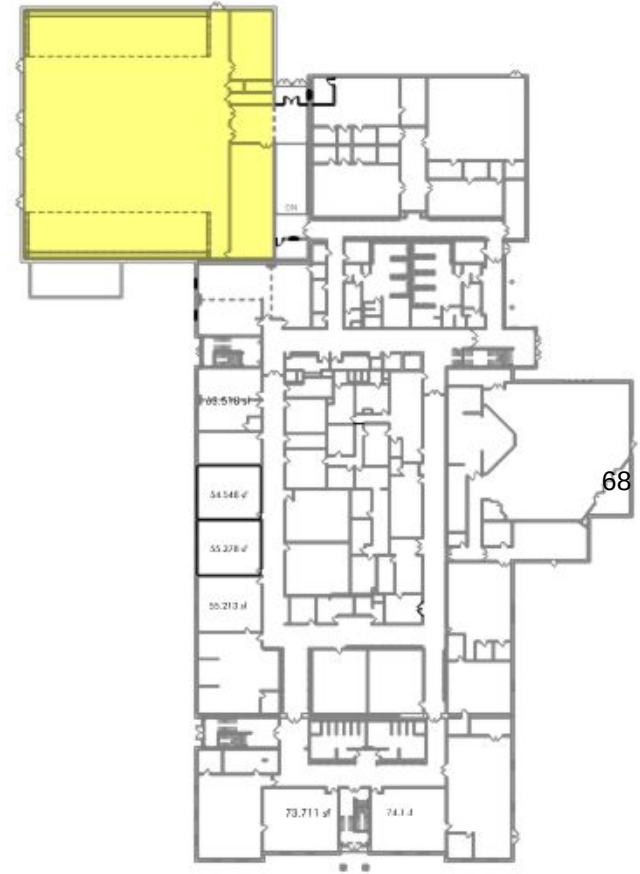
SOUTH- FIRST FLOOR

-  SPACE TO BE USED,
NO WORK NEEDED
-  SPACE TO BE USED WITH
LIGHT RENOVATION
-  SPACE TO BE USED WITH
HEAVY RENOVATION

Gymnastics

- Gymnastics space
 - No work

-  SPACE TO BE USED,
NO WORK NEEDED
-  SPACE TO BE USED WITH
LIGHT RENOVATION
-  SPACE TO BE USED WITH
HEAVY RENOVATION



SOUTH- FIRST FLOOR

Cafeteria

- Cafeteria - provide a smaller lunch area
 - Age-appropriate furniture
 - Paint

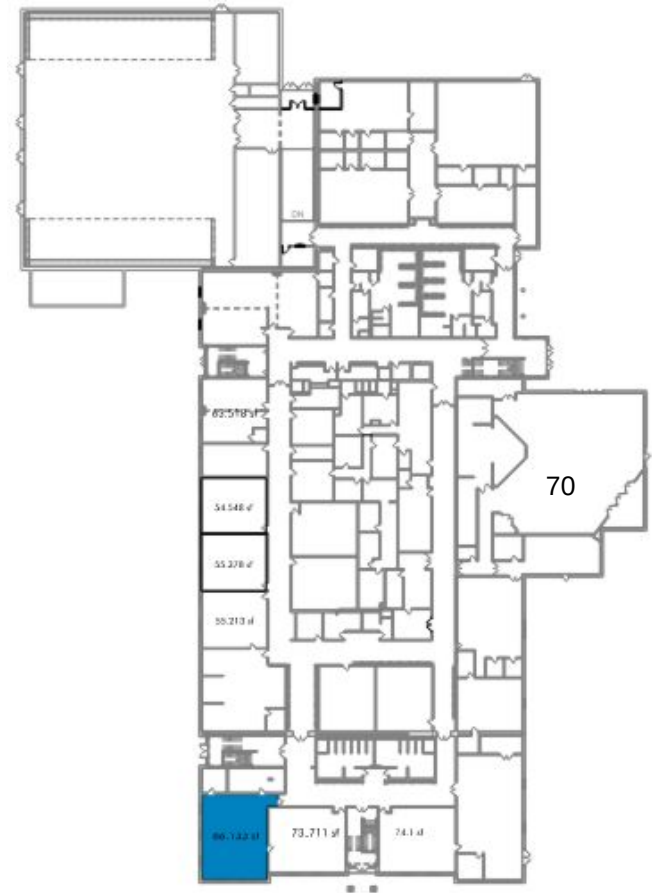
-  SPACE TO BE USED,
NO WORK NEEDED
-  SPACE TO BE USED WITH
LIGHT RENOVATION
-  SPACE TO BE USED WITH
HEAVY RENOVATION



SOUTH- FIRST FLOOR

WaunaGrow (K-8)

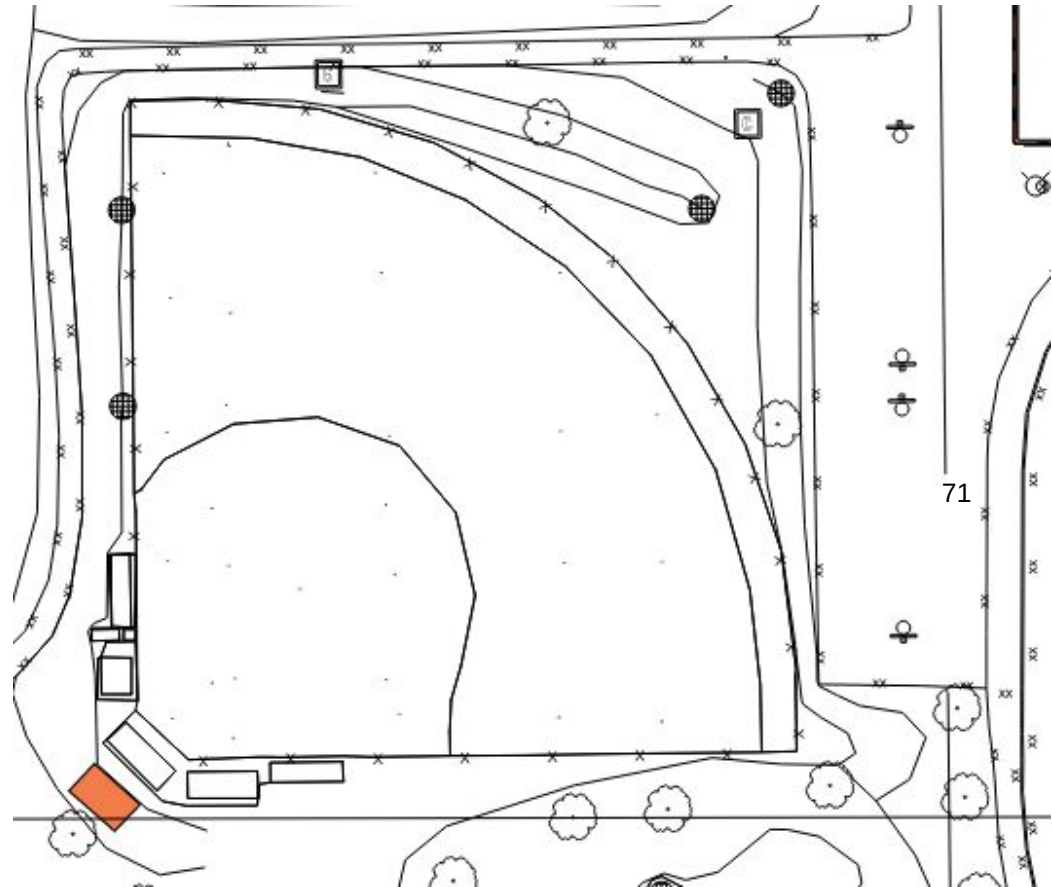
- Eliminate the need for rental space
- New interior walls, casework, flooring, ceilings, openings, kitchenette, electrical and mechanical modifications, plumbing
- New exterior signage for wayfinding



SOUTH- FIRST FLOOR

Softball

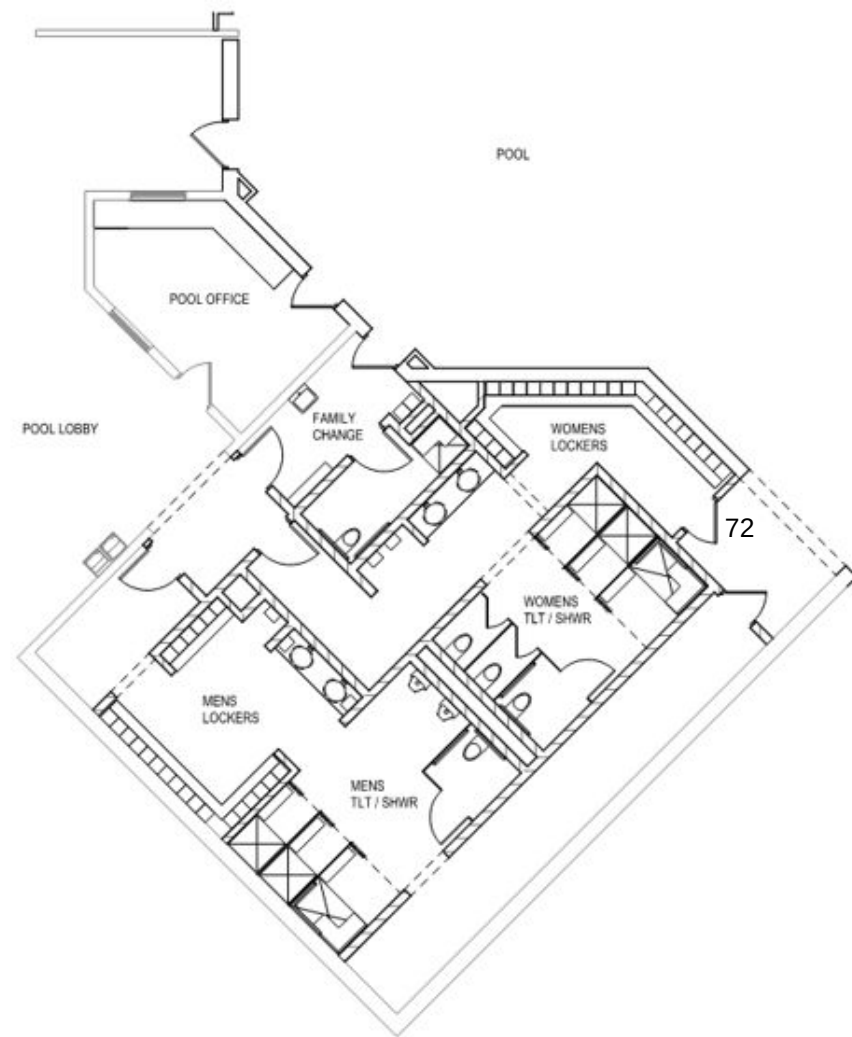
- Press box and storage
 - Similar to existing facilities at former varsity softball field
 - Press box
 - Storage
 - Ticket/concessions window
 - Fence modifications



SITE PLAN

Removal of Scope

- 2022 Not spent
 - Pool locker room and family room
 - Large group instructional space
 - Deferred Maintenance
 - Interior Finishes

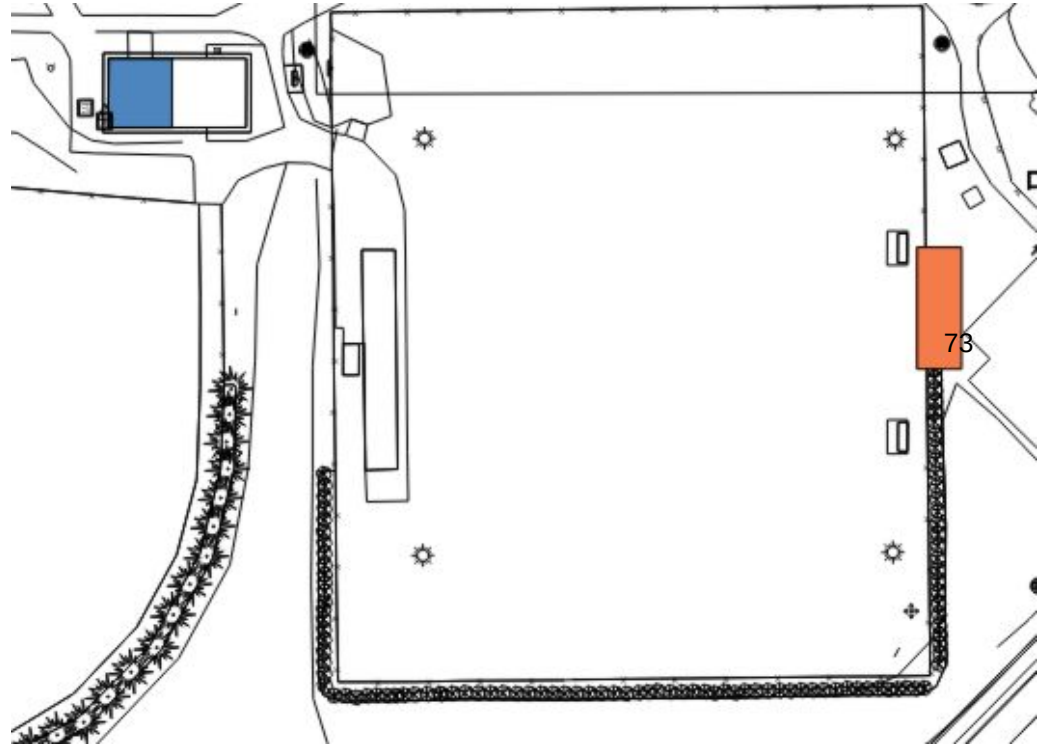


Team Rooms/Inclement Weather Area

- (2) Inclement weather area/Team rooms
 - (1) renovation of existing facilities storage space
 - (1) new construction
- Locker area/team meeting space
- Toilet rooms for team use
- Trainer room
- Masonry construction, precast plank roof
- Mechanical, Electrical and Plumbing

 SPACE TO BE USED WITH HEAVY RENOVATION

 NEW CONSTRUCTION



SITE PLAN

Summer 2027 Scope?

- 4K
- Fitness
- Wellness Clinic
- Peer Tutoring
- Health/Nurse
- Student Services
- World Language
- Warrior Media
- Science
- Math
- Large Group Assembly
- Conference Rooms
- Facilities Maintenance Storage
- Team Rooms/Inclement Weather Area

Next Steps

- November 10th
 - EUA and Vogel assist with answering additional questions you may have
 - Budget estimates will be provided
 - District administration will review resources that are available for consideration
 - Board to identify what scope (if any) will proceed for summer of 2026 work to be completed by September 1, 2026
- November 11th - If approved design and documentation will start.
- Winter 2026 - Documents released for bids
- March 2026 - Bids approved by School Board
- June 2026 - Construction starts



WAUNAKEE
COMMUNITY SCHOOL DISTRICT

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VOGEL
BROS. BUILDING CO.



Fitness

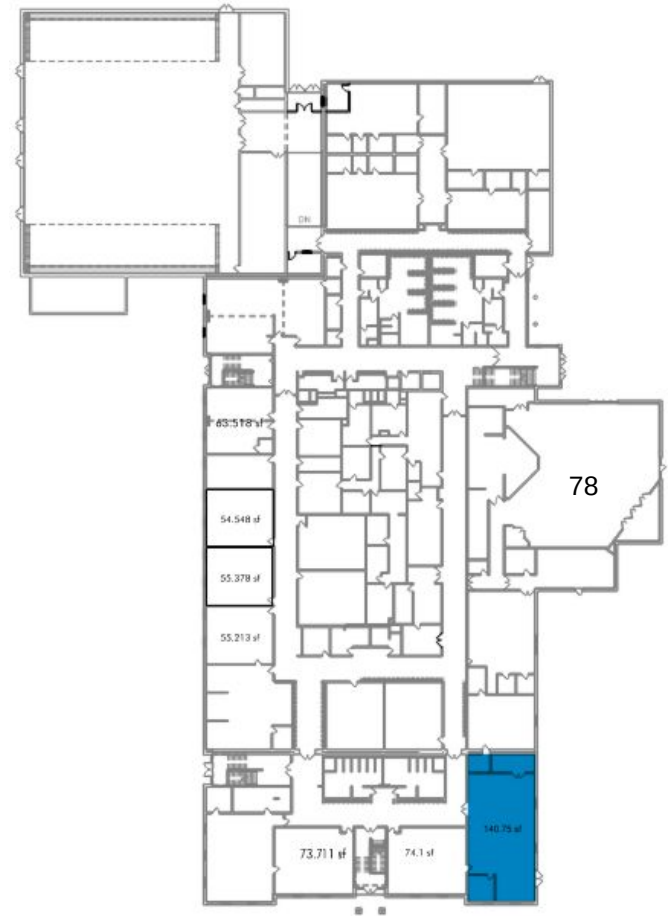
- Fitness/Weight room
 - Convert music suite to a fitness/weight room
 - Allows for more student use
 - Demo existing walls, remove flooring
 - New walls, flooring, ceiling, openings, plumbing, electrical and mechanical modifications.



SOUTH- FIRST FLOOR

Wellness Clinic

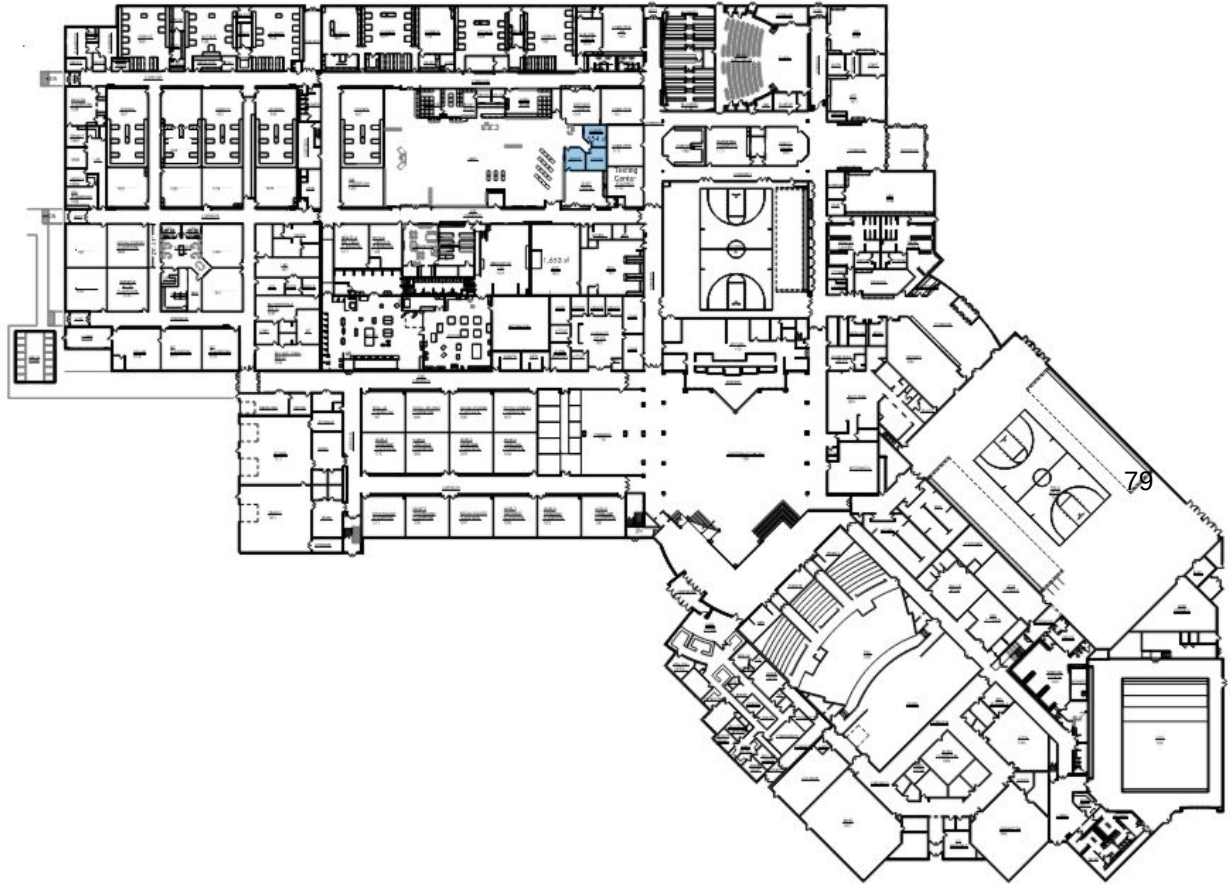
- Eliminate the need for rental space
- New interior walls, casework, flooring, ceilings, openings, kitchenette, single use bathroom, plumbing, electrical and mechanical modifications
- New exterior signage for wayfinding



SOUTH- FIRST FLOOR

Peer Tutoring

- Use vacated offices for more privacy with peer tutoring.
- Age appropriate furniture
- Additional glass for passive supervision.



SPACE TO BE USED,
NO WORK NEEDED



SPACE TO BE USED WITH
LIGHT RENOVATION

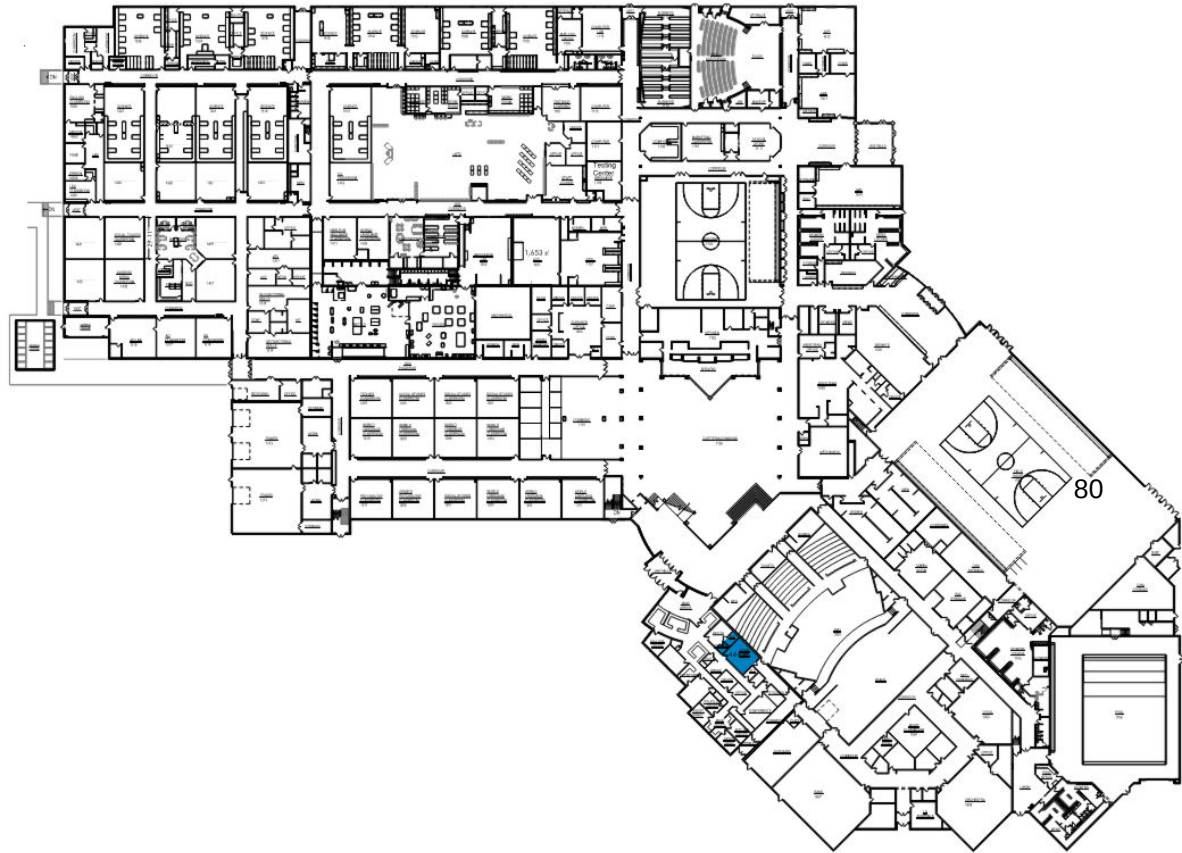


SPACE TO BE USED WITH
HEAVY RENOVATION

NORTH- FIRST FLOOR

Health/Nurse

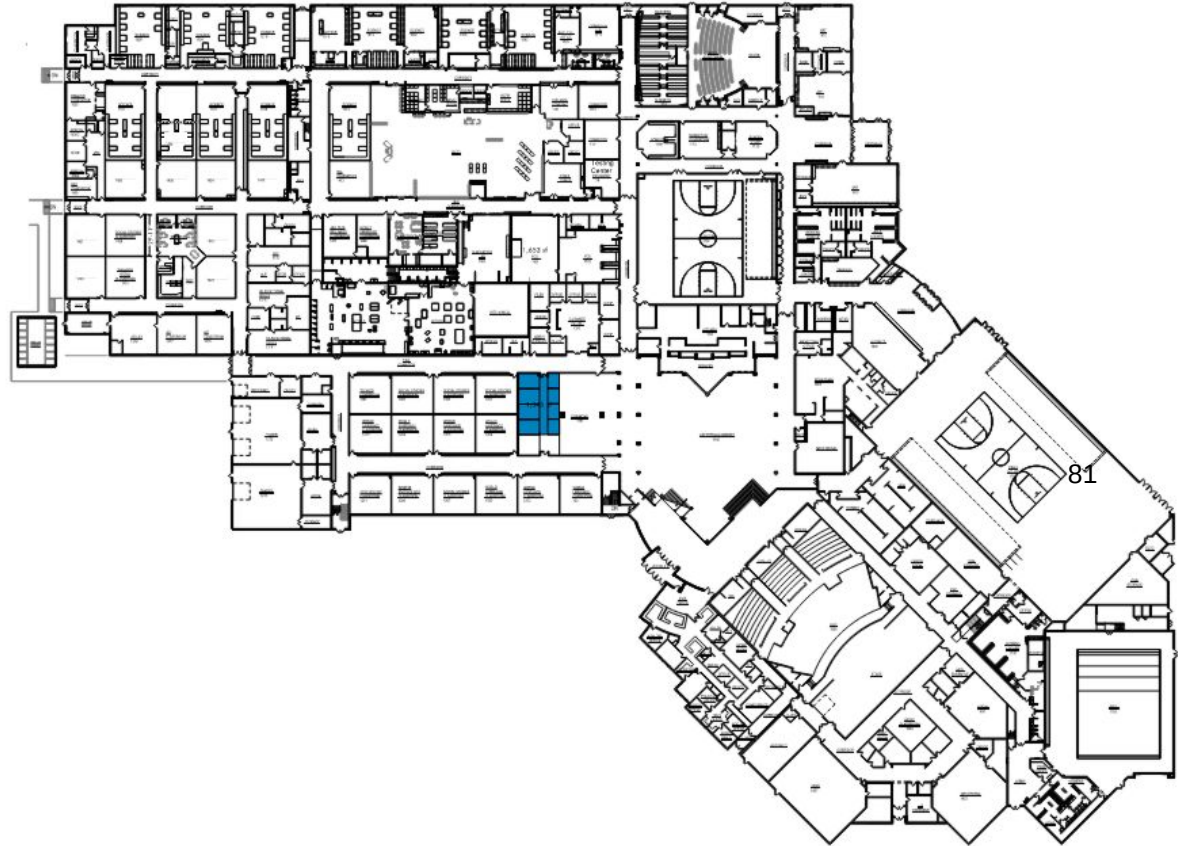
- Additional health treatment room
- Dedicated nurse office
- New walls, flooring, ceiling, openings, electrical and mechanical modifications, plumbing



NORTH- FIRST FLOOR

Student Services

- Additional offices
- Telehealth space
- Reflection room
- New walls, flooring, ceiling, openings, electrical and mechanical modifications



SPACE TO BE USED,
NO WORK NEEDED



SPACE TO BE USED WITH
LIGHT RENOVATION



SPACE TO BE USED WITH
HEAVY RENOVATION

NORTH- FIRST FLOOR

World Language

- Small group instruction space
- Resource room
- New walls, flooring, ceiling, openings, electrical and mechanical modifications
- New Furniture



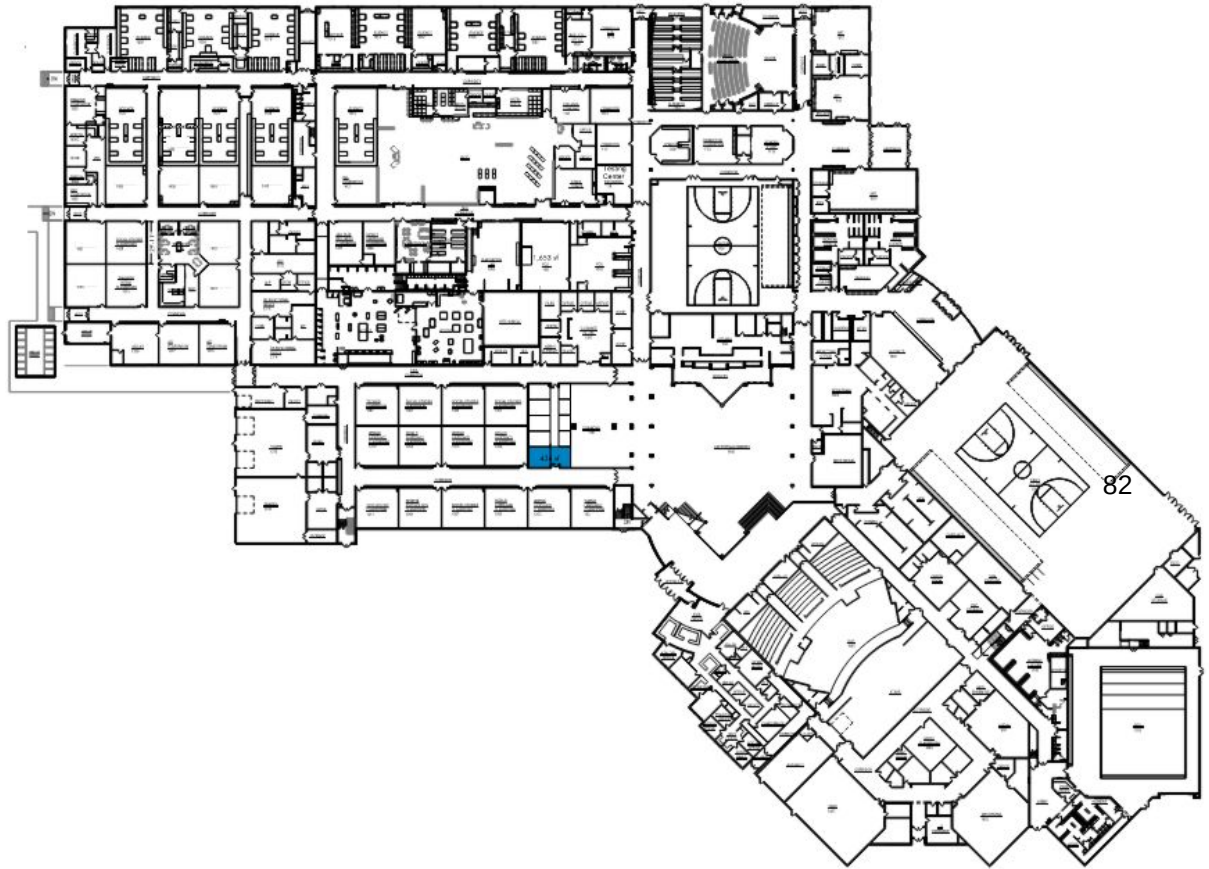
SPACE TO BE USED,
NO WORK NEEDED



SPACE TO BE USED WITH
LIGHT RENOVATION



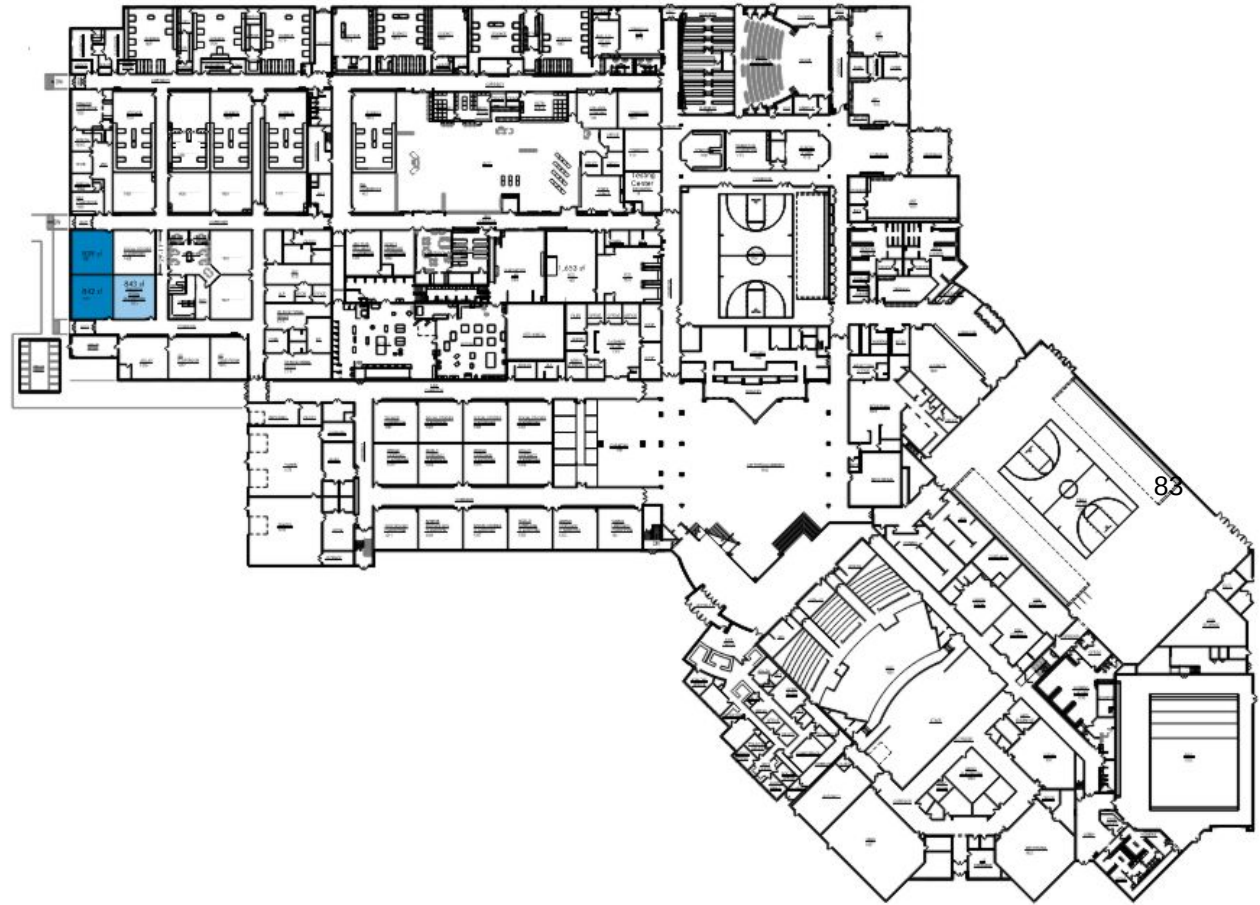
SPACE TO BE USED WITH
HEAVY RENOVATION



NORTH- FIRST FLOOR

Warrior Media

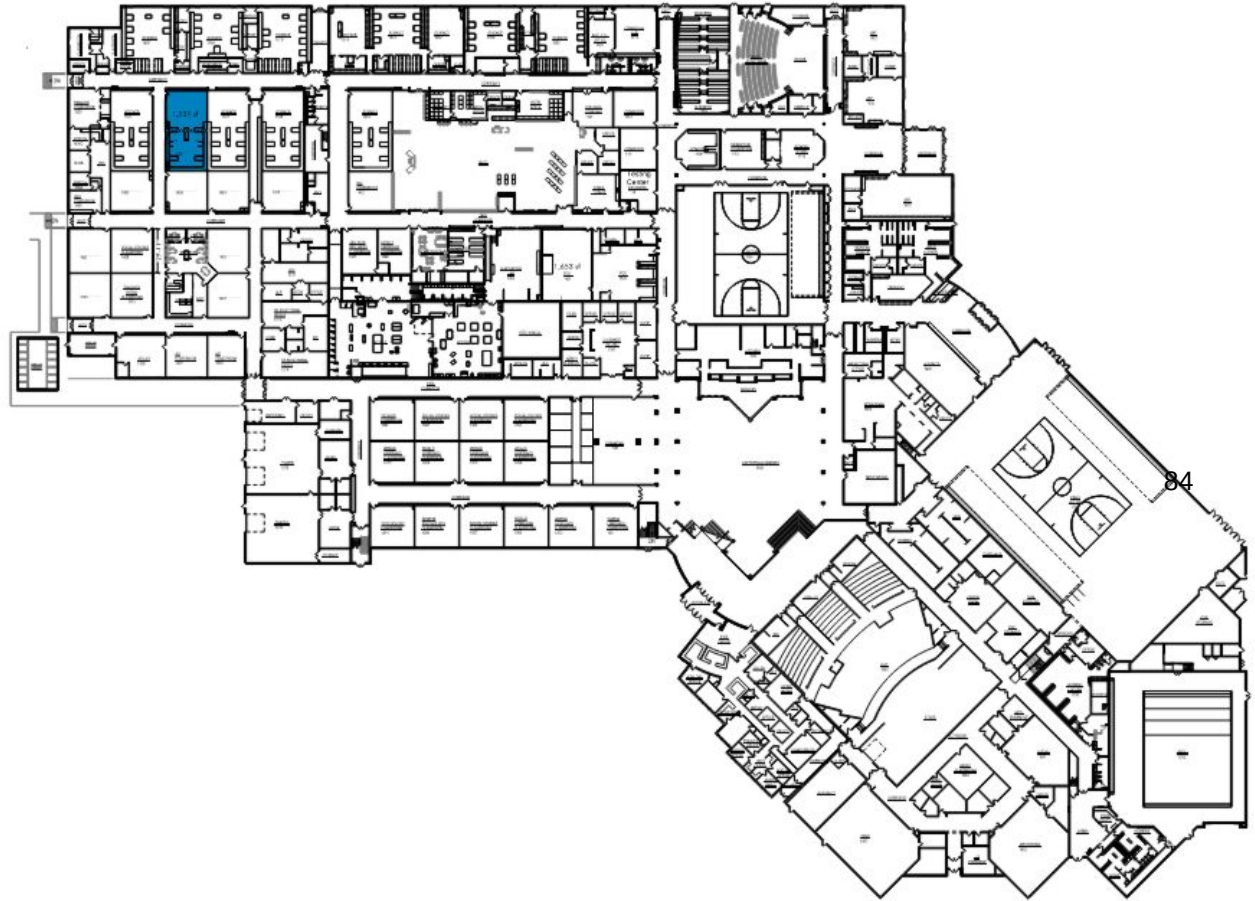
- Green room and digital lab
- Conditioned room for equipment
- New walls, flooring, ceiling, openings, electrical and mechanical modifications
- New Furniture



NORTH- FIRST FLOOR

Science

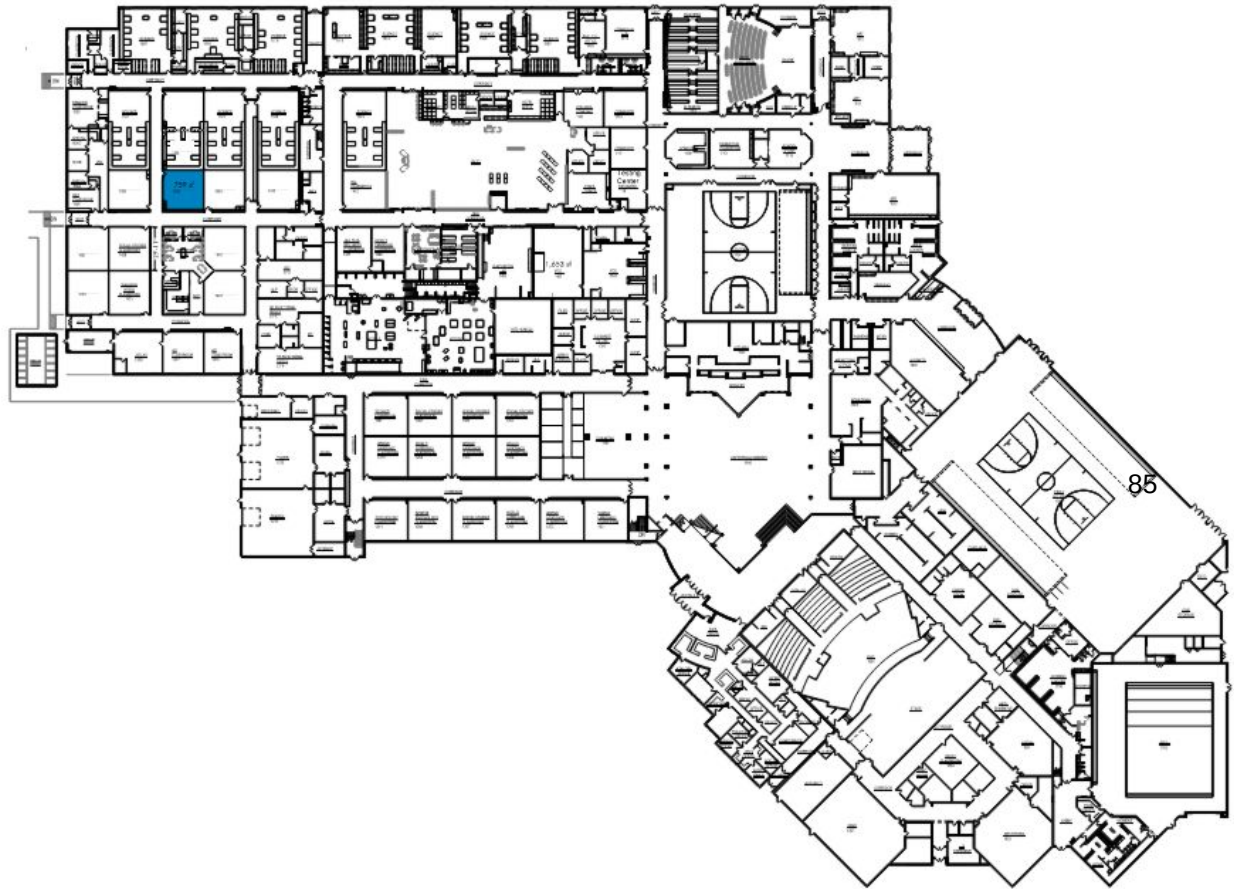
- An additional Life Sciences lab and lecture classroom
- Demolition of existing wall
- New walls, flooring, ceiling, openings, plumbing, electrical and mechanical modifications



NORTH- FIRST FLOOR

Math

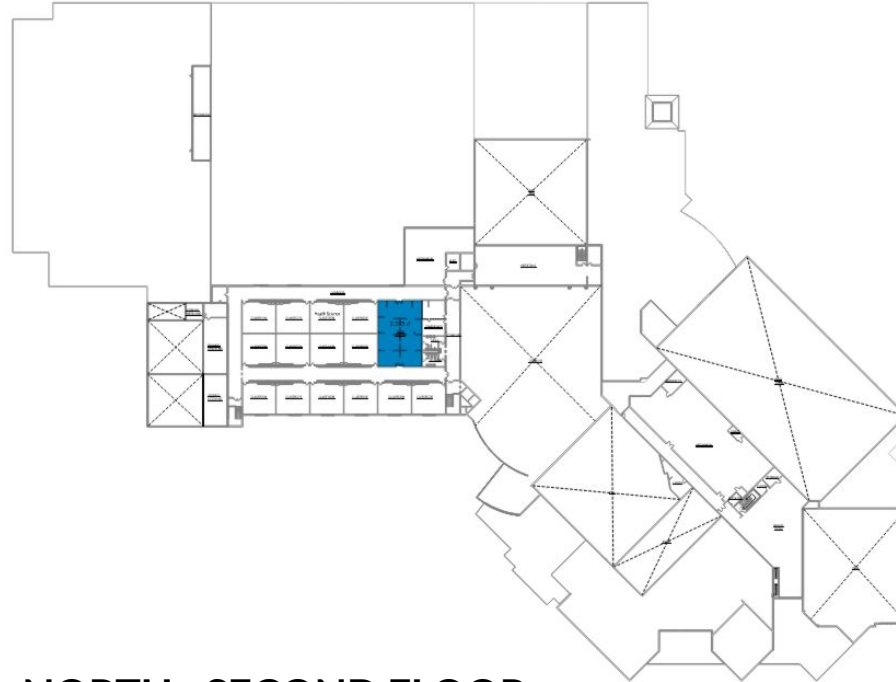
- 2 small group instruction spaces
- New walls, flooring, ceiling, openings, electrical and mechanical modifications
- New Furniture



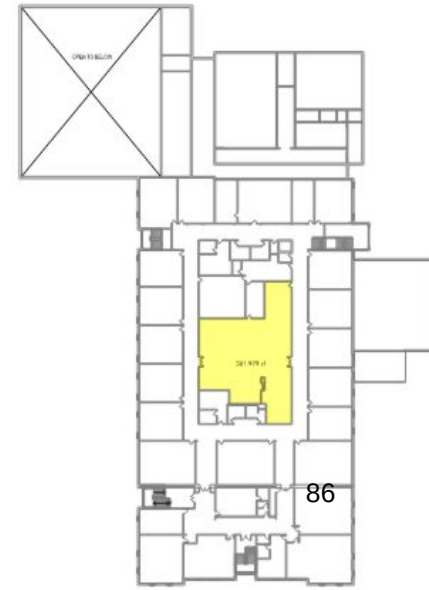
NORTH- FIRST FLOOR

LGA

- 2 large group assembly spaces
 - Meeting rooms for 40+ people with flexible furniture and presentation capabilities
- New walls, flooring, ceiling, openings, electrical and mechanical modifications
- New furniture



NORTH - SECOND FLOOR

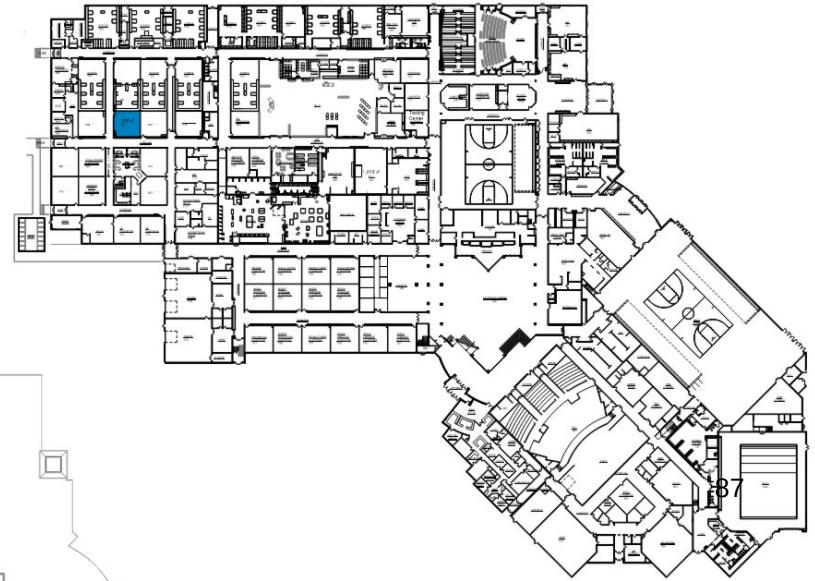


SOUTH - SECOND FLOOR

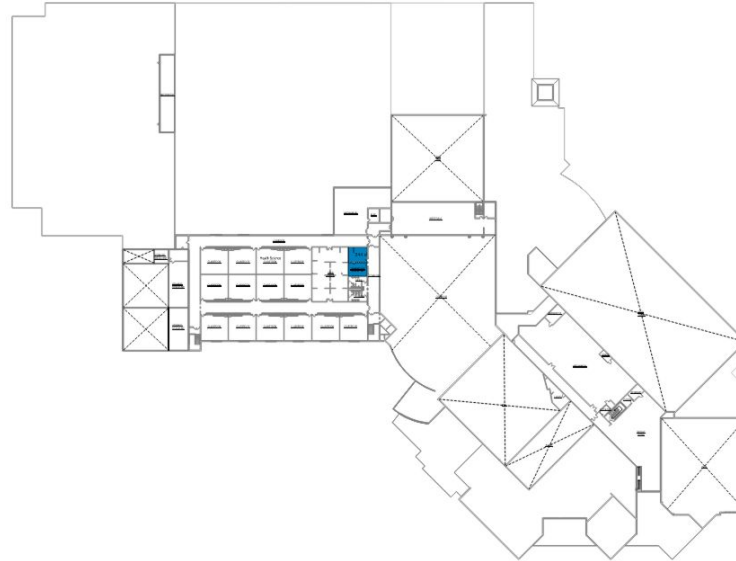
-  SPACE TO BE USED,
NO WORK NEEDED
-  SPACE TO BE USED WITH
LIGHT RENOVATION
-  SPACE TO BE USED WITH
HEAVY RENOVATION

CONFERENCE ROOMS

- Additional conference room space for medium and large groups (10-20 people)
- New walls, flooring, ceiling, openings, electrical and mechanical modifications
- New furniture



NORTH - SECOND FLOOR



NORTH - FIRST FLOOR



SPACE TO BE USED,
NO WORK NEEDED



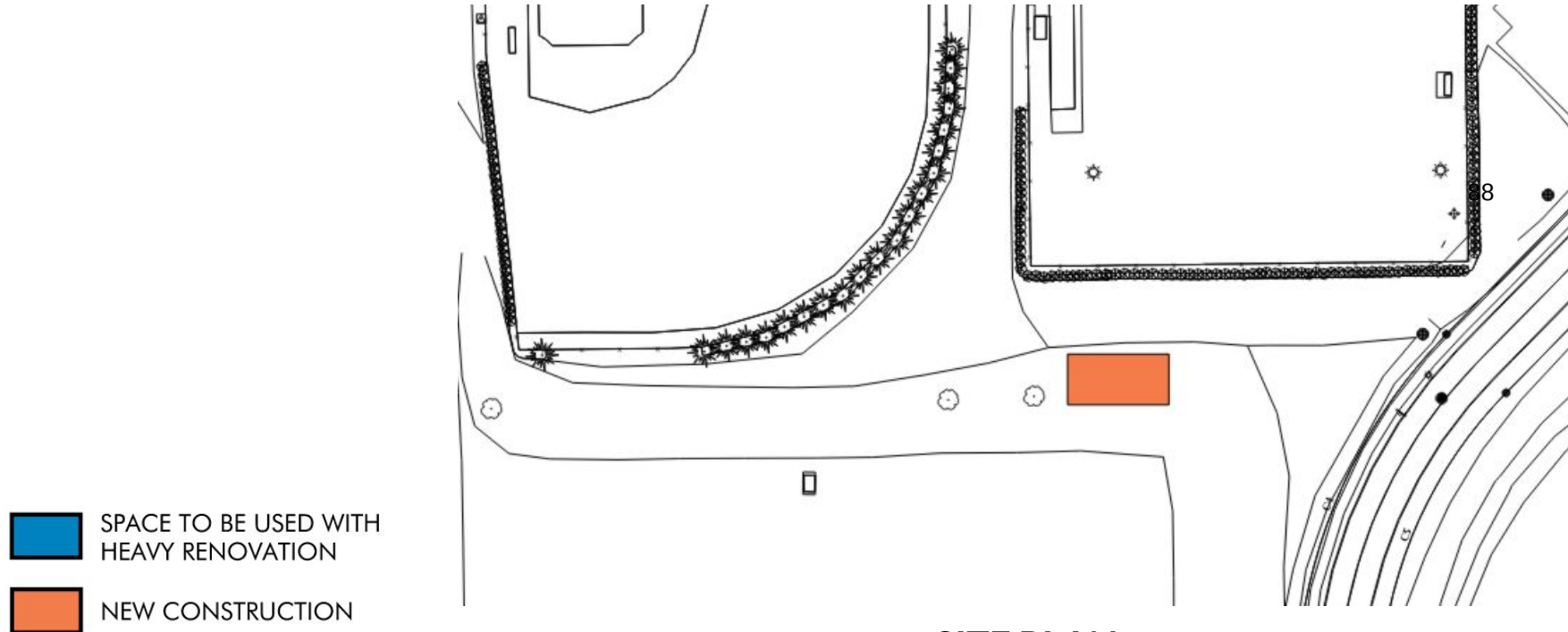
SPACE TO BE USED WITH
LIGHT RENOVATION



SPACE TO BE USED WITH
HEAVY RENOVATION

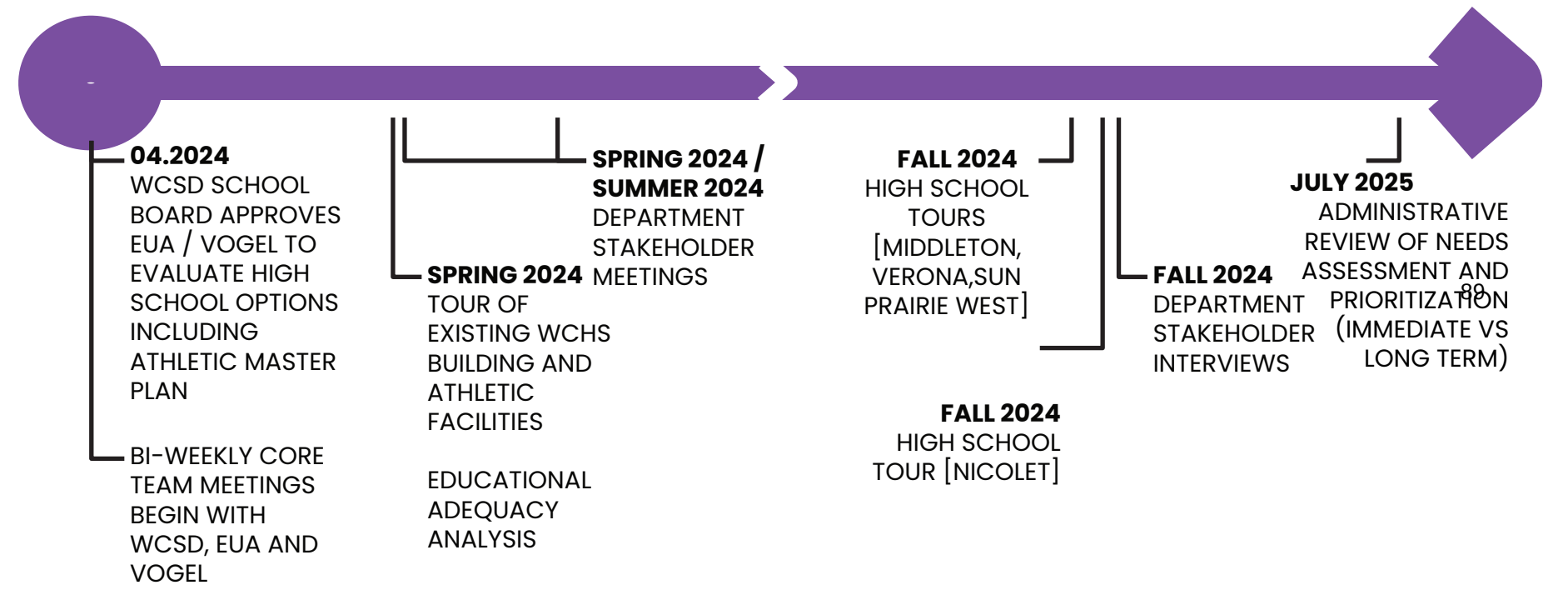
Facilities Maintenance Storage

- Storage building for maintenance equipment located near athletic fields
- 40'x80' new construction of shed type space
- Mechanical, Electrical and Plumbing for 4 seasons.

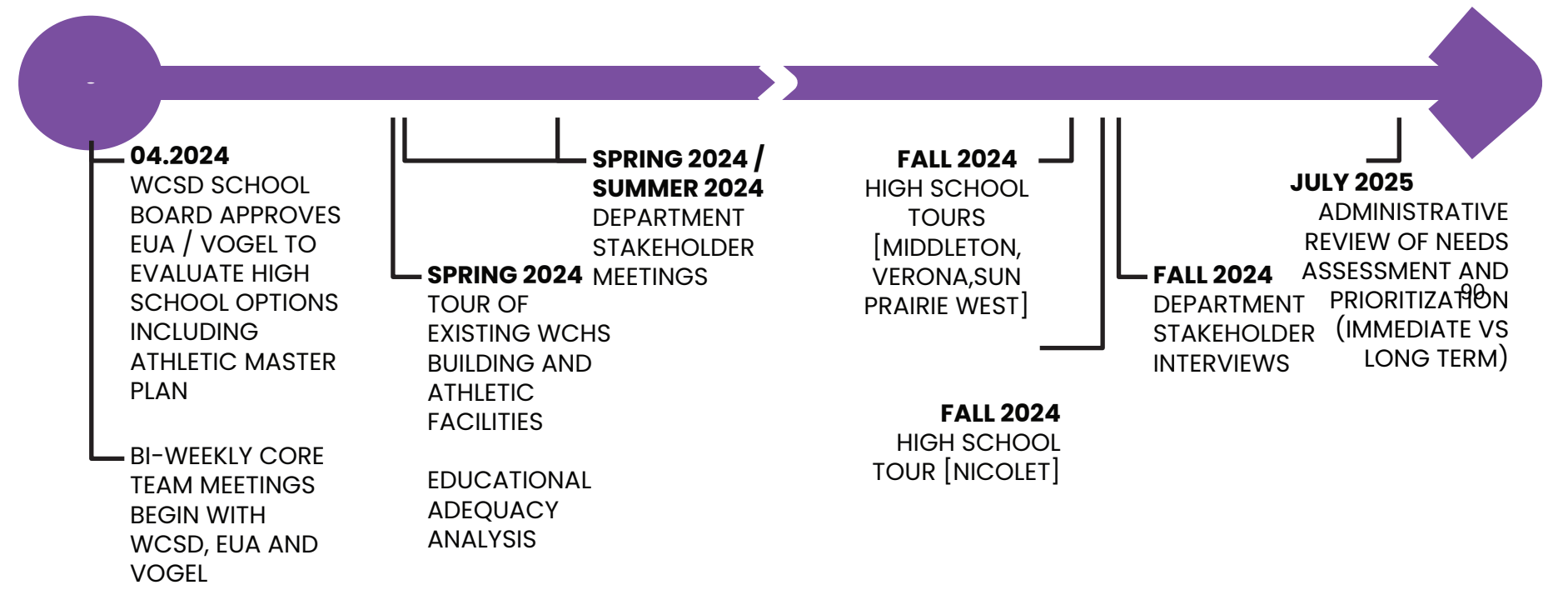


SITE PLAN

Schedule and Time Frame-Needs Assessment and Prioritization



Schedule and Time Frame-Needs Assessment and Prioritization



TRAFFIC/PEDESTRIAN SAFETY STUDY

DATE: October 27, 2025

TO: Jake Hernandez
Waunakee Community School District

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

SUBJECT: Middle School/High School Access
Community Drive
Village of Waunakee, WI

INTRODUCTION

Waunakee High School is located at 301 Community Drive in the Village of Waunakee, Wisconsin (Exhibit 1). Waunakee Middle School is located immediately to the south, on the south side of Community Drive, directly across from Waunakee High School. Community Drive is an east/west main corridor utilized for parent drop-off/pick-up operations that bisect the two schools. Parents, students, and school officials have recently raised concerns over safety and operations along Community Drive due to the drop-off/pick-up operations along the corridor conflicting with the large number of pedestrians crossing Community Drive under the current transportation plan. Starting in the Year 2026/2027 school year, the middle school will move to a new site, and the existing middle school will be utilized for some high school classes/operations. Under this reconfigured operation, more students will be crossing Community Drive during all hours of the typical school weekday.

Traffic Analysis & Design, Inc. has been retained to evaluate the operations of the existing school driveways along Community Drive as well as the site circulation for parents, students, and staff along the corridor. This traffic/pedestrian safety study has been prepared to address safety concerns occurring during the weekday morning arrival and weekday afternoon discharge peak periods along Community Drive.

STUDY AREA

Study Intersections

The study area, which includes the existing pedestrian crossing locations along Community Drive, is shown on Exhibit 1. A site plan of the two schools is shown on Exhibit 2. Exhibit 3 illustrates the existing transportation detail. More specifically, Exhibit 3 graphically illustrates existing intersection geometrics, existing traffic control, posted speed limits, approximate distances between intersections, and the number of travel lanes along Community Drive. The

exhibit also identifies the existing driveway locations along Community Drive as well as the student access doors to the high school.

Study Area Roadways

Community Drive is a two-lane undivided east/west private roadway with a 24-foot width (face-of-curb to face-of-curb) cross section with an additional 175-foot-long drop-off/pick-up lane on the north side of the road near the high school main entrance doors. The roadway is utilized as the main parent drop-off/pick-up operations at the high school. The posted speed limit on Community Drive is 15 miles per hour (mph) thorough the limits of the school site. Sidewalks are provided along both sides of Community Drive within the limits of the study area.

South Street is a north/south two-lane undivided major collector with a statutory speed limit of 25-mph. A school zone speed limit of 15-mph is posted within the limits of the schools. South Street provides the main north/south access to several school district schools as well as providing access to residential neighborhoods in the community. Year 2022 WisDOT AADT volumes on South Street were approximately 1,100-vpd immediately north of 6th Street. Sidewalks are provided along both sides of South Street within the limits of the study area.

High School West Driveway is a north/south full access driveway that intersects Community Drive to create a conventional three-legged “Tee” intersection from the north. This driveway is located on the west side of the high school and provides access to the high school parking lots located to the south, west and north of the high school.

Middle School East Driveway is a north/south entrance-only driveway into the middle school parking lot located on the west side of South Street immediately east of the Middle School. This driveway provides access for entering vehicles only with parents either dropping off or picking up their children or visitors parking in the school’s front parking lot.

DATA COLLECTION

Existing Traffic Counts

The current Middle School and High School schedule includes a school start time of 8:15 am and a school departure time of 3:35 pm every school day of the week with a morning first bell at 8:05 am. Traffic Analysis & Design, Inc. collected weekday morning (school arrival) and weekday afternoon (school discharge) peak hour turning movement and pedestrian counts from 7:30 to 8:30 a.m. and 3:00 to 4:30 p.m. on a typical weekday in mid-September of 2025 to capture the peak arrival and departure time periods. The counts were conducted at the Community Drive intersections with the west high school driveway, the main high school entrance doors, the middle school parking lot driveways/high school auditorium doors, the east middle school driveway/high school pool doors and at South Street. The counts include a breakdown by passenger vehicle, bus, and pedestrian movements at each intersection/location during the identified peak hours of 7:30 to 8:30 a.m. and 3:15 to 4:15 p.m. The year 2025 existing peak hour traffic volumes for the school driveway intersections along Community Drive are shown in Exhibit 4. The traffic counts have been included in the appendix of this report.

Field Observations

The following additional observations were recorded from a site visit conducted on Tuesday, September 16, 2025, under sunny skies and temperatures in the upper 60’s

during the morning peak period and low 80's during the afternoon peak period. Two other site visits were completed the week of October 20, 2025, to verify this information.

School Arrival

- Teachers, parents, and/or students started arriving as early as 7:30 am with vehicles trickling into the parking lots.
- Western High School Driveway: A somewhat steady stream of high school students started arriving to park in the western lots starting around 7:48 am. In addition, a steady stream of parents started dropping off students, with busiest traffic flows starting at 7:52 am and ending by 8:04 am.
- Western High School Driveway: Longer eastbound queues, past the west high school driveway, started at 7:55 am and dissipated by 8:03 am.
- Western High School Driveway: Vehicles and students continued to arrive after this surge, with most traffic and pedestrian movements done by 8:11 am.
- Eastern Middle School Driveway: A somewhat steady stream of parents started dropping off students started around 7:44 am, with busiest traffic flows starting at 7:49 am and ending by 8:07 am.
- Eastern Middle School Driveway: Eastbound queues on the west approach of the east middle school driveway, occasionally had to stop to allow westbound to southbound vehicles to turn left to enter the driveway to drop off their students between 7:58 am and 8:08 am. The heaviest times only lasted 2 to 3 minutes.
- Eastern Middle School Driveway: Vehicles and students continued to arrive after this surge, with most traffic and pedestrian movements done by 8:08 am.
- Traffic traveled both east and west along Community Drive with parents dropping off on both the north and south sides of the street. Some parents also dropped off in the western high school parking lot.
- Students and teachers entered the high school along Community Drive at the main school entrance doors, the auditorium doors and at the aquatic center doors.
- Many students crossed at the designated/painted crosswalks; however, many students crossed at random locations as well. Students were observed crossing at random locations between the limits of the west high school driveway and the east middle school driveway.
- Several occasions were observed where cars didn't see the student crossing and the student had to stop before continuing on their way or vehicles stopped abruptly and let students cross. There were an excess of 300 students crossing at several locations along Community Drive between the west high school driveway and South Street during the morning peak period.
- Traffic flows within the parking lots operated smoothly and without incident. There was plenty of queuing/stacking distance within the site to allow for drop-off operations and to allow vehicles to park in the parking lot.

- With the exception of many pedestrian conflicts along Community Drive, vehicular operations flowed smoothly with no significant operational issues or queuing issues observed.

School Dismissal

- Vehicles queued up along both the north and south sides of Community Drive prior to the dismissal bell.
- Students exited both schools starting at about 3:35 pm.
- Some parents parked in the far western parking lot (west of the football field) to pick up their students.
- Western High School Driveway: Some vehicles queued up in the drive aisle of the west high school parking lot with a maximum of about 4 to 5 vehicles prior to the bell.
- Eastern Middle School Driveway: Vehicles queued up in the middle school east parking lot starting prior to 3:00 pm. Queues backed up to and onto Community Drive from the west at about 3:15 pm. Westbound queues (2-3 vehicles) parked on the north side of Community Drive waiting to turn left into the middle school driveway at about 3:21 pm. Southbound vehicles on south Street queued up along the west side of South Street starting at 3:20 pm.
- Eastern Middle School Driveway: Westbound vehicles (coming from South Street) used the middle school parking lot to turn around to get into the eastbound queue at the east middle school driveway from 3:20 to 3:30 pm.
- Eastern Middle School Driveway: South Street experienced congestion from 3:37 pm to 3:43 pm due to parked vehicles on the north side of Community Drive, eastbound vehicles exiting Community Drive onto South Street, and South Street vehicles trying to enter Community Drive.
- Many pedestrian conflicts were observed at the Community Drive intersection with South Street from 3:37 pm to 3:43 pm.
- The heaviest traffic occurred from 3:38 pm to 3:46 pm.
- A significant number of students (sports teams heading to practice fields) crossed Community Drive at the main entrance doors blocking eastbound/westbound traffic for about 2 to 4 minutes starting at 3:41 pm. Some gaps were available for vehicles to move between groups of athletes.
- There were over 600 students crossing at random locations along Community Drive between the limits of the west high school driveway and the east middle school driveway during afternoon peak periods.
- With the exception of many pedestrian conflicts along Community Drive, vehicular operations flowed smoothly with minimal operational issues or queuing issues observed.
- All queueing on Community Drive was dissipated by 3:45 pm and most vehicular traffic was out of the site by 3:51 pm.
- The duration for the busiest time at both schools was 3:35 to 3:45 pm.

EXISTING PEAK HOUR TRAFFIC OPERATIONS

The study intersections were analyzed using the Synchro 12 traffic analysis model (outputs based on the Highway Capacity Manual, 7th Edition) with the peak hour turning movement volumes collected for the study area intersections. Intersection operation is defined by “level of service.” Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A,’ to very poor, represented by LOS ‘F.’ For the purposes of this study, LOS C or better was used to define acceptable peak hour operating conditions.

Table 1 shows the results of the existing weekday morning (school arrival) and weekday afternoon (school discharge) peak hour operational analysis at the study area intersections. The study intersections were evaluated using the existing geometrics and traffic control as shown on Exhibit 3 and the existing traffic volumes shown in Exhibit 4. The capacity analysis table shows the peak hour LOS, delays (in seconds per vehicle), and queues (in feet). The Synchro capacity analysis worksheets are located in the appendix of this report.

Table 1
Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Community Drive & High School West Driveway <i>One-Way Stop Control</i>	AM	<i>Lanes →</i>	1	-	-	1	-	-	-	-	-	1	-	-
		LOS	A	-	-	*	-	-	-	-	-	C	-	-
		Delay	8.4	-	-	*	-	-	-	-	-	17.7	-	-
	PM	Queue	25'	-	-	*	-	-	-	-	-	25'	-	-
		LOS	A	-	-	*	-	-	-	-	-	B	-	-
		Delay	7.6	-	-	*	-	-	-	-	-	11.7	-	-
		Queue	25'	-	-	*	-	-	-	-	-	30'	-	-
Node 600: Community Drive & South Street <i>One-Way Stop Control</i>	AM	<i>Lanes →</i>	1	-	-	-	-	-	1	-	-	1	-	-
		LOS	C	-	-	-	-	-	A	-	-	*	-	-
		Delay	17.5	-	-	-	-	-	9.0	-	-	*	-	-
	PM	Queue	45'	-	-	-	-	-	25'	-	-	*	-	-
		LOS	B	-	-	-	-	-	A	-	-	*	-	-
		Delay	13.5	-	-	-	-	-	8.7	-	-	*	-	-
		Queue	25'	-	-	-	-	-	25'	-	-	*	-	-

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

As shown in Table 1, all movements at the Community Drive study area intersections currently operate acceptably at LOS C or better during the weekday morning (school arrival) and weekday afternoon (school discharge) peak periods.

It is noted that the LOS values shown in Table 1 (as reported by the Synchro model) are based on the average delay over the morning or afternoon peak hour surges. Since the school arrival and discharge peaks are based on 10- to 15-minute surges with vehicles queueing up waiting for their students, the actual delays being experienced at the site are also contingent on the queuing on the site and the time it takes for the students to exit and enter their vehicles in addition to vehicle conflict points at the intersections.

MODIFICATIONS CONSIDERED

To improve pedestrian safety along the corridor, modifications to the student drop-off/pick-up operations were considered including:

- Closing off Community Drive to east/west through movements during the typical weekday morning arrival period and the typical weekday afternoon discharge peak period.
- Utilizing the high school west parking lot for drop-off/pick-up operations at the high school main entrance doors.
- Consider a new entrance-only driveway off of Community Drive at the high school main entrance doors, noting that this would require displacing the motorcycle parking stalls near the entrance doors with some geometric changes to the parking lot in front of the school. This modification is expected to allow the internal drop-off/pick-up operations within the high school western parking lot to operate more efficiently and safer as the traffic patterns should allow for parked vehicles to enter and exit the parking stalls within the parking lot with less conflict/blocking and allow for safe operations at the drop-off/pick-up zone.

MODIFIED ACCESS PEAK HOUR TRAFFIC OPERATIONS

Table 2 shows the results of the weekday morning (school arrival) and weekday afternoon (school discharge) peak hour operational analysis at the study area intersections with Community Drive closed to east/west through movements during the typical weekday morning arrival peak period and the typical weekday afternoon discharge peak period. Table 3 shows the results with a new entrance-only driveway off of Community Drive at the high school main entrance doors.

With Community Drive closed during the peak periods, traffic is expected to divert to the new proposed drop-off/pick-up locations as shown on Exhibits 6A&B. The study intersections were evaluated using the recommended geometrics and traffic control as shown on Exhibits 6A&B (without and with the new access driveway and with a three-gate system closing off east/west through movements along the corridor) and the Build traffic volumes shown in Exhibits 5A&B, respectively. The Build traffic volumes take into account the revised traffic patterns both without and with a new driveway located at the eastern edge along the south side of the high school west parking lot. The capacity analysis table shows the peak hour LOS, delays (in seconds per vehicle), and queues (in feet). The Synchro capacity analysis worksheets are located in the appendix of this report.

Table 2
Build (Base Condition) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Community Drive & High School West Driveway <i>One-Way Stop Control</i>	AM	Lanes →	1	-	-	-	-	-	-	-	-	-	-	1
		LOS	A	-	-	-	-	-	-	-	-	-	-	A
		Delay	8.2	-	-	-	-	-	-	-	-	-	-	9.7
		Queue	35'	-	-	-	-	-	-	-	-	-	-	30'
	PM	LOS	A	-	-	-	-	-	-	-	-	-	-	A
		Delay	7.6	-	-	-	-	-	-	-	-	-	-	9.9
		Queue	25'	-	-	-	-	-	-	-	-	-	-	35'
		Queue	25'	-	-	-	-	-	-	-	-	-	-	35'
Node 600: Community Drive & South Street <i>One-Way Stop Control</i>	AM	Lanes →	1	-	-	-	-	-	1	-	-	-	-	1
		LOS	-	-	-	-	-	-	A	-	-	-	-	*
		Delay	-	-	-	-	-	-	7.8	-	-	-	-	*
		Queue	-	-	-	-	-	-	25'	-	-	-	-	*
	PM	LOS	-	-	-	-	-	-	A	-	-	-	-	*
		Delay	-	-	-	-	-	-	8.3	-	-	-	-	*
		Queue	-	-	-	-	-	-	25'	-	-	-	-	*
		Queue	-	-	-	-	-	-	25'	-	-	-	-	*

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

Table 3
Build (With New Entrance Driveway) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Community Drive & High School West Driveway <i>One-Way Stop Control</i>	AM	Lanes →	1	-	-	-	-	-	-	-	-	-	-	1
		LOS	A	-	-	-	-	-	-	-	-	-	-	A
		Delay	7.7	-	-	-	-	-	-	-	-	-	-	9.7
		Queue	25'	-	-	-	-	-	-	-	-	-	-	30'
	PM	LOS	A	-	-	-	-	-	-	-	-	-	-	A
		Delay	7.4	-	-	-	-	-	-	-	-	-	-	9.9
		Queue	25'	-	-	-	-	-	-	-	-	-	-	35'
		Queue	25'	-	-	-	-	-	-	-	-	-	-	35'
Node 150: Community Drive & Proposed Enter Only Driveway <i>One-Way Stop Control</i>	AM	Lanes →	1	-	-	-	-	1	1	-	-	-	-	1
		LOS	*	-	-	-	-	-	-	-	-	-	-	*
		Delay	*	-	-	-	-	-	-	-	-	-	-	*
		Queue	*	-	-	-	-	-	-	-	-	-	-	*
	PM	LOS	*	-	-	-	-	-	-	-	-	-	-	*
		Delay	*	-	-	-	-	-	-	-	-	-	-	*
		Queue	*	-	-	-	-	-	-	-	-	-	-	*
		Queue	*	-	-	-	-	-	-	-	-	-	-	*
Node 600: Community Drive & South Street <i>One-Way Stop Control</i>	AM	Lanes →	1	-	-	-	-	-	1	-	-	-	-	1
		LOS	-	-	-	-	-	-	A	-	-	-	-	*
		Delay	-	-	-	-	-	-	7.8	-	-	-	-	*
		Queue	-	-	-	-	-	-	25'	-	-	-	-	*
	PM	LOS	-	-	-	-	-	-	A	-	-	-	-	*
		Delay	-	-	-	-	-	-	8.3	-	-	-	-	*
		Queue	-	-	-	-	-	-	25'	-	-	-	-	*
		Queue	-	-	-	-	-	-	25'	-	-	-	-	*

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

As shown in Tables 2&3, all movements at the Community Drive study area intersections are expected to improve to operate acceptably at LOS B or better during the weekday morning (school arrival) and weekday afternoon (school discharge) peak periods with Community Drive closed to through traffic during the typical weekday morning arrival and

afternoon discharge peak periods using a three-gate system. In addition, if the alternate build scenario is implemented including a new access driveway onto Community Drive, the internal drop-off/pick-up operations within the high school western parking lot to operate more efficiently and safer as the traffic patterns should allow for parked vehicles to enter and exit the parking stalls within the parking lot with less conflict/blocking, especially during the weekday afternoon discharge peak period when many students that utilize this lot are trying to exit the site at the same time that parents are picking up their students.

As previously stated, it is noted that the LOS values shown in Tables 2&3 (as reported by the Synchro model) are based on the average delay over the morning or afternoon peak hour surges. Since the school arrival and discharge peaks are based on 10- to 15-minute surges with vehicles queueing up waiting for their students, the actual delays experienced at the site are also contingent on the queuing within the site and the time it takes for the students to exit and enter their vehicles in addition to vehicle conflict points at the intersections.

DISCUSSION AND CONCLUSION

Most of the pedestrian safety concerns along the Community Drive corridor can be attributed to vehicle/pedestrian conflicts during the typical weekday morning (school arrival) and weekday afternoon (school discharge) peak periods. As described above, a significant number of students cross between the north and south sides of the corridor during the weekday peak periods and under the future condition, throughout the typical school day. Marked pedestrian crossings are provided; however, many students ignore these marked crossings and traverse the corridor where it's convenient for them. Many near miss situations between vehicles and pedestrians/bikes were observed, especially near the eastern parking lot. Since Community Drive is exclusively used for school bound vehicles and is a private roadway, closing the corridor between the high school west driveway and the middle school east driveway is a viable solution to providing a safe pedestrian corridor between the two schools and the sports fields. To allow for this closure, the following modifications, as shown in Exhibit 6A, are recommended to alleviate the pedestrian safety concerns currently occurring along Community Drive within the limits of the High School and Middle School.

- Provide a programmable gate with signage immediately east of the west high school driveway closing off Community Drive to east/west through movements.
- Provide a programmable gate with signage immediately west of the east middle school driveway closing off Community Drive to east/west through movements.
- To allow the east middle school parking lot to be utilized during the typical weekday, provide an additional programmable third gate with signage immediately west of South Street. For this third gate, the easternmost gate would be operated with a card reader to allow teachers and staff to access this lot during the hours when Community Drive is closed to through traffic. A loop detector would also be placed immediately west of the gate so that vehicles could exit the site, whenever needed.

- All gates would be scheduled to be closed from 7:00 am to 4:00 pm on all days when school is in session. If desired, they could be open during the summer months.

The following alternate modification, as shown in Exhibit 6B, could also be considered:

- Consider constructing a new entrance-only driveway off of Community Drive. Under this alternative, the west gate would be placed immediately east of the new access driveway. Signage would be needed for eastbound traffic near the west driveway to inform them that the street is closed off during the aforementioned designated hours.
- Reconstruct the motorcycle parking area and bicycle area to provide a designated drop-off/pick-up lane adjacent to the main door sidewalk area.

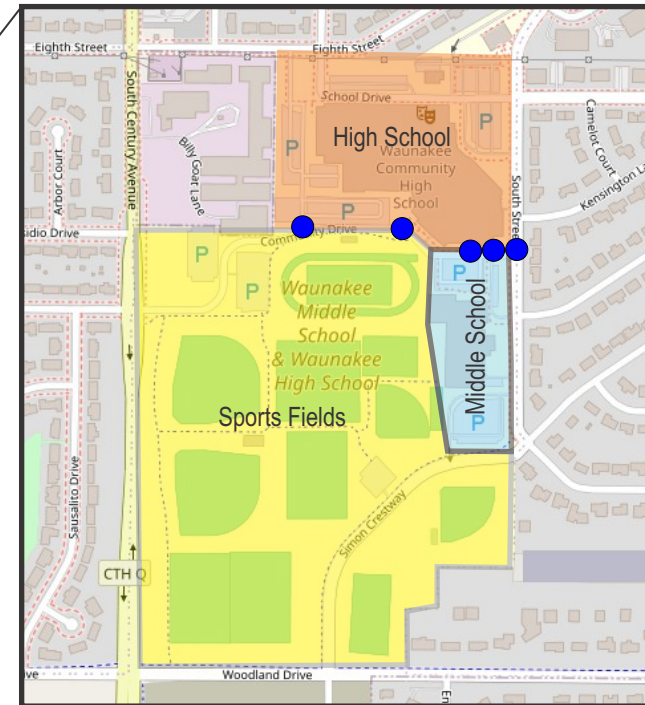
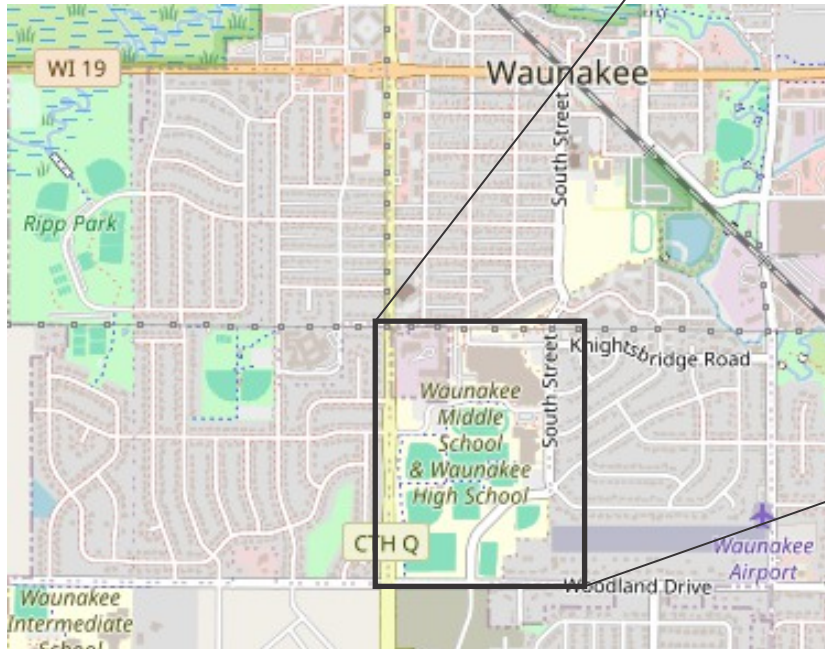
This modification is expected to allow the internal drop-off/pick-up operations within the high school western parking lot to operate more efficiently and safer as the traffic patterns should allow for parked vehicles to enter and exit the parking stalls with less conflict/blocking, especially during the weekday afternoon discharge peak period when many students that utilize this lot are trying to exit the site at the same time that parents are picking up their students. Because some traffic accesses the west parking lot from the north (via 8th Street), vehicles would still be allowed to operate as they do today with two-way traffic within the drive aisles of the parking lots; however, a separate drop-off/pick-up lane would be constructed adjacent to the front door within the limits of the motorcycle parking stalls. Some additional reconfiguration of the parking lot would likely be needed to allow for a smooth transition to exit this new lane. It is noted that during data collection for this study, the motorcycle parking stalls were not utilized by students and the bike racks at this location were only utilized by a maximum four students (noting the observations were on nice weather days). The additional drop-off/pick-up lane would also allow eastbound entering vehicles to queue up along Community Drive from the new driveway to the west, instead of within the west parking lot drive aisles.

The expected queues along Community Drive to the west of the high school were also considered as part of the modifications listed above. Based on the expected revised traffic patterns, queueing to the west is not expected to back up beyond the furthest western parking lot driveways (lots E&F), west of the football fields. Specifically, because the morning peak period is spread over a longer time period, queueing during the morning drop off period is expected to operate with acceptable queues as no more than 45 to 50 vehicles are expected during any five-minute duration prior to the morning bell. During the weekday afternoon discharge period, with after-school activities, less queueing is needed with the need for about 40 vehicles expected. If queues exceed those expected, it is expected that parents will continue to use the western parking lots (lots E&F), west of the football field, to park and wait for their students, similar to the operations today. Some vehicles could continue to use the internal drive aisles within the west lot as they do today to supplement the new drop-off/pick-up lane. With the proposed drop-off/pick-up lane at the high school main entrance, about 500 feet of storage is available between the front of this lane at the school's main entrance, back to the west driveway and an additional 400

feet of storage could be available between the west high school driveway and the westernmost parking lot driveways (lots E&F), west of the football field.

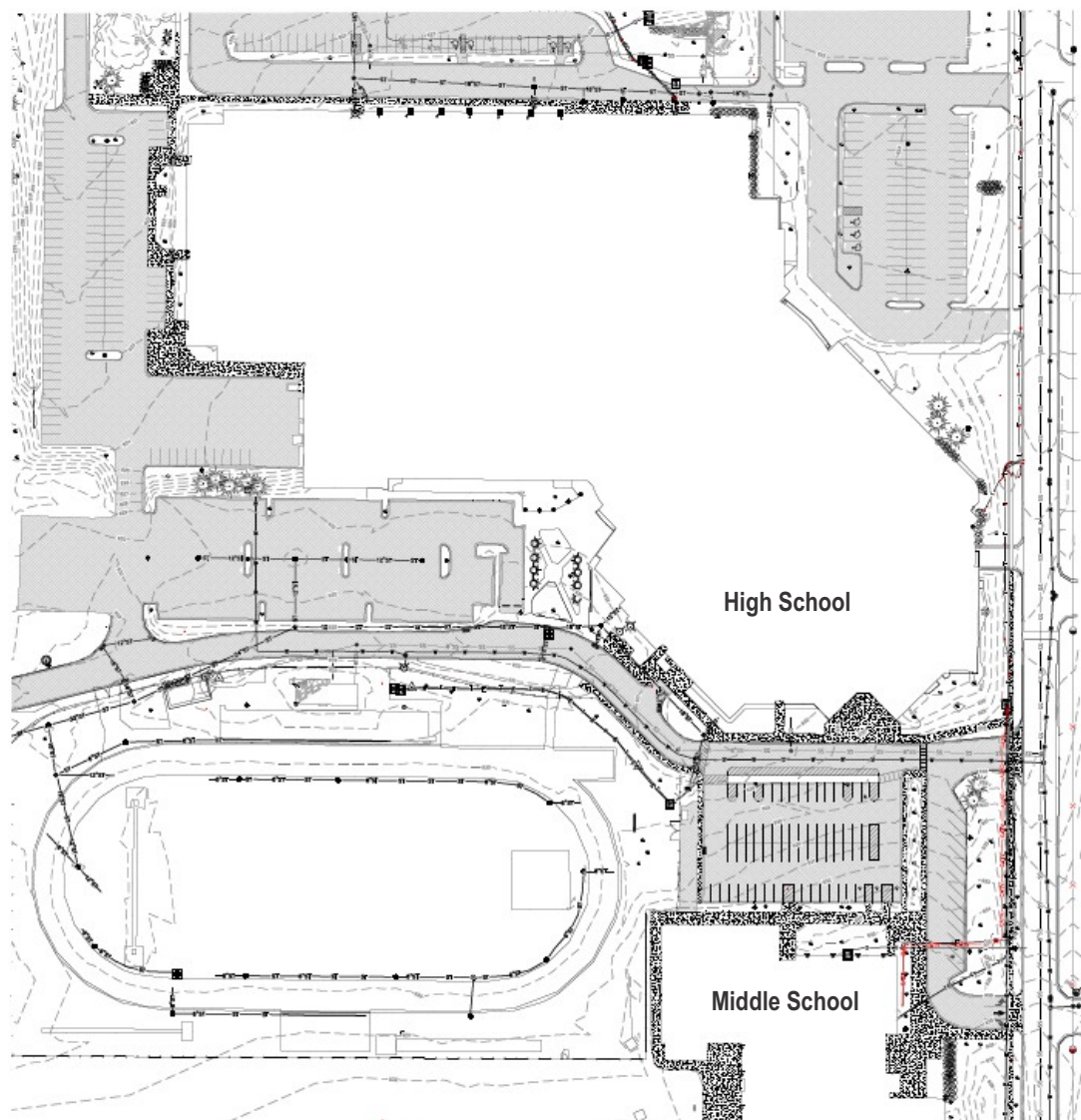
An alternate location for the three-gate system was also considered near the east end of Community Drive, which included the easternmost gate being placed immediately east of the middle school parking lot. Under this option, staff/teachers could use the card reader system to enter the parking lot at the easternmost gate; however, parents could enter off of South Street and immediately turn south into the existing middle school drop-off/pick-up lane. This alternative was eliminated due to the high number of students that cross Community Drive at the pool door location. With over 100 students (morning peak) and over 200 students (evening peak) crossing Community Drive along either the west approach of South Street or near the pool doors, the gate system at this location is not considered as safe as placing the easternmost gate immediately east of South Street.

With the modifications provided above, all movements at the study area intersections as well as pedestrian safety along Community Drive are expected to operate safely and efficiently during the typical weekday school arrival and school discharge peak periods if designed properly.



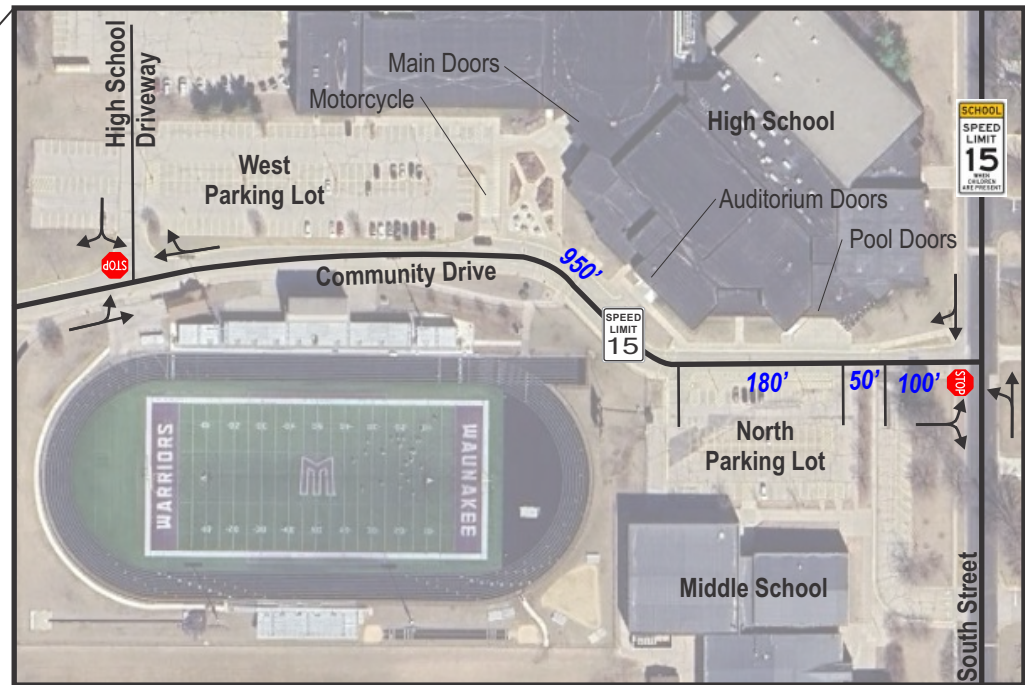
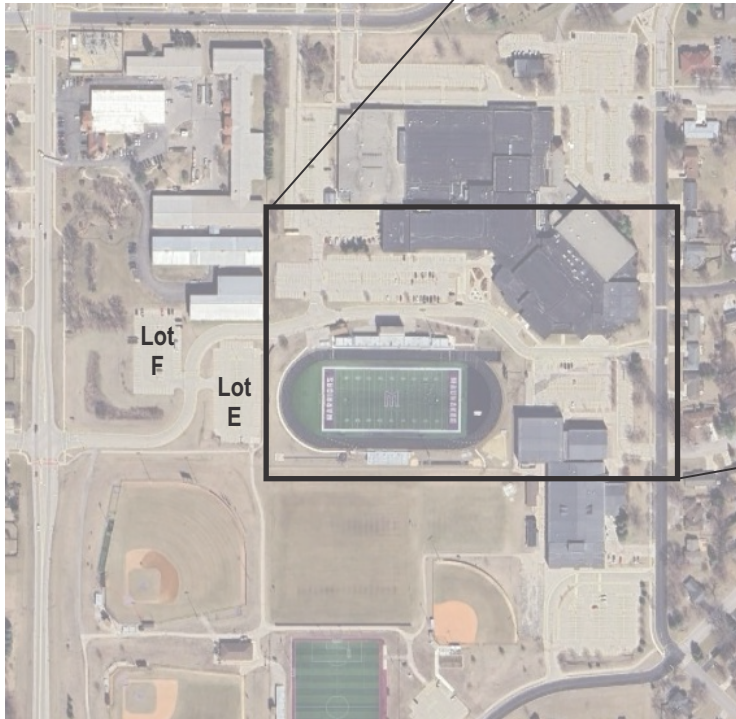
LEGEND

- Study Area Intersection
- High School
- Middle School
- High School and Middle School Sports Fields



LEGEND

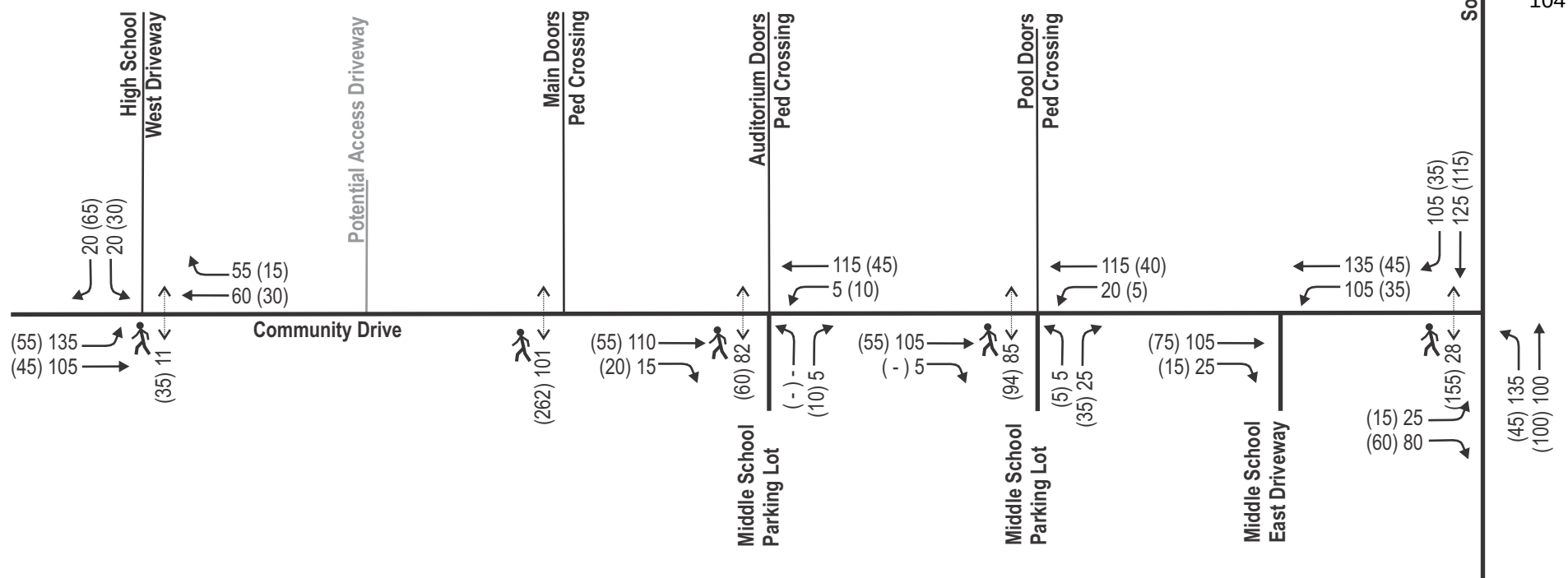
-  Stop Control
-  Existing Lane Configuration
-  Distance Between Roadways (in Feet)



103

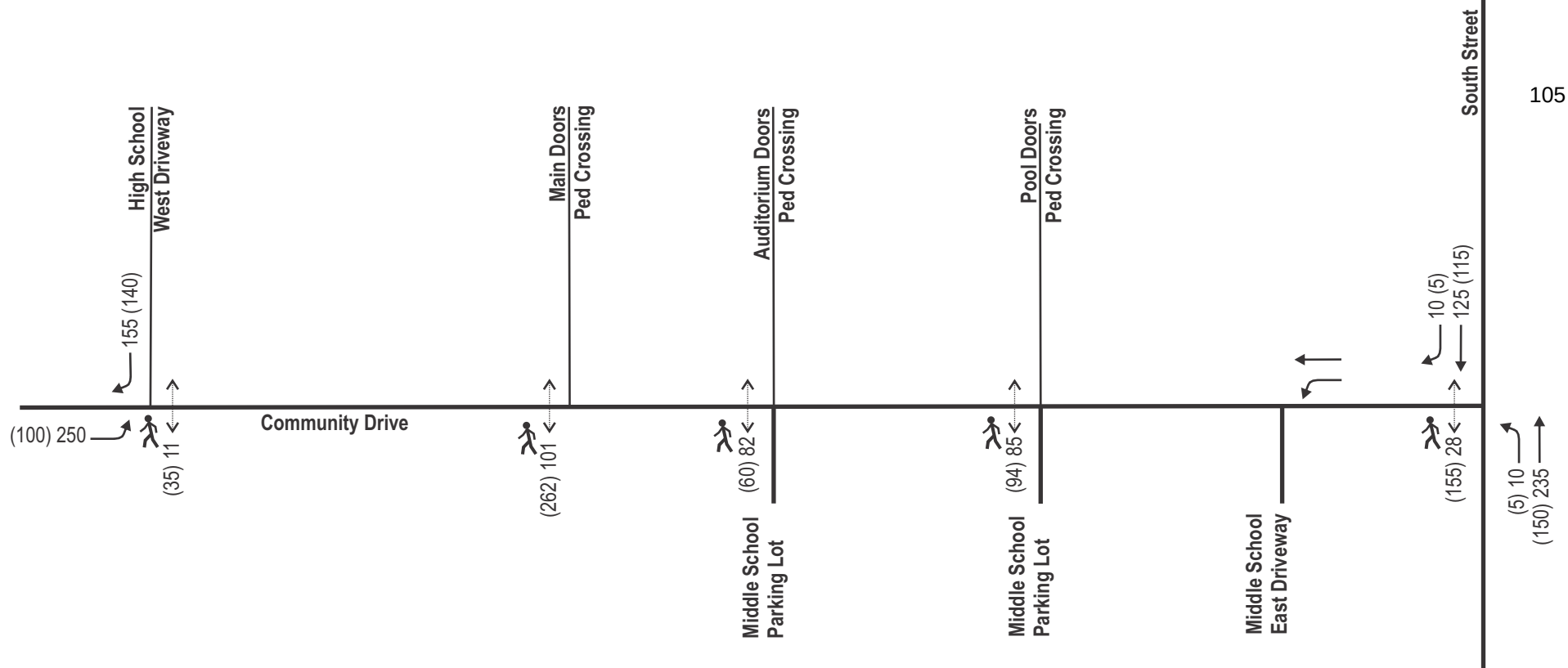
LEGEND

XX	AM Weekday Peak Hour (7:30 - 8:30 AM)
(XX)	PM Weekday Peak Hour (3:15 - 4:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)
X,XXX	2022 Annual Average Daily Traffic (AADT)
←-----→	Community Drive Pedestrian Crossing Location



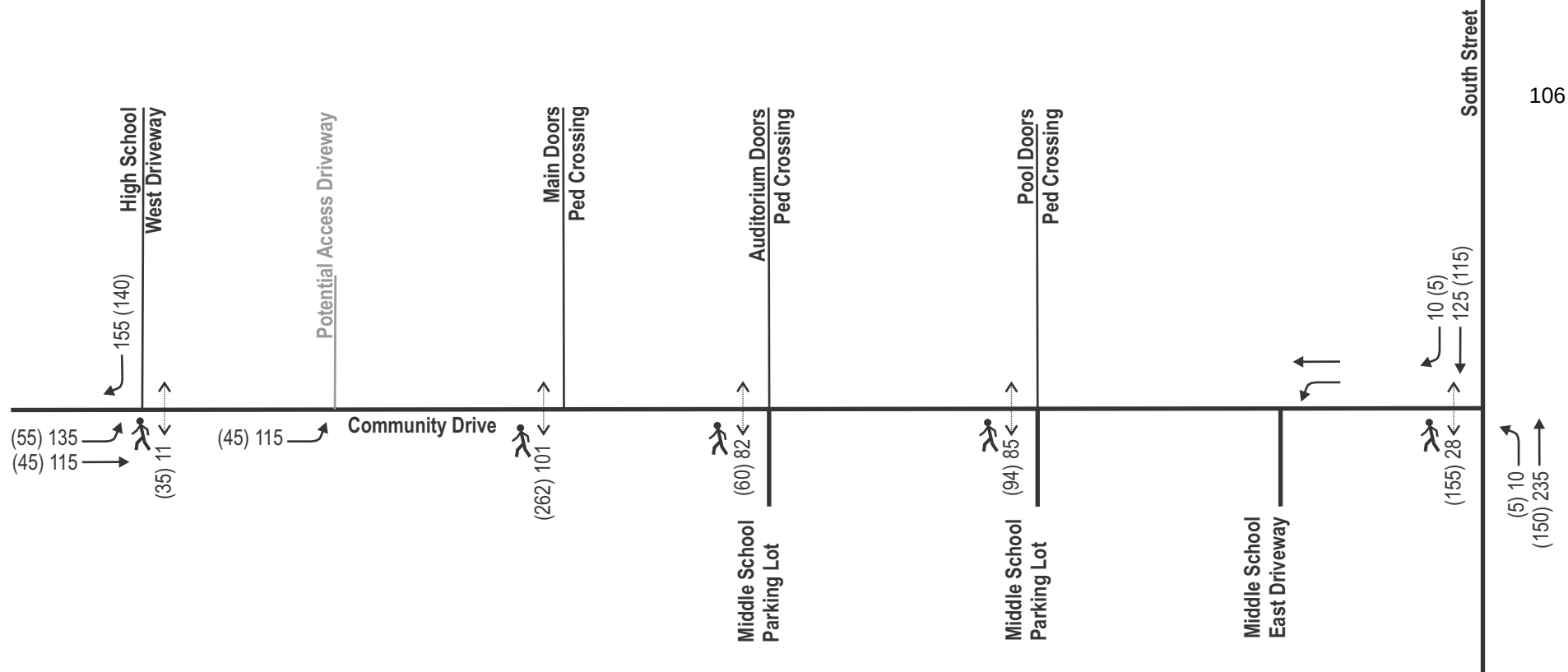
LEGEND

- XX AM Weekday Peak Hour (7:30 - 8:30 AM)
- (XX) PM Weekday Peak Hour (3:15 - 4:15 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)
- Community Drive Pedestrian Crossing Location



LEGEND

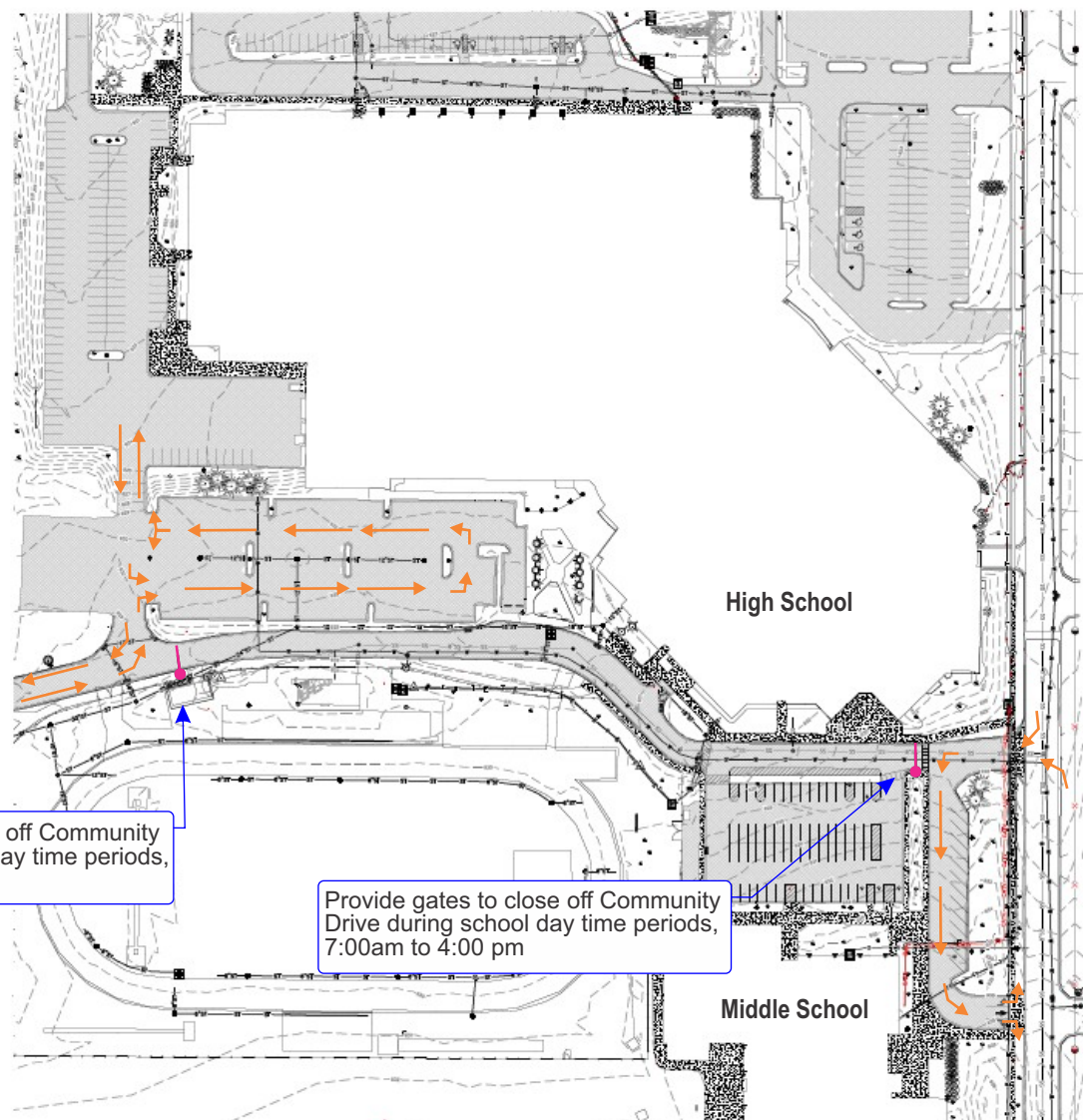
- XX AM Weekday Peak Hour (7:30 - 8:30 AM)
- (XX) PM Weekday Peak Hour (3:15 - 4:15 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)
- Community Drive Pedestrian Crossing Location

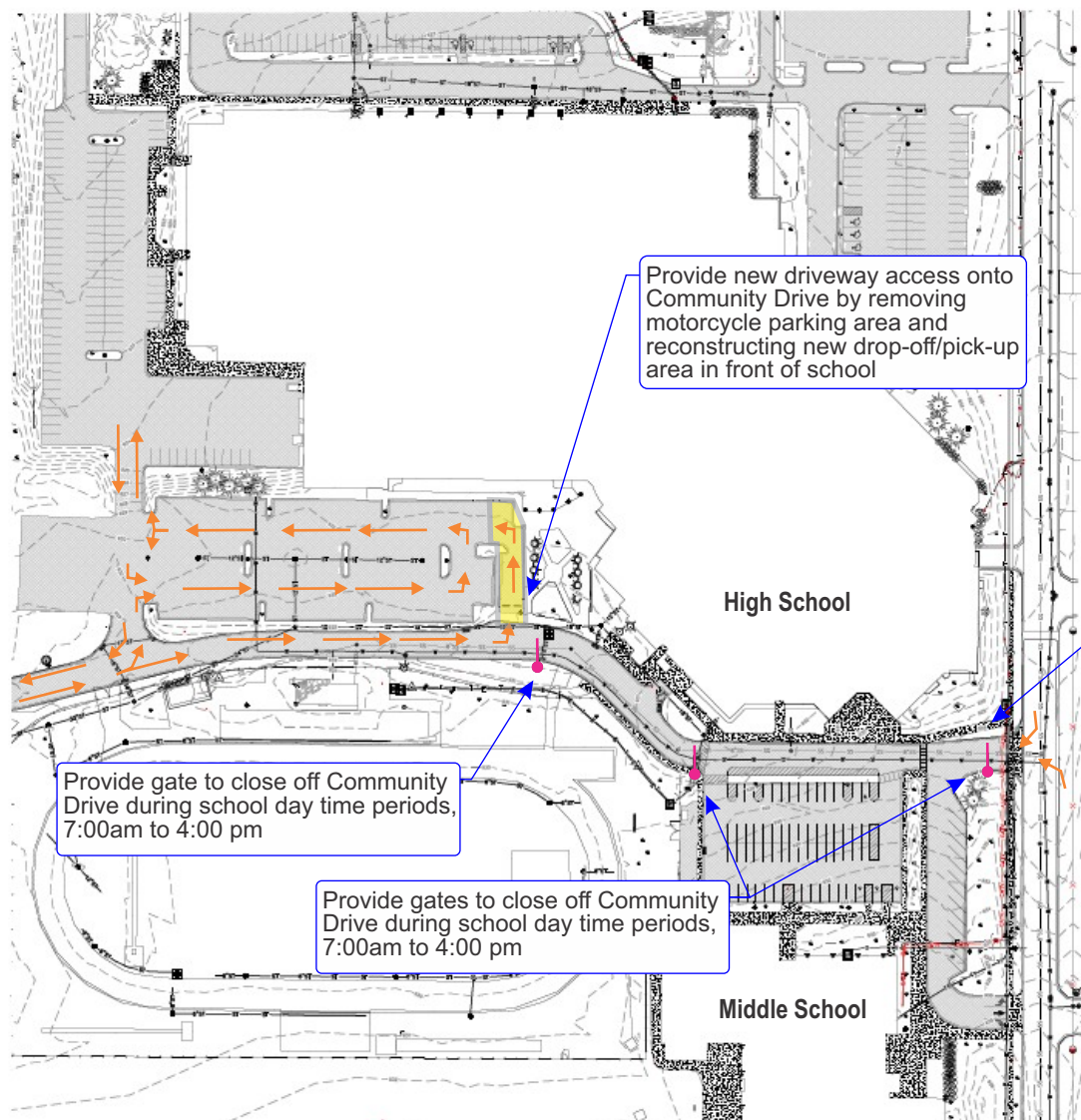


LEGEND

- Traffic Flow Configuration
- Programable Gate

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LEGEND

- Traffic Flow Configuration
- Programable Gate
- Limits of Reconstruction (New Driveway and Drop-off/Pick-up Lane)

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Appendix A

Traffic

Existing Turning Movement Counts

Intersection Traffic Volume Report

Count Basics		Version 2025.03	Page 1 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

Base Information, Observed (2.5) Hour and Estimated (24) Hour Volume Summaries

Major St: Community Drive

Minor St: HS Parking Lot DW

Intersection of: Community Drive & HS Parking Lot DW

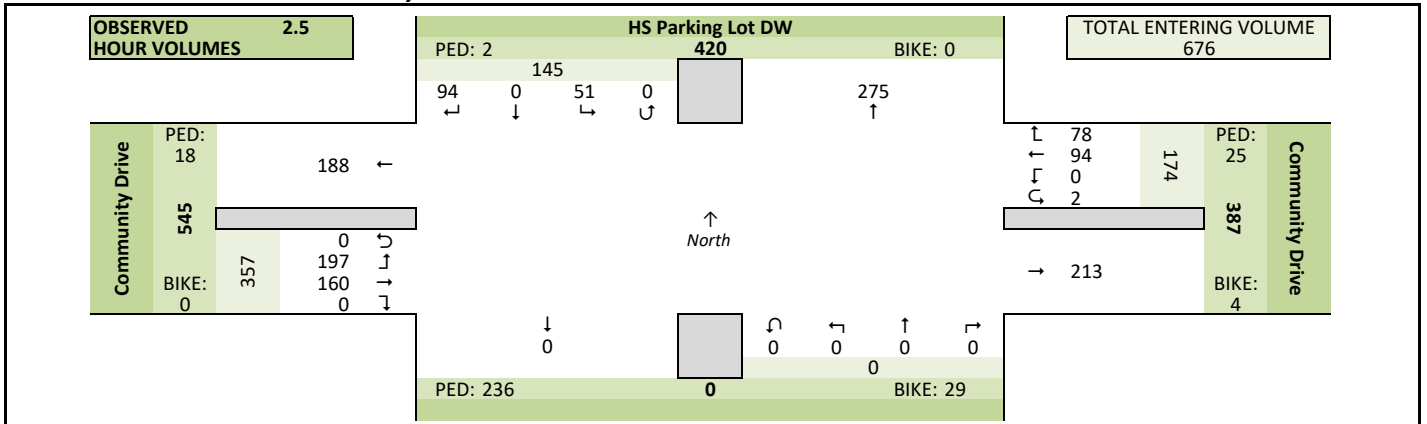
Site Information

Municipality	Village of Waunakee		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	HS Parking Lot DW		
East Leg	Community Drive		
South Leg			
West Leg	Community Drive		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementry school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
	Other (describe)	None	None

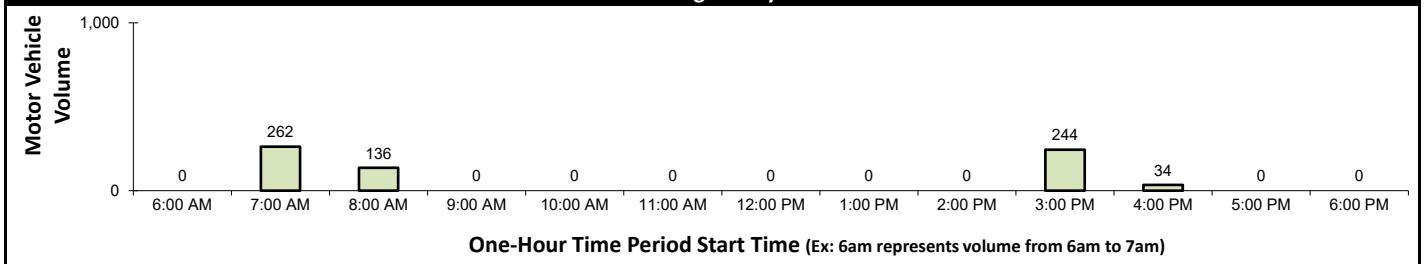
Count Information

Hrs Counted: 07:30 AM-08:30 AM and 03:00 PM-04:30 PM					
1st Day of Count		Tuesday, September 16, 2025		Weather	
AM Peak Period		Tuesday, September 16, 2025		Clear and Dry	
Midday Peak Period		Tuesday, September 16, 2025		Clear and Dry	
PM Peak Period		Tuesday, September 16, 2025		Clear and Dry	
Calculated Peak Hours					
	AM	7:30-8:30am	MD		PM 3:00-4:00pm
Peak Hours Selected for Analysis					
	AM	7:30-8:30am	MD		PM 3:15-4:15pm
Daily/Seasonal Adjustment Group		(1) Non-Interstate Low Truck %			
Count Expansion Group		(1) Non-Interstate Low Truck %			
Daily/Seasonal Adjustment Factor		0.884	Count Expansion Factor		5.405
Company Name: TADI			Manual Adj: 1.000		
Observers	AM Peak Period		Sara Kelling		
	Midday Peak Period		None		
	PM Peak Period		Sara Kelling		
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

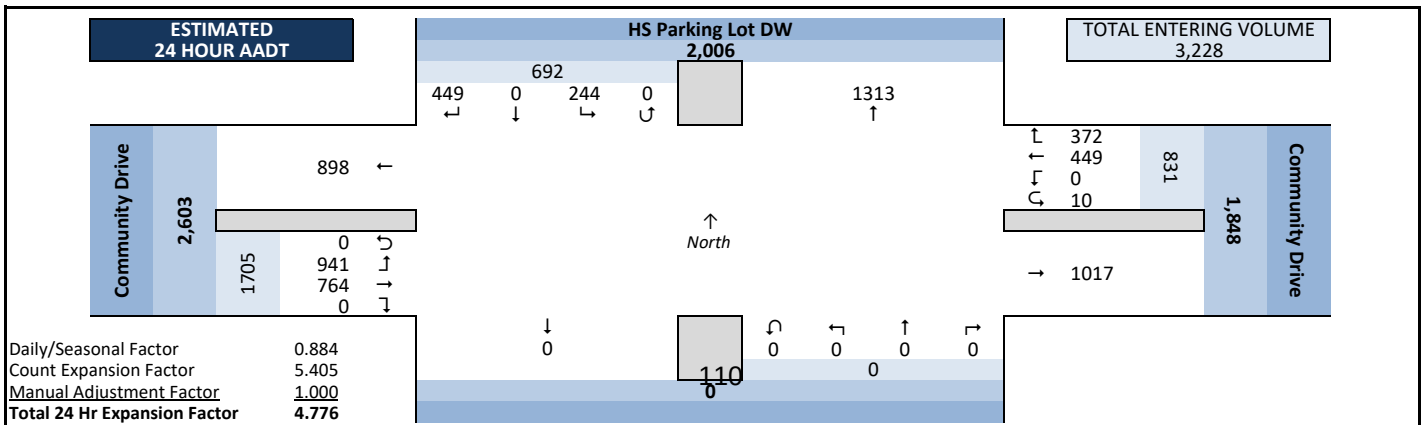
Observed 2.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

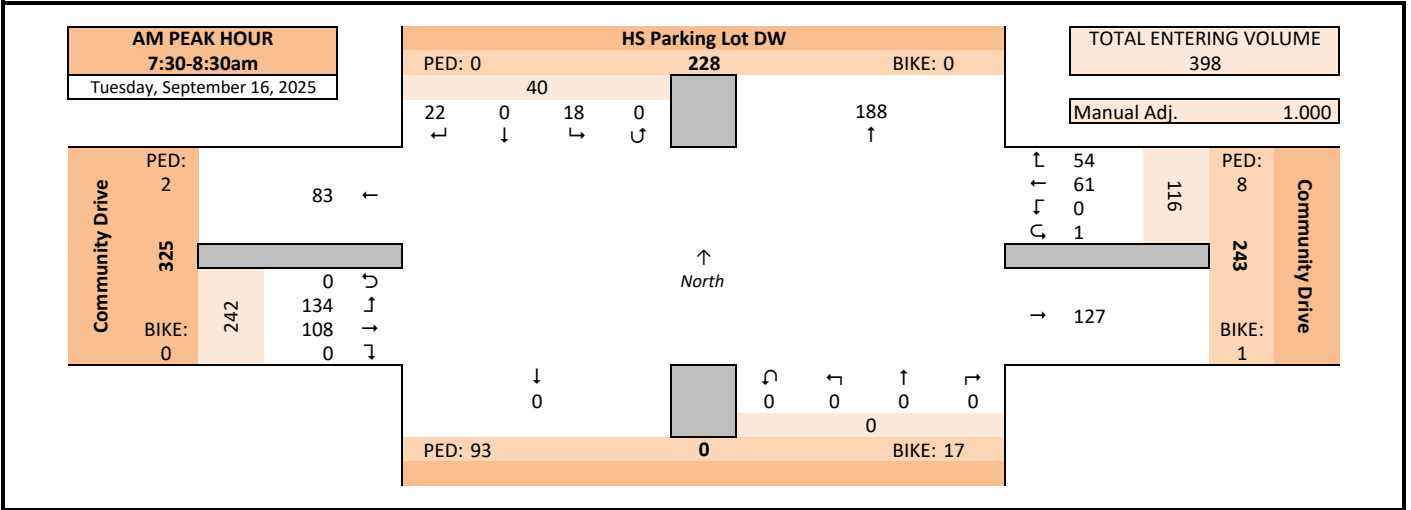
Peak Hour Volume Graphical Summary

Count Basics		Page 2 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

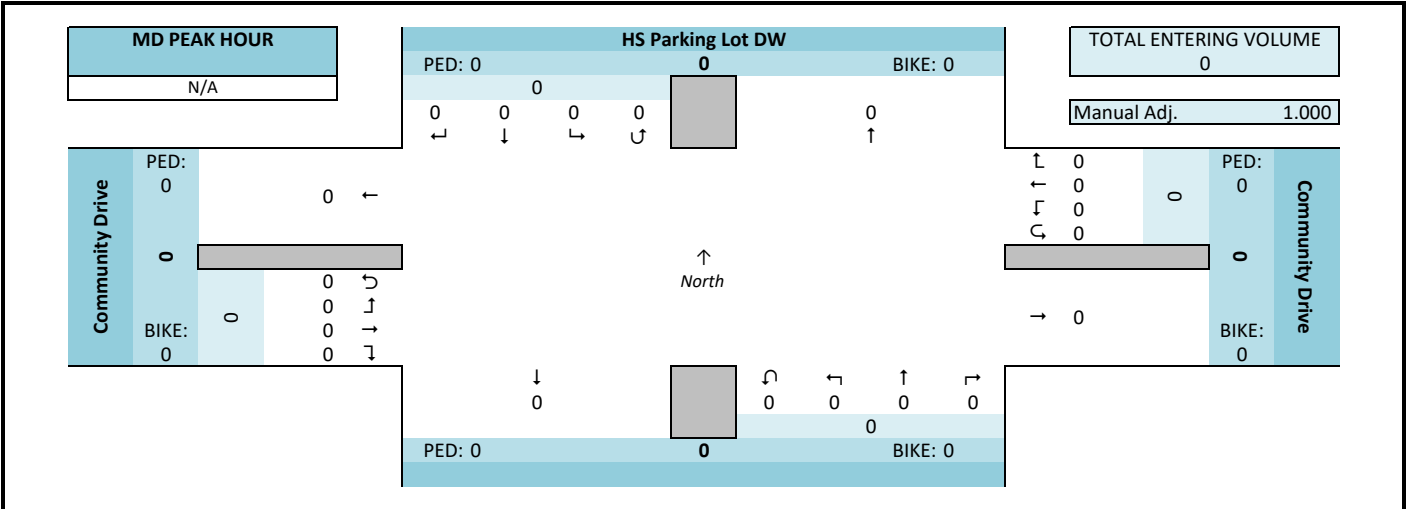
Community Drive & HS Parking Lot DW



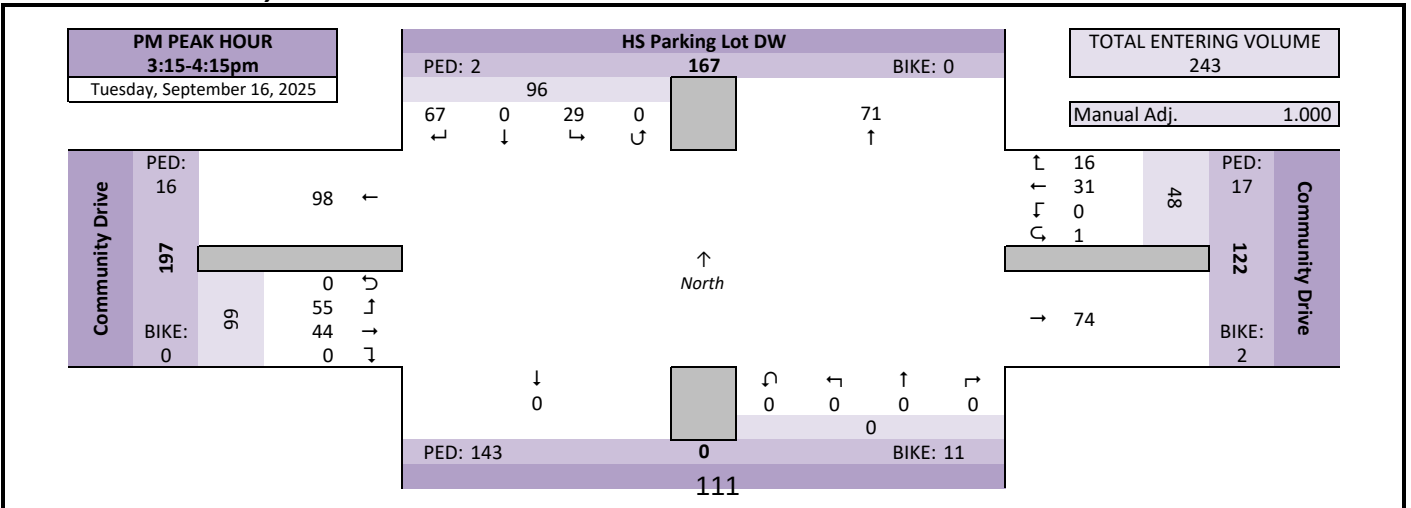
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

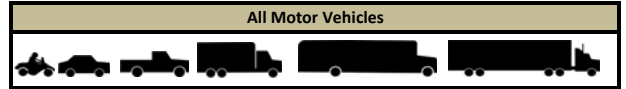


Intersection Traffic Volume Report

Peak Hour Volume Summary

Community Drive & HS Parking Lot DW

Count Basics			Page 3 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, September 16, 2025		↕					↙					↗					↘					Totals	
		From North					From East					From South					From West						
AM Peak Hour		HS Parking Lot DW					Community Drive					Community Drive					Community Drive						
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	
	7:30 AM	2	0	4	0	6	10	5	0	0	15	0	0	0	0	0	0	0	14	29	0	43	64
	7:45 AM	5	0	10	0	15	26	31	0	0	57	0	0	0	0	0	0	48	78	0	126	198	
	8:00 AM	12	0	4	0	16	16	24	0	1	41	0	0	0	0	0	0	45	24	0	69	126	
	8:15 AM	3	0	0	0	3	2	1	0	0	3	0	0	0	0	0	0	0	1	3	0	4	10
	Peak Hour Volume	22	0	18	0	40	54	61	0	1	116	0	0	0	0	0	0	108	134	0	242	398	
	Rounded Hourly Volume	20	0	20	0	40	55	60	0	0	115	0	0	0	0	0	0	110	135	0	245	400	
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.7	0.0	0.8	0.5
	% Heavy Trucks	4.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.4	0.5
	% Trucks (Total)	4.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	1.5	0.0	1.2	1.0
Peak Hour Factor (PHF)	0.46	0.00	0.45	0.00	0.62	0.52	0.49	0.00	0.25	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.43	0.00	0.48	0.50	

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

Tuesday, September 16, 2025		↓ From North					← From East					↑ From South					→ From West					Totals
PM Peak Hour	PM Peak Hour	HS Parking Lot DW					Community Drive					Community Drive					Community Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	3:15 PM	4	0	2	0	6	3	1	0	1	5	0	0	0	0	0	0	0	10	19	0	29
	3:30 PM	49	0	14	0	63	7	23	0	0	30	0	0	0	0	0	0	0	19	23	0	42
	3:45 PM	8	0	7	0	15	6	5	0	0	11	0	0	0	0	0	0	0	13	8	0	21
	4:00 PM	6	0	6	0	12	0	2	0	0	2	0	0	0	0	0	0	0	2	5	0	7
	Peak Hour Volume	67	0	29	0	96	16	31	0	1	48	0	0	0	0	0	0	0	44	55	0	99
	Rounded Hourly Volume	65	0	30	0	95	15	30	0	0	45	0	0	0	0	0	0	0	45	55	0	100
	% Single Unit Trucks	0.0	0.0	3.4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	1.8	0.0	2.0
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks (Total)	0.0	0.0	3.4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	1.8	0.0	2.0	
Peak Hour Factor (PHF)	0.34	0.00	0.52	0.00	0.38	0.57	0.34	0.00	0.25	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.60	0.00	0.59	

Peak Hour Pedestrian and Bicyclist Volumes

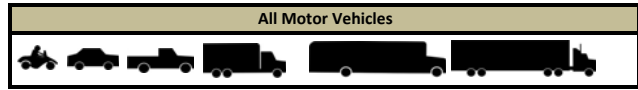
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
15-Minute Start Time		HS Parking Lot DW			Community Drive			Community Drive			Community Drive			
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	1	0	1	0	2	2	0	0	0	3
	7:45 AM	0	0	0	2	0	2	17	7	24	0	0	0	26
	8:00 AM	0	0	0	5	1	6	73	7	80	1	0	1	87
	8:15 AM	0	0	0	0	0	0	3	1	4	1	0	1	5
	Total	0	0	0	8	1	9	93	17	110	2	0	2	121
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	75	0	75	0	0	0	75
	3:30 PM	1	0	1	15	2	17	56	10	66	15	0	15	99
	3:45 PM	1	0	1	2	0	2	11	0	11	0	0	0	14
	4:00 PM	0	0	0	0	0	0	1	1	2	1	0	1	3
	Total	2	0	2	17	2	19	143	11	154	16	0	16	191

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Community Drive & HS Parking Lot DW

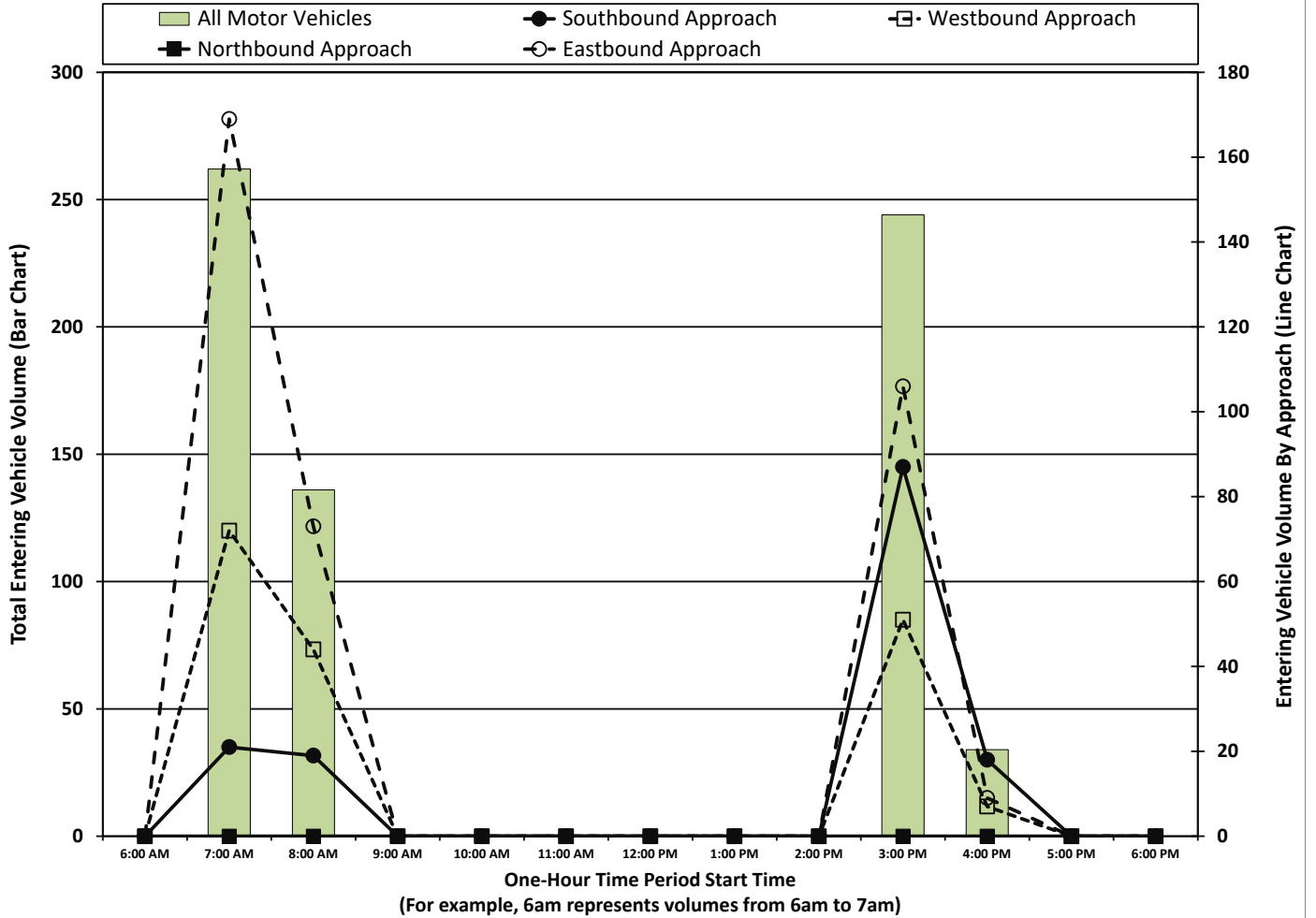
Count Basics			Page 4 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time	↙ From North					← From East					↗ From South					→ From West					Total Vehicle Volume	Directional Volume Totals		
	HS Parking Lot DW					Community Drive										Community Drive								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	7	0	14	0	21	36	36	0	0	72	0	0	0	0	0	0	62	107	0	169	262	241	21
	8:00 AM	15	0	4	0	19	18	25	0	1	44	0	0	0	0	0	0	46	27	0	73	136	117	19
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	63	0	24	0	87	20	30	0	1	51	0	0	0	0	0	0	48	58	0	106	244	157	87
	4:00 PM	9	0	9	0	18	4	3	0	0	7	0	0	0	0	0	0	4	5	0	9	34	16	18
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals	94	0	51	0	145	78	94	0	2	174	0	0	0	0	0	0	160	197	0	357	676	531	145

Graphical Summary of Hourly Volumes



15-Minute Motor Vehicle Data

15-Minute Motor Vehicle Data

All Motor Vehicles

15-Minute Motor Vehicle Data

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North				From East				From South				From West				Total Hourly Volume	PHF					
	HS Parking Lot DW				Community Drive				Community Drive				Community Drive										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right			Thru	Left	U-Tn	Total	
AM 7:30 AM	22	0	18	0	40	54	61	0	1	116	0	1	0	0	0	0	0	108	134	0	242	398	0.50
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:15 PM	67	0	29	0	96	16	31	0	1	48	0	0	0	0	0	24	0	44	55	0	99	243	0.45

Intersection Traffic Volume Report

15-Minute Automobile Data

Community Drive & HS Parking Lot DW

Count Basics			Page 6 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	HS Parking Lot DW					Community Drive										Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	2	0	4	0	6	10	5	0	0	15	0	0	0	0	0	0	14	29	0	43	64
	7:45 AM	5	0	10	0	15	26	31	0	0	57	0	0	0	0	0	0	48	76	0	124	196
	8:00 AM	12	0	4	0	16	16	24	0	1	41	0	0	0	0	0	0	45	24	0	69	126
	8:15 AM	2	0	0	0	2	2	1	0	0	3	0	0	0	0	0	0	0	3	0	3	8
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	2	0	1	0	3	3	1	0	0	4	0	0	0	0	0	0	6	8	0	14	21
	3:15 PM	4	0	2	0	6	3	1	0	1	5	0	0	0	0	0	0	10	18	0	28	39
	3:30 PM	49	0	13	0	62	7	23	0	0	30	0	0	0	0	0	0	19	23	0	42	134
	3:45 PM	8	0	7	0	15	6	5	0	0	11	0	0	0	0	0	0	12	8	0	20	46
	4:00 PM	6	0	6	0	12	0	2	0	0	2	0	0	0	0	0	0	2	5	0	7	21
	4:15 PM	3	0	3	0	6	4	1	0	0	5	0	0	0	0	0	0	2	0	0	2	13
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		93	0	50	0	143	77	94	0	2	173	0	0	0	0	0	0	158	194	0	352	668

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	HS Parking Lot DW					Community Drive					Community Drive					Community Drive					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	21	0	18	0	39	54	61	0	1	116	0	0	0	0	0	0	107	132	0	239	394
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:15 PM	67	0	28	0	95	16	31	0	1	48	0	0	0	0	0	0	43	54	0	97	240

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

Count Basics			Page 7 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

[illegible]

Peak Hour Single Unit (SU) Truck & Buses Volume Summary																					
Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume
	HS Parking Lot DW					Community Drive										Community Drive					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 3:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	

15-Minute Semi-Truck Data

Community Drive & HS Parking Lot DW

[illegible]

Semi Truck %age:	1.1%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.3%	0.3%
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Peak Hour Semi-Truck Volume Summary

[illegible]

15-Minute Heavy Vehicle Data

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

Community Drive & HS Parking Lot DW

Total Truck %age:	1.1%	0.0%	2.0%	0.0%	1.4%	1.3%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	1.5%	0.0%	1.4%	1.2%
-------------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

Hourly Time Period Start Time	From North				From East				From South					From West					Total Hourly Volume			
	HS Parking Lot DW				Community Drive									Community Drive								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left		U-Tn	Total	
AM 7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	4
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3	

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Community Drive & HS Parking Lot DW

Count Basics			Page 10 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	

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

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time	From North					From East					From South					From West					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent	
	HS Parking Lot DW					Community Drive										Community Drive							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	1.6	1.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	25.0	20.0	
8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	1.6
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	3.4	2.5	1.2
	3:30 PM	0.0	0.0	7.1	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.9	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	4.8	2.1	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
9:15 PM	0.0	0.0	0.0	0.0	0.0																		

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Community Drive & HS Parking Lot DW

Count Basics			Page 11 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 2.5		Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum	
	North Approach			East Approach			South Approach			West Approach					
	HS Parking Lot DW			Community Drive			Community Drive			Community Drive					
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	1	0	1	0	2	2	0	0	0	3	121
	7:45 AM	0	0	0	2	0	2	17	7	24	0	0	0	26	
	8:00 AM	0	0	0	5	1	6	73	7	80	1	0	1	87	
	8:15 AM	0	0	0	0	0	0	3	1	4	1	0	1	5	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	1	1	0	1	1	0	0	0	2	190
	3:15 PM	0	0	0	0	0	0	75	0	75	0	0	0	75	191
	3:30 PM	1	0	1	15	2	17	56	10	66	15	0	15	99	116
	3:45 PM	1	0	1	2	0	2	11	0	11	0	0	0	14	
	4:00 PM	0	0	0	0	0	0	1	1	2	1	0	1	3	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	2	0	2	25	4	29	236	29	265	18	0	18	314		

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementary School Age Children	x					
Visually Impaired (white cane/help)	x					
Elderly/Disabled (except wheelchairs)	x		120			
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

Community Drive & HS Parking Lot DW

Count Basics			Page 12 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	North Approach			East Approach			South Approach			West Approach				
	HS Parking Lot DW			Community Drive			Community Drive			Community Drive				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	20
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	99
	7:30 AM	0	0	1	1	0	0	0	0	0	0	0	1	103
	7:45 AM	0	0	2	2	17	17	0	0	0	0	0	19	102
	8:00 AM	0	0	5	5	73	73	1	1	1	79	83	83	83
	8:15 AM	0	0	0	0	3	3	1	1	1	4	4	4	4
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	75
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	162
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	176
	3:15 PM	0	0	0	0	75	75	0	75	0	75	75	75	178
	3:30 PM	1	1	15	15	56	56	15	15	15	87	103	103	103
	3:45 PM	1	1	2	2	11	11	0	0	0	14	16	16	16
	4:00 PM	0	0	0	0	1	1	1	1	1	2	2	2	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	2	0	2	25	0	25	236	0	236	18	0	18	281	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	

15-Minute Bicycle Turning Movement Count (Manual Entry)

Community Drive & HS Parking Lot DW



15-Minute Bicycle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	HS Parking Lot DW					Community Drive										Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM				0					0					0					0	0	
	12:15 AM				0					0					0					0	0	
	12:30 AM				0					0					0					0	0	
	12:45 AM				0					0					0					0	0	
	1:00 AM				0					0					0					0	0	
	1:15 AM				0					0					0					0	0	
	1:30 AM				0					0					0					0	0	
	1:45 AM				0					0					0					0	0	
	2:00 AM				0					0					0					0	0	
	2:15 AM				0					0					0					0	0	
	2:30 AM				0					0					0					0	0	
	2:45 AM				0					0					0					0	0	
	3:00 AM				0					0					0					0	0	
	3:15 AM				0					0					0					0	0	
	3:30 AM				0					0					0					0	0	
	3:45 AM				0					0					0					0	0	
4:00 AM				0					0					0					0	0		
4:15 AM				0					0					0					0	0		
4:30 AM				0					0					0					0	0		
4:45 AM				0					0					0					0	0		
5:00 AM				0					0					0					0	0		
5:15 AM				0					0					0					0	0		
5:30 AM				0					0					0					0	0		
5:45 AM				0					0					0					0	0		
AM Peak Period	6:00 AM				0				0					0					0	0		
	6:15 AM				0				0					0					0	0		
	6:30 AM				0				0					0					0	0		
	6:45 AM				0				0					0					0	0		
	7:00 AM				0				0					0					0	0		
	7:15 AM				0				0					0					0	0		
	7:30 AM				0				0					0					0	0		
	7:45 AM				0				0					0					0	0		
	8:00 AM				0				0					0					0	0		
	8:15 AM				0				0					0					0	0		
	8:30 AM				0				0					0					0	0		
	8:45 AM				0				0					0					0	0		
	9:00 AM				0				0					0					0	0		
	9:15 AM				0				0					0					0	0		
	9:30 AM				0				0					0					0	0		
	9:45 AM				0				0					0					0	0		
Midday Peak Period	10:00 AM				0				0					0					0	0		
	10:15 AM				0				0					0					0	0		
	10:30 AM				0				0					0					0	0		
	10:45 AM				0				0					0					0	0		
	11:00 AM				0				0					0					0	0		
	11:15 AM				0				0					0					0	0		
	11:30 AM				0				0					0					0	0		
	11:45 AM				0				0					0					0	0		
	12:00 PM				0				0					0					0	0		
	12:15 PM				0				0					0					0	0		
	12:30 PM				0				0					0					0	0		
	12:45 PM				0				0					0					0	0		
	1:00 PM				0				0					0					0	0		
	1:15 PM				0				0					0					0	0		
	1:30 PM				0				0					0					0	0		
	1:45 PM				0				0					0					0	0		
PM Peak Period	2:00 PM				0				0					0					0	0		
	2:15 PM				0				0					0					0	0		
	2:30 PM				0				0					0					0	0		
	2:45 PM				0				0					0					0	0		
	3:00 PM				0				0					0					0	0		
	3:15 PM				0				0					0					0	0		
	3:30 PM				0				0					0					0	0		
	3:45 PM				0				0					0					0	0		
	4:00 PM				0				0					0					0	0		
	4:15 PM				0				0					0					0	0		
	4:30 PM				0				0					0					0	0		
	4:45 PM				0				0					0					0	0		
	5:00 PM				0				0					0					0	0		
	5:15 PM				0				0					0					0	0		
	5:30 PM				0				0					0					0	0		
	5:45 PM				0				0					0					0	0		
6:00 PM				0				0					0					0	0			
6:15 PM				0				0					0					0	0			
6:30 PM				0				0					0					0	0			
6:45 PM				0				0					0					0	0			
7:00 PM				0				0					0					0	0			
7:15 PM				0				0					0					0	0			
7:30 PM				0				0					0					0	0			
7:45 PM				0				0					0					0	0			
8:00 PM				0				0					0					0	0			
8:15 PM				0				0					0					0	0			
8:30 PM				0				0					0					0	0			
8:45 PM				0				0					0					0	0			
9:00 PM				0				0					0					0	0			
9:15 PM				0				0					0					0	0			
9:30 PM				0				0					0					0	0			
9:45 PM				0				0					0					0	0			
Post PM Peak Period	10:00 PM				0				0					0					0	0		
	10:15 PM				0				0					0					0	0		
	10:30 PM				0				0					0					0	0		
	10:45 PM				0				0					0					0	0		
	11:00 PM				0				0					0					0	0		
	11:15 PM				0				0					0					0	0		
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

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

All Motor Vehicles

15-Minute Motor Vehicle Data

Peak Hour All Vehicle Volume Summary

Peak Hour Air Volume Volume Summary																							PHF
Hourly Time Period	From North					From East					From South					From West					Total Hourly		
	HS Parking Lot D					Community Drive					Community Drive					Community Drive							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Start Time																					Volume		
AM 7:30 AM	20	0	17	0	37	48	53	0	1	102	0	0	0	0	0	0	95	119	0	214	353		
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM 3:15 PM	59	0	25	0	84	14	27	0	1	42	0	0	0	0	0	0	39	133	0	87	213		

Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	

Base Information, Observed (2.5) Hour and Estimated (24) Hour Volume Summaries

Major St: Community Drive

Minor St: HS Main Entrance DW

Intersection of: Community Drive & HS Main Entrance DW

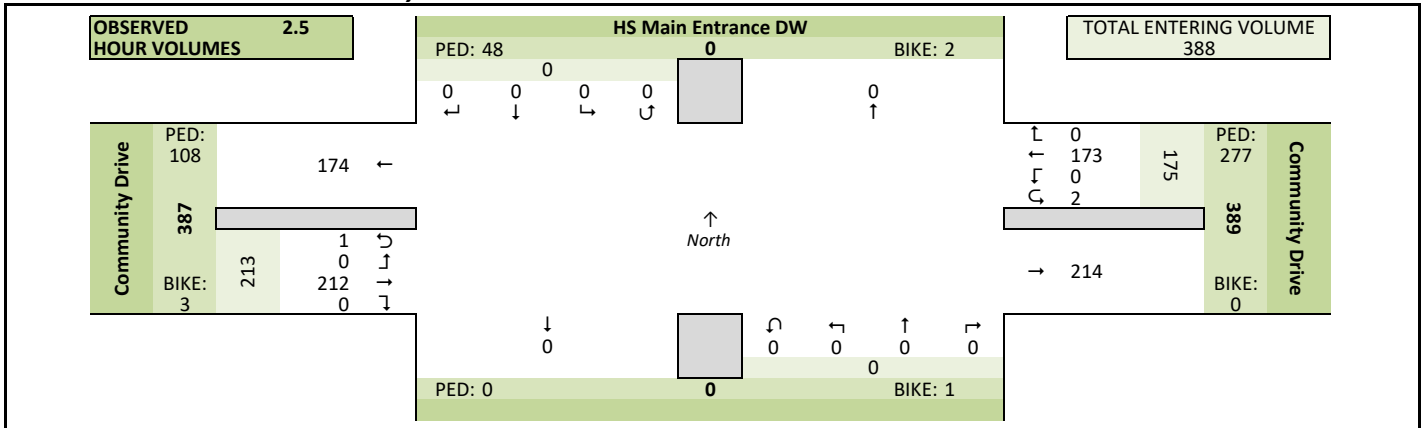
Site Information

Municipality	Village of Waunakee		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Uncontrolled		
Roadway Names	North Direction	↑	
North Leg	HS Main Entrance DW		
East Leg	Community Drive		
South Leg			
West Leg	Community Drive		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementry school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)		None	None

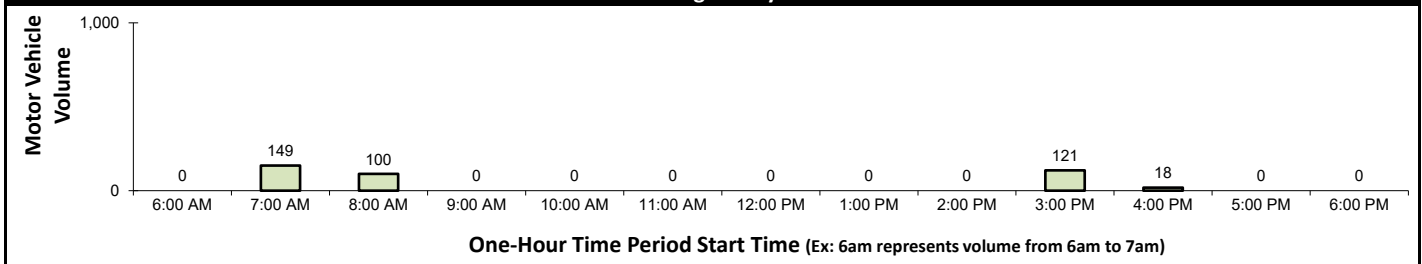
Count Information

Hrs Counted: 07:30 AM-08:30 AM and 03:00 PM-04:30 PM				
1st Day of Count		Tuesday, September 16, 2025		Weather
AM Peak Period		Tuesday, September 16, 2025		Clear and Dry
Midday Peak Period		Tuesday, September 16, 2025		Clear and Dry
PM Peak Period		Tuesday, September 16, 2025		Clear and Dry
Calculated Peak Hours				
	AM	7:30-8:30am	MD	PM 3:00-4:00pm
Peak Hours Selected for Analysis				
	AM	7:30-8:30am	MD	PM 3:15-4:15pm
Daily/Seasonal Adjustment Group		(1) Non-Interstate Low Truck %		
Count Expansion Group		(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor		0.884	Count Expansion Factor	5.405
Company Name			TADI	Manual Adj. 1.000
Observers	AM Peak Period	Amy Scheuerlein		
	Midday Peak Period	None		
	PM Peak Period	Amy Scheuerlein		
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.			

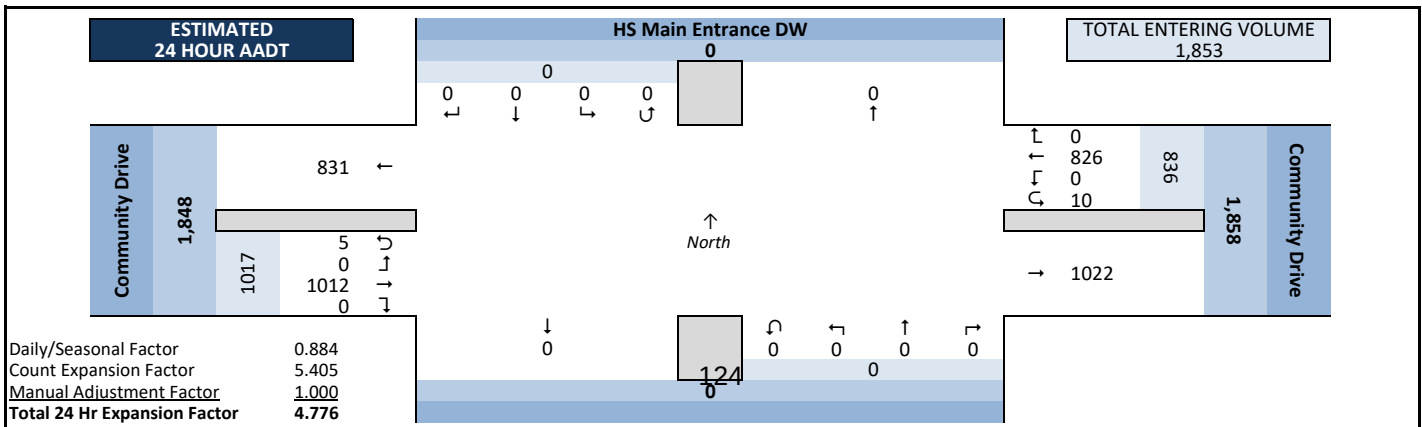
Observed 2.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



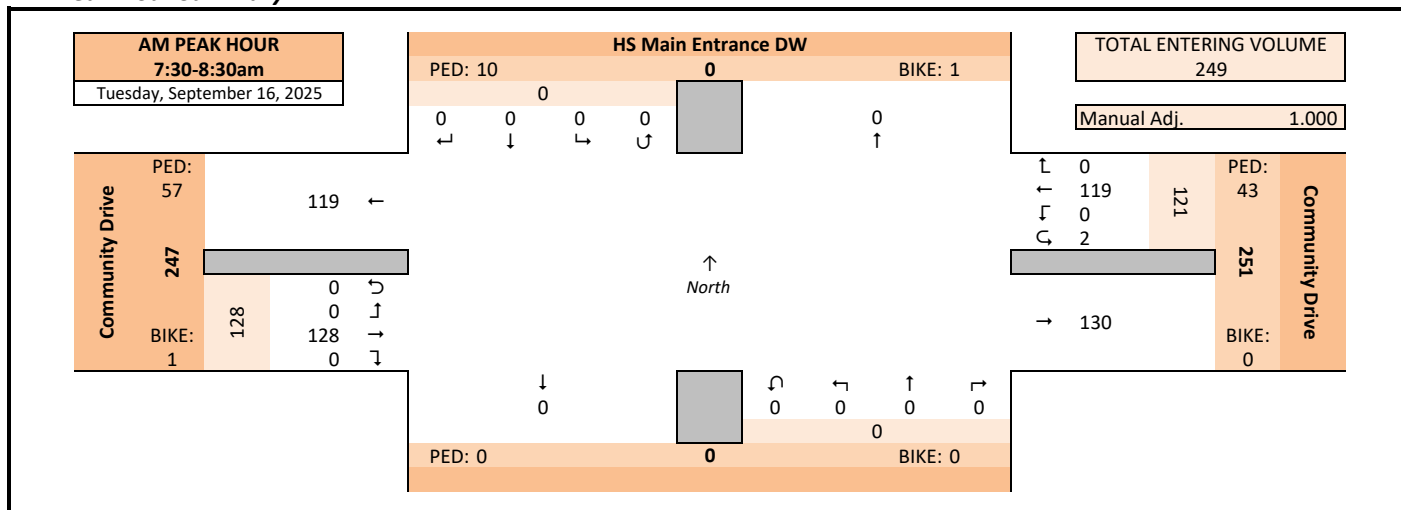
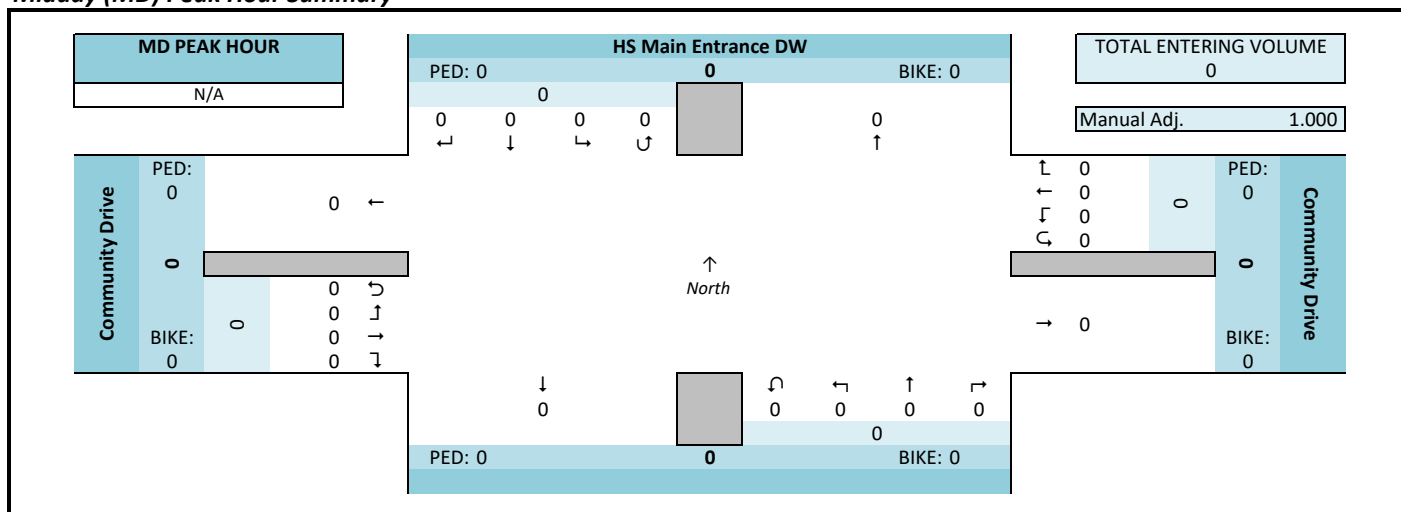
Peak Hour Volume Graphical Summary

Count Basics		Page 2 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

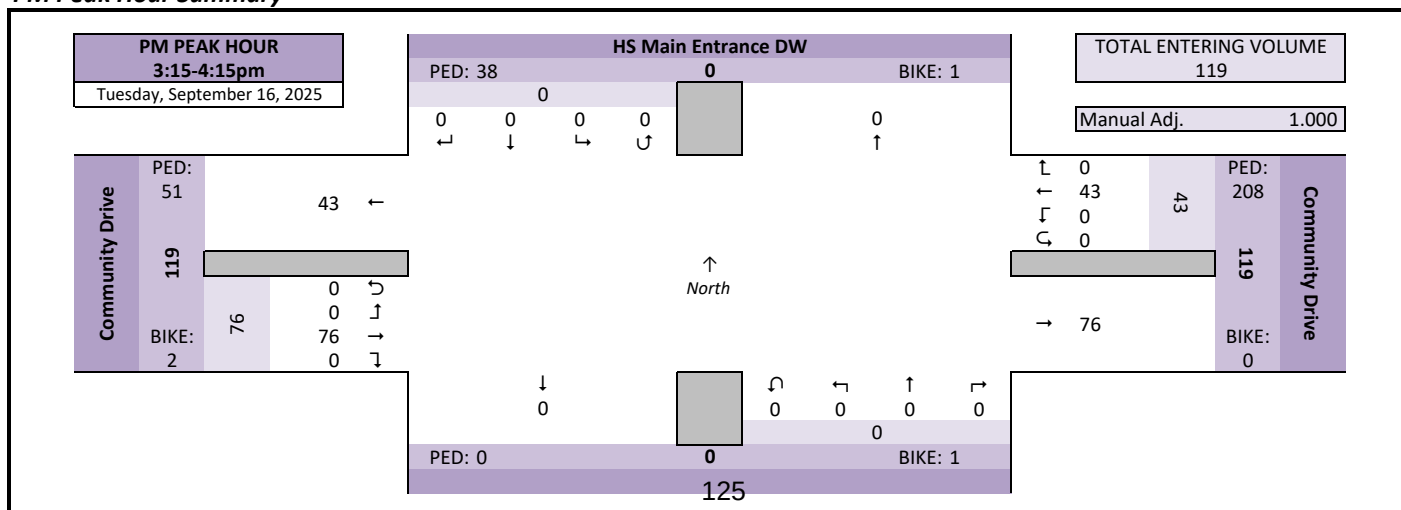
Community Drive & HS Main Entrance DW



AM Peak Hour Summary

**Midday (MD) Peak Hour Summary**

PM Peak Hour Summary

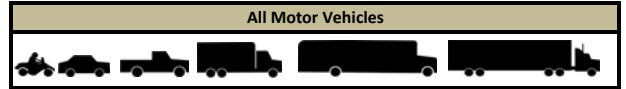


Intersection Traffic Volume Report

Peak Hour Volume Summary

Community Drive & HS Main Entrance DW

Count Basics			Page 3 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, September 16, 2025		↓					←					↑					→						
		From North					From East					From South					From West						
AM Peak Hour	AM Peak Hour	HS Main Entrance DW					Community Drive										Community Drive						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	
	7:30 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	0	17	0	0	17	35
	7:45 AM	0	0	0	0	0	0	59	0	2	61	0	0	0	0	0	0	0	53	0	0	53	114
	8:00 AM	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	0	57	0	0	57	96
	8:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	1	4
	Peak Hour Volume	0	0	0	0	0	0	119	0	2	121	0	0	0	0	0	0	0	128	0	0	128	249
	Rounded Hourly Volume	0	0	0	0	0	0	120	0	0	120	0	0	0	0	0	0	0	130	0	0	130	250
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.4	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.25	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.56	0.55	

N/A		↓ From North					← From East					↑ From South					→ From West					
Midday (MD) Peak Hour	MD Peak Hour	HS Main Entrance DW					Community Drive					Community Drive					Community Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Tuesday, September 16, 2025		↓ From North					← From East					↑ From South					→ From West					Totals	
PM Peak Hour	PM Peak Hour	HS Main Entrance DW					Community Drive					Community Drive					Community Drive						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	3:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	14	0	0	14	19
	3:30 PM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	0	29	0	0	29	54
	3:45 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	25	0	0	25	36
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	8	0	0	8	10
	Peak Hour Volume	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	0	0	76	0	0	76	119
	Rounded Hourly Volume	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	0	75	0	0	75	120
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.6	1.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.6	1.7
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.66	0.55

Peak Hour Pedestrian and Bicyclist Volumes

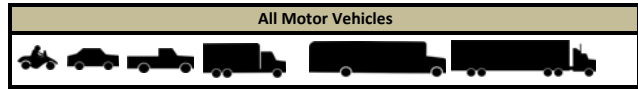
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
HS Main Entrance DW		Community Drive			Community Drive			Community Drive			Community Drive			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	1	1	2	0	2	0	0	0	5	0	5	
	7:45 AM	7	0	7	21	0	21	0	0	0	4	0	4	
	8:00 AM	3	0	3	20	0	20	0	0	0	48	0	48	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	
	Total	10	1	11	43	0	43	0	0	0	57	1	58	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	Total	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	37	1	38	1	0	1	0	0	0	36	2	38	
	3:30 PM	1	0	1	176	0	176	0	0	0	7	0	7	
	3:45 PM	0	0	0	21	0	21	0	0	0	6	0	6	
	4:00 PM	0	0	0	10	0	10	0	1	1	2	0	2	
	Total	38	1	39	208	0	208	0	1	1	51	2	53	

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Community Drive & HS Main Entrance DW

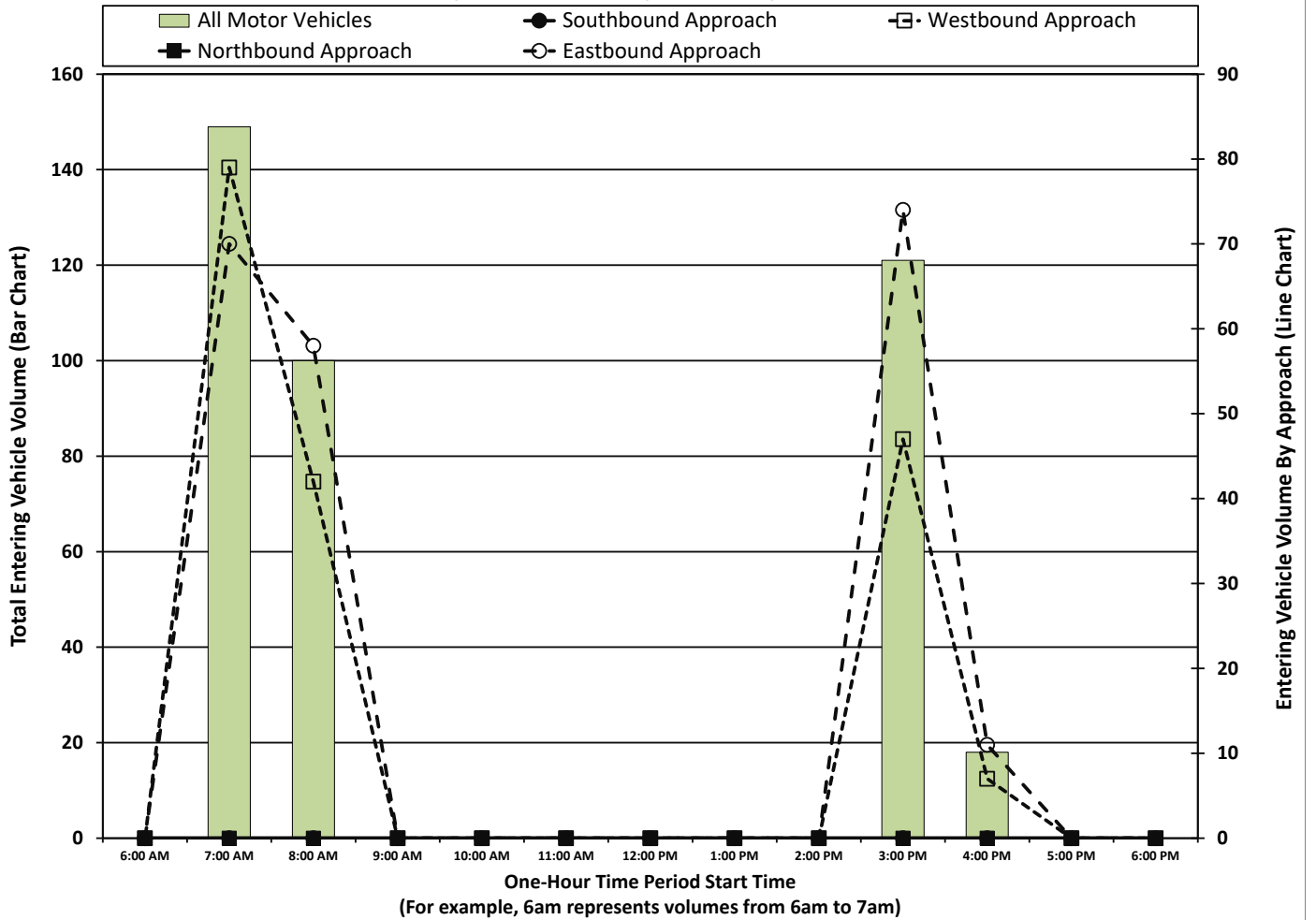
Count Basics			Page 4 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals		
	HS Main Entrance DW					Community Drive										Community Drive								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S	
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	77	0	2	79	0	0	0	0	0	0	70	0	0	70	149	149	0
	8:00 AM	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0	58	0	0	58	100	100	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	74	0	0	74	121	121	0
	4:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	10	0	1	11	18	18	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	0	0	0	0	0	173	0	2	175	0	0	0	0	0	0	212	0	1	213	388	388	0

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Community Drive & HS Main Entrance DW

Count Basics			Page 5 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	

All Motor Vehicles					

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	HS Main Entrance DW					Community Drive					Community Drive					Community Drive								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	17	0	0	17	35	249	0.55
	7:45 AM	0	0	0	0	0	0	59	0	2	61	0	0	0	0	0	0	53	0	0	53	114		
	8:00 AM	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	57	0	0	57	96		
	8:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	6	0	0	6	12	121	0.56
	3:15 PM	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	14	0	0	14	19	119	0.55
	3:30 PM	0	0	0	0	0	0	25	0	25	0	0	0	0	0	0	0	29	0	0	29	54	108	0.50
	3:45 PM	0	0	0	0	0	0	11	0	11	0	0	0	0	0	0	0	25	0	0	25	36		
	4:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	8	0	0	8	10		
	4:15 PM	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	2	0	1	3	8		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	0	0	0	0	0	0	173	0	2	175	0	0	0	0	0	0	212	0	1	213	388			

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	PHF
	HS Main Entrance DW					Community Drive					Community Drive					Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:30 AM	0	0	0	0	0	0	119	0	2	121	0	128	0	0	0	0	128	0	0	0	128	0.55
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:15 PM	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	0	76	0	0	0	76	0.55

Intersection Traffic Volume Report

15-Minute Automobile Data

Community Drive & HS Main Entrance DW

Count Basics			Page 6 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum			
	HS Main Entrance DW					Community Drive										Community Drive									
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:30 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	17	0	0	0	17	35	248	
	7:45 AM	0	0	0	0	0	0	59	0	2	61	0	0	0	0	0	0	53	0	0	0	53	114		
	8:00 AM	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	57	0	0	0	57	96		
	8:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	0	6	11	118		
3:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	14	0	0	0	14	19	117		
3:30 PM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	28	0	0	0	28	53	106		
3:45 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	24	0	0	0	24	35			
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	0	8	10			
4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	1	3	3	8			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals		0	0	0	0	0	0	172	0	2	174	0	0	0	0	0	0	209	0	1	210	384			

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	HS Main Entrance DW					Community Drive					Community Drive					Community Drive					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0	0	0	0	0	0	119	0	2	121	0	0	0	0	0	0	127	0	0	127	248
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	120	0	0	0	0	0	0	0	0	0
PM 3:15 PM	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	0	74	0	0	74	117

Intersection Traffic Volume Report

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

Community Drive & HS Main Entrance DW

Count Basics			Page 7 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



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

15-Minute Time Period	Start Time	From North HS Main Entrance DW					From East Community Drive					From South					From West Community Drive					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4

SU Truck %age: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.6% 0.0% 0.0% 0.6% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 1.4% 0.0% 0.0% 1.4% 1.0%

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

Hourly Time Period	Start Time	From North HS Main Entrance DW				From East Community Drive				From South				From West Community Drive				Total Hourly Volume	
		Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn		
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2

15-Minute Semi-Truck Data

Community Drive & HS Main Entrance DW



15-Minute Semi-Truck Data

15-Minute Time Period Start Time	← From North						← From East						↑ From South						→ From West						15-Min Totals	Hourly Sum
	HS Main Entrance DW						Community Drive												Community Drive							
	Right	Thru	Left	U-Tn	Total	%	Right	Thru	Left	U-Tn	Total	%	Right	Thru	Left	U-Tn	Total	%	Right	Thru	Left	U-Tn	Total	%		
AM Peak Period	6:00 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	6:15 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	6:30 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	6:45 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	7:00 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	7:15 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	7:30 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	7:45 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	8:00 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	8:15 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	8:30 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	8:45 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	9:00 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	9:15 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
9:30 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
9:45 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
Midday Peak Period	10:00 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	10:15 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	10:30 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	10:45 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	11:00 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	11:15 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	11:30 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	11:45 AM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	12:00 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	12:15 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	12:30 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	12:45 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	1:00 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	1:15 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
1:30 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
1:45 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
PM Peak Period	2:00 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	2:15 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	2:30 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	2:45 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	3:00 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	3:15 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	3:30 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	3:45 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	4:00 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	4:15 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	4:30 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	4:45 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	5:00 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	5:15 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	5:30 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	5:45 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	6:00 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	6:15 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	6:30 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	6:45 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	7:00 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	7:15 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	7:30 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
	7:45 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	
8:00 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
8:15 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
8:30 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
8:45 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
9:00 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
9:15 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
9:30 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
9:45 PM	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
Totals	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0		
Semi Truck %age:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Peak Hour Semi-Truck Volume Summary

[illegible]

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Community Drive & HS Main Entrance DW

Count Basics			Page 9 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	HS Main Entrance DW					Community Drive										Community Drive							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4
Total Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	1.4%	1.0%	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	HS Main Entrance DW					Community Drive					Community Drive					Community Drive					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Community Drive & HS Main Entrance DW

Count Basics			Page 10 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

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

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time	From North					From East					From South					From West					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
	HS Main Entrance DW					Community Drive										Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	25.0
8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.4	1.9
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.0	2.8
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.												

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Community Drive & HS Main Entrance DW

Count Basics			Page 11 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 2.5		Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	North Approach			East Approach			South Approach			West Approach				
	HS Main Entrance DW			Community Drive						Community Drive				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	1	1	2	0	2	0	0	5	0	5	8	112
	7:45 AM	7	0	7	21	0	21	0	0	4	0	4	32	
	8:00 AM	3	0	3	20	0	20	0	0	0	0	48	71	
	8:15 AM	0	0	0	0	0	0	0	0	0	1	1	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	23	0	23	0	0	0	0	0	23	311	
3:15 PM	37	1	38	1	0	1	0	0	0	36	2	38	77	301
3:30 PM	1	0	1	176	0	176	0	0	0	7	0	7	184	227
3:45 PM	0	0	0	21	0	21	0	0	0	6	0	6	27	
4:00 PM	0	0	0	10	0	10	0	1	1	2	0	2	13	
4:15 PM	0	0	0	3	0	3	0	0	0	0	0	0	3	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	48	2	50	277	0	277	0	1	1	108	3	111	439	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementary School Age Children	x					
Visually Impaired (white cane/help)	x					
Elderly/Disabled (except wheelchairs)	x		134			
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

Count Basics			Page 12 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	

Community Drive & HS Main Entrance DW



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum	
	North Approach			East Approach			South Approach			West Approach					
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total			
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	7	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	39	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	110	
	7:30 AM	0	0	2	2	0	0	5	5	5	7	7	110	110	
	7:45 AM	7	7	21	21	0	0	4	4	32	32	103	103	103	
	8:00 AM	3	3	20	20	0	0	48	48	71	71	71	71	71	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
		10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period		2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
		2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	23
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	97	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	281	
	3:00 PM	0	0	23	23	0	0	0	0	23	23	308	308	308	
	3:15 PM	37	37	1	1	0	0	36	36	74	74	297	297	297	
	3:30 PM	1	1	176	176	0	0	7	7	184	184	226	226	226	
	3:45 PM	0	0	21	21	0	0	6	6	27	27	42	42	42	
	4:00 PM	0	0	10	10	0	0	2	2	12	12	15	15	15	
	4:15 PM	0	0	3	3	0	0	0	0	3	3	3	3	3	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	48	0	48	277	0	277	0	0	108	0	108	433			

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Community Drive & HS Main Entrance DW

Count Basics		Page 13 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	HS Main Entrance DW					Community Drive										Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM				0					0					0					0	0	0
	12:15 AM				0					0					0					0	0	0
	12:30 AM				0					0					0					0	0	0
	12:45 AM				0					0					0					0	0	0
	1:00 AM				0					0					0					0	0	0
	1:15 AM				0					0					0					0	0	0
	1:30 AM				0					0					0					0	0	0
	1:45 AM				0					0					0					0	0	0
	2:00 AM				0					0					0					0	0	0
	2:15 AM				0					0					0					0	0	0
	2:30 AM				0					0					0					0	0	0
	2:45 AM				0					0					0					0	0	0
	3:00 AM				0					0					0					0	0	0
	3:15 AM				0					0					0					0	0	0
	3:30 AM				0					0					0					0	0	0
	3:45 AM				0					0					0					0	0	0
	4:00 AM				0					0					0					0	0	0
AM Peak Period	4:15 AM				0					0					0					0	0	0
	4:30 AM				0					0					0					0	0	0
	4:45 AM				0					0					0					0	0	0
	5:00 AM				0					0					0					0	0	0
	5:15 AM				0					0					0					0	0	0
	5:30 AM				0					0					0					0	0	0
	5:45 AM				0					0					0					0	0	0
	6:00 AM				0					0					0					0	0	0
	6:15 AM				0					0					0					0	0	0
	6:30 AM				0					0					0					0	0	0
	6:45 AM				0					0					0					0	0	0
	7:00 AM				0					0					0					0	0	0
	7:15 AM				0					0					0					0	0	0
	7:30 AM				0					0					0					0	0	0
	7:45 AM				0					0					0					0	0	0
	8:00 AM				0					0					0					0	0	0
	8:15 AM				0					0					0					0	0	0
Midday Peak Period	8:30 AM				0					0					0					0	0	0
	8:45 AM				0					0					0					0	0	0
	9:00 AM				0					0					0					0	0	0
	9:15 AM				0					0					0					0	0	0
	9:30 AM				0					0					0					0	0	0
	9:45 AM				0					0					0					0	0	0
	10:00 AM				0					0					0					0	0	0
	10:15 AM				0					0					0					0	0	0
	10:30 AM				0					0					0					0	0	0
	10:45 AM				0					0					0					0	0	0
	11:00 AM				0					0					0					0	0	0
	11:15 AM				0					0					0					0	0	0
	11:30 AM				0					0					0					0	0	0
	11:45 AM				0					0					0					0	0	0
	12:00 PM				0					0					0					0	0	0
	12:15 PM				0					0					0					0	0	0
	12:30 PM				0					0					0					0	0	0
12:45 PM				0					0					0					0	0	0	
PM Peak Period	1:00 PM				0					0					0					0	0	0
	1:15 PM				0					0					0					0	0	0
	1:30 PM				0					0					0					0	0	0
	1:45 PM				0					0					0					0	0	0
	2:00 PM				0					0					0					0	0	0
	2:15 PM				0					0					0					0	0	0
	2:30 PM				0					0					0					0	0	0
	2:45 PM				0					0					0					0	0	0
	3:00 PM				0					0					0					0	0	0
	3:15 PM				0					0					0					0	0	0
	3:30 PM				0					0					0					0	0	0
	3:45 PM				0					0					0					0	0	0
	4:00 PM				0					0					0					0	0	0
	4:15 PM				0					0					0					0	0	0
	4:30 PM				0					0					0					0	0	0
	4:45 PM				0					0					0					0	0	0
	5:00 PM				0					0					0					0	0	0
5:15 PM				0					0					0					0	0	0	
5:30 PM				0					0					0					0	0	0	
5:45 PM				0					0					0					0	0	0	
6:00 PM				0					0					0					0	0	0	
6:15 PM				0					0					0					0	0	0	
6:30 PM				0					0					0					0	0	0	
6:45 PM				0					0					0					0	0	0	
7:00 PM				0					0					0					0	0	0	
7:15 PM				0					0					0					0	0	0	
7:30 PM				0					0					0					0	0	0	
7:45 PM				0					0					0					0	0	0	
8:00 PM				0					0					0					0	0	0	
8:15 PM				0					0					0					0	0	0	
8:30 PM				0					0					0					0	0	0	
8:45 PM				0					0					0					0	0	0	
9:00 PM				0					0					0					0	0	0	
9:15 PM				0					0					0					0	0	0	
9:30 PM				0					0					0					0	0	0	
9:45 PM				0					0					0					0	0	0	
Post PM Peak Period	10:00 PM				0					0					0					0	0	0
	10:15 PM				0					0					0					0	0	0
	10:30 PM				0					0					0					0	0	0
	10:45 PM				0					0					0					0	0	0
	11:00 PM				0					0					0					0	0	0
	11:15 PM				0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	HS Main Entrance DW					Community Drive										Community Drive					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
																			136	0	

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

All Motor Vehicles

15-Minute Motor Vehicle Data

Peak Hour All Vehicle Volume Summary

Peak Hour Air Volume Volume Summary																							
Hourly Time Period Start Time	←					↑					→					Total Hourly	PHF						
	From North					From East					From South							From West					
	HS Main Entrance Drive					Community Drive					Community Drive							Community Drive					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume		
AM 7:30 AM	0	0	0	0	0	0	105	0	2	107	0	0	0	0	0	0	113	0	0	113	220	0.54	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 3:15 PM	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	67	107	0	67	105	0.55		

Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	

Base Information, Observed (2.5) Hour and Estimated (24) Hour Volume Summaries

Major St: Community Drive

Minor St: HS Pool Entrance DW

Intersection of: Community Drive & HS Pool Entrance DW

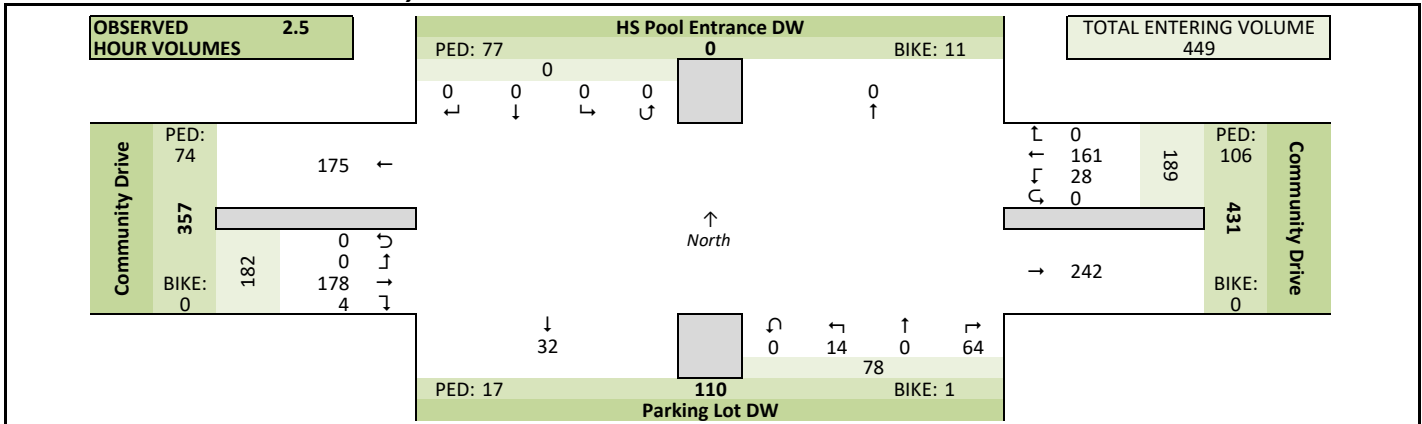
Site Information

Municipality	Village of Waunakee		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Uncontrolled		
Roadway Names	North Direction	↑	
North Leg	HS Pool Entrance DW		
East Leg	Community Drive		
South Leg	Parking Lot DW		
West Leg	Community Drive		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementry school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)		None	None

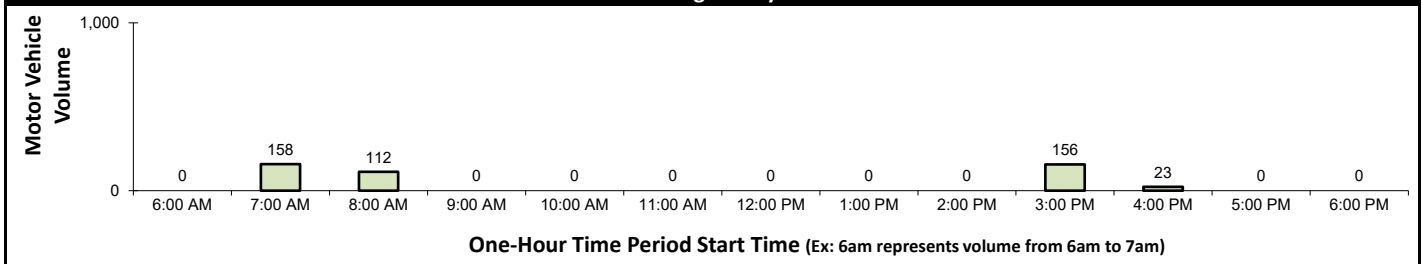
Count Information

Hrs Counted: 07:30 AM-08:30 AM and 03:00 PM-04:30 PM				
1st Day of Count		Tuesday, September 16, 2025		Weather
AM Peak Period		Tuesday, September 16, 2025		Clear and Dry
Midday Peak Period		Tuesday, September 16, 2025		Clear and Dry
PM Peak Period		Tuesday, September 16, 2025		Clear and Dry
Calculated Peak Hours				
	AM	7:30-8:30am	MD	PM 3:15-4:15pm
Peak Hours Selected for Analysis				
	AM	7:30-8:30am	MD	PM 3:15-4:15pm
Daily/Seasonal Adjustment Group		(1) Non-Interstate Low Truck %		
Count Expansion Group		(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor		0.884	Count Expansion Factor	5.405
Company Name			TADI	Manual Adj. 1.000
Observers	AM Peak Period	Amy Scheuerlein		
	Midday Peak Period	None		
	PM Peak Period	Amy Scheuerlein		
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.			

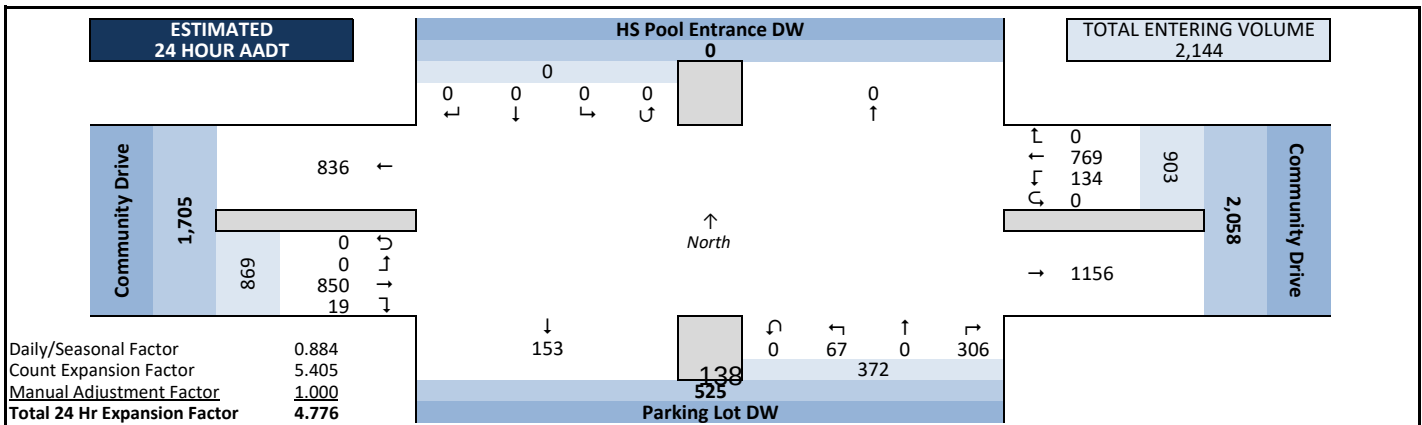
Observed 2.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

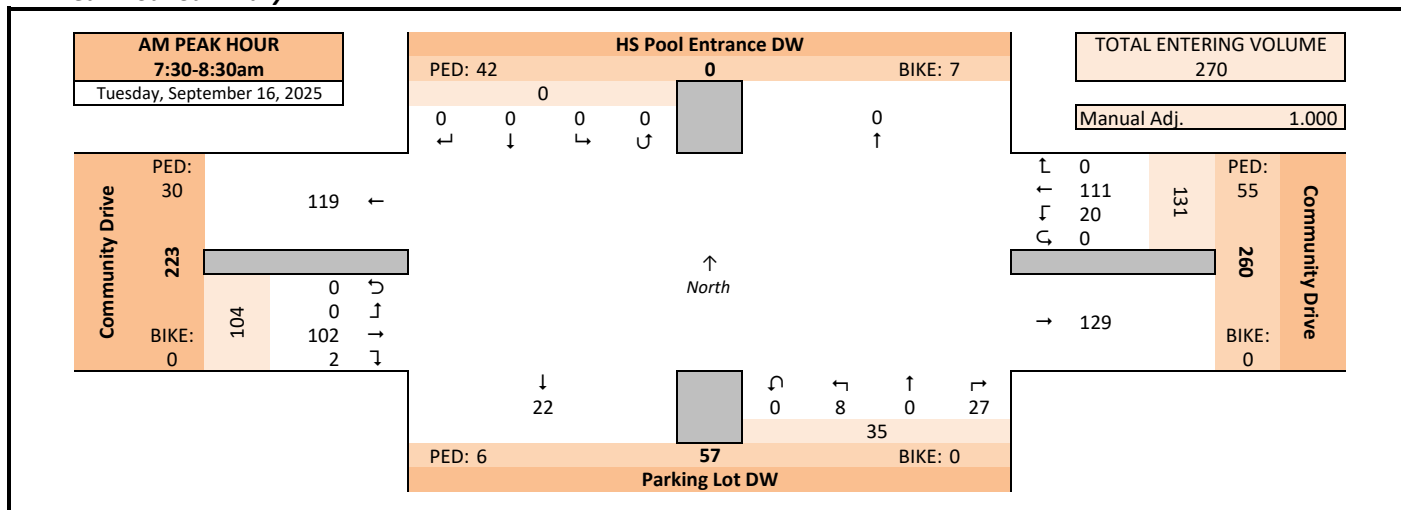


Peak Hour Volume Graphical Summary

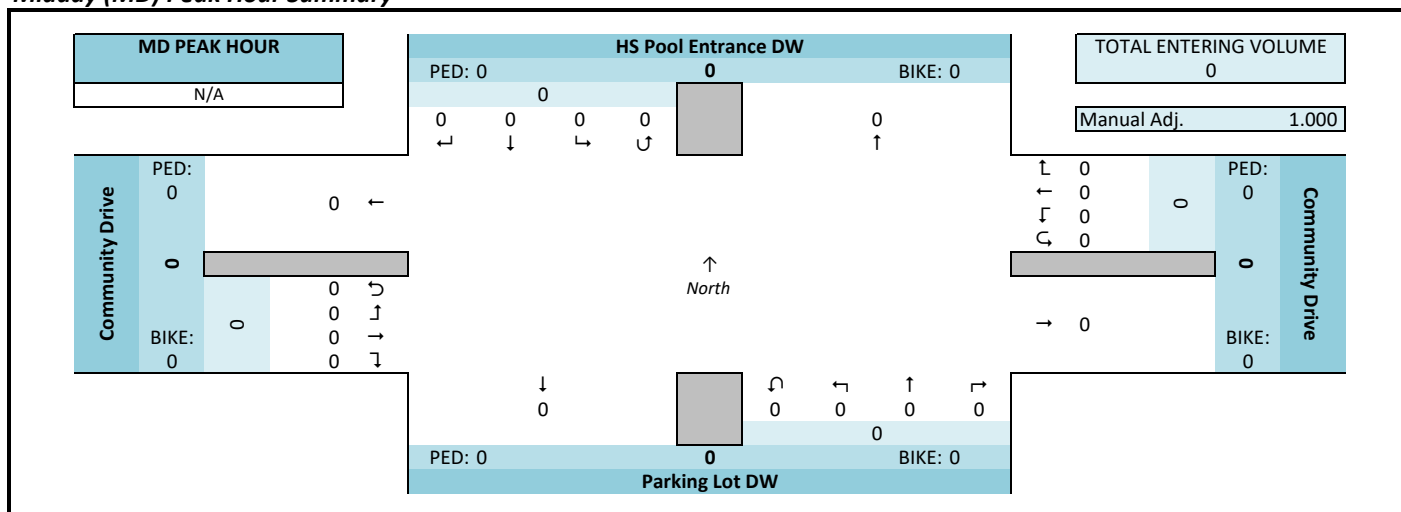
Community Drive & HS Pool Entrance DW

Count Basics		Page 2 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

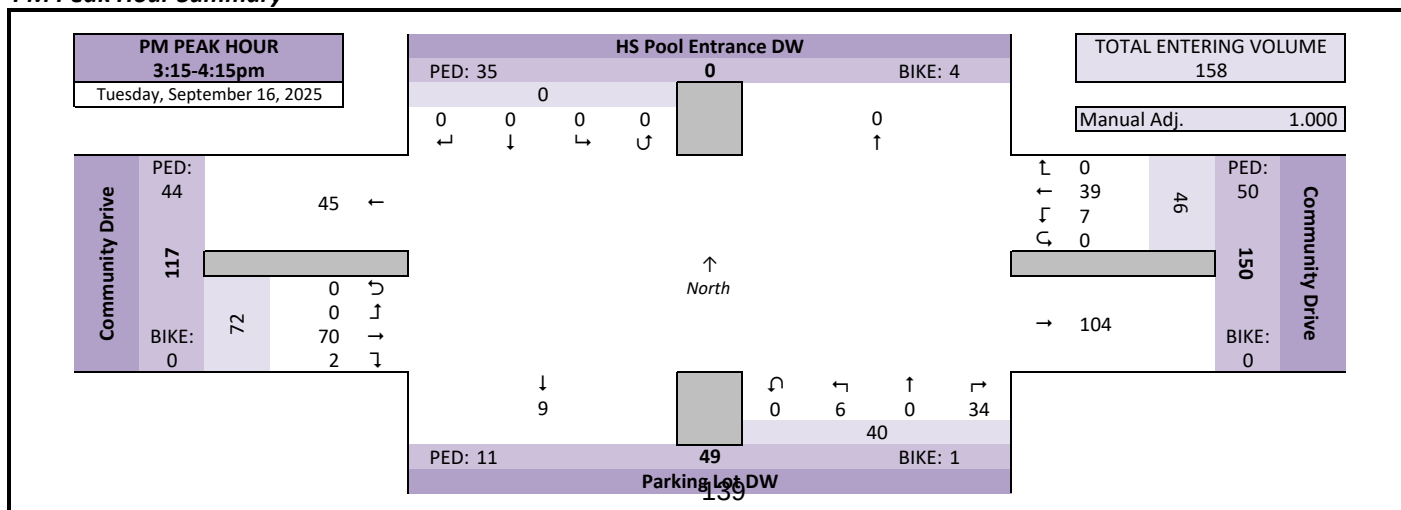
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

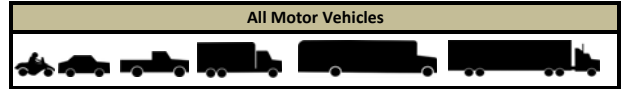


Intersection Traffic Volume Report

Peak Hour Volume Summary

Community Drive & HS Pool Entrance DW

Count Basics			Page 3 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, September 16, 2025		↕					↖					↗					↘						
		From North					From East					From South					From West						
AM Peak Hour	AM Peak Hour	HS Pool Entrance DW					Community Drive					Parking Lot DW					Community Drive					Totals	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	
	7:30 AM	0	0	0	0	0	0	18	8	0	26	1	0	2	0	3	0	9	0	0	9	38	
	7:45 AM	0	0	0	0	0	0	57	9	0	66	14	0	1	0	15	2	37	0	0	39	120	
	8:00 AM	0	0	0	0	0	0	32	3	0	35	10	0	5	0	15	0	55	0	0	55	105	
	8:15 AM	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	1	0	0	1	7	
	Peak Hour Volume	0	0	0	0	0	0	111	20	0	131	27	0	8	0	35	2	102	0	0	104	270	
	Rounded Hourly Volume	0	0	0	0	0	0	110	20	0	130	25	0	10	0	35	0	100	0	0	100	265	
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.4	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.4		
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.56	0.00	0.50	0.48	0.00	0.40	0.00	0.58	0.25	0.46	0.00	0.00	0.47	0.56		

N/A		From North					From East					From South					From West					
Midday (MD) Peak Hour	MD Peak Hour	HS Pool Entrance DW					Community Drive					Parking Lot DW					Community Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Tuesday, September 16, 2025		↓					←					↑					→					
		From North					From East					From South					From West					
PM Peak Hour		HS Pool Entrance DW					Community Drive					Parking Lot DW					Community Drive					
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
3:15 PM		0	0	0	0	0	0	12	3	0	15	0	0	4	0	4	0	6	0	0	6	25
3:30 PM		0	0	0	0	0	0	19	3	0	22	14	0	2	0	16	1	28	0	0	29	67
3:45 PM		0	0	0	0	0	0	4	1	0	5	16	0	0	0	16	1	28	0	0	29	50
4:00 PM		0	0	0	0	0	0	4	0	0	4	4	0	0	0	4	0	8	0	0	8	16
Peak Hour Volume		0	0	0	0	0	0	39	7	0	46	34	0	6	0	40	2	70	0	0	72	158
Rounded Hourly Volume		0	0	0	0	0	0	40	5	0	45	35	0	5	0	40	0	70	0	0	70	155
% Single Unit Trucks		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.8	1.3
% Heavy Trucks		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.8	1.3
Peak Hour Factor (PHF)		0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.58	0.00	0.52	0.53	0.00	0.37	0.00	0.62	0.50	0.62	0.00	0.00	0.62	0.59

Peak Hour Pedestrian and Bicyclist Volumes

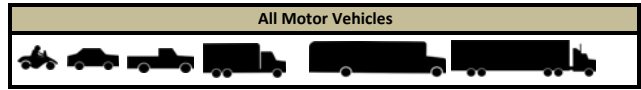
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
15-Minute Start Time		HS Pool Entrance DW			Community Drive			Parking Lot DW			Community Drive			
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	2	1	3	3	0	3	0	0	0	8	0	8	14
	7:45 AM	18	2	20	16	0	16	5	0	5	6	0	6	47
	8:00 AM	16	4	20	36	0	36	1	0	1	16	0	16	73
	8:15 AM	6	0	6	0	0	0	0	0	0	0	0	0	6
	Total	42	7	49	55	0	55	6	0	6	30	0	30	140
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	31	3	34	41	0	41	7	0	7	31	0	31	113
	3:45 PM	3	1	4	7	0	7	4	0	4	13	0	13	28
	4:00 PM	1	0	1	2	0	2	0	1	1	0	0	0	4
	Total	35	4	39	50	0	50	11	1	12	44	0	44	145

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Community Drive & HS Pool Entrance DW

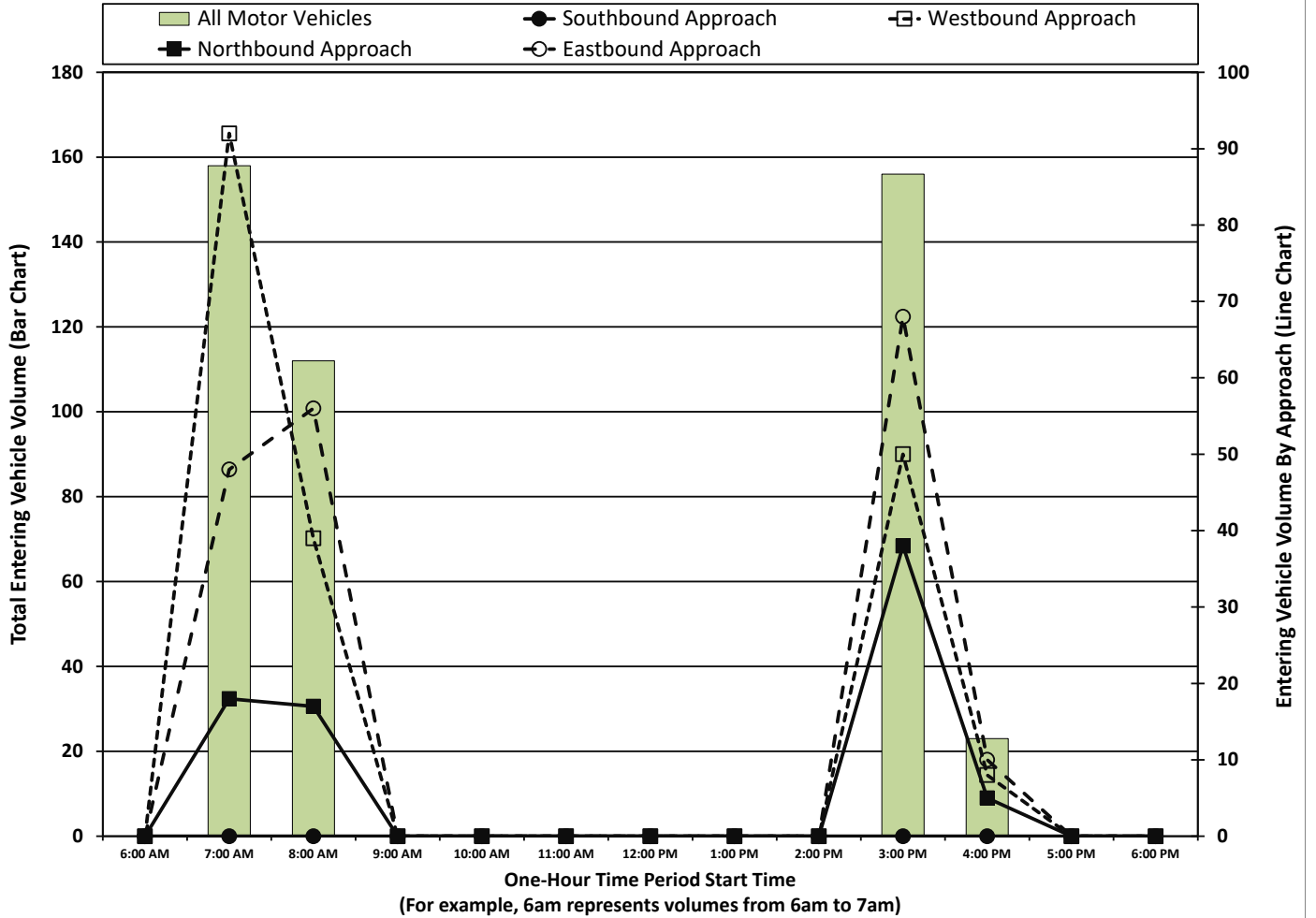
Count Basics			Page 4 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North HS Pool Entrance DW					From East Community Drive					From South Parking Lot DW					From West Community Drive					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
																							E/W	N/S
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	75	17	0	92	15	0	3	0	18	2	46	0	0	48	158	140	18
	8:00 AM	0	0	0	0	0	0	36	3	0	39	12	0	5	0	17	0	56	0	0	56	112	95	17
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	42	8	0	50	32	0	6	0	38	2	66	0	0	68	156	118	38
	4:00 PM	0	0	0	0	0	0	8	0	0	8	5	0	0	0	5	0	10	0	0	10	23	18	5
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals	0	0	0	0	0	0	161	28	0	189	64	0	14	0	78	4	178	0	0	182	449	371	78

Graphical Summary of Hourly Volumes



15-Minute Motor Vehicle Data

15-Minute Motor Vehicle Data

All Motor Vehicles

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	PHF
	HS Pool Entrance DW					Community Drive					Parking Lot DW					Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:30 AM	0	0	0	0	0	0	111	20	0	131	27	142	8	0	35	2	102	0	0	104	270	0.56
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.59
PM 3:15 PM	0	0	0	0	0	0	39	7	0	46	34	0	6	0	40	2	70	0	0	72	158	

Intersection Traffic Volume Report

15-Minute Automobile Data

Community Drive & HS Pool Entrance DW

Count Basics			Page 6 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)		
		

15-Minute Automobile Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	HS Pool Entrance DW					Community Drive					Parking Lot DW					Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	18	8	0	26	1	0	2	0	3	0	9	0	0	9	38
	7:45 AM	0	0	0	0	0	0	57	9	0	66	14	0	1	0	15	2	37	0	0	39	120
	8:00 AM	0	0	0	0	0	0	32	3	0	35	10	0	5	0	15	0	55	0	0	55	105
	8:15 AM	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	0	0	0	0	6
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	6	1	0	7	2	0	0	0	2	0	4	0	0	4	13
	3:15 PM	0	0	0	0	0	0	12	3	0	15	0	0	4	0	4	0	6	0	0	6	25
	3:30 PM	0	0	0	0	0	0	19	3	0	22	14	0	2	0	16	1	27	0	0	28	66
	3:45 PM	0	0	0	0	0	0	4	1	0	5	16	0	0	0	16	1	27	0	0	28	49
	4:00 PM	0	0	0	0	0	0	4	0	0	4	4	0	0	0	4	0	8	0	0	8	16
	4:15 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	7
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	0	0	0	0	0	160	28	0	188	64	0	14	0	78	4	175	0	0	179	445	

Peak Hour Automobile Volume Summary

Hourly Time Period	Start Time	From North HS Pool Entrance DW					From East Community Drive					From South Parking Lot DW					From West Community Drive					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:30 AM	0	0	0	0	0	0	111	20	0	131	27	0	8	0	35	2	101	0	0	103	269
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	39	7	0	46	34	0	6	0	40	2	68	0	0	70	156

Intersection Traffic Volume Report

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

Community Drive & HS Pool Entrance DW

Count Basics			Page 7 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



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

15-Minute Time Period	Start Time	From North HS Pool Entrance DW					From East Community Drive					From South Parking Lot DW					From West Community Drive					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4

SU Truck %age: 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.6% 0.0% 0.5% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 1.7% 0.0% 0.0% 1.6% 0.9%

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

Hourly Time Period	Start Time	From North HS Pool Entrance DW				From East Community Drive				From South Parking Lot DW				From West Community Drive				Total Hourly Volume	
		Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn		
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2

15-Minute Semi-Truck Data

Community Drive & HS Pool Entrance DW



15-Minute Semi-Truck Data

[illegible]

Peak Hour Semi-Truck Volume Summary

[illegible]

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Community Drive & HS Pool Entrance DW

Count Basics			Page 9 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					15-Min Totals	Hourly Sum	
	HS Pool Entrance DW					Community Drive					Parking Lot DW					Community Drive							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4
Total Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	1.6%	0.9%	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	HS Pool Entrance DW					Community Drive					Parking Lot DW					Community Drive					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2

15-Minute Heavy Vehicle Percentages

15-Minute Heavy Vehicle Percentages

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

[illegible]

Semi Truck Percentage: 0

Hourly Time Period Start Time	From North					From East					From South					From West					Hourly Heavy Vehicle Percent	
	HS Pool Entrance DW					Community Drive					Parking Lot DW					Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.4
MD 12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM 3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	2.8	1.3

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Community Drive & HS Pool Entrance DW

Count Basics			Page 11 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum	
	North Approach			East Approach			South Approach			West Approach					
	HS Pool Entrance DW			Community Drive			Parking Lot DW			Community Drive					
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	2	1	3	3	0	3	0	0	0	8	0	8	14	140
	7:45 AM	18	2	20	16	0	16	5	0	5	6	0	6	47	
	8:00 AM	16	4	20	36	0	36	1	0	1	16	0	16	73	
	8:15 AM	6	0	6	0	0	0	0	0	0	0	0	0	6	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			
PM Peak Period	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	141	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	145	
	3:30 PM	31	3	34	41	0	41	7	0	7	31	0	31	113	146
	3:45 PM	3	1	4	7	0	7	4	0	4	13	0	13	28	
	4:00 PM	1	0	1	2	0	2	0	1	1	0	0	0	4	
	4:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	77	11	88	106	0	106	17	1	18	74	0	74	286		

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementary School Age Children	x					
Visually Impaired (white cane/help)	x					
Elderly/Disabled (except wheelchairs)	x		148			
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

Count Basics			Page 12 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	

Community Drive & HS Pool Entrance DW



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum	
	North Approach			East Approach			South Approach			West Approach					
	HS Pool Entrance DW			Community Drive			Parking Lot DW			Community Drive					
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total			
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	13	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	58	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	127	
	7:30 AM	2	2	3	3	0	0	8	8	8	13	0	0	133	
	7:45 AM	18	18	16	16	5	5	6	6	45	0	0	0	120	
	8:00 AM	16	16	36	36	1	1	16	16	69	75	0	0	75	
	8:15 AM	6	6	0	0	0	0	0	0	6	6	0	0	6	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
		10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period		2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
		2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	110	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	140	
	3:15 PM	0	0	41	41	0	0	0	0	0	0	0	0	141	
	3:30 PM	31	31	7	7	4	4	3	3	13	13	27	31	4	
	3:45 PM	1	1	2	2	0	0	0	0	0	0	3	0	4	
	4:00 PM	0	0	1	1	0	0	0	0	0	0	0	1	1	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	77	0	77	106	0	106	17	0	17	74	0	74	274		

Intersection Traffic Volume Report

Count Basics		Page 13 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Community Drive & HS Pool Entrance DW



15-Minute Bicycle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	HS Pool Entrance DW					Community Drive					Parking Lot DW					Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM				0					0					0					0	0	
	12:15 AM				0					0					0					0	0	
	12:30 AM				0					0					0					0	0	
	12:45 AM				0					0					0					0	0	
	1:00 AM				0					0					0					0	0	
	1:15 AM				0					0					0					0	0	
	1:30 AM				0					0					0					0	0	
	1:45 AM				0					0					0					0	0	
	2:00 AM				0					0					0					0	0	
	2:15 AM				0					0					0					0	0	
	2:30 AM				0					0					0					0	0	
	2:45 AM				0					0					0					0	0	
	3:00 AM				0					0					0					0	0	
	3:15 AM				0					0					0					0	0	
	3:30 AM				0					0					0					0	0	
	3:45 AM				0					0					0					0	0	
4:00 AM				0					0					0					0	0		
4:15 AM				0					0					0					0	0		
4:30 AM				0					0					0					0	0		
4:45 AM				0					0					0					0	0		
5:00 AM				0					0					0					0	0		
5:15 AM				0					0					0					0	0		
5:30 AM				0					0					0					0	0		
5:45 AM				0					0					0					0	0		
AM Peak Period	6:00 AM				0				0					0					0	0		
	6:15 AM				0				0					0					0	0		
	6:30 AM				0				0					0					0	0		
	6:45 AM				0				0					0					0	0		
	7:00 AM				0				0					0					0	0		
	7:15 AM				0				0					0					0	0		
	7:30 AM				0				0					0					0	0		
	7:45 AM				0				0					0					0	0		
	8:00 AM				0				0					0					0	0		
	8:15 AM				0				0					0					0	0		
	8:30 AM				0				0					0					0	0		
	8:45 AM				0				0					0					0	0		
	9:00 AM				0				0					0					0	0		
	9:15 AM				0				0					0					0	0		
	9:30 AM				0				0					0					0	0		
	9:45 AM				0				0					0					0	0		
Midday Peak Period	10:00 AM				0				0					0					0	0		
	10:15 AM				0				0					0					0	0		
	10:30 AM				0				0					0					0	0		
	10:45 AM				0				0					0					0	0		
	11:00 AM				0				0					0					0	0		
	11:15 AM				0				0					0					0	0		
	11:30 AM				0				0					0					0	0		
	11:45 AM				0				0					0					0	0		
	12:00 PM				0				0					0					0	0		
	12:15 PM				0				0					0					0	0		
	12:30 PM				0				0					0					0	0		
	12:45 PM				0				0					0					0	0		
	1:00 PM				0				0					0					0	0		
	1:15 PM				0				0					0					0	0		
	1:30 PM				0				0					0					0	0		
	1:45 PM				0				0					0					0	0		
PM Peak Period	2:00 PM				0				0					0					0	0		
	2:15 PM				0				0					0					0	0		
	2:30 PM				0				0					0					0	0		
	2:45 PM				0				0					0					0	0		
	3:00 PM				0				0					0					0	0		
	3:15 PM				0				0					0					0	0		
	3:30 PM				0				0					0					0	0		
	3:45 PM				0				0					0					0	0		
	4:00 PM				0				0					0					0	0		
	4:15 PM				0				0					0					0	0		
	4:30 PM				0				0					0					0	0		
	4:45 PM				0				0					0					0	0		
	5:00 PM				0				0					0					0	0		
	5:15 PM				0				0					0					0	0		
	5:30 PM				0				0					0					0	0		
	5:45 PM				0				0					0					0	0		
6:00 PM				0				0					0					0	0			
Post PM Peak Period	6:15 PM				0				0					0					0	0		
	6:30 PM				0				0					0					0	0		
	6:45 PM				0				0					0					0	0		
	7:00 PM				0				0					0					0	0		
	7:15 PM				0				0					0					0	0		
	7:30 PM				0				0					0					0	0		
	7:45 PM				0				0					0					0	0		
	8:00 PM				0				0					0					0	0		
	8:15 PM				0				0					0					0	0		
	8:30 PM				0				0					0					0	0		
	8:45 PM				0				0					0					0	0		
	9:00 PM				0				0					0					0	0		
	9:15 PM				0				0					0					0	0		
	9:30 PM				0				0					0					0	0		
	9:45 PM				0				0					0					0	0		
	10:00 PM				0				0					0					0	0		
10:15 PM				0				0					0					0	0			
10:30 PM				0				0					0					0	0			
10:45 PM				0				0					0					0	0			
11:00 PM				0				0					0					0	0			
11:15 PM				0				0					0					0	0			
11:30 PM				0				0					0					0	0			
11:45 PM				0				0					0					0	0			
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Peak Hour Bicycle Turning Movement Volume Summary

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

All Motor Vehicles

15-Minute Motor Vehicle Data

Peak Hour All Vehicle Volume Summary

Peak Hour Air Volume Volume Summary																						PHF
Hourly Time Period	From North					From East					From South					From West					Total Hourly	
	HS Pool Entrance DW					Community Drive					Parking Lot DW					Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Start Time																					Volume	
AM 7:30 AM	0	0	0	0	0	0	98	18	0	116	24	7	0	31	2	91	0	0	0	93	240	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 3:15 PM	0	0	0	0	0	0	36	7	0	43	30	6	0	36	2	62	151	0	64	143	0.60	

Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	

Base Information, Observed (2.5) Hour and Estimated (24) Hour Volume Summaries

Major St: Community Drive

Minor St: Middle School DW

Intersection of: Community Drive & Middle School DW

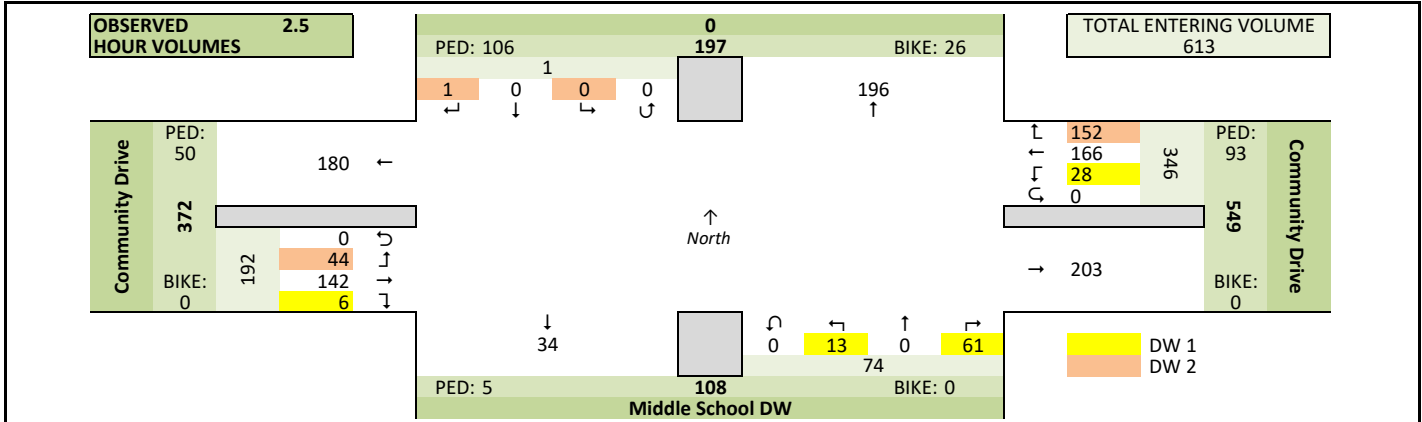
Site Information

Municipality	Village of Waunakee		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	0		
East Leg	Community Drive		
South Leg	Middle School DW		
West Leg	Community Drive		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementry school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
	Other (describe)	None	None

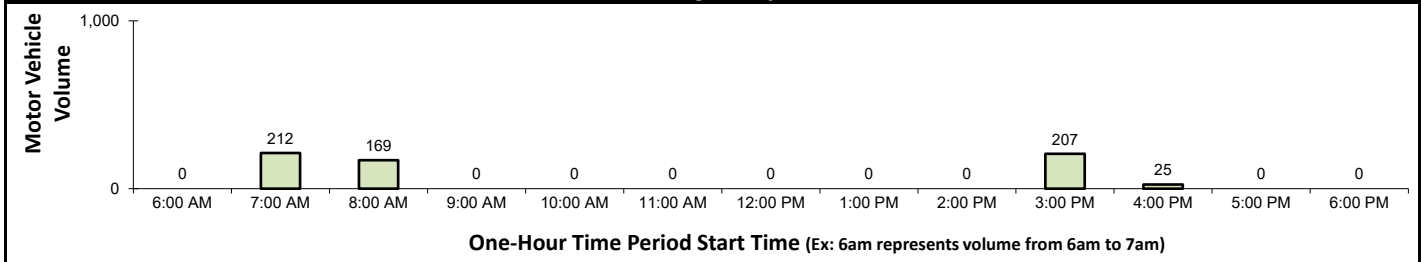
Count Information

Hrs Counted: 07:30 AM-08:30 AM and 03:00 PM-04:30 PM				
1st Day of Count		Tuesday, September 16, 2025		Weather
AM Peak Period		Tuesday, September 16, 2025		Clear and Dry
Midday Peak Period		Tuesday, September 16, 2025		Clear and Dry
PM Peak Period		Tuesday, September 16, 2025		Clear and Dry
Calculated Peak Hours				
	AM	7:30-8:30am	MD	PM 3:00-4:00pm
Peak Hours Selected for Analysis				
	AM	7:30-8:30am	MD	PM 3:15-4:15pm
Daily/Seasonal Adjustment Group		(1) Non-Interstate Low Truck %		
Count Expansion Group		(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor		0.884	Count Expansion Factor	5.405
Company Name TADI			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein		
	Midday Peak Period	None		
	PM Peak Period	Amy Scheuerlein		
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.			

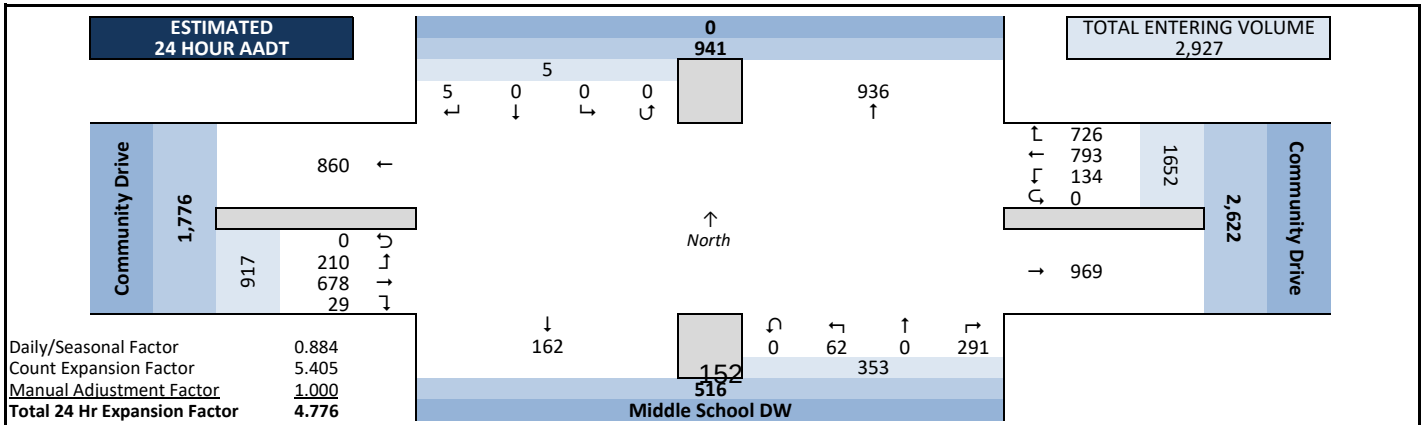
Observed 2.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

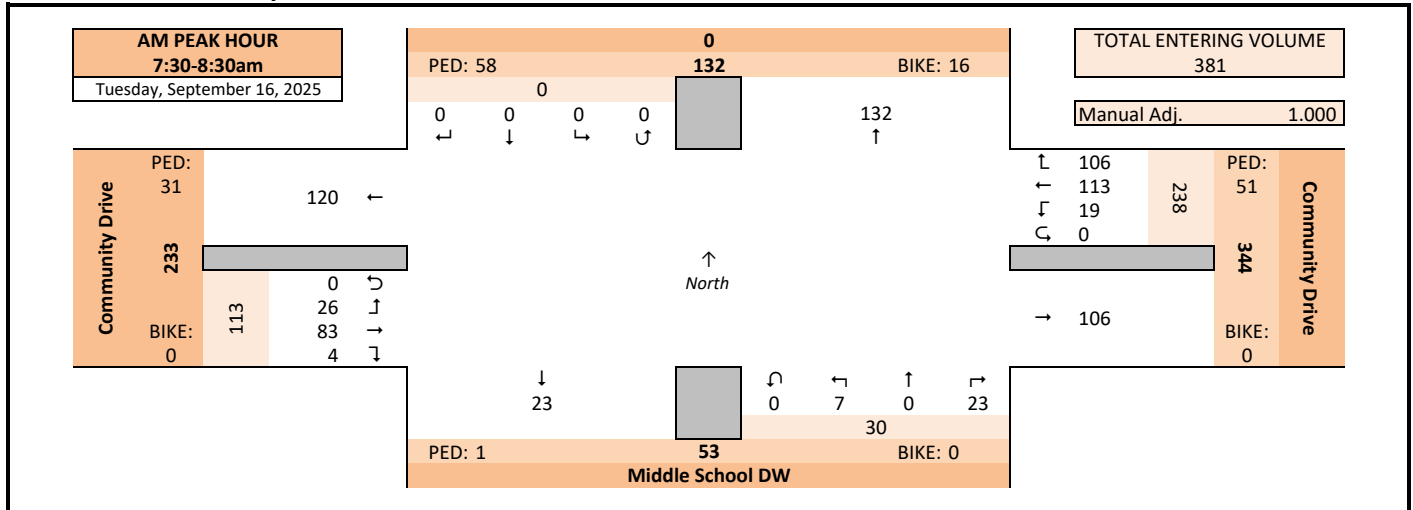


Peak Hour Volume Graphical Summary

AM Peak Hour Summary

Count Basics			Page 2 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 2.5		Non-Holiday	No Special Events

All Motor Vehicles



MD PEAK HOUR
N/A

TOTAL ENTERING VOLUME
0

Manual Adj.
1.000

Community Drive

PED:
0

BIKE:
0

Middle School DW

PED:
0

BIKE:
0

Community Drive

PED:
0

BIKE:
0

North

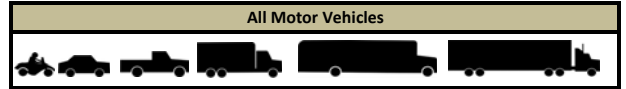
[illegible]

Intersection Traffic Volume Report

Peak Hour Volume Summary

Community Drive & Middle School DW

Count Basics			Page 3 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, September 16, 2025		From North					From East					From South					From West					Totals
		0					Community Drive					Middle School DW					Community Drive					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM Peak Hour	AM Peak Hour																					
	Start Time																					Totals
	7:30 AM	0	0	0	0	0	10	18	8	0	36	0	0	2	0	2	1	8	0	0	9	47
	7:45 AM	0	0	0	0	0	44	57	9	0	110	12	0	1	0	13	3	29	10	0	42	165
	8:00 AM	0	0	0	0	0	43	34	2	0	79	9	0	4	0	13	0	46	15	0	61	153
	8:15 AM	0	0	0	0	0	9	4	0	0	13	2	0	0	0	2	0	0	1	0	1	16
	Peak Hour Volume	0	0	0	0	0	106	113	19	0	238	23	0	7	0	30	4	83	26	0	113	381
	Rounded Hourly Volume	0	0	0	0	0	105	115	20	0	240	25	0	5	0	30	5	85	25	0	115	385
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.9	0.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.9	0.3	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.60	0.50	0.53	0.00	0.54	0.48	0.00	0.44	0.00	0.58	0.33	0.45	0.43	0.00	0.46	0.58	

N/A		↴					↶					↴					↷					
MD Peak Hour		0					Community Drive					Middle School DW					Community Drive					
Midday (MD) Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Tuesday, September 16, 2025		↓ From North					← From East					↑ From South					→ From West						
PM Peak Hour	PM Peak Hour	0					Community Drive					Middle School DW					Community Drive						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	
	3:15 PM	0	0	0	0	0	7	14	3	0	24	0	0	4	0	4	0	3	4	0	7	35	
	3:30 PM	1	0	0	0	1	15	20	3	0	38	14	0	2	0	16	1	22	2	0	25	80	
	3:45 PM	0	0	0	0	0	13	4	1	0	18	17	0	0	0	17	1	22	11	0	34	69	
	4:00 PM	0	0	0	0	0	2	4	0	0	6	4	0	0	0	4	0	8	0	0	8	18	
	Peak Hour Volume	1	0	0	0	1	37	42	7	0	86	35	0	6	0	41	2	55	17	0	74	202	
	Rounded Hourly Volume	0	0	0	0	0	35	40	5	0	80	35	0	5	0	40	0	55	15	0	70	190	
	% Single Unit Trucks	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	4.1	2.0	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks (Total)	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	4.1	2.0		
Peak Hour Factor (PHF)	0.25	0.00	0.00	0.00	0.25	0.62	0.52	0.58	0.00	0.57	0.51	0.00	0.37	0.00	0.60	0.50	0.62	0.39	0.00	0.54	0.63		

Peak Hour Pedestrian and Bicyclist Volumes

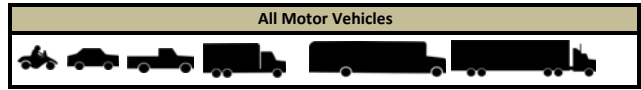
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
15-Minute Start Time		0			Community Drive			Middle School DW			Community Drive			
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	4	1	5	2	0	2	0	0	0	5	0	5	12
	7:45 AM	24	4	28	17	0	17	1	0	1	5	0	5	51
	8:00 AM	24	11	35	32	0	32	0	0	0	21	0	21	88
	8:15 AM	6	0	6	0	0	0	0	0	0	0	0	0	6
	Total	58	16	74	51	0	51	1	0	1	31	0	31	157
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	36	7	43	33	0	33	1	0	1	14	0	14	91
	3:45 PM	8	3	11	6	0	6	3	0	3	5	0	5	25
	4:00 PM	3	0	3	2	0	2	0	0	0	0	0	0	5
	Total	47	10	57	41	0	41	4	0	4	19	0	19	121

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Community Drive & Middle School DW

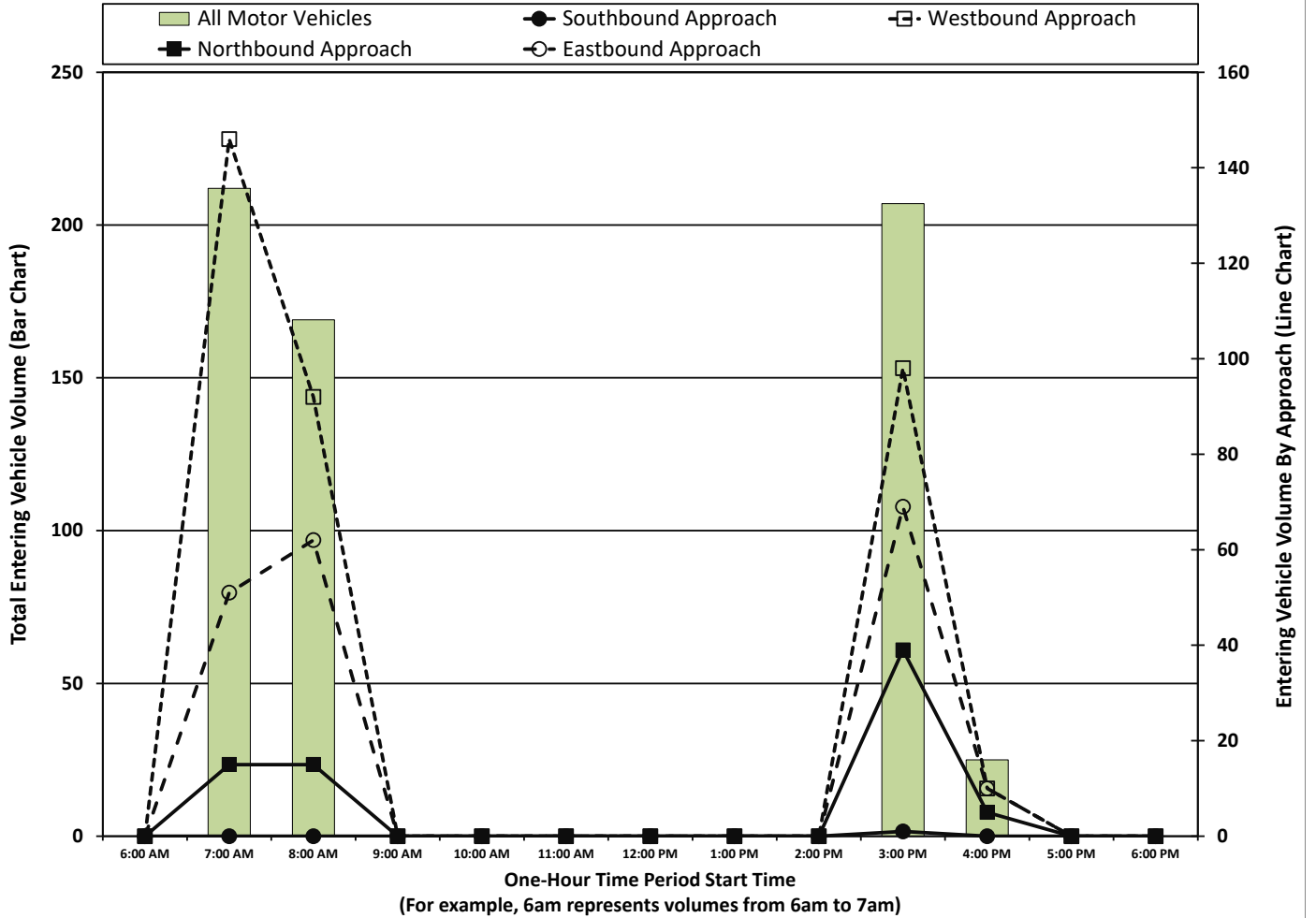
Count Basics			Page 4 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals		
	0					Community Drive					Middle School DW					Community Drive								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	54	75	17	0	146	12	0	3	0	15	4	37	10	0	51	212	197	15
	8:00 AM	0	0	0	0	0	52	38	2	0	92	11	0	4	0	15	0	46	16	0	62	169	154	15
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	1	0	0	0	1	44	45	9	0	98	33	0	6	0	39	2	49	18	0	69	207	167	40
	4:00 PM	0	0	0	0	0	2	8	0	0	10	5	0	0	0	5	0	10	0	0	10	25	20	5
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		1	0	0	0	1	152	166	28	0	346	61	0	13	0	74	6	142	44	0	192	613	538	75

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Community Drive & Middle School DW

Count Basics			Page 5 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

All Motor Vehicles						
						

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	0					Community Drive					Middle School DW					Community Drive								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	10	18	8	0	36	0	0	2	0	2	1	8	0	0	9	47	381	0.58
	7:45 AM	0	0	0	0	0	44	57	9	0	110	12	0	1	0	13	3	29	10	0	42	165		
	8:00 AM	0	0	0	0	0	43	34	2	0	79	9	0	4	0	13	0	46	15	0	61	153		
	8:15 AM	0	0	0	0	0	9	4	0	0	13	2	0	0	0	2	0	0	1	0	1	16		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	9	7	2	0	18	2	0	0	0	2	0	2	1	0	3	23	207	0.65
	3:15 PM	0	0	0	0	0	7	14	3	0	24	0	0	4	0	4	0	3	4	0	7	35	202	0.63
	3:30 PM	1	0	0	0	1	15	20	3	0	38	14	0	2	0	16	1	22	2	0	25	80	174	0.54
	3:45 PM	0	0	0	0	0	13	4	1	0	18	17	0	0	0	17	1	22	11	0	34	69		
	4:00 PM	0	0	0	0	0	2	4	0	0	6	4	0	0	0	4	0	8	0	0	8	18		
	4:15 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	7		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	1	0	0	0	1	152	166	28	0	346	61	0	13	0	74	6	142	44	0	192	613			

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF
	0					Community Drive					Middle School DW					Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:30 AM	0	0	0	0	0	106	113	19	0	238	23	156	7	0	30	4	83	26	0	113	381	0.58
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:15 PM	1	0	0	0	1	37	42	7	0	86	35	0	6	0	41	2	55	17	0	74	202	0.63

Intersection Traffic Volume Report

15-Minute Automobile Data

Community Drive & Middle School DW

Count Basics			Page 6 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



15-Minute Automobile Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	0					Community Drive					Middle School DW					Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	10	18	8	0	36	0	0	2	0	2	1	8	0	0	9	47
	7:45 AM	0	0	0	0	0	44	57	9	0	110	12	0	1	0	13	3	29	10	0	42	165
	8:00 AM	0	0	0	0	0	43	34	2	0	79	9	0	4	0	13	0	46	15	0	61	153
	8:15 AM	0	0	0	0	0	9	4	0	0	13	2	0	0	0	2	0	0	0	0	0	15
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	9	6	2	0	17	2	0	0	0	2	0	2	1	0	3	22
	3:15 PM	0	0	0	0	0	7	14	3	0	24	0	0	4	0	4	0	3	4	0	7	35
	3:30 PM	0	0	0	0	0	15	20	3	0	38	14	0	2	0	16	1	20	2	0	23	77
	3:45 PM	0	0	0	0	0	13	4	1	0	18	17	0	0	0	17	1	21	11	0	33	68
	4:00 PM	0	0	0	0	0	2	4	0	0	6	4	0	0	0	4	0	8	0	0	8	18
	4:15 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	7
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	0	0	0	0	152	165	28	0	345	61	0	13	0	74	6	139	43	0	188	607	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	0					Community Drive					Middle School DW					Community Drive					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0	0	0	0	0	106	113	19	0	238	23	0	7	0	30	4	83	25	0	112	380
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:15 PM	0	0	0	0	0	37	42	7	0	86	35	0	6	0	41	2	52	17	0	71	191

Intersection Traffic Volume Report

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

Community Drive & Middle School DW

Count Basics			Page 7 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



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

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	0					Community Drive					Middle School DW					Community Drive							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	4
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	6		

SU Truck %age: ##### 0.0% 0.0% 0.0% 100.0% 0.0% 0.6% 0.0% 0.3% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 2.1% 2.3% 0.0% 2.1% 1.0%

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

Hourly Time Period	Start Time	From North					From East					From South					From West					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4

15-Minute Semi-Truck Data

Community Drive & Middle School DW



15-Minute Semi-Truck Data

[illegible]

Peak Hour Semi-Truck Volume Summary

[illegible]

15-Minute Heavy Vehicle Data

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

Community Drive & Middle School DW

15-Minute Heavy Vehicle Data

[illegible]

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	0					Community Drive					Middle School DW					Community Drive					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	3

15-Minute Heavy Vehicle Percentages

15-Minute Heavy Vehicle Percentages

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time	Community Drive																				Hourly Heavy Vehicle Percent
	From North					From East					From South					From West					
	0										Community Drive										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.9	0.3
MD 12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM 3:15 PM	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	4.1	2.0

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Community Drive & Middle School DW

Count Basics		Page 11 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum	
	North Approach			East Approach			South Approach			West Approach					
	0			Community Drive			Middle School DW			Community Drive					
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	4	1	5	2	0	2	0	0	0	5	0	5	12	157
	7:45 AM	24	4	28	17	0	17	1	0	1	5	0	5	51	
	8:00 AM	24	11	35	32	0	32	0	0	0	21	0	21	88	
	8:15 AM	6	0	6	0	0	0	0	0	0	0	0	0	6	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	116	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	121	
	3:30 PM	36	7	43	33	0	33	1	0	1	14	0	14	91	123
	3:45 PM	8	3	11	6	0	6	3	0	3	5	0	5	25	
	4:00 PM	3	0	3	2	0	2	0	0	0	0	0	0	5	
	4:15 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	106	26	132	93	0	93	5	0	5	50	0	50	280		

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementary School Age Children	x					
Visually Impaired (white cane/help)	x					
Elderly/Disabled (except wheelchairs)	x		162			
Wheelchairs/Electric Scooters	x					
Other (None)	x					

15-Minute Adult & Children Count (Manual Entry)

Count Basics			Page 12 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 2.5		Non-Holiday	No Special Events

	Crossing [Diagram]						Crossing [Diagram]			Crossing [Diagram]			Crossing [Diagram]			15-Min Totals	Hourly Sum
Time Period	North Approach			East Approach			South Approach			West Approach							
Start Time	0			Community Drive			Middle School DW			Community Drive							
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total					
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0			
	12:15 AM	0		0	0		0	0		0	0		0	0			
	12:30 AM	0		0	0		0	0		0	0		0	0			
	12:45 AM	0		0	0		0	0		0	0		0	0			
	1:00 AM	0		0	0		0	0		0	0		0	0			
	1:15 AM	0		0	0		0	0		0	0		0	0			
	1:30 AM	0		0	0		0	0		0	0		0	0			
	1:45 AM	0		0	0		0	0		0	0		0	0			
	2:00 AM	0		0	0		0	0		0	0		0	0			
	2:15 AM	0		0	0		0	0		0	0		0	0			
	2:30 AM	0		0	0		0	0		0	0		0	0			
	2:45 AM	0		0	0		0	0		0	0		0	0			
	3:00 AM	0		0	0		0	0		0	0		0	0			
	3:15 AM	0		0	0		0	0		0	0		0	0			
	3:30 AM	0		0	0		0	0		0	0		0	0			
	3:45 AM	0		0	0		0	0		0	0		0	0			
	4:00 AM	0		0	0		0	0		0	0		0	0			
	4:15 AM	0		0	0		0	0		0	0		0	0			
	4:30 AM	0		0	0		0	0		0	0		0	0			
	4:45 AM	0		0	0		0	0		0	0		0	0			
	5:00 AM	0		0	0		0	0		0	0		0	0			
	5:15 AM	0		0	0		0	0		0	0		0	0			
	5:30 AM	0		0	0		0	0		0	0		0	0			
	5:45 AM	0		0	0		0	0		0	0		0	0			
	AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0		
		6:15 AM	0		0	0		0	0		0	0		0	0		
		6:30 AM	0		0	0		0	0		0	0		0	0		
		6:45 AM	0		0	0		0	0		0	0		0	0		
7:00 AM		0		0	0		0	0		0	0		0	0			
7:15 AM		0		0	0		0	0		0	0		0	0			
7:30 AM		4		4	2		2	0		0	5		5	11			
7:45 AM		24		24	17		17	1		1	5		5	47			
8:00 AM		24		24	32		32	0		0	21		21	77			
8:15 AM		6		6	0		0	0		0	0		0	6			
8:30 AM		0		0	0		0	0		0	0		0	0			
8:45 AM		0		0	0		0	0		0	0		0	0			
9:00 AM		0		0	0		0	0		0	0		0	0			
9:15 AM		0		0	0		0	0		0	0		0	0			
9:30 AM		0		0	0		0	0		0	0		0	0			
9:45 AM		0		0	0		0	0		0	0		0	0			
Midday Peak Period		10:00 AM	0		0	0		0	0		0	0		0	0		
	10:15 AM	0		0	0		0	0		0	0		0	0			
	10:30 AM	0		0	0		0	0	</								

Intersection Traffic Volume Report

Count Basics		Page 13 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Community Drive & Middle School DW



15-Minute Bicycle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	0					Community Drive					Middle School DW					Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM				0					0					0					0	0	
	12:15 AM				0					0					0					0	0	
	12:30 AM				0					0					0					0	0	
	12:45 AM				0					0					0					0	0	
	1:00 AM				0					0					0					0	0	
	1:15 AM				0					0					0					0	0	
	1:30 AM				0					0					0					0	0	
	1:45 AM				0					0					0					0	0	
	2:00 AM				0					0					0					0	0	
	2:15 AM				0					0					0					0	0	
	2:30 AM				0					0					0					0	0	
	2:45 AM				0					0					0					0	0	
	3:00 AM				0					0					0					0	0	
	3:15 AM				0					0					0					0	0	
	3:30 AM				0					0					0					0	0	
	3:45 AM				0					0					0					0	0	
	4:00 AM				0					0					0					0	0	
	4:15 AM				0					0					0					0	0	
	4:30 AM				0					0					0					0	0	
	4:45 AM				0					0					0					0	0	
5:00 AM				0					0					0					0	0		
5:15 AM				0					0					0					0	0		
5:30 AM				0					0					0					0	0		
5:45 AM				0					0					0					0	0		
AM Peak Period	6:00 AM				0				0					0					0	0		
	6:15 AM				0				0					0					0	0		
	6:30 AM				0				0					0					0	0		
	6:45 AM				0				0					0					0	0		
	7:00 AM				0				0					0					0	0		
	7:15 AM				0				0					0					0	0		
	7:30 AM				0				0					0					0	0		
	7:45 AM				0				0					0					0	0		
	8:00 AM				0				0					0					0	0		
	8:15 AM				0				0					0					0	0		
	8:30 AM				0				0					0					0	0		
	8:45 AM				0				0					0					0	0		
	9:00 AM				0				0					0					0	0		
	9:15 AM				0				0					0					0	0		
9:30 AM				0				0					0					0	0			
9:45 AM				0				0					0					0	0			
Midday Peak Period	10:00 AM				0				0					0					0	0		
	10:15 AM				0				0					0					0	0		
	10:30 AM				0				0					0					0	0		
	10:45 AM				0				0					0					0	0		
	11:00 AM				0				0					0					0	0		
	11:15 AM				0				0					0					0	0		
	11:30 AM				0				0					0					0	0		
	11:45 AM				0				0					0					0	0		
	12:00 PM				0				0					0					0	0		
	12:15 PM				0				0					0					0	0		
	12:30 PM				0				0					0					0	0		
	12:45 PM				0				0					0					0	0		
	1:00 PM				0				0					0					0	0		
	1:15 PM				0				0					0					0	0		
1:30 PM				0				0					0					0	0			
1:45 PM				0				0					0					0	0			
PM Peak Period	2:00 PM				0				0					0					0	0		
	2:15 PM				0				0					0					0	0		
	2:30 PM				0				0					0					0	0		
	2:45 PM				0				0					0					0	0		
	3:00 PM				0				0					0					0	0		
	3:15 PM				0				0					0					0	0		
	3:30 PM				0				0					0					0	0		
	3:45 PM				0				0					0					0	0		
	4:00 PM				0				0					0					0	0		
	4:15 PM				0				0					0					0	0		
	4:30 PM				0				0					0					0	0		
	4:45 PM				0				0					0					0	0		
	5:00 PM				0				0					0					0	0		
	5:15 PM				0				0					0					0	0		
	5:30 PM				0				0					0					0	0		
	5:45 PM				0				0					0					0	0		
	6:00 PM				0				0					0					0	0		
	6:15 PM				0				0					0					0	0		
	6:30 PM				0				0					0					0	0		
	6:45 PM				0				0					0					0	0		
7:00 PM				0				0					0					0	0			
7:15 PM				0				0					0					0	0			
7:30 PM				0				0					0					0	0			
7:45 PM				0				0					0					0	0			
8:00 PM				0				0					0					0	0			
8:15 PM				0				0					0					0	0			
8:30 PM				0				0					0					0	0			
8:45 PM				0				0					0					0	0			
9:00 PM				0				0					0					0	0			
9:15 PM				0				0					0					0	0			
9:30 PM				0				0					0					0	0			
9:45 PM				0				0					0					0	0			
Post PM Peak Period	10:00 PM				0				0					0					0	0		
	10:15 PM				0				0					0					0	0		
	10:30 PM				0				0					0					0	0		
	10:45 PM				0				0					0					0	0		
	11:00 PM				0				0					0					0	0		
	11:15 PM				0				0					0					0	0		
	11:30 PM				0				0					0					0	0		
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Peak Hour Bicycle Turning Movement Volume Summary

Peak Hour Driveway Turning Movement Volume Summary																					
Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	0					Community Drive					Middle School DW					Community Drive					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
164																					

Intersection Traffic Volume Report

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

Community Drive & Middle School DW

Count Basics			Special Report	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	

All Motor Vehicles					
					

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	0					Community Drive					Middle School DW					Community Drive								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
AM Peak Period	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:30 AM	0	0	0	0	0	9	16	7	0	32	0	0	2	0	2	1	7	0	0	8	42	340	0.58
	7:45 AM	0	0	0	0	0	39	50	8	0	97	11	0	1	0	12	3	26	9	0	38	147		
	8:00 AM	0	0	0	0	0	38	30	2	0	70	8	0	4	0	12	0	41	13	0	54	136		
8:15 AM	0	0	0	0	0	8	4	0	0	12	2	0	0	0	2	0	0	1	0	1	15			
Midday Peak Period	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
PM Peak Period	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	3:00 PM	0	0	0	0	0	8	6	2	0	16	2	0	0	0	2	0	2	1	0	3	21	185	0.65
	3:15 PM	0	0	0	0	0	6	12	3	0	21	0	0	4	0	4	0	3	4	0	7	32	181	0.64
	3:30 PM	1	0	0	0	1	13	18	3	0	34	12	0	2	0	14	1	19	2	0	22	71	156	0.55
	3:45 PM	0	0	0	0	0	11	4	1	0	16	15	0	0	0	15	1	19	10	0	30	61		
	4:00 PM	0	0	0	0	0	2	4	0	0	6	4	0	0	0	4	0	7	0	0	7	17		
	4:15 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	7		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Post PM Peak Period	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								

Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	

Base Information, Observed (2.5) Hour and Estimated (24) Hour Volume Summaries

Major St: Community Drive

Minor St: South Street

Intersection of: Community Drive & South Street

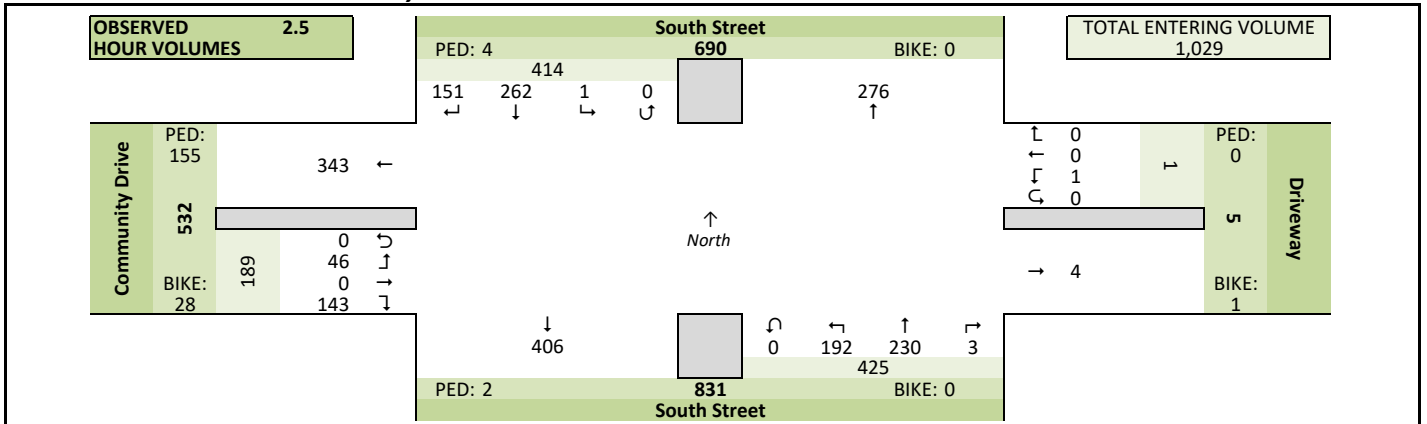
Site Information

Municipality	Village of Waunakee		
County	13 - Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	South Street		
East Leg	Driveway		
South Leg	South Street		
West Leg	Community Drive		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementry school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
	Other (describe)	None	None

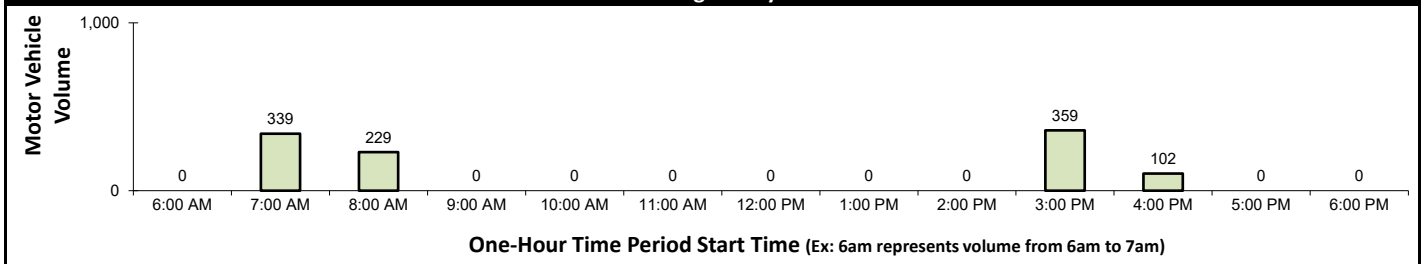
Count Information

Hrs Counted: 07:30 AM-08:30 AM and 03:00 PM-04:30 PM				
1st Day of Count		Tuesday, September 16, 2025		Weather
AM Peak Period		Tuesday, September 16, 2025		Clear and Dry
Midday Peak Period		Tuesday, September 16, 2025		Clear and Dry
PM Peak Period		Tuesday, September 16, 2025		Clear and Dry
Calculated Peak Hours				
	AM	7:30-8:30am	MD	PM 3:15-4:15pm
Peak Hours Selected for Analysis				
	AM	7:30-8:30am	MD	PM 3:15-4:15pm
Daily/Seasonal Adjustment Group		(1) Non-Interstate Low Truck %		
Count Expansion Group		(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor		0.884	Count Expansion Factor 5.405	
Company Name TADI			Manual Adj. 1.000	
Observers	AM Peak Period		Lori Atwell	
	Midday Peak Period		None	
	PM Peak Period		Lori Atwell	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.			

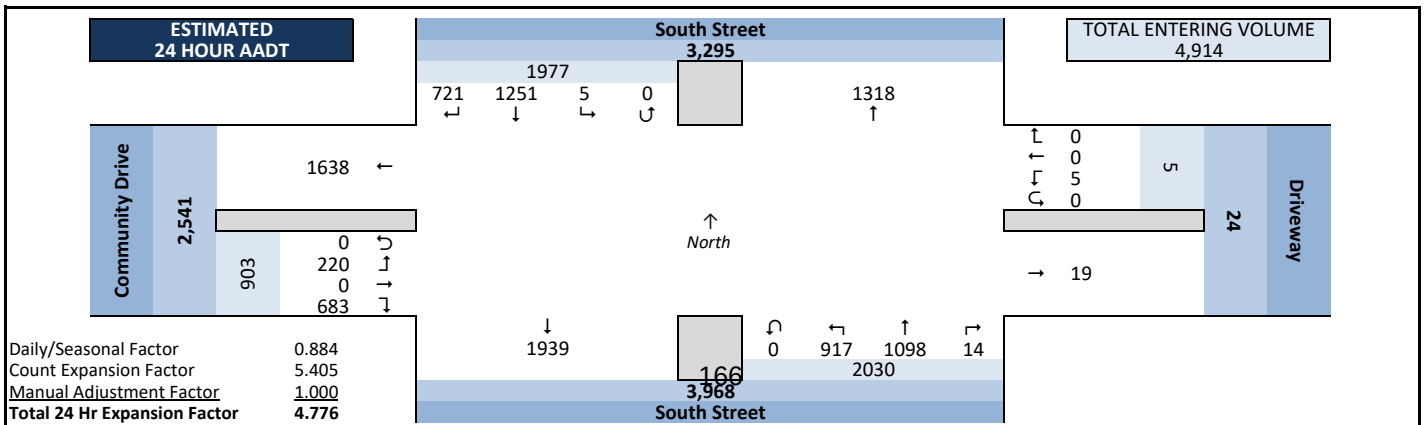
Observed 2.5 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

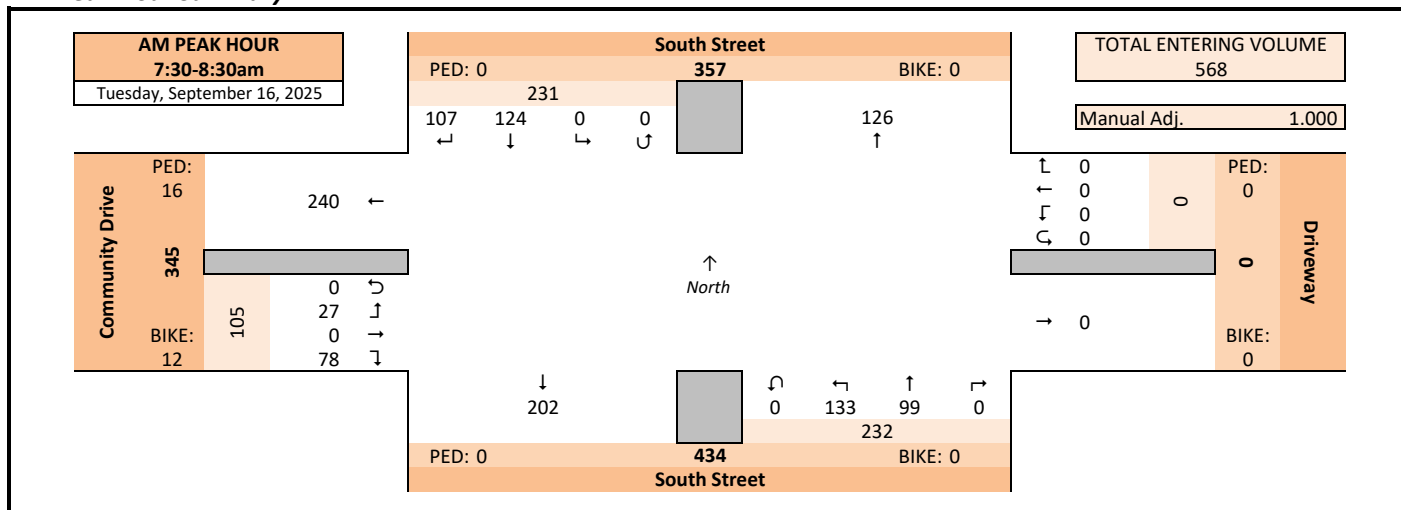
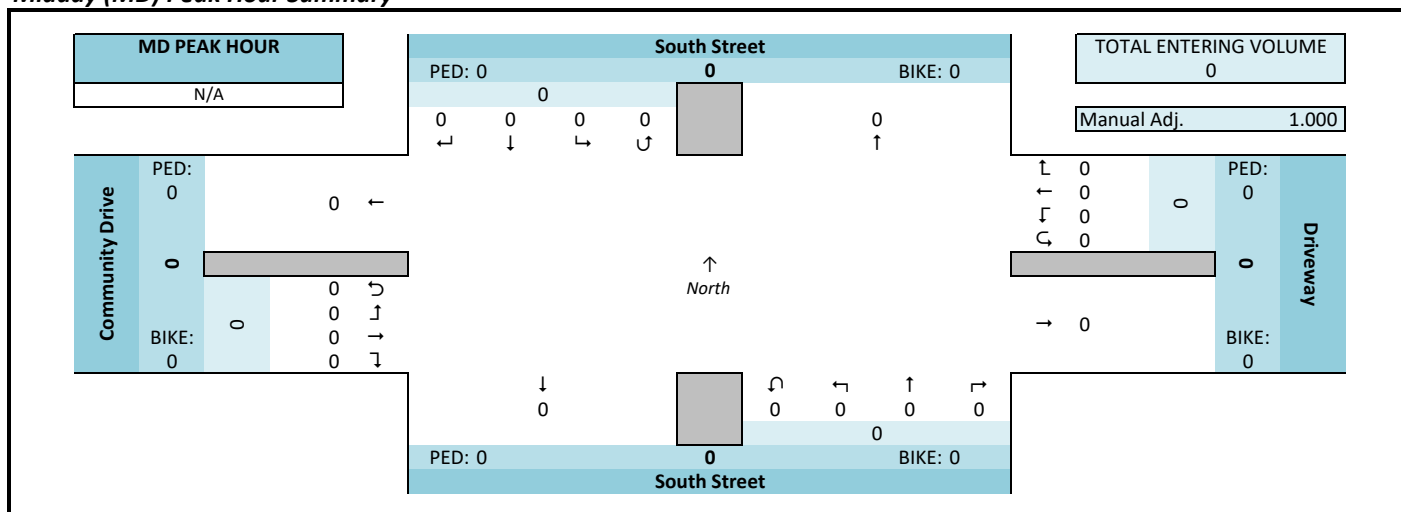


Peak Hour Volume Graphical Summary

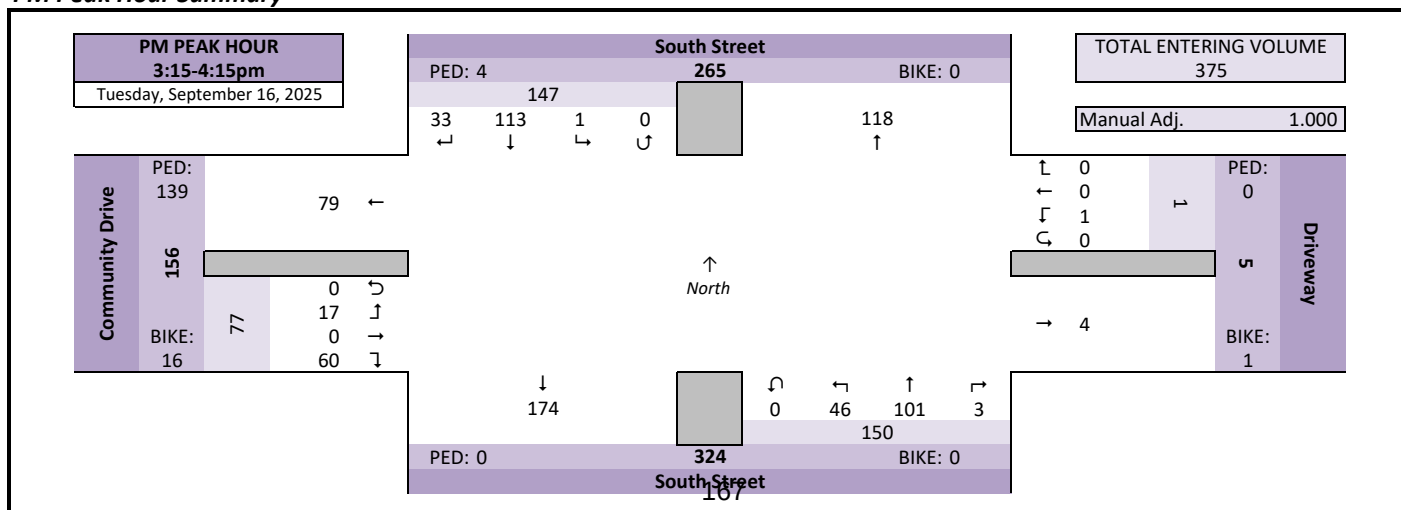
Community Drive & South Street

AM Peak Hour Summary

Count Basics		Page 2 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

**Midday (MD) Peak Hour Summary**

PM Peak Hour Summary

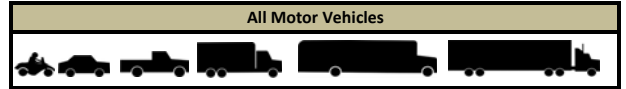


Intersection Traffic Volume Report

Peak Hour Volume Summary

Community Drive & South Street

Count Basics			Page 3 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, September 16, 2025		From North South Street					From East Driveway					From South South Street					From West Community Drive					Totals
AM Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
Start Time																						
7:30 AM		15	33	0	0	48	0	0	0	0	0	0	21	22	0	43	4	0	4	0	8	99
7:45 AM		53	42	0	0	95	0	0	0	0	0	0	44	60	0	104	30	0	11	0	41	240
8:00 AM		34	41	0	0	75	0	0	0	0	0	0	25	43	0	68	43	0	11	0	54	197
8:15 AM		5	8	0	0	13	0	0	0	0	0	0	9	8	0	17	1	0	1	0	2	32
Peak Hour Volume		107	124	0	0	231	0	0	0	0	0	0	99	133	0	232	78	0	27	0	105	568
Rounded Hourly Volume		105	125	0	0	230	0	0	0	0	0	0	100	135	0	235	80	0	25	0	105	570
% Single Unit Trucks		0.0	19.4	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	5.1
% Heavy Trucks		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)		0.0	19.4	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	5.1
Peak Hour Factor (PHF)		0.50	0.74	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.55	0.00	0.56	0.45	0.00	0.61	0.00	0.49	0.59

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

Tuesday, September 16, 2025		From North South Street					From East Driveway					From South South Street					From West Community Drive					Totals
PM Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
Start Time																						
3:15 PM		11	14	0	0	25	0	0	0	0	0	0	18	13	0	31	2	0	1	0	3	59
3:30 PM		12	43	0	0	55	0	0	0	0	0	0	33	18	0	51	22	0	4	0	26	132
3:45 PM		7	38	0	0	45	0	0	0	0	0	1	31	12	0	44	26	0	10	0	36	125
4:00 PM		3	18	1	0	22	0	0	1	0	1	2	19	3	0	24	10	0	2	0	12	59
Peak Hour Volume		33	113	1	0	147	0	0	1	0	1	3	101	46	0	150	60	0	17	0	77	375
Rounded Hourly Volume		35	115	0	0	150	0	0	0	0	0	5	100	45	0	150	60	0	15	0	75	375
% Single Unit Trucks		0.0	19.5	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.0	1.7	0.0	5.9	0.0	2.6	7.2
% Heavy Trucks		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)		0.0	19.5	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.0	1.7	0.0	5.9	0.0	2.6	7.2
Peak Hour Factor (PHF)		0.69	0.66	0.25	0.00	0.67	0.00	0.00	0.25	0.00	0.25	0.37	0.77	0.64	0.00	0.74	0.58	0.00	0.42	0.00	0.53	0.71

Peak Hour Pedestrian and Bicyclist Volumes

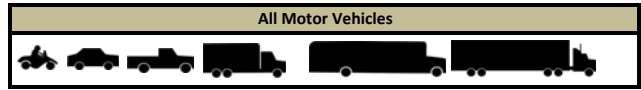
Pedestrians and Bicyclists		Crossing North Approach South Street			Crossing East Approach Driveway			Crossing South Approach South Street			Crossing West Approach Community Drive			Total Ped & Bike Volume
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	0	0	0	0	0	0	1	4	5	5
	7:45 AM	0	0	0	0	0	0	0	0	0	11	3	14	14
	8:00 AM	0	0	0	0	0	0	0	0	0	3	5	8	8
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
	Total	0	0	0	0	0	0	0	0	0	16	12	28	28
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
	3:30 PM	4	0	4	0	0	0	0	0	0	20	11	31	35
	3:45 PM	0	0	0	0	0	0	0	0	0	53	3	56	56
	4:00 PM	0	0	0	0	1	1	0	0	0	63	2	65	66
	Total	4	0	4	0	1	1	0	0	0	139	16	155	160

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Community Drive & South Street

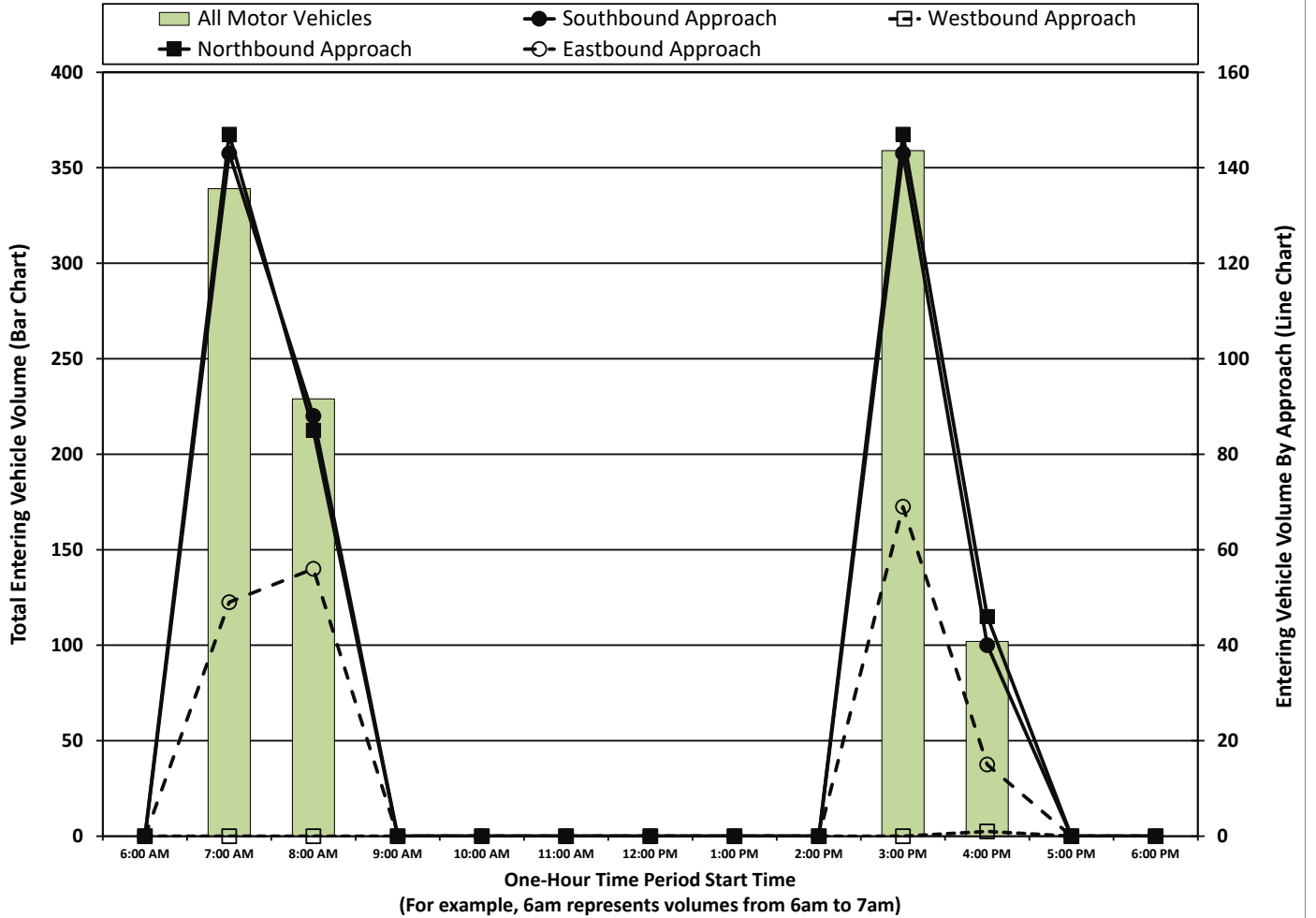
Count Basics			Page 4 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North South Street					From East Driveway					From South South Street					From West Community Drive					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
		E/W	N/S																					
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	68	75	0	0	143	0	0	0	0	0	0	65	82	0	147	34	0	15	0	49	339	49	290
	8:00 AM	39	49	0	0	88	0	0	0	0	0	0	34	51	0	85	44	0	12	0	56	229	56	173
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	40	103	0	0	143	0	0	0	0	0	1	95	51	0	147	52	0	17	0	69	359	69	290
	4:00 PM	4	35	1	0	40	0	0	1	0	1	2	36	8	0	46	13	0	2	0	15	102	16	86
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		151	262	1	0	414	0	0	1	0	1	3	230	192	0	425	143	0	46	0	189	1029	190	839

Graphical Summary of Hourly Volumes



15-Minute Motor Vehicle Data

15-Minute Motor Vehicle Data

All Motor Vehicles

15-Minute Motor Vehicle Data

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	PHF
	South Street					Driveway					South Street					Community Drive						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:30 AM	107	124	0	0	231	0	0	0	0	0	0	99	133	0	232	78	0	27	0	105	568	0.59
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.71
PM 3:15 PM	33	113	1	0	147	0	0	1	0	1	3	101	46	0	150	60	0	17	0	77	375	

Intersection Traffic Volume Report

15-Minute Automobile Data

Community Drive & South Street

Count Basics			Page 6 of 13		
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session		
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events		

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period Start Time		From North					From East					From South					From West					15-Min Totals	Hourly Sum
		South Street					Driveway					South Street					Community Drive						
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	15	33	0	0	48	0	0	0	0	0	0	21	22	0	43	4	0	4	0	8	99	539
	7:45 AM	53	31	0	0	84	0	0	0	0	0	0	43	60	0	103	30	0	11	0	41	228	
	8:00 AM	34	30	0	0	64	0	0	0	0	0	0	21	43	0	64	43	0	11	0	54	182	
	8:15 AM	5	6	0	0	11	0	0	0	0	0	0	9	8	0	17	1	0	1	0	2	30	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	9	8	0	0	17	0	0	0	0	0	0	13	8	0	21	2	0	2	0	4	42	331
	3:15 PM	11	12	0	0	23	0	0	0	0	0	0	17	13	0	30	2	0	1	0	3	56	348
	3:30 PM	12	34	0	0	46	0	0	0	0	0	0	32	18	0	50	21	0	4	0	25	121	333
	3:45 PM	7	27	0	0	34	0	0	0	0	0	1	30	12	0	43	26	0	9	0	35	112	
	4:00 PM	3	18	1	0	22	0	0	1	0	1	2	19	3	0	24	10	0	2	0	12	59	
	4:15 PM	1	15	0	0	16	0	0	0	0	0	0	17	5	0	22	3	0	0	0	3	41	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		150	214	1	0	365	0	0	1	0	1	3	222	192	0	417	142	0	45	0	187	970	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	From North South Street					From East Driveway					From South South Street					From West Community Drive					Total Hourly Volume	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:30 AM	107	100	0	0	207	0	0	0	0	0	0	0	94	133	0	227	78	0	27	0	105	539
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0
PM 3:15 PM	33	91	1	0	125	0	0	0	1	0	1	3	98	46	0	147	59	0	16	0	75	348

Intersection Traffic Volume Report

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

Community Drive & South Street

Count Basics			Page 7 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	



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

15-Minute Time Period Start Time	From North South Street					From East Driveway					From South South Street					From West Community Drive					15-Min Totals	Hourly Sum
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	11	0	0	11	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	12
	8:00 AM	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	15
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
3:30 PM	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	11	
3:45 PM	0	11	0	0	11	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	13	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	48	0	0	49	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	59
SU Truck %age:		0.7%	18.3%	0.0%	0.0%	11.8%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	0.0%	0.0%	1.9%	0.7%	0.0%	2.2%	0.0%	1.1%	5.7%	

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

Hourly Time Period	Start Time	From North South Street				From East Driveway				From South South Street				From West Community Drive				Total Hourly Volume	
		Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn		
AM	7:30 AM	0	24	0	0	24	0	0	0	0	0	5	0	0	0	0	0	0	29
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0
PM	3:15 PM	0	22	0	0	22	0	0	0	0	0	3	0	0	3	1	0	1	27

15-Minute Semi-Truck Data

Community Drive & South Street

[illegible][illegible]

Peak Hour Semi-Truck Volume Summary

[illegible]

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Community Drive & South Street

Count Basics			Page 9 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events

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



15-Minute Heavy Vehicle Data

15-Minute Time Period	Start Time	From North South Street					From East Driveway					From South South Street					From West Community Drive					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	7:45 AM	0	11	0	0	11	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	12
	8:00 AM	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	15
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	3:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
	3:30 PM	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	27
	3:45 PM	0	11	0	0	11	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	26
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	48	0	0	49	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	59	
Total Truck %age:		0.7%	18.3%	0.0%	0.0%	11.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	0.0%	0.0%	1.9%	0.7%	0.0%	2.2%	0.0%	1.1%	5.7%	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North South Street					From East Driveway					From South South Street					From West Community Drive					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0	24	0	0	24	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	2
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	
PM 3:15 PM	0	22	0	0	22	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	2

15-Minute Heavy Vehicle Percentages

15-Minute Heavy Vehicle Percentages

Semi Truck Percentage: 0

Hourly Time Period Start Time	Hourly Heavy Vehicle Percentages Summary																				Hourly Heavy Vehicle Percent
	From North					From East					From South					From West					
	South Street					Driveway					South Street					Community Drive					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	0.0	19.4	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	5.0
AM 12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM 3:15 PM	0.0	19.5	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.0	1.7	0.0	5.9	0.0	2.6	7.0

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Community Drive & South Street

Count Basics			Page 11 of 13
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	North Approach			East Approach			South Approach			West Approach				
	South Street			Driveway			South Street			Community Drive				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	1	4	5	5	28
	7:45 AM	0	0	0	0	0	0	0	0	11	3	14	14	
	8:00 AM	0	0	0	0	0	0	0	0	3	5	8	8	
	8:15 AM	0	0	0	0	0	0	0	0	1	0	1	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	2	0	2	0	0	0	2	96
	3:15 PM	0	0	0	0	0	0	0	0	3	0	3	3	160
	3:30 PM	4	0	4	0	0	0	0	0	20	11	31	35	157
	3:45 PM	0	0	0	0	0	0	0	0	53	3	56	56	
	4:00 PM	0	0	0	0	1	1	0	0	63	2	65	66	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	4	0	4	0	1	1	2	0	2	155	28	183	190	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementary School Age Children	x					
Visually Impaired (white cane/help)	x					
Elderly/Disabled (except wheelchairs)	x		176			
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

Community Drive & South Street

Count Basics			Page 12 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events	



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum	
	North Approach		Total	East Approach		Total	South Approach		Total	West Approach		Total			
	Adults	Children		Adults	Children		Adults	Children		Adults	Children				
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	12	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	15	
	7:30 AM	0	0	0	0	0	0	0	1	1	1	1	1	16	
	7:45 AM	0	0	0	0	0	0	0	11	11	11	11	11	15	
	8:00 AM	0	0	0	0	0	0	0	3	3	3	3	3	4	
	8:15 AM	0	0	0	0	0	0	0	1	1	1	1	1	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
		10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period		2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
		2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	29	
	3:00 PM	0	0	0	0	2	2	0	2	0	0	2	2	82	
	3:15 PM	0	0	0	0	0	0	3	3	3	3	3	3	143	
	3:30 PM	4	4	0	0	0	0	0	20	20	24	24	24	140	
	3:45 PM	0	0	0	0	0	0	0	53	53	53	53	53	116	
	4:00 PM	0	0	0	0	0	0	0	63	63	63	63	63	63	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	4	0	4	0	0	0	2	0	2	155	0	155	161		

Intersection Traffic Volume Report

15-Minute Bicycle Turning Movement Count (Manual Entry)

Community Drive & South Street

Count Basics		Page 13 of 13	
Start Date:	Tuesday, September 16, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	2.5	Non-Holiday	No Special Events



15-Minute Bicycle Data

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

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

All Motor Vehicles

15-Minute Motor Vehicle Data

Peak Hour All Vehicle Volume Summary

Peak Hour Air Volume Summary																					PHF	
Hourly Time Period	From North South Street					From East Driveway					From South South Street					From West Community Drive						Total Hourly
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:30 AM	94	109	0	0	203	0	0	0	0	0	0	88	117	0	205	70	0	25	0	95	503	0.59
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
PM 3:15 PM	30	100	1	0	131	0	0	1	0	1	3	89	41	0	133	53	0	16	0	69	334	0.71

Appendix B

Peak Hour Analysis Outputs

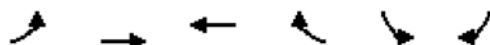
Existing Traffic

Full Build Traffic – Base Condition

Full Build Traffic – With New Driveway Connection

Lanes, Volumes, Timings
100: Community Drive & West HS Driveway

AM Peak
10/08/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	105	60	55	20	20
Future Volume (vph)	135	105	60	55	20	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.935		0.932	
Flt Protected		0.973			0.976	
Satd. Flow (prot)	0	1830	1759	0	1711	0
Flt Permitted		0.973			0.976	
Satd. Flow (perm)	0	1830	1759	0	1711	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		334	370		358	
Travel Time (s)		9.1	10.1		9.8	
Confl. Peds. (#/hr)	1			1	1	2
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	270	210	120	110	40	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	480	230	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	135	105	60	55	20	20
Future Vol, veh/h	135	105	60	55	20	20
Conflicting Peds, #/hr	1	0	0	1	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	270	210	120	110	40	40

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	231	0	0 927 178
Stage 1	-	-	- 176 -
Stage 2	-	-	- 751 -
Critical Hdwy	4.11	-	- 6.41 6.21
Critical Hdwy Stg 1	-	-	- 5.41 -
Critical Hdwy Stg 2	-	-	- 5.41 -
Follow-up Hdwy	2.209	-	- 3.509 3.309
Pot Cap-1 Maneuver	1343	-	- 299 868
Stage 1	-	-	- 857 -
Stage 2	-	-	- 468 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1341	-	- 231 865
Mov Cap-2 Maneuver	-	-	- 231 -
Stage 1	-	-	- 661 -
Stage 2	-	-	- 468 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.7	0	17.65
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1013	-	-	-	364
HCM Lane V/C Ratio	0.201	-	-	-	0.22
HCM Ctrl Dly (s/v)	8.4	0	-	-	17.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	0.8

Lanes, Volumes, Timings
500: Middle School Driveway & Community Drive

AM Peak
10/08/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	105	25	105	135	0	0
Future Volume (vph)	105	25	105	135	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.974					
Flt Protected				0.979		
Satd. Flow (prot)	1832	0	0	1842	0	1881
Flt Permitted				0.979		
Satd. Flow (perm)	1832	0	0	1842	0	1881
Link Speed (mph)	25		25		25	
Link Distance (ft)	340		195		297	
Travel Time (s)	9.3		5.3		8.1	
Confl. Peds. (#/hr)			1	1	51	31
Confl. Bikes (#/hr)			1			1
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	181	43	181	233	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	224	0	0	414	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15		15	
Sign Control	Free		Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	25	105	135	0	0
Future Vol, veh/h	105	25	105	135	0	0
Conflicting Peds, #/hr	0	1	1	0	51	31
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	181	43	181	233	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	225
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.11	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.209	-
Pot Cap-1 Maneuver	-	1349	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1348	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.54	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	788	-
HCM Lane V/C Ratio	-	-	-	0.134	-
HCM Ctrl Dly (s/v)	0	-	-	8.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.5	-

Lanes, Volumes, Timings
600: South Street & Community Drive

AM Peak
10/08/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	80	135	100	125	105
Future Volume (vph)	25	80	135	100	125	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.897				0.938	
Flt Protected	0.988			0.972		
Satd. Flow (prot)	1651	0	0	1811	1620	0
Flt Permitted	0.988			0.972		
Satd. Flow (perm)	1651	0	0	1811	1620	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	195			417	443	
Travel Time (s)	5.3			11.4	12.1	
Confl. Peds. (#/hr)	1	1	16			1
Confl. Bikes (#/hr)		1				12
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles (%)	2%	2%	2%	2%	10%	10%
Adj. Flow (vph)	42	136	229	169	212	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	178	0	0	398	390	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	42.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	80	135	100	125	105
Future Vol, veh/h	25	80	135	100	125	105
Conflicting Peds, #/hr	1	1	16	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	2	2	2	2	10	10
Mvmt Flow	42	136	229	169	212	178

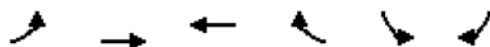
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	945	318	406	0	-	0
Stage 1	317	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	291	723	1153	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	219	711	1135	-	-	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.53	5.15	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1028	-	463	-	-
HCM Lane V/C Ratio	0.202	-	0.384	-	-
HCM Ctrl Dly (s/v)	9	0	17.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.8	-	1.8	-	-

Lanes, Volumes, Timings
100: Community Drive & West HS Driveway

PM Peak
10/08/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	55	45	30	15	30	65
Future Volume (vph)	55	45	30	15	30	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.955		0.908	
Flt Protected		0.973			0.984	
Satd. Flow (prot)	0	1830	1797	0	1681	0
Flt Permitted		0.973			0.984	
Satd. Flow (perm)	0	1830	1797	0	1681	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		334	370		358	
Travel Time (s)		9.1	10.1		9.8	
Confl. Peds. (#/hr)	2			2	17	16
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	122	100	67	33	67	144
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	222	100	0	211	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	45	30	15	30	65
Future Vol, veh/h	55	45	30	15	30	65
Conflicting Peds, #/hr	2	0	0	2	17	16
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	122	100	67	33	67	144

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	102	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.11	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.209	-	-
Pot Cap-1 Maneuver	1496	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1494	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.19	0	11.68
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	990	-	-	-	749
HCM Lane V/C Ratio	0.082	-	-	-	0.282
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2

Lanes, Volumes, Timings
500: Middle School Driveway & Community Drive

PM Peak
10/08/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	75	15	35	45	0	0
Future Volume (vph)	75	15	35	45	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.977					
Flt Protected				0.978		
Satd. Flow (prot)	1838	0	0	1840	0	1881
Flt Permitted				0.978		
Satd. Flow (perm)	1838	0	0	1840	0	1881
Link Speed (mph)	25		25		25	
Link Distance (ft)	340		195		297	
Travel Time (s)	9.3		5.3		8.1	
Confl. Peds. (#/hr)			1		41	19
Confl. Bikes (#/hr)			1			1
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	119	24	56	71	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	143	0	0	127	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15		15	
Sign Control	Free		Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 25.7%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	15	35	45	0	0
Future Vol, veh/h	75	15	35	45	0	0
Conflicting Peds, #/hr	0	1	1	0	41	19
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	119	24	56	71	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	144
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.11	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.209	-
Pot Cap-1 Maneuver	-	1445	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1443	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.32	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	788	-
HCM Lane V/C Ratio	-	-	-	0.038	-
HCM Ctrl Dly (s/v)	0	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Lanes, Volumes, Timings
600: South Street & Community Drive

PM Peak
10/08/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	60	45	100	115	35
Future Volume (vph)	15	60	45	100	115	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892				0.969	
Flt Protected	0.990			0.985		
Satd. Flow (prot)	1645	0	0	1835	1601	0
Flt Permitted	0.990			0.985		
Satd. Flow (perm)	1645	0	0	1835	1601	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	195			417	443	
Travel Time (s)	5.3			11.4	12.1	
Confl. Peds. (#/hr)	1	1	139			1
Confl. Bikes (#/hr)		1				16
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	2%	2%	2%	15%	15%
Adj. Flow (vph)	21	85	63	141	162	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	106	0	0	204	211	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	31.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	60	45	100	115	35
Future Vol, veh/h	15	60	45	100	115	35
Conflicting Peds, #/hr	1	1	139	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	15	15
Mvmt Flow	21	85	63	141	162	49

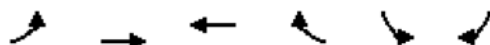
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	594	327	350	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	468	715	1209	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	329	619	1049	-	-	-
Mov Cap-2 Maneuver	329	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	674	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.55	2.69	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	559	-	526	-	-
HCM Lane V/C Ratio	0.06	-	0.201	-	-
HCM Ctrl Dly (s/v)	8.7	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Lanes, Volumes, Timings
100: Community Drive & West HS Driveway

AM Peak
10/24/2025

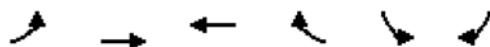


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶		↶	
Traffic Volume (vph)	250	0	0	0	0	155
Future Volume (vph)	250	0	0	0	0	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.865	
Flt Protected		0.950				
Satd. Flow (prot)	0	1787	1881	0	1627	0
Flt Permitted		0.950				
Satd. Flow (perm)	0	1787	1881	0	1627	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		334	370		358	
Travel Time (s)		9.1	10.1		9.8	
Confl. Peds. (#/hr)	1			1	1	2
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	500	0	0	0	0	310
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	500	0	0	310	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	8.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	250	0	0	0	0	155
Future Vol, veh/h	250	0	0	0	0	155
Conflicting Peds, #/hr	1	0	0	1	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	500	0	0	0	0	310
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	3	0	-	0	1004	5
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	1001	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1626	-	-	-	269	1081
Stage 1	-	-	-	-	1023	-
Stage 2	-	-	-	-	357	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1624	-	-	-	186	1078
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	357	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	8.2	0		9.68		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1624	-	-	-	-	1078
HCM Lane V/C Ratio	0.308	-	-	-	-	0.288
HCM Ctrl Dly (s/v)	8.2	0	-	-	-	9.7
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	1.3	-	-	-	-	1.2

Lanes, Volumes, Timings
150: Community Drive & Proposed Enter Driveway

AM Peak
10/24/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰			↰
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1881	1881	0	0	1881
Flt Permitted						
Satd. Flow (perm)	0	1881	1881	0	0	1881
Link Speed (mph)		25	25		25	
Link Distance (ft)		370	340		245	
Travel Time (s)		10.1	9.3		6.7	
Confl. Peds. (#/hr)	1			1	1	10
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	1	0	0	1	1	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	3	0	-	0	-	13
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.11	-	-	-	-	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.209	-	-	-	-	3.309
Pot Cap-1 Maneuver	1626	-	-	-	0	1070
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1624	-	-	-	-	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1624	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Lanes, Volumes, Timings
500: Middle School Driveway & Community Drive

AM Peak
10/24/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	0	1881
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	0	1881
Link Speed (mph)	25			25	25	
Link Distance (ft)	340			195	297	
Travel Time (s)	9.3			5.3	8.1	
Confl. Peds. (#/hr)		1	1		51	31
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱		↱
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	1	1	0	51	31
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	3
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.11	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.209	-
Pot Cap-1 Maneuver	-	1626	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1624	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1624	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lanes, Volumes, Timings
600: South Street & Community Drive

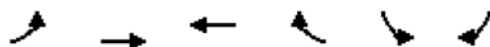
AM Peak
10/24/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	10	235	125	10
Future Volume (vph)	0	0	10	235	125	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.990					
Flt Protected	0.998					
Satd. Flow (prot)	1863	0	0	1859	1710	0
Flt Permitted	0.998					
Satd. Flow (perm)	1863	0	0	1859	1710	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	195			417	443	
Travel Time (s)	5.3			11.4	12.1	
Confl. Peds. (#/hr)	1	1	16	1		
Confl. Bikes (#/hr)	1		12			
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles (%)	2%	2%	2%	2%	10%	10%
Adj. Flow (vph)	0	0	17	398	212	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	415	229	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	9		
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	10	235	125	10
Future Vol, veh/h	0	0	10	235	125	10
Conflicting Peds, #/hr	1	1	16	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	2	2	2	2	10	10
Mvmt Flow	0	0	17	398	212	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	670	237	245	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	422	802	1321	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	403	789	1301	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	0	0.32		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	73	-	-	-	-	
HCM Lane V/C Ratio	0.013	-	-	-	-	
HCM Ctrl Dly (s/v)	7.8	0	0	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Lanes, Volumes, Timings
100: Community Drive & West HS Driveway

PM Peak
10/24/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	0	0	0	0	140
Future Volume (vph)	100	0	0	0	0	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected	0.950					
Satd. Flow (prot)	0	1787	1881	0	1627	0
Flt Permitted	0.950					
Satd. Flow (perm)	0	1787	1881	0	1627	0
Link Speed (mph)	25		25	25		
Link Distance (ft)	334		370	358		
Travel Time (s)	9.1		10.1	9.8		
Confl. Peds. (#/hr)	2			2	17	16
Confl. Bikes (#/hr)				1	1	
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	222	0	0	0	0	311
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	222	0	0	311	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)	0		0	12		
Link Offset(ft)	0		0	0		
Crosswalk Width(ft)	16		16	16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control	Free		Free	Stop		
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 28.0%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	8.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	0	0	0	0	140
Future Vol, veh/h	100	0	0	0	0	140
Conflicting Peds, #/hr	2	0	0	2	17	16
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	222	0	0	0	0	311

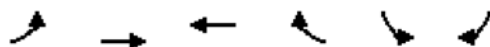
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	4	0	-	0	466 20
Stage 1	-	-	-	-	4 -
Stage 2	-	-	-	-	461 -
Critical Hdwy	4.11	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.209	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1624	-	-	-	557 1060
Stage 1	-	-	-	-	1022 -
Stage 2	-	-	-	-	637 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1621	-	-	-	479 1042
Mov Cap-2 Maneuver	-	-	-	-	479 -
Stage 1	-	-	-	-	880 -
Stage 2	-	-	-	-	636 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.57	0	9.92
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1621	-	-	-	1042
HCM Lane V/C Ratio	0.137	-	-	-	0.298
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.5	-	-	-	1.3

Lanes, Volumes, Timings
150: Community Drive & Proposed Enter Driveway

PM Peak
10/24/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰			↰
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1881	1881	0	0	1881
Flt Permitted						
Satd. Flow (perm)	0	1881	1881	0	0	1881
Link Speed (mph)		25	25		25	
Link Distance (ft)		370	340		245	
Travel Time (s)		10.1	9.3		6.7	
Confl. Peds. (#/hr)	1			1	1	38
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	1	0	0	1	1	38
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	3	0	-	0	-	41
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.11	-	-	-	-	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.209	-	-	-	-	3.309
Pot Cap-1 Maneuver	1625	-	-	-	0	1033
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1624	-	-	-	-	994
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1624	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Lanes, Volumes, Timings
500: Middle School Driveway & Community Drive

PM Peak
10/24/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	0	1881
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	0	1881
Link Speed (mph)	25			25	25	
Link Distance (ft)	340			195	297	
Travel Time (s)	9.3			5.3	8.1	
Confl. Peds. (#/hr)		1	1		41	19
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	1	1	0	41	19
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	3
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.11	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.209	-
Pot Cap-1 Maneuver	-	1626	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1625	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1625	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lanes, Volumes, Timings
600: South Street & Community Drive

PM Peak
10/24/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	5	150	115	5
Future Volume (vph)	0	0	5	150	115	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.994	
Flt Protected				0.998		
Satd. Flow (prot)	1863	0	0	1859	1642	0
Flt Permitted				0.998		
Satd. Flow (perm)	1863	0	0	1859	1642	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	195			417	443	
Travel Time (s)	5.3			11.4	12.1	
Confl. Peds. (#/hr)	1	1	139			1
Confl. Bikes (#/hr)		1				16
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	2%	2%	2%	15%	15%
Adj. Flow (vph)	0	0	7	211	162	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	218	169	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	5	150	115	5
Future Vol, veh/h	0	0	5	150	115	5
Conflicting Peds, #/hr	1	1	139	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	15	15
Mvmt Flow	0	0	7	211	162	7

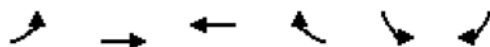
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	531	305	308	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	509	734	1253	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	380	637	1087	-	-	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	58	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
100: Community Drive & West HS Driveway

AM Peak
10/24/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶		↶	
Traffic Volume (vph)	135	115	0	0	0	155
Future Volume (vph)	135	115	0	0	0	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.865					
Flt Protected	0.974					
Satd. Flow (prot)	0	1832	1881	0	1627	0
Flt Permitted	0.974					
Satd. Flow (perm)	0	1832	1881	0	1627	0
Link Speed (mph)	25		25	25		
Link Distance (ft)	334		370	358		
Travel Time (s)	9.1		10.1	9.8		
Confl. Peds. (#/hr)	1			1	1	2
Confl. Bikes (#/hr)				1	1	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	270	230	0	0	0	310
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	500	0	0	310	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)	0		0	12		
Link Offset(ft)	0		0	0		
Crosswalk Width(ft)	16		16	16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control	Free		Free	Stop		
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 34.1%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	135	115	0	0	0	155
Future Vol, veh/h	135	115	0	0	0	155
Conflicting Peds, #/hr	1	0	0	1	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	270	230	0	0	0	310

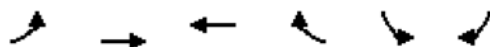
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	3	0	-	0	774
Stage 1	-	-	-	-	3
Stage 2	-	-	-	-	771
Critical Hdwy	4.11	-	-	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	2.209	-	-	-	3.509
Pot Cap-1 Maneuver	1626	-	-	-	368
Stage 1	-	-	-	-	1023
Stage 2	-	-	-	-	458
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1624	-	-	-	298
Mov Cap-2 Maneuver	-	-	-	-	298
Stage 1	-	-	-	-	827
Stage 2	-	-	-	-	458

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.14	0	9.68
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	972	-	-	-	1078
HCM Lane V/C Ratio	0.166	-	-	-	0.288
HCM Ctrl Dly (s/v)	7.7	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	1.2

Lanes, Volumes, Timings
150: Community Drive & Proposed Enter Driveway

AM Peak
10/24/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰			↱
Traffic Volume (vph)	115	0	0	0	0	0
Future Volume (vph)	115	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	0	1787	1881	0	0	1881
Flt Permitted	0.950					
Satd. Flow (perm)	0	1787	1881	0	0	1881
Link Speed (mph)	25		25	25		
Link Distance (ft)	370		340	245		
Travel Time (s)	10.1		9.3	6.7		
Confl. Peds. (#/hr)	1			1	1	10
Confl. Bikes (#/hr)				1	1	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	230	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	230	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)	0		0	0		
Link Offset(ft)	0		0	0		
Crosswalk Width(ft)	16		16	16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control	Free		Free	Stop		
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 24.1%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	115	0	0	0	0	0
Future Vol, veh/h	115	0	0	0	0	0
Conflicting Peds, #/hr	1	0	0	1	1	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	230	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	3	0	-	0	-	13
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.11	-	-	-	-	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.209	-	-	-	-	3.309
Pot Cap-1 Maneuver	1626	-	-	-	0	1070
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1624	-	-	-	-	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.58	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1624	-	-	-	-	
HCM Lane V/C Ratio	0.142	-	-	-	-	
HCM Ctrl Dly (s/v)	7.6	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.5	-	-	-	-	

Lanes, Volumes, Timings
500: Middle School Driveway & Community Drive

AM Peak
10/24/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	0	1881
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	0	1881
Link Speed (mph)	25			25	25	
Link Distance (ft)	340			195	297	
Travel Time (s)	9.3			5.3	8.1	
Confl. Peds. (#/hr)		1	1		51	31
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱		↱
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	1	1	0	51	31
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	3
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.11	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.209	-
Pot Cap-1 Maneuver	-	1626	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1624	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1624	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lanes, Volumes, Timings
600: South Street & Community Drive

AM Peak
10/24/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	10	235	125	10
Future Volume (vph)	0	0	10	235	125	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.990	
Flt Protected				0.998		
Satd. Flow (prot)	1863	0	0	1859	1710	0
Flt Permitted				0.998		
Satd. Flow (perm)	1863	0	0	1859	1710	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	195			417	443	
Travel Time (s)	5.3			11.4	12.1	
Confl. Peds. (#/hr)	1	1	16			1
Confl. Bikes (#/hr)		1				12
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles (%)	2%	2%	2%	2%	10%	10%
Adj. Flow (vph)	0	0	17	398	212	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	415	229	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	10	235	125	10
Future Vol, veh/h	0	0	10	235	125	10
Conflicting Peds, #/hr	1	1	16	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	2	2	2	2	10	10
Mvmt Flow	0	0	17	398	212	17

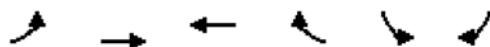
Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	670	237	245
Stage 1	236	-	-
Stage 2	433	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	422	802	1321
Stage 1	803	-	-
Stage 2	654	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	403	789	1301
Mov Cap-2 Maneuver	403	-	-
Stage 1	777	-	-
Stage 2	644	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.32	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	73	-	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Ctrl Dly (s/v)	7.8	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
100: Community Drive & West HS Driveway

PM Peak
10/24/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶		↶	
Traffic Volume (vph)	55	45	0	0	0	140
Future Volume (vph)	55	45	0	0	0	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.865	
Flt Protected		0.973				
Satd. Flow (prot)	0	1830	1881	0	1627	0
Flt Permitted		0.973				
Satd. Flow (perm)	0	1830	1881	0	1627	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		334	370		358	
Travel Time (s)		9.1	10.1		9.8	
Confl. Peds. (#/hr)	2			2	17	16
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	122	100	0	0	0	311
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	222	0	0	311	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	45	0	0	0	140
Future Vol, veh/h	55	45	0	0	0	140
Conflicting Peds, #/hr	2	0	0	2	17	16
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	122	100	0	0	0	311

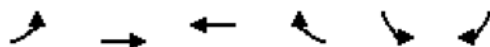
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	4	0	-	0	366 20
Stage 1	-	-	-	-	4 -
Stage 2	-	-	-	-	361 -
Critical Hdwy	4.11	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.209	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1624	-	-	-	636 1060
Stage 1	-	-	-	-	1022 -
Stage 2	-	-	-	-	707 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1621	-	-	-	583 1042
Mov Cap-2 Maneuver	-	-	-	-	583 -
Stage 1	-	-	-	-	938 -
Stage 2	-	-	-	-	706 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.07	0	9.92
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	990	-	-	-	1042
HCM Lane V/C Ratio	0.075	-	-	-	0.298
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3

Lanes, Volumes, Timings
150: Community Drive & Proposed Enter Driveway

PM Peak
10/24/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰			↰
Traffic Volume (vph)	45	0	0	0	0	0
Future Volume (vph)	45	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected		0.950				
Satd. Flow (prot)	0	1787	1881	0	0	1881
Flt Permitted		0.950				
Satd. Flow (perm)	0	1787	1881	0	0	1881
Link Speed (mph)		25	25		25	
Link Distance (ft)		370	340		245	
Travel Time (s)		10.1	9.3		6.7	
Confl. Peds. (#/hr)	1			1	1	38
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	100	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	100	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	7.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	0	0	0	0	0
Future Vol, veh/h	45	0	0	0	0	0
Conflicting Peds, #/hr	1	0	0	1	1	38
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	100	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	3	0	-	0	-	41
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.11	-	-	-	-	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.209	-	-	-	-	3.309
Pot Cap-1 Maneuver	1625	-	-	-	0	1033
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1624	-	-	-	-	994
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.36	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1624	-	-	-	-	
HCM Lane V/C Ratio	0.062	-	-	-	-	
HCM Ctrl Dly (s/v)	7.4	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.2	-	-	-	-	

Lanes, Volumes, Timings
500: Middle School Driveway & Community Drive

PM Peak
10/24/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1881	0	0	1881	0	1881
Flt Permitted						
Satd. Flow (perm)	1881	0	0	1881	0	1881
Link Speed (mph)	25			25	25	
Link Distance (ft)	340			195	297	
Travel Time (s)	9.3			5.3	8.1	
Confl. Peds. (#/hr)		1	1		41	19
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	1	1	0	41	19
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	3
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.11	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.209	-
Pot Cap-1 Maneuver	-	1626	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1625	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1625	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lanes, Volumes, Timings
600: South Street & Community Drive

PM Peak
10/24/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	5	150	115	5
Future Volume (vph)	0	0	5	150	115	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.994					
Flt Protected	0.998					
Satd. Flow (prot)	1863	0	0	1859	1642	0
Flt Permitted	0.998					
Satd. Flow (perm)	1863	0	0	1859	1642	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	195			417	443	
Travel Time (s)	5.3			11.4	12.1	
Confl. Peds. (#/hr)	1	1	139	1		
Confl. Bikes (#/hr)	1		16			
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	2%	2%	2%	2%	15%	15%
Adj. Flow (vph)	0	0	7	211	162	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	218	169	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	9		
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	5	150	115	5
Future Vol, veh/h	0	0	5	150	115	5
Conflicting Peds, #/hr	1	1	139	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	15	15
Mvmt Flow	0	0	7	211	162	7

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	531	305	308	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	509	734	1253	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	380	637	1087	-	-	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	58	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-