

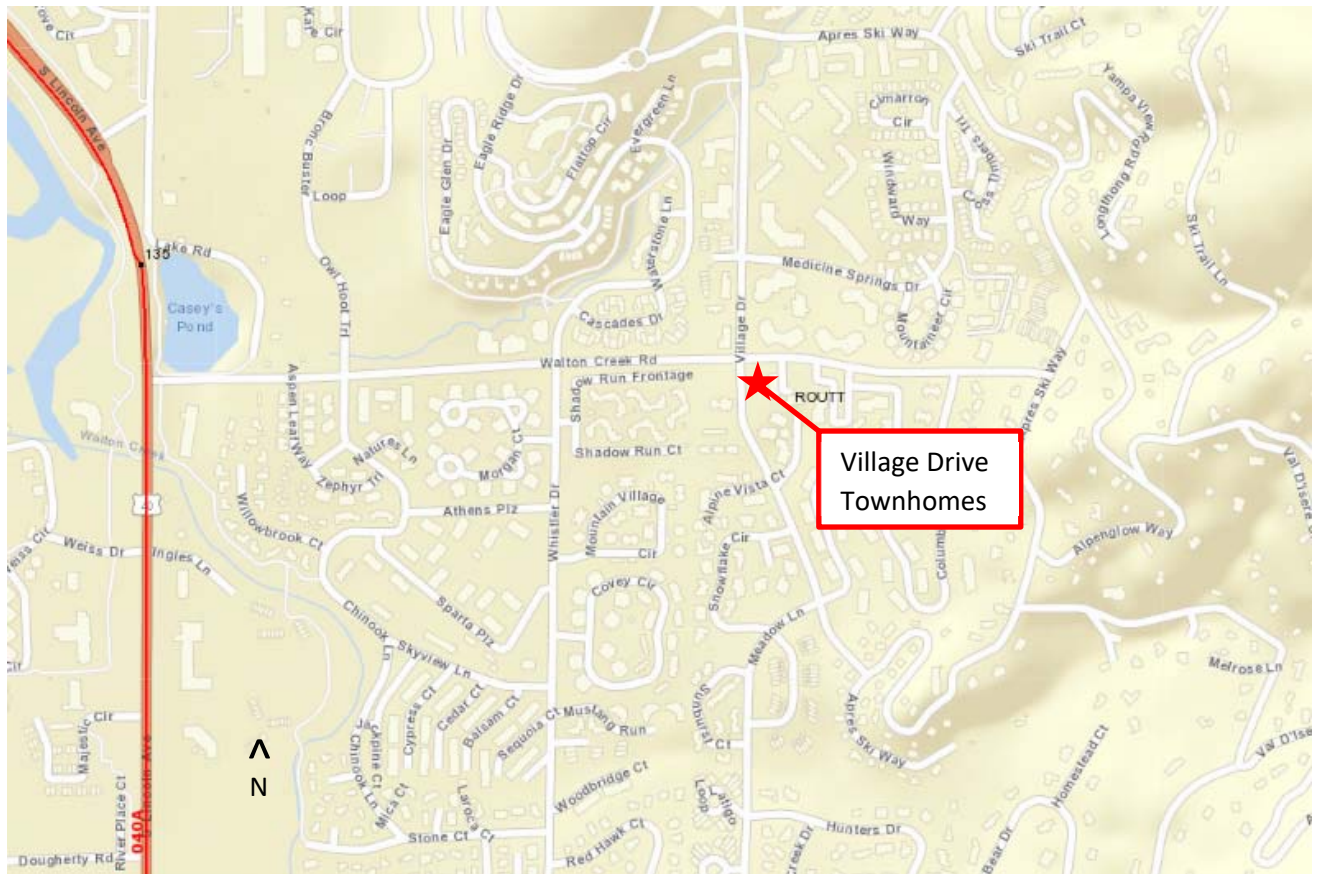
City of Steamboat Springs  
Attn: Ben Beall, City Engineer  
136 10<sup>th</sup> Street  
Steamboat Springs, CO 80477

March 16, 2020

Re: **Village Drive Townhomes – Trip Generation Letter**  
**Steamboat Springs, Colorado**

### Project Description:

Village Drive Townhomes is a seven-unit development to be located on the property at the southeast corner of Village Drive and Walton Creek Road in Steamboat Springs. The site is shown in the vicinity map in *Figure 1*. The property on which the Village Drive Townhomes will be constructed is currently vacant.



*Figure 1: Vicinity Map*

Village Drive Townhomes will consist of one five-plex and one duplex. The site plan for this development is shown in *Figure 2*.

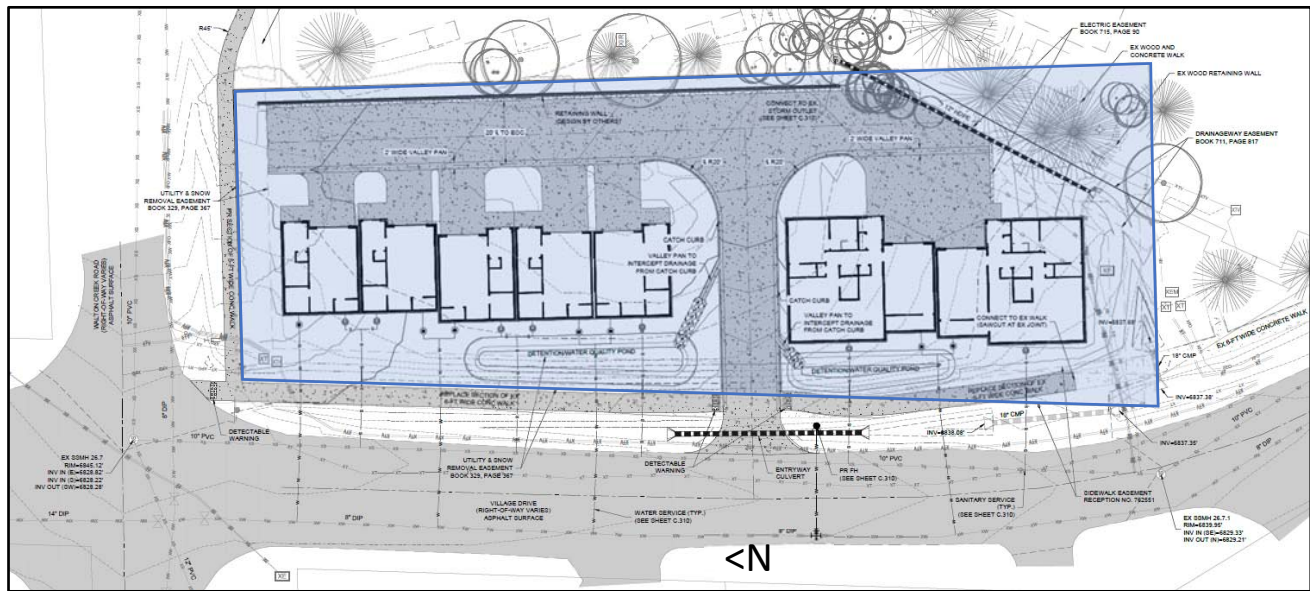


Figure 2: Village Drive Townhomes Site Plan

## Trip Generation:

The *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup> Edition*<sup>1</sup>, was used to estimate the volume of traffic that will be going to and from the Village Drive Townhomes on a daily basis and during the morning and afternoon peak traffic volume hours. ITE Land Use Category 210: Single Family Detached Housing was used for the duplex and ITE Land Use Category 220: Multifamily Housing (Low-Rise) was used for the five-plex.

A five percent multimodal reduction was applied to this site. This site has access to both the Steamboat Springs Transit's Green Line at Trappeur's Crossing and Orange Line at Shadow Run. Both are within 800 feet of the project.

Table 1: Estimated Project-Generated Traffic  
Village Drive Townhomes  
Steamboat Springs, Colorado

| M1447 March 20, 2020                  |                                |                  | Average Weekday [2]                   |                |               | AM Peak Hour of Generator [2]         |                |               | PM Peak Hour of Generator [2]         |                |               | Saturday Peak Hour of Gen. [2]        |                |               |
|---------------------------------------|--------------------------------|------------------|---------------------------------------|----------------|---------------|---------------------------------------|----------------|---------------|---------------------------------------|----------------|---------------|---------------------------------------|----------------|---------------|
| ITE Code                              | Land Use Description           | Units            | Average Rate<br>Fitted Curve Equation | Enter<br>(vpd) | Exit<br>(vpd) | Average Rate<br>Fitted Curve Equation | Enter<br>(vph) | Exit<br>(vph) | Average Rate<br>Fitted Curve Equation | Enter<br>(vph) | Exit<br>(vph) | Average Rate<br>Fitted Curve Equation | Enter<br>(vph) | Exit<br>(vph) |
| 210                                   | <b>Proposed</b>                |                  |                                       |                |               |                                       |                |               |                                       |                |               |                                       |                |               |
|                                       | Single-Family Detached Housing | 2 Dwelling Units | Average Rate = 9.44                   | 50%            | 50%           | $\ln(T) = 0.91\ln(X) + 1$             | 26%            | 74%           | $\ln(T) = 0.94\ln(X) + 2$             | 64%            | 36%           | Average Rate = 0.93                   | 54%            | 46%           |
| 220                                   |                                |                  |                                       |                |               |                                       |                |               |                                       |                |               |                                       |                |               |
|                                       | Multifamily Housing (Low-Rise) | 5 Dwelling Units | Average Rate = 7.32                   | 50%            | 50%           | Average Rate = 0.56                   | 28%            | 72%           | Average Rate = 0.67                   | 59%            | 41%           | Average Rate = 0.70                   | 54%            | 46%           |
|                                       | Multimodal Reduction           | -5%              | Multimodal                            | -1             | -1            |                                       | 0              | 0             |                                       | 0              | 0             |                                       | 0              | 0             |
| Total traffic from proposed Land Uses |                                |                  |                                       | 28             | 28            |                                       | 2              | 5             |                                       | 4              | 3             |                                       | 4              | 3             |

[1] Data obtained from *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers, 2017

[2] The Average Rate or the Fitted Curve Equation is used based on the procedures in *ITE Trip Generation Handbook §4.4*.

As shown in Table 1, on a typical day the development is projected to generate 56 vehicle trips, 28 entering and 28 exiting. During the weekday morning peak hour, the projected vehicular traffic

volumes are anticipated to include 2 inbound vehicles and 5 outbound vehicles. During the weekday evening peak hour, the anticipated volumes is 4 entering vehicles and 3 exiting vehicles. During the Saturday peak hour, the project traffic is anticipated to include 4 inbound vehicles and 3 outbound vehicles.

### Existing and Total Traffic:

For analysis purposes it is anticipated that all the site-generated traffic will be to and from the north on Village Drive, as the area to the south of Walton Creek Road is primarily residential. Traffic volumes were counted at the intersection of Walton Creek Road and Village Drive on Thursday, March 14, 2019, and Saturday, March 16, 2019. The percentages of the additional traffic this development will add to Village Drive are shown in Tale 2.

*Table 3: Site Traffic Contribution to Total Traffic on Village Drive*

|            | Dir. | Existing | New | % of Total |
|------------|------|----------|-----|------------|
| Weekday AM | NB   | 133      | 5   | 3.6%       |
|            | SB   | 62       | 2   | 3.1%       |
| Weekday PM | NB   | 96       | 3   | 3.0%       |
|            | SB   | 114      | 4   | 3.4%       |
| Saturday   | NB   | 105      | 3   | 2.8%       |
|            | SB   | 101      | 4   | 3.8%       |

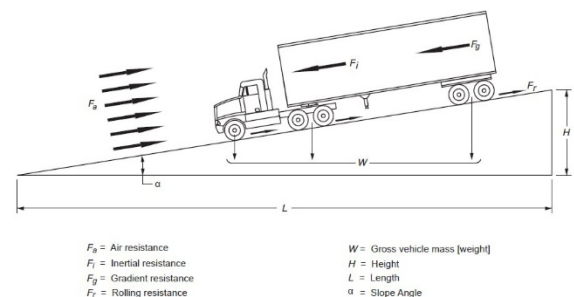
### Walton Creek Road and Village Drive Intersection Improvements:

The Village Drive Townhomes will be contributing traffic to the intersection of Village Drive and Walnut Creek Road. This is a four-legged intersection where Walnut Creek Road is the major street with a through movement and Village Drive is the minor street with stop signs.

The *Manual of Uniform Traffic Control Devices (MUTCD)* provides guidance on when it may be appropriate to implement multi-way stop control at an intersection (Section 2B.07). One of the criteria is the minimum traffic volumes at the intersection. Those minimums were met when the traffic volumes were counted on Saturday, March 16, 2019. Meeting the minimum volumes does not impose a requirement to make the conversion.

Additional considerations in the decision on whether to install an all-way stop include the grade of the roads entering the intersection. Walnut Creek Road has a grade of approximately 7.6% downward into the intersection. With the snowy conditions, adding a stop on this steep road would likely result in more intersection-related crashes.

An asphalt roadway typically provides a rolling resistance of 12lbs per 1,000lbs gross vehicle weight of a vehicle<sup>3</sup>. Comparatively, hard-packed snow and ice provide a



*Figure 3: AASHTO Rolling Resistance on Grade Image*

rolling resistance of 0.20 and 0.10lbs per 1,000lbs gross vehicle weight<sup>4</sup>, respectively. This results in a much more difficult stop on a 7.6% grade under snow and ice conditions. Therefore, the installation of an all-way stop at the intersection of Walnut Creek Road and Village Drive is not recommended.

If the City decides to make other improvement to the intersection of Village Drive and Walnut Creek Road, Village Drive Townhomes will be required to make an improvement contribution. The City of Steamboat Springs Engineering Standards §6.4.9 states:

*Intersection Improvements – Calculate the percent site traffic of the total intersection traffic. The maximum percentage between the AM peak hour and PM peak hour shall be used to determine the site contribution.*

Based on the traffic counts from Thursday, March 14, 2019, and Saturday, March 16, 2019, the contribution percentage from the Village Drive Townhomes will be 1.3% of the intersection improvement costs.

|            | Existing | New | Total | %    |
|------------|----------|-----|-------|------|
| Weekday AM | 518      | 7   | 525   | 1.3% |
| Weekday PM | 632      | 7   | 639   | 1.1% |
| Saturday   | 625      | 7   | 632   | 1.1% |

#### **Conclusions:**

The proposed Village Drive Townhomes is a seven-unit residential development to be located on the property at the southeast corner of Village Drive and Walton Creek Road in Steamboat Springs. The projected traffic volume to be generate by the development is 54 vehicle trips per day with peak hour volumes of 7 vehicles per hour. The volumes will be accommodated within the City's existing street system. The intersection improvements contribution requirement will be 1.3% of the intersection improvement costs for modifications to the intersection of Village Drive and Walnut Creek Road.

Please call if you would like any additional information or have any questions regarding this matter.

Sincerely,

McDowell Engineering, LLC



Kari J. McDowell Schroeder, PE, PTOE

Traffic Engineer

## References

<sup>1</sup>*Trip Generation Manual, 10<sup>th</sup> Edition.* Institute of Transportation Engineers, 2017.

<sup>2</sup>*Manual of Uniform Traffic Control Devices.* Federal Highways Administration, 2009.

<sup>3</sup>*A Policy on Geometric Design of Highways and Streets*, Chapter 3. American Association of State Highway and Transportation Officials, 2011.

<sup>4</sup>*Theory of Ground Vehicles, 2<sup>nd</sup> Edition.* J.Y. Wong, 1993.

## Enclosures

SST Bus Route Map & Schedule

Traffic Data from Village Drive and Walton Creek Road Intersection

SST Operations  
970.879.3717

Live Map & Times  
[www.steamboatsprings.net/sst](http://www.steamboatsprings.net/sst)

SST App  
[www.RouteShout.com](http://www.RouteShout.com)

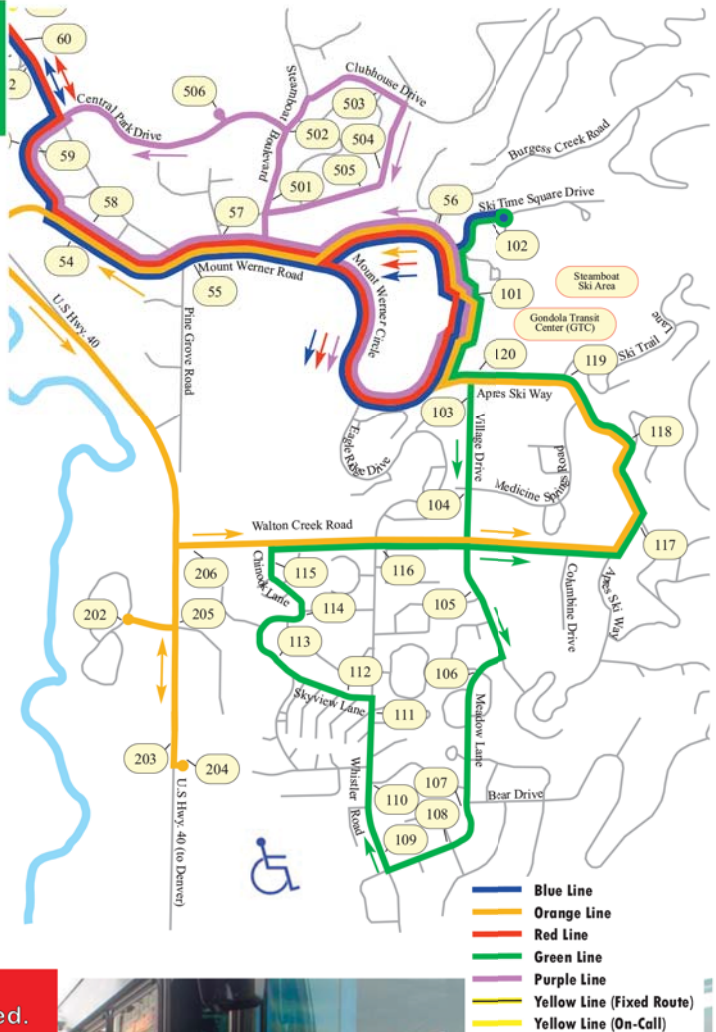
Emergency  
Dial 9.1.1.

Green Line

No transfer is needed between the Green Line and the Red Line.

## Green Line (including first and last buses) To the Condominiums

| Stop<br>No. Stop Name       | 1st Buses               | Times Past<br>the Hour | Last<br>Green<br>Line |
|-----------------------------|-------------------------|------------------------|-----------------------|
| 101 Gondola Transit Center  | 6:10 am 6:50 am         | :10 :30 :50            | 8:10 pm               |
| 102 Ski Times Square        | 6:12 am 6:52 am         | :12 :32 :52            | 8:12 pm               |
| 103 Highmark                | 5:54 am 6:14 am 6:54 am | :14 :34 :54            | 8:14 pm               |
| 104 Trappeur's Crossing     | 5:54 am 6:14 am 6:54 am | :14 :34 :54            | 8:14 pm               |
| 105 Alpine Ridge/Meadowlark | 5:55 am 6:15 am 6:55 am | :15 :35 :55            | 8:15 pm               |
| 106 Sunray Meadows/Sunburst | 5:55 am 6:15 am 6:55 am | :15 :35 :55            | 8:15 pm               |
| 107 Bear Drive              | 5:56 am 6:16 am 6:56 am | :16 :36 :56            | 8:16 pm               |
| 108 Timothy Drive           | 5:57 am 6:17 am 6:57 am | :17 :37 :57            | 8:17 pm               |
| 109 Whistler Park           | 5:57 am 6:17 am 6:57 am | :17 :37 :57            | 8:17 pm               |
| 110 Creekside/Woodbridge    | 5:58 am 6:18 am 6:58 am | :18 :38 :58            | 8:18 pm               |
| 111 Mustang Run             | 5:58 am 6:18 am 6:58 am | :18 :38 :58            | 8:18 pm               |
| 112 Whistler Village        | 6:00 am 6:20 am 7:00 am | :20 :40 :00            | 8:20 pm               |
| 113 Chinook Townhomes       | 6:00 am 6:20 am 7:00 am | :20 :40 :00            | 8:20 pm               |
| 114 Walton Village          | 6:01 am 6:21 am 7:01 am | :21 :41 :01            | 8:21 pm               |
| 115 Walton Creek/Deer Creek | 6:02 am 6:22 am 7:02 am | :22 :42 :02            | 8:22 pm               |
| 116 Shadow Run              | 6:05 am 6:25 am 7:05 am | :25 :45 :05            | 8:25 pm               |
| 117 Herbage                 | 6:06 am 6:26 am 7:06 am | :26 :46 :06            | 8:26 pm               |
| 118 Sunrise/Yampa View      | 6:06 am 6:26 am 7:06 am | :26 :46 :06            | 8:26 pm               |
| 119 La Casa                 | 6:07 am 6:27 am 7:07 am | :27 :47 :07            | 8:27 pm               |
| 120 Dulany/Snowflower       | 6:07 am 6:27 am 7:07 am | :27 :47 :07            | 8:27 pm               |

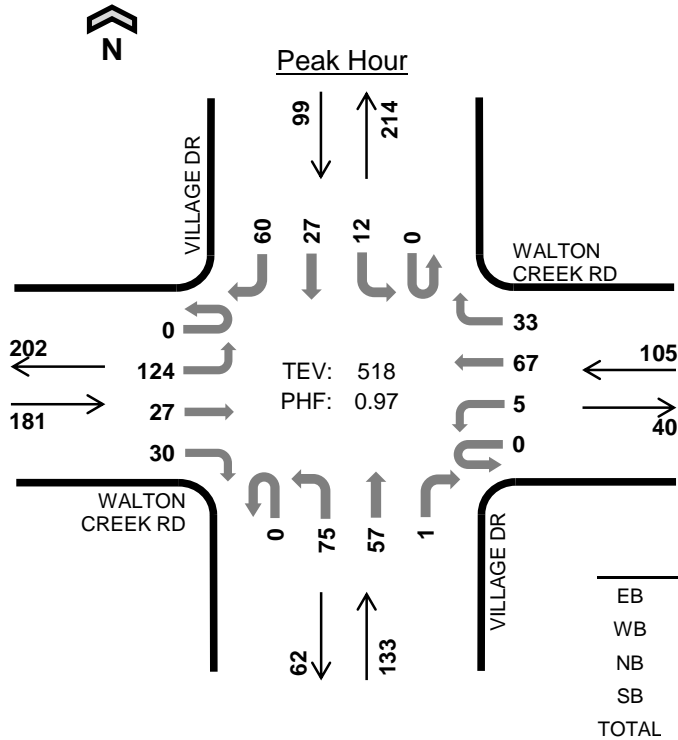


The Green Line, Condo bound bus continues as the Red Line, Downtown & West Steamboat bound bus. No transfer is needed.

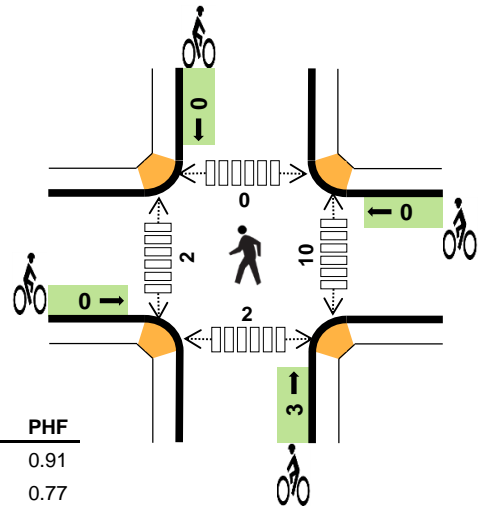
FOR LATE NIGHT SERVICE - SEE NIGHT LINE



# VILLAGE DR WALTON CREEK RD



Date: Thu, Mar 14, 2019  
Count Period: 7:00 AM to 11:00 AM  
Peak Hour: 7:45 AM to 8:45 AM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 6.6%  | 0.91 |
| WB    | 10.5% | 0.77 |
| NB    | 1.5%  | 0.88 |
| SB    | 14.1% | 0.71 |
| TOTAL | 7.5%  | 0.97 |

## Four-Hour Count Summaries

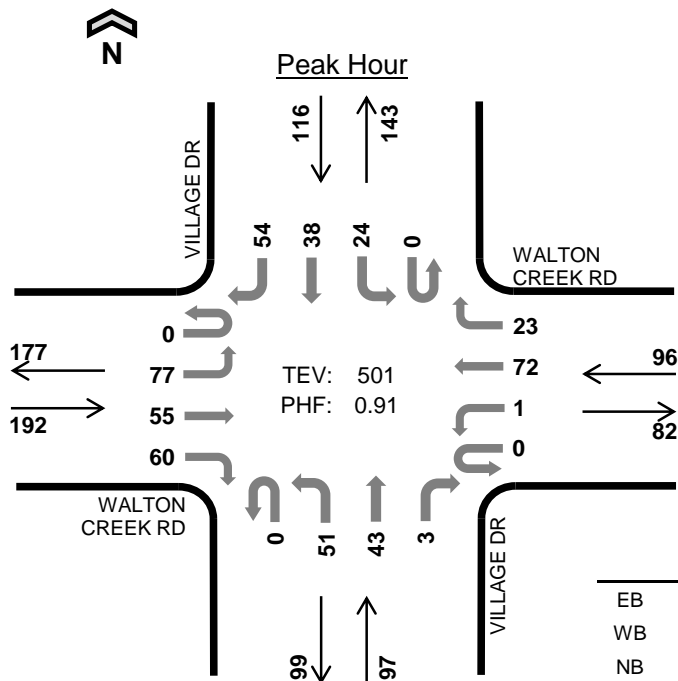
| Interval<br>Start | WALTON CREEK RD |     |    |    | WALTON CREEK RD |    |    |    | VILLAGE DR |    |    |    | VILLAGE DR |    |    |    | 15-min<br>Total | Rolling<br>One Hour |
|-------------------|-----------------|-----|----|----|-----------------|----|----|----|------------|----|----|----|------------|----|----|----|-----------------|---------------------|
|                   | Eastbound       |     |    |    | Westbound       |    |    |    | Northbound |    |    |    | Southbound |    |    |    |                 |                     |
|                   | UT              | LT  | TH | RT | UT              | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |                 |                     |
| 7:45 AM           | 0               | 33  | 4  | 8  | 0               | 1  | 25 | 8  | 0          | 17 | 16 | 0  | 0          | 1  | 8  | 12 | 133             | 0                   |
| 8:00 AM           | 0               | 34  | 9  | 7  | 0               | 1  | 16 | 5  | 0          | 24 | 13 | 1  | 0          | 2  | 4  | 13 | 129             | 0                   |
| 8:15 AM           | 0               | 29  | 5  | 7  | 0               | 0  | 13 | 12 | 0          | 17 | 15 | 0  | 0          | 3  | 5  | 16 | 122             | 0                   |
| 8:30 AM           | 0               | 28  | 9  | 8  | 0               | 3  | 13 | 8  | 0          | 17 | 13 | 0  | 0          | 6  | 10 | 19 | 134             | 518                 |
| Peak Hour         | 0               | 124 | 27 | 30 | 0               | 5  | 67 | 33 | 0          | 75 | 57 | 1  | 0          | 12 | 27 | 60 | 518             | 0                   |

Note: For all three-hour count summary, see next page.

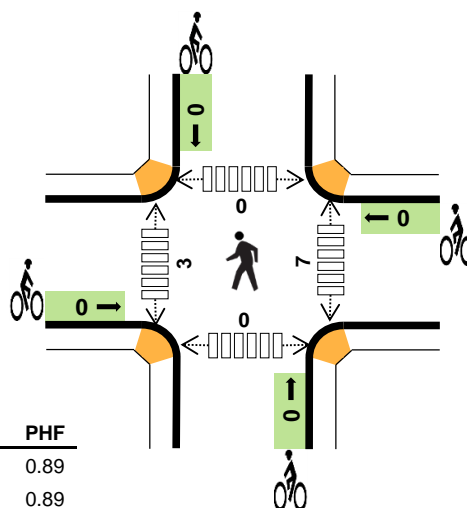
| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 7:45 AM        | 2                    | 2  | 0  | 3  | 7     | 0        | 0  | 1  | 0  | 1     | 2                          | 1    | 0     | 2     | 5     |
| 8:00 AM        | 3                    | 3  | 0  | 1  | 7     | 0        | 0  | 1  | 0  | 1     | 3                          | 0    | 0     | 0     | 3     |
| 8:15 AM        | 3                    | 4  | 0  | 3  | 10    | 0        | 0  | 1  | 0  | 1     | 5                          | 1    | 0     | 0     | 6     |
| 8:30 AM        | 4                    | 2  | 2  | 7  | 15    | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| Peak Hour      | 12                   | 11 | 2  | 14 | 39    | 0        | 0  | 3  | 0  | 3     | 10                         | 2    | 0     | 2     | 14    |

| Four-Hour Count Summaries   |                      |     |     |     |                 |          |     |    |            |       |                            |      |            |       |       |       |                 |                     |
|---|----------------------|-----|-----|-----|-----------------|----------|-----|----|------------|-------|----------------------------|------|------------|-------|-------|-------|-----------------|---------------------|
| Interval<br>Start   | WALTON CREEK RD      |     |     |     | WALTON CREEK RD |          |     |    | VILLAGE DR |       |                            |      | VILLAGE DR |       |       |       | 15-min<br>Total | Rolling<br>One Hour |
|   | Eastbound            |     |     |     | Westbound       |          |     |    | Northbound |       |                            |      | Southbound |       |       |       |                 |                     |
|   | UT                   | LT  | TH  | RT  | UT              | LT       | TH  | RT | UT         | LT    | TH                         | RT   | UT         | LT    | TH    | RT    |                 |                     |
| 7:00 AM   | 0                    | 15  | 6   | 11  | 0               | 0        | 8   | 1  | 0          | 4     | 8                          | 0    | 0          | 3     | 3     | 6     | 65              | 0                   |
| 7:15 AM   | 0                    | 17  | 7   | 5   | 0               | 0        | 10  | 7  | 0          | 8     | 6                          | 0    | 0          | 0     | 4     | 5     | 69              | 0                   |
| 7:30 AM   | 0                    | 28  | 9   | 2   | 0               | 2        | 16  | 4  | 0          | 12    | 12                         | 1    | 0          | 2     | 6     | 8     | 102             | 0                   |
| 7:45 AM   | 0                    | 33  | 4   | 8   | 0               | 1        | 25  | 8  | 0          | 17    | 16                         | 0    | 0          | 1     | 8     | 12    | 133             | 369                 |
| 8:00 AM   | 0                    | 34  | 9   | 7   | 0               | 1        | 16  | 5  | 0          | 24    | 13                         | 1    | 0          | 2     | 4     | 13    | 129             | 433                 |
| 8:15 AM   | 0                    | 29  | 5   | 7   | 0               | 0        | 13  | 12 | 0          | 17    | 15                         | 0    | 0          | 3     | 5     | 16    | 122             | 486                 |
| 8:30 AM   | 0                    | 28  | 9   | 8   | 0               | 3        | 13  | 8  | 0          | 17    | 13                         | 0    | 0          | 6     | 10    | 19    | 134             | 518                 |
| 8:45 AM   | 0                    | 29  | 6   | 9   | 0               | 0        | 24  | 4  | 0          | 15    | 12                         | 1    | 0          | 5     | 4     | 19    | 128             | 513                 |
| 9:00 AM   | 0                    | 23  | 15  | 7   | 0               | 0        | 15  | 8  | 0          | 16    | 11                         | 0    | 0          | 5     | 11    | 20    | 131             | 515                 |
| 9:15 AM   | 0                    | 21  | 4   | 6   | 0               | 1        | 10  | 6  | 0          | 15    | 3                          | 1    | 0          | 6     | 5     | 20    | 98              | 491                 |
| 9:30 AM   | 0                    | 13  | 8   | 6   | 0               | 0        | 16  | 3  | 0          | 12    | 8                          | 0    | 0          | 4     | 4     | 10    | 84              | 441                 |
| 9:45 AM   | 0                    | 24  | 10  | 8   | 0               | 0        | 16  | 9  | 0          | 16    | 9                          | 2    | 0          | 3     | 4     | 24    | 125             | 438                 |
| 10:00 AM  | 0                    | 23  | 12  | 10  | 0               | 2        | 13  | 7  | 0          | 14    | 10                         | 0    | 0          | 2     | 3     | 19    | 115             | 422                 |
| 10:15 AM  | 0                    | 10  | 11  | 9   | 0               | 0        | 13  | 2  | 0          | 19    | 11                         | 0    | 0          | 7     | 11    | 12    | 105             | 429                 |
| 10:30 AM  | 0                    | 13  | 16  | 10  | 0               | 1        | 13  | 7  | 0          | 12    | 4                          | 4    | 0          | 3     | 9     | 9     | 101             | 446                 |
| 10:45 AM  | 0                    | 13  | 11  | 12  | 0               | 2        | 19  | 5  | 0          | 12    | 11                         | 2    | 0          | 6     | 6     | 13    | 112             | 433                 |
| Count Total   | 0                    | 353 | 142 | 125 | 0               | 13       | 240 | 96 | 0          | 230   | 162                        | 12   | 0          | 58    | 97    | 225   | 1,753           | 0                   |
| Peak Hour   | 0                    | 124 | 27  | 30  | 0               | 5        | 67  | 33 | 0          | 75    | 57                         | 1    | 0          | 12    | 27    | 60    | 518             | 0                   |
| Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count. |                      |     |     |     |                 |          |     |    |            |       |                            |      |            |       |       |       |                 |                     |
| Interval<br>Start   | Heavy Vehicle Totals |     |     |     |                 | Bicycles |     |    |            |       | Pedestrians (Crossing Leg) |      |            |       |       | Total |                 |                     |
|   | EB                   | WB  | NB  | SB  | Total           | EB       | WB  | NB | SB         | Total | East                       | West | North      | South | Total |       |                 |                     |
| 7:00 AM   | 2                    | 1   | 0   | 1   | 4               | 0        | 0   | 0  | 0          | 0     | 1                          | 0    | 1          | 0     | 2     |       |                 |                     |
| 7:15 AM   | 4                    | 3   | 0   | 1   | 8               | 0        | 0   | 0  | 0          | 0     | 1                          | 0    | 0          | 0     | 1     |       |                 |                     |
| 7:30 AM   | 3                    | 3   | 1   | 4   | 11              | 0        | 0   | 2  | 0          | 2     | 2                          | 0    | 0          | 0     | 2     |       |                 |                     |
| 7:45 AM   | 2                    | 2   | 0   | 3   | 7               | 0        | 0   | 1  | 0          | 1     | 2                          | 1    | 0          | 2     | 5     |       |                 |                     |
| 8:00 AM   | 3                    | 3   | 0   | 1   | 7               | 0        | 0   | 1  | 0          | 1     | 3                          | 0    | 0          | 0     | 3     |       |                 |                     |
| 8:15 AM   | 3                    | 4   | 0   | 3   | 10              | 0        | 0   | 1  | 0          | 1     | 5                          | 1    | 0          | 0     | 6     |       |                 |                     |
| 8:30 AM   | 4                    | 2   | 2   | 7   | 15              | 0        | 0   | 0  | 0          | 0     | 0                          | 0    | 0          | 0     | 0     |       |                 |                     |
| 8:45 AM   | 4                    | 3   | 1   | 3   | 11              | 0        | 0   | 0  | 0          | 0     | 2                          | 1    | 0          | 0     | 3     |       |                 |                     |
| 9:00 AM   | 4                    | 3   | 1   | 3   | 11              | 0        | 0   | 0  | 1          | 1     | 3                          | 0    | 0          | 0     | 3     |       |                 |                     |
| 9:15 AM   | 0                    | 2   | 0   | 8   | 10              | 0        | 0   | 1  | 0          | 1     | 0                          | 0    | 0          | 0     | 0     |       |                 |                     |
| 9:30 AM   | 4                    | 1   | 0   | 3   | 8               | 0        | 0   | 0  | 0          | 0     | 1                          | 0    | 3          | 0     | 4     |       |                 |                     |
| 9:45 AM   | 2                    | 3   | 1   | 2   | 8               | 0        | 0   | 0  | 0          | 0     | 0                          | 0    | 0          | 0     | 0     |       |                 |                     |
| 10:00 AM  | 4                    | 2   | 0   | 2   | 8               | 0        | 0   | 0  | 0          | 0     | 1                          | 0    | 0          | 1     | 2     |       |                 |                     |
| 10:15 AM  | 4                    | 2   | 0   | 7   | 13              | 0        | 0   | 0  | 1          | 1     | 2                          | 0    | 0          | 0     | 2     |       |                 |                     |
| 10:30 AM  | 3                    | 3   | 1   | 4   | 11              | 0        | 0   | 0  | 0          | 0     | 3                          | 2    | 0          | 1     | 6     |       |                 |                     |
| 10:45 AM  | 4                    | 2   | 1   | 2   | 9               | 0        | 0   | 0  | 1          | 1     | 2                          | 1    | 0          | 0     | 3     |       |                 |                     |
| Count Total   | 50                   | 39  | 8   | 54  | 151             | 0        | 0   | 6  | 3          | 9     | 28                         | 6    | 4          | 4     | 42    |       |                 |                     |
| Peak Hour   | 12                   | 11  | 2   | 14  | 39              | 0        | 0   | 3  | 0          | 3     | 10                         | 2    | 0          | 2     | 14    |       |                 |                     |

# VILLAGE DR WALTON CREEK RD



Date: Thu, Mar 14, 2019  
Count Period: 11:00 AM to 3:00 PM  
Peak Hour: 1:30 PM to 2:30 PM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 8.3%  | 0.89 |
| WB    | 9.4%  | 0.89 |
| NB    | 2.1%  | 0.69 |
| SB    | 12.9% | 0.78 |
| TOTAL | 8.4%  | 0.91 |

## Four-Hour Count Summaries

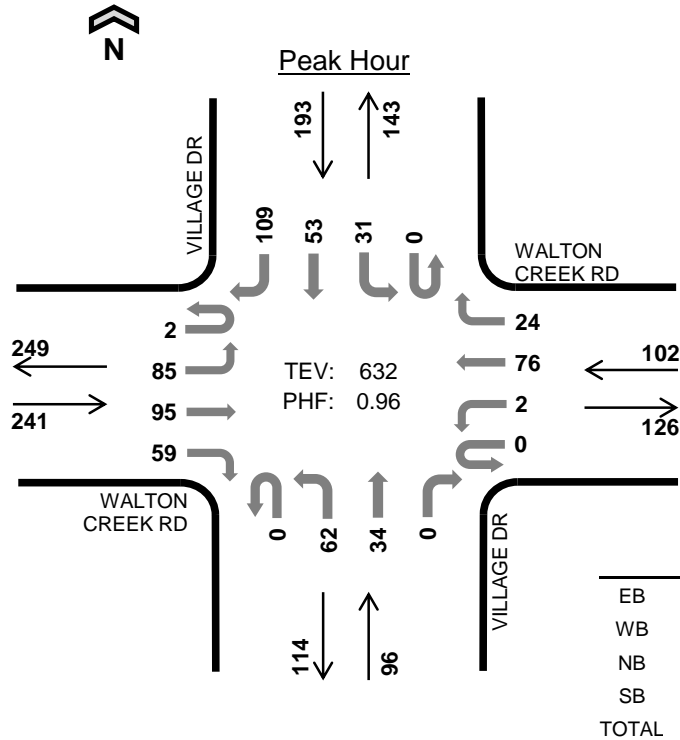
| Interval<br>Start | WALTON CREEK RD |    |    |    | WALTON CREEK RD |    |    |    | VILLAGE DR |    |    |    | VILLAGE DR |    |    |    | 15-min<br>Total | Rolling<br>One Hour |
|-------------------|-----------------|----|----|----|-----------------|----|----|----|------------|----|----|----|------------|----|----|----|-----------------|---------------------|
|                   | Eastbound       |    |    |    | Westbound       |    |    |    | Northbound |    |    |    | Southbound |    |    |    |                 |                     |
|                   | UT              | LT | TH | RT | UT              | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |                 |                     |
| 1:30 PM           | 0               | 21 | 17 | 16 | 0               | 0  | 22 | 5  | 0          | 19 | 15 | 1  | 0          | 5  | 9  | 7  | 137             | 0                   |
| 1:45 PM           | 0               | 15 | 11 | 16 | 0               | 0  | 16 | 9  | 0          | 7  | 11 | 1  | 0          | 6  | 12 | 15 | 119             | 0                   |
| 2:00 PM           | 0               | 22 | 12 | 13 | 0               | 1  | 15 | 2  | 0          | 14 | 12 | 1  | 0          | 5  | 8  | 12 | 117             | 0                   |
| 2:15 PM           | 0               | 19 | 15 | 15 | 0               | 0  | 19 | 7  | 0          | 11 | 5  | 0  | 0          | 8  | 9  | 20 | 128             | 501                 |
| Peak Hour         | 0               | 77 | 55 | 60 | 0               | 1  | 72 | 23 | 0          | 51 | 43 | 3  | 0          | 24 | 38 | 54 | 501             | 0                   |

Note: For all three-hour count summary, see next page.

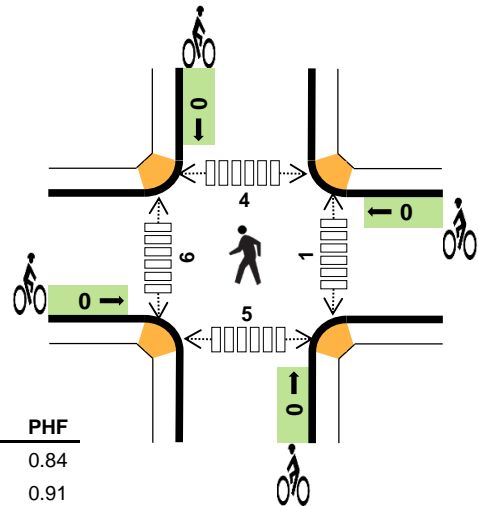
| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 1:30 PM        | 3                    | 1  | 0  | 4  | 8     | 0        | 0  | 0  | 0  | 0     | 2                          | 1    | 0     | 0     | 3     |
| 1:45 PM        | 3                    | 3  | 1  | 5  | 12    | 0        | 0  | 0  | 0  | 0     | 3                          | 0    | 0     | 0     | 3     |
| 2:00 PM        | 4                    | 1  | 0  | 4  | 9     | 0        | 0  | 0  | 0  | 0     | 2                          | 2    | 0     | 0     | 4     |
| 2:15 PM        | 6                    | 4  | 1  | 2  | 13    | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| Peak Hour      | 16                   | 9  | 2  | 15 | 42    | 0        | 0  | 0  | 0  | 0     | 7                          | 3    | 0     | 0     | 10    |

| Four-Hour Count Summaries   |                      |     |     |     |                 |          |     |    |            |       |                            |      |            |       |       |       |                 |                     |
|---|----------------------|-----|-----|-----|-----------------|----------|-----|----|------------|-------|----------------------------|------|------------|-------|-------|-------|-----------------|---------------------|
| Interval<br>Start   | WALTON CREEK RD      |     |     |     | WALTON CREEK RD |          |     |    | VILLAGE DR |       |                            |      | VILLAGE DR |       |       |       | 15-min<br>Total | Rolling<br>One Hour |
|   | Eastbound            |     |     |     | Westbound       |          |     |    | Northbound |       |                            |      | Southbound |       |       |       |                 |                     |
|   | UT                   | LT  | TH  | RT  | UT              | LT       | TH  | RT | UT         | LT    | TH                         | RT   | UT         | LT    | TH    | RT    |                 |                     |
| 11:00 AM  | 0                    | 18  | 22  | 11  | 0               | 2        | 10  | 6  | 0          | 6     | 11                         | 0    | 0          | 4     | 8     | 17    | 115             | 0                   |
| 11:15 AM  | 0                    | 19  | 14  | 15  | 0               | 0        | 14  | 3  | 0          | 14    | 8                          | 1    | 0          | 6     | 9     | 15    | 118             | 0                   |
| 11:30 AM  | 0                    | 14  | 19  | 7   | 0               | 1        | 14  | 8  | 0          | 18    | 7                          | 1    | 0          | 5     | 7     | 21    | 122             | 0                   |
| 11:45 AM  | 0                    | 23  | 17  | 15  | 0               | 0        | 21  | 5  | 0          | 10    | 9                          | 1    | 0          | 7     | 9     | 11    | 128             | 483                 |
| 12:00 PM  | 0                    | 17  | 11  | 6   | 0               | 0        | 18  | 1  | 0          | 15    | 9                          | 1    | 0          | 6     | 14    | 14    | 112             | 480                 |
| 12:15 PM  | 0                    | 20  | 9   | 7   | 0               | 1        | 14  | 8  | 0          | 10    | 9                          | 0    | 0          | 5     | 8     | 18    | 109             | 471                 |
| 12:30 PM  | 0                    | 11  | 16  | 15  | 0               | 0        | 14  | 3  | 0          | 13    | 14                         | 1    | 0          | 3     | 9     | 13    | 112             | 461                 |
| 12:45 PM  | 0                    | 17  | 10  | 19  | 0               | 0        | 17  | 5  | 0          | 13    | 6                          | 0    | 0          | 10    | 10    | 17    | 124             | 457                 |
| 1:00 PM   | 0                    | 15  | 20  | 10  | 0               | 1        | 17  | 3  | 0          | 8     | 6                          | 1    | 0          | 8     | 5     | 15    | 109             | 454                 |
| 1:15 PM   | 0                    | 11  | 13  | 13  | 0               | 1        | 13  | 3  | 0          | 12    | 5                          | 0    | 0          | 8     | 8     | 6     | 93              | 438                 |
| 1:30 PM   | 0                    | 21  | 17  | 16  | 0               | 0        | 22  | 5  | 0          | 19    | 15                         | 1    | 0          | 5     | 9     | 7     | 137             | 463                 |
| 1:45 PM   | 0                    | 15  | 11  | 16  | 0               | 0        | 16  | 9  | 0          | 7     | 11                         | 1    | 0          | 6     | 12    | 15    | 119             | 458                 |
| 2:00 PM   | 0                    | 22  | 12  | 13  | 0               | 1        | 15  | 2  | 0          | 14    | 12                         | 1    | 0          | 5     | 8     | 12    | 117             | 466                 |
| 2:15 PM   | 0                    | 19  | 15  | 15  | 0               | 0        | 19  | 7  | 0          | 11    | 5                          | 0    | 0          | 8     | 9     | 20    | 128             | 501                 |
| 2:30 PM   | 0                    | 22  | 13  | 10  | 0               | 0        | 18  | 4  | 0          | 12    | 7                          | 1    | 0          | 7     | 14    | 15    | 123             | 487                 |
| 2:45 PM   | 0                    | 30  | 14  | 7   | 0               | 0        | 18  | 10 | 0          | 11    | 8                          | 1    | 0          | 6     | 4     | 12    | 121             | 489                 |
| Count Total   | 0                    | 294 | 233 | 195 | 0               | 7        | 260 | 82 | 0          | 193   | 142                        | 11   | 0          | 99    | 143   | 228   | 1,887           | 0                   |
| Peak Hour   | 0                    | 77  | 55  | 60  | 0               | 1        | 72  | 23 | 0          | 51    | 43                         | 3    | 0          | 24    | 38    | 54    | 501             | 0                   |
| Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count. |                      |     |     |     |                 |          |     |    |            |       |                            |      |            |       |       |       |                 |                     |
| Interval<br>Start   | Heavy Vehicle Totals |     |     |     |                 | Bicycles |     |    |            |       | Pedestrians (Crossing Leg) |      |            |       |       | Total |                 |                     |
|   | EB                   | WB  | NB  | SB  | Total           | EB       | WB  | NB | SB         | Total | East                       | West | North      | South | Total |       |                 |                     |
| 11:00 AM  | 5                    | 4   | 2   | 4   | 15              | 0        | 0   | 0  | 0          | 0     | 3                          | 0    | 2          | 0     | 5     |       |                 |                     |
| 11:15 AM  | 2                    | 3   | 0   | 3   | 8               | 1        | 0   | 0  | 0          | 1     | 4                          | 2    | 0          | 0     | 6     |       |                 |                     |
| 11:30 AM  | 3                    | 1   | 0   | 4   | 8               | 0        | 0   | 0  | 0          | 0     | 2                          | 2    | 0          | 0     | 4     |       |                 |                     |
| 11:45 AM  | 5                    | 3   | 2   | 3   | 13              | 0        | 0   | 1  | 0          | 1     | 2                          | 0    | 0          | 0     | 2     |       |                 |                     |
| 12:00 PM  | 4                    | 2   | 1   | 1   | 8               | 0        | 0   | 1  | 0          | 1     | 4                          | 0    | 0          | 0     | 4     |       |                 |                     |
| 12:15 PM  | 2                    | 2   | 0   | 7   | 11              | 0        | 0   | 0  | 0          | 0     | 1                          | 0    | 0          | 1     | 2     |       |                 |                     |
| 12:30 PM  | 4                    | 0   | 0   | 2   | 6               | 0        | 0   | 0  | 0          | 0     | 3                          | 1    | 1          | 0     | 5     |       |                 |                     |
| 12:45 PM  | 3                    | 4   | 1   | 7   | 15              | 0        | 0   | 0  | 0          | 0     | 2                          | 0    | 0          | 0     | 2     |       |                 |                     |
| 1:00 PM   | 3                    | 2   | 2   | 3   | 10              | 0        | 0   | 0  | 0          | 0     | 2                          | 3    | 0          | 0     | 5     |       |                 |                     |
| 1:15 PM   | 1                    | 4   | 0   | 2   | 7               | 0        | 0   | 0  | 1          | 1     | 1                          | 5    | 1          | 1     | 8     |       |                 |                     |
| 1:30 PM   | 3                    | 1   | 0   | 4   | 8               | 0        | 0   | 0  | 0          | 0     | 2                          | 1    | 0          | 0     | 3     |       |                 |                     |
| 1:45 PM   | 3                    | 3   | 1   | 5   | 12              | 0        | 0   | 0  | 0          | 0     | 3                          | 0    | 0          | 0     | 3     |       |                 |                     |
| 2:00 PM   | 4                    | 1   | 0   | 4   | 9               | 0        | 0   | 0  | 0          | 0     | 2                          | 2    | 0          | 0     | 4     |       |                 |                     |
| 2:15 PM   | 6                    | 4   | 1   | 2   | 13              | 0        | 0   | 0  | 0          | 0     | 0                          | 0    | 0          | 0     | 0     |       |                 |                     |
| 2:30 PM   | 1                    | 2   | 0   | 5   | 8               | 0        | 0   | 0  | 0          | 0     | 3                          | 0    | 0          | 0     | 3     |       |                 |                     |
| 2:45 PM   | 5                    | 3   | 0   | 4   | 12              | 0        | 0   | 0  | 0          | 0     | 2                          | 1    | 0          | 2     | 5     |       |                 |                     |
| Count Total   | 54                   | 39  | 10  | 60  | 163             | 1        | 0   | 2  | 1          | 4     | 36                         | 17   | 4          | 4     | 61    |       |                 |                     |
| Peak Hour   | 16                   | 9   | 2   | 15  | 42              | 0        | 0   | 0  | 0          | 0     | 7                          | 3    | 0          | 0     | 10    |       |                 |                     |

# VILLAGE DR WALTON CREEK RD



Date: Thu, Mar 14, 2019  
Count Period: 3:00 PM to 7:00 PM  
Peak Hour: 4:45 PM to 5:45 PM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 3.7%  | 0.84 |
| WB    | 5.9%  | 0.91 |
| NB    | 1.0%  | 0.92 |
| SB    | 7.8%  | 0.86 |
| TOTAL | 4.9%  | 0.96 |

## Four-Hour Count Summaries

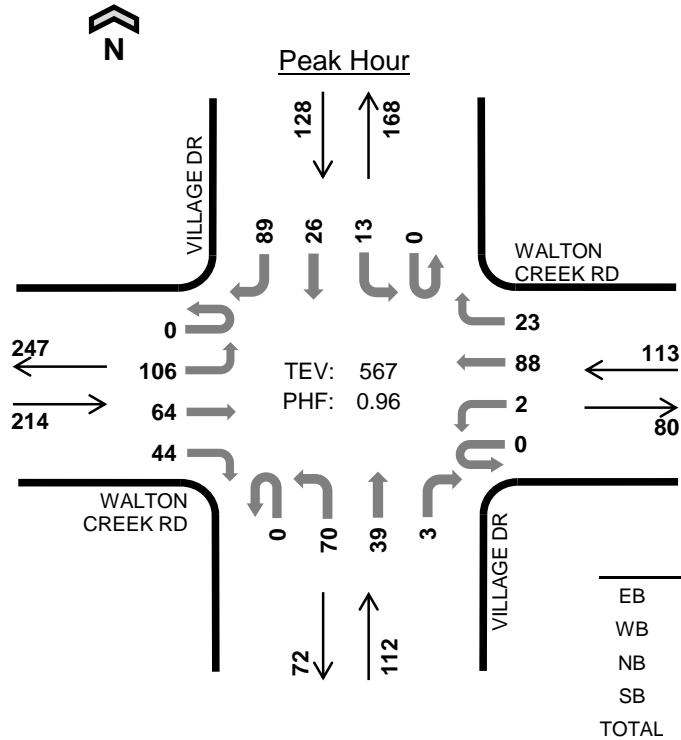
| Interval<br>Start | WALTON CREEK RD |    |    |    | WALTON CREEK RD |    |    |    | VILLAGE DR |    |    |    | VILLAGE DR |    |    |     | 15-min<br>Total | Rolling<br>One Hour |
|-------------------|-----------------|----|----|----|-----------------|----|----|----|------------|----|----|----|------------|----|----|-----|-----------------|---------------------|
|                   | Eastbound       |    |    |    | Westbound       |    |    |    | Northbound |    |    |    | Southbound |    |    |     |                 |                     |
|                   | UT              | LT | TH | RT | UT              | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT  |                 |                     |
| 4:45 PM           | 0               | 22 | 18 | 14 | 0               | 0  | 20 | 8  | 0          | 18 | 8  | 0  | 0          | 10 | 8  | 27  | 153             | 0                   |
| 5:00 PM           | 0               | 17 | 25 | 11 | 0               | 0  | 14 | 7  | 0          | 14 | 6  | 0  | 0          | 9  | 14 | 33  | 150             | 0                   |
| 5:15 PM           | 1               | 24 | 20 | 17 | 0               | 1  | 21 | 6  | 0          | 16 | 10 | 0  | 0          | 4  | 16 | 28  | 164             | 0                   |
| 5:30 PM           | 1               | 22 | 32 | 17 | 0               | 1  | 21 | 3  | 0          | 14 | 10 | 0  | 0          | 8  | 15 | 21  | 165             | 632                 |
| Peak Hour         | 2               | 85 | 95 | 59 | 0               | 2  | 76 | 24 | 0          | 62 | 34 | 0  | 0          | 31 | 53 | 109 | 632             | 0                   |

Note: For all three-hour count summary, see next page.

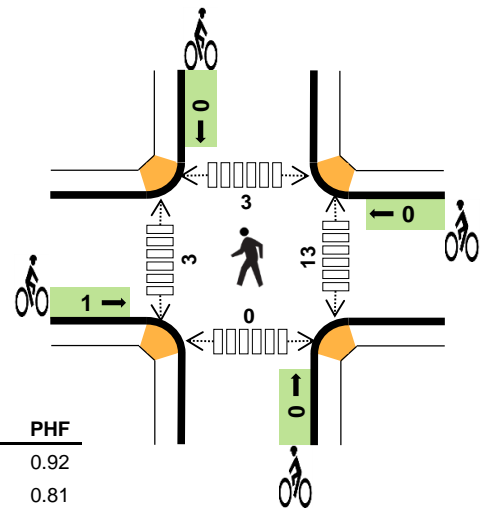
| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 4:45 PM        | 3                    | 1  | 0  | 5  | 9     | 0        | 0  | 0  | 0  | 0     | 1                          | 1    | 2     | 0     | 4     |
| 5:00 PM        | 2                    | 2  | 1  | 4  | 9     | 0        | 0  | 0  | 0  | 0     | 0                          | 4    | 0     | 3     | 7     |
| 5:15 PM        | 2                    | 2  | 0  | 2  | 6     | 0        | 0  | 0  | 0  | 0     | 0                          | 1    | 2     | 2     | 5     |
| 5:30 PM        | 2                    | 1  | 0  | 4  | 7     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| Peak Hour      | 9                    | 6  | 1  | 15 | 31    | 0        | 0  | 0  | 0  | 0     | 1                          | 6    | 4     | 5     | 16    |

| Four-Hour Count Summaries   |                      |     |     |     |                 |          |     |    |            |       |                            |      |            |       |     |       |                 |                     |
|---|----------------------|-----|-----|-----|-----------------|----------|-----|----|------------|-------|----------------------------|------|------------|-------|-----|-------|-----------------|---------------------|
| Interval<br>Start   | WALTON CREEK RD      |     |     |     | WALTON CREEK RD |          |     |    | VILLAGE DR |       |                            |      | VILLAGE DR |       |     |       | 15-min<br>Total | Rolling<br>One Hour |
|   | Eastbound            |     |     |     | Westbound       |          |     |    | Northbound |       |                            |      | Southbound |       |     |       |                 |                     |
|   | UT                   | LT  | TH  | RT  | UT              | LT       | TH  | RT | UT         | LT    | TH                         | RT   | UT         | LT    | TH  | RT    |                 |                     |
| 3:00 PM   | 0                    | 21  | 18  | 12  | 0               | 1        | 12  | 5  | 0          | 13    | 4                          | 3    | 0          | 4     | 15  | 18    | 126             | 0                   |
| 3:15 PM   | 0                    | 17  | 19  | 13  | 0               | 2        | 11  | 5  | 0          | 11    | 7                          | 0    | 0          | 9     | 12  | 19    | 125             | 0                   |
| 3:30 PM   | 0                    | 21  | 19  | 7   | 0               | 0        | 13  | 8  | 0          | 13    | 11                         | 0    | 0          | 6     | 10  | 20    | 128             | 0                   |
| 3:45 PM   | 0                    | 21  | 17  | 12  | 0               | 0        | 18  | 5  | 0          | 18    | 6                          | 0    | 0          | 7     | 15  | 27    | 146             | 525                 |
| 4:00 PM   | 0                    | 20  | 19  | 13  | 0               | 0        | 14  | 5  | 0          | 14    | 10                         | 1    | 0          | 11    | 12  | 30    | 149             | 548                 |
| 4:15 PM   | 0                    | 25  | 24  | 21  | 0               | 0        | 11  | 7  | 0          | 15    | 7                          | 0    | 0          | 5     | 15  | 25    | 155             | 578                 |
| 4:30 PM   | 0                    | 23  | 16  | 17  | 0               | 0        | 18  | 8  | 0          | 9     | 7                          | 1    | 0          | 7     | 17  | 27    | 150             | 600                 |
| 4:45 PM   | 0                    | 22  | 18  | 14  | 0               | 0        | 20  | 8  | 0          | 18    | 8                          | 0    | 0          | 10    | 8   | 27    | 153             | 607                 |
| 5:00 PM   | 0                    | 17  | 25  | 11  | 0               | 0        | 14  | 7  | 0          | 14    | 6                          | 0    | 0          | 9     | 14  | 33    | 150             | 608                 |
| 5:15 PM   | 1                    | 24  | 20  | 17  | 0               | 1        | 21  | 6  | 0          | 16    | 10                         | 0    | 0          | 4     | 16  | 28    | 164             | 617                 |
| 5:30 PM   | 1                    | 22  | 32  | 17  | 0               | 1        | 21  | 3  | 0          | 14    | 10                         | 0    | 0          | 8     | 15  | 21    | 165             | 632                 |
| 5:45 PM   | 0                    | 21  | 21  | 20  | 0               | 1        | 14  | 4  | 0          | 11    | 10                         | 3    | 0          | 4     | 11  | 23    | 143             | 622                 |
| 6:00 PM   | 0                    | 19  | 20  | 15  | 0               | 1        | 18  | 2  | 0          | 18    | 6                          | 0    | 0          | 4     | 14  | 29    | 146             | 618                 |
| 6:15 PM   | 0                    | 16  | 20  | 17  | 0               | 0        | 12  | 6  | 0          | 14    | 6                          | 0    | 0          | 5     | 14  | 10    | 120             | 574                 |
| 6:30 PM   | 0                    | 18  | 23  | 8   | 0               | 0        | 12  | 5  | 0          | 8     | 6                          | 0    | 0          | 7     | 6   | 14    | 107             | 516                 |
| 6:45 PM   | 0                    | 14  | 18  | 13  | 0               | 1        | 11  | 1  | 0          | 10    | 5                          | 0    | 0          | 5     | 16  | 16    | 110             | 483                 |
| Count Total   | 2                    | 321 | 329 | 227 | 0               | 8        | 240 | 85 | 0          | 216   | 119                        | 8    | 0          | 105   | 210 | 367   | 2,237           | 0                   |
| Peak Hour   | 2                    | 85  | 95  | 59  | 0               | 2        | 76  | 24 | 0          | 62    | 34                         | 0    | 0          | 31    | 53  | 109   | 632             | 0                   |
| Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count. |                      |     |     |     |                 |          |     |    |            |       |                            |      |            |       |     |       |                 |                     |
| Interval<br>Start   | Heavy Vehicle Totals |     |     |     |                 | Bicycles |     |    |            |       | Pedestrians (Crossing Leg) |      |            |       |     | Total |                 |                     |
|   | EB                   | WB  | NB  | SB  | Total           | EB       | WB  | NB | SB         | Total | East                       | West | North      | South |     |       |                 |                     |
| 3:00 PM   | 4                    | 3   | 0   | 3   | 10              | 0        | 0   | 0  | 1          | 1     | 1                          | 1    | 0          | 0     | 2   |       |                 |                     |
| 3:15 PM   | 2                    | 2   | 0   | 4   | 8               | 0        | 0   | 0  | 2          | 2     | 2                          | 5    | 0          | 0     | 7   |       |                 |                     |
| 3:30 PM   | 1                    | 4   | 0   | 3   | 8               | 0        | 0   | 0  | 1          | 1     | 2                          | 1    | 0          | 0     | 3   |       |                 |                     |
| 3:45 PM   | 2                    | 4   | 0   | 9   | 15              | 0        | 0   | 0  | 1          | 1     | 3                          | 3    | 1          | 0     | 7   |       |                 |                     |
| 4:00 PM   | 6                    | 1   | 1   | 2   | 10              | 0        | 0   | 0  | 0          | 0     | 0                          | 0    | 0          | 1     | 1   |       |                 |                     |
| 4:15 PM   | 2                    | 4   | 0   | 4   | 10              | 0        | 0   | 0  | 1          | 1     | 2                          | 0    | 0          | 0     | 2   |       |                 |                     |
| 4:30 PM   | 2                    | 3   | 1   | 4   | 10              | 0        | 0   | 0  | 0          | 0     | 2                          | 1    | 2          | 0     | 5   |       |                 |                     |
| 4:45 PM   | 3                    | 1   | 0   | 5   | 9               | 0        | 0   | 0  | 0          | 0     | 1                          | 1    | 2          | 0     | 4   |       |                 |                     |
| 5:00 PM   | 2                    | 2   | 1   | 4   | 9               | 0        | 0   | 0  | 0          | 0     | 0                          | 4    | 0          | 3     | 7   |       |                 |                     |
| 5:15 PM   | 2                    | 2   | 0   | 2   | 6               | 0        | 0   | 0  | 0          | 0     | 0                          | 1    | 2          | 2     | 5   |       |                 |                     |
| 5:30 PM   | 2                    | 1   | 0   | 4   | 7               | 0        | 0   | 0  | 0          | 0     | 0                          | 0    | 0          | 0     | 0   |       |                 |                     |
| 5:45 PM   | 7                    | 3   | 0   | 4   | 14              | 0        | 0   | 0  | 1          | 1     | 0                          | 0    | 0          | 0     | 0   |       |                 |                     |
| 6:00 PM   | 3                    | 3   | 0   | 0   | 6               | 0        | 0   | 0  | 0          | 0     | 0                          | 0    | 0          | 0     | 0   |       |                 |                     |
| 6:15 PM   | 2                    | 0   | 0   | 1   | 3               | 0        | 0   | 0  | 0          | 0     | 5                          | 0    | 2          | 0     | 7   |       |                 |                     |
| 6:30 PM   | 6                    | 3   | 0   | 2   | 11              | 0        | 0   | 0  | 0          | 0     | 0                          | 1    | 0          | 3     | 4   |       |                 |                     |
| 6:45 PM   | 1                    | 1   | 0   | 3   | 5               | 0        | 0   | 0  | 0          | 0     | 4                          | 3    | 1          | 0     | 8   |       |                 |                     |
| Count Total   | 47                   | 37  | 3   | 54  | 141             | 0        | 0   | 0  | 7          | 7     | 22                         | 21   | 10         | 9     | 62  |       |                 |                     |
| Peak Hour   | 9                    | 6   | 1   | 15  | 31              | 0        | 0   | 0  | 0          | 0     | 1                          | 6    | 4          | 5     | 16  |       |                 |                     |

# VILLAGE DR WALTON CREEK RD



Date: Sat, Mar 16, 2019  
Count Period: 7:00 AM to 11:00 AM  
Peak Hour: 9:45 AM to 10:45 AM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 9.8%  | 0.92 |
| WB    | 5.3%  | 0.81 |
| NB    | 0.9%  | 0.74 |
| SB    | 7.0%  | 0.84 |
| TOTAL | 6.5%  | 0.96 |

## Four-Hour Count Summaries

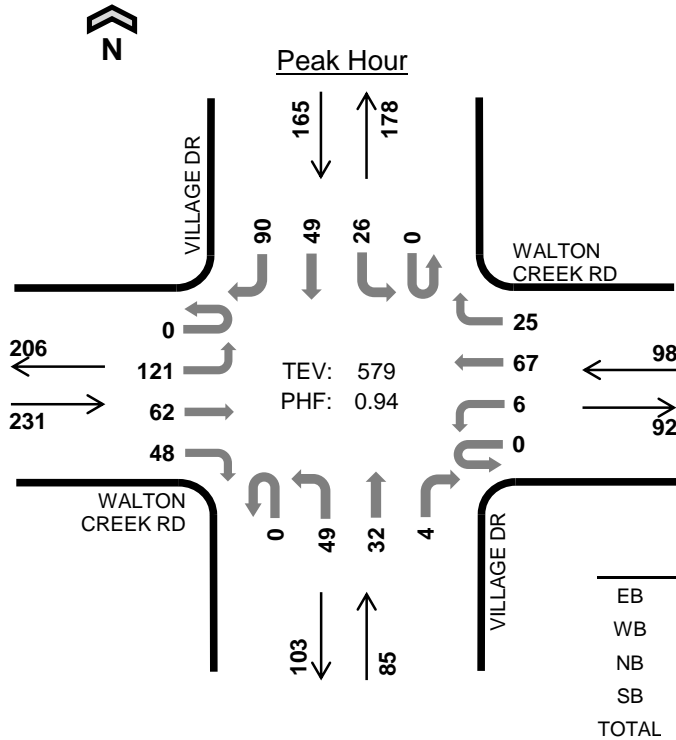
| Interval<br>Start | WALTON CREEK RD |     |    |    | WALTON CREEK RD |    |    |    | VILLAGE DR |    |    |    | VILLAGE DR |    |    |    | 15-min<br>Total | Rolling<br>One Hour |
|-------------------|-----------------|-----|----|----|-----------------|----|----|----|------------|----|----|----|------------|----|----|----|-----------------|---------------------|
|                   | Eastbound       |     |    |    | Westbound       |    |    |    | Northbound |    |    |    | Southbound |    |    |    |                 |                     |
|                   | UT              | LT  | TH | RT | UT              | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |                 |                     |
| 9:45 AM           | 0               | 29  | 11 | 8  | 0               | 1  | 28 | 6  | 0          | 29 | 9  | 0  | 0          | 1  | 6  | 19 | 147             | 0                   |
| 10:00 AM          | 0               | 26  | 17 | 12 | 0               | 1  | 19 | 10 | 0          | 15 | 10 | 0  | 0          | 6  | 5  | 27 | 148             | 0                   |
| 10:15 AM          | 0               | 23  | 17 | 13 | 0               | 0  | 22 | 5  | 0          | 12 | 10 | 0  | 0          | 2  | 7  | 19 | 130             | 0                   |
| 10:30 AM          | 0               | 28  | 19 | 11 | 0               | 0  | 19 | 2  | 0          | 14 | 10 | 3  | 0          | 4  | 8  | 24 | 142             | 567                 |
| Peak Hour         | 0               | 106 | 64 | 44 | 0               | 2  | 88 | 23 | 0          | 70 | 39 | 3  | 0          | 13 | 26 | 89 | 567             | 0                   |

Note: For all three-hour count summary, see next page.

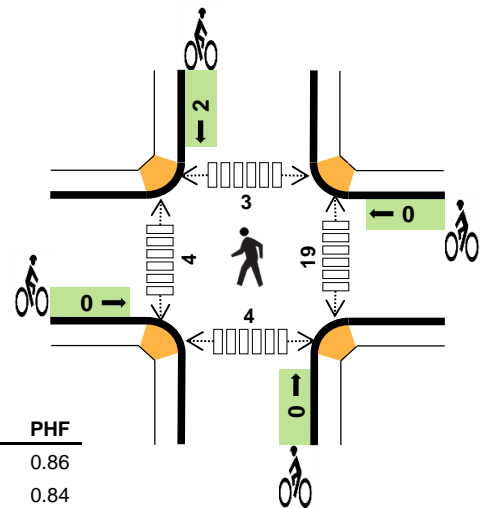
| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 9:45 AM        | 5                    | 0  | 0  | 2  | 7     | 0        | 0  | 0  | 0  | 0     | 2                          | 0    | 2     | 0     | 4     |
| 10:00 AM       | 5                    | 2  | 0  | 2  | 9     | 0        | 0  | 0  | 0  | 0     | 4                          | 0    | 0     | 0     | 4     |
| 10:15 AM       | 6                    | 3  | 0  | 2  | 11    | 0        | 0  | 0  | 0  | 0     | 3                          | 3    | 0     | 0     | 6     |
| 10:30 AM       | 5                    | 1  | 1  | 3  | 10    | 1        | 0  | 0  | 0  | 1     | 4                          | 0    | 1     | 0     | 5     |
| Peak Hour      | 21                   | 6  | 1  | 9  | 37    | 1        | 0  | 0  | 0  | 1     | 13                         | 3    | 3     | 0     | 19    |

| Four-Hour Count Summaries   |                      |     |     |     |                 |          |     |    |            |       |                            |      |            |       |    |       |                 |                     |
|---|----------------------|-----|-----|-----|-----------------|----------|-----|----|------------|-------|----------------------------|------|------------|-------|----|-------|-----------------|---------------------|
| Interval<br>Start   | WALTON CREEK RD      |     |     |     | WALTON CREEK RD |          |     |    | VILLAGE DR |       |                            |      | VILLAGE DR |       |    |       | 15-min<br>Total | Rolling<br>One Hour |
|   | Eastbound            |     |     |     | Westbound       |          |     |    | Northbound |       |                            |      | Southbound |       |    |       |                 |                     |
|   | UT                   | LT  | TH  | RT  | UT              | LT       | TH  | RT | UT         | LT    | TH                         | RT   | UT         | LT    | TH | RT    |                 |                     |
| 7:00 AM   | 0                    | 14  | 3   | 3   | 0               | 0        | 9   | 3  | 0          | 3     | 3                          | 0    | 0          | 0     | 1  | 7     | 46              | 0                   |
| 7:15 AM   | 0                    | 11  | 2   | 0   | 0               | 0        | 5   | 1  | 0          | 4     | 7                          | 1    | 0          | 1     | 3  | 9     | 44              | 0                   |
| 7:30 AM   | 0                    | 20  | 5   | 0   | 0               | 1        | 8   | 4  | 0          | 3     | 7                          | 0    | 0          | 1     | 3  | 9     | 61              | 0                   |
| 7:45 AM   | 0                    | 40  | 6   | 4   | 0               | 0        | 16  | 8  | 0          | 15    | 8                          | 0    | 0          | 1     | 6  | 17    | 121             | 272                 |
| 8:00 AM   | 0                    | 32  | 9   | 9   | 0               | 0        | 8   | 7  | 0          | 9     | 6                          | 1    | 0          | 2     | 4  | 17    | 104             | 330                 |
| 8:15 AM   | 0                    | 31  | 13  | 5   | 0               | 0        | 10  | 8  | 0          | 11    | 14                         | 1    | 0          | 1     | 3  | 21    | 118             | 404                 |
| 8:30 AM   | 0                    | 23  | 4   | 7   | 0               | 0        | 13  | 4  | 0          | 10    | 12                         | 0    | 0          | 3     | 10 | 18    | 104             | 447                 |
| 8:45 AM   | 0                    | 32  | 17  | 4   | 0               | 0        | 13  | 10 | 0          | 6     | 13                         | 1    | 0          | 5     | 12 | 17    | 130             | 456                 |
| 9:00 AM   | 1                    | 28  | 7   | 4   | 0               | 1        | 17  | 5  | 0          | 10    | 11                         | 2    | 0          | 6     | 5  | 19    | 116             | 468                 |
| 9:15 AM   | 0                    | 23  | 7   | 6   | 0               | 1        | 17  | 8  | 0          | 11    | 13                         | 1    | 0          | 2     | 8  | 22    | 119             | 469                 |
| 9:30 AM   | 0                    | 18  | 11  | 8   | 0               | 1        | 17  | 6  | 0          | 9     | 9                          | 0    | 0          | 4     | 7  | 20    | 110             | 475                 |
| 9:45 AM   | 0                    | 29  | 11  | 8   | 0               | 1        | 28  | 6  | 0          | 29    | 9                          | 0    | 0          | 1     | 6  | 19    | 147             | 492                 |
| 10:00 AM  | 0                    | 26  | 17  | 12  | 0               | 1        | 19  | 10 | 0          | 15    | 10                         | 0    | 0          | 6     | 5  | 27    | 148             | 524                 |
| 10:15 AM  | 0                    | 23  | 17  | 13  | 0               | 0        | 22  | 5  | 0          | 12    | 10                         | 0    | 0          | 2     | 7  | 19    | 130             | 535                 |
| 10:30 AM  | 0                    | 28  | 19  | 11  | 0               | 0        | 19  | 2  | 0          | 14    | 10                         | 3    | 0          | 4     | 8  | 24    | 142             | 567                 |
| 10:45 AM  | 0                    | 16  | 10  | 13  | 0               | 2        | 19  | 2  | 0          | 18    | 7                          | 2    | 0          | 2     | 8  | 12    | 111             | 531                 |
| Count Total   | 1                    | 394 | 158 | 107 | 0               | 8        | 240 | 89 | 0          | 179   | 149                        | 12   | 0          | 41    | 96 | 277   | 1,751           | 0                   |
| Peak Hour   | 0                    | 106 | 64  | 44  | 0               | 2        | 88  | 23 | 0          | 70    | 39                         | 3    | 0          | 13    | 26 | 89    | 567             | 0                   |
| Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count. |                      |     |     |     |                 |          |     |    |            |       |                            |      |            |       |    |       |                 |                     |
| Interval<br>Start   | Heavy Vehicle Totals |     |     |     |                 | Bicycles |     |    |            |       | Pedestrians (Crossing Leg) |      |            |       |    | Total |                 |                     |
|   | EB                   | WB  | NB  | SB  | Total           | EB       | WB  | NB | SB         | Total | East                       | West | North      | South |    |       |                 |                     |
| 7:00 AM   | 3                    | 0   | 0   | 1   | 4               | 0        | 0   | 0  | 0          | 0     | 0                          | 0    | 0          | 0     | 0  | 0     | 0               |                     |
| 7:15 AM   | 1                    | 0   | 0   | 0   | 1               | 0        | 0   | 2  | 0          | 2     | 1                          | 0    | 0          | 0     | 0  | 0     | 1               |                     |
| 7:30 AM   | 2                    | 0   | 0   | 1   | 3               | 0        | 0   | 0  | 0          | 0     | 1                          | 0    | 1          | 0     | 0  | 0     | 2               |                     |
| 7:45 AM   | 2                    | 2   | 0   | 3   | 7               | 0        | 0   | 0  | 0          | 0     | 5                          | 0    | 0          | 3     | 0  | 0     | 8               |                     |
| 8:00 AM   | 3                    | 2   | 0   | 2   | 7               | 0        | 0   | 0  | 0          | 0     | 2                          | 1    | 1          | 0     | 0  | 0     | 4               |                     |
| 8:15 AM   | 1                    | 1   | 0   | 3   | 5               | 0        | 0   | 0  | 0          | 0     | 6                          | 2    | 0          | 1     | 0  | 0     | 9               |                     |
| 8:30 AM   | 1                    | 1   | 0   | 3   | 5               | 0        | 0   | 1  | 0          | 1     | 6                          | 0    | 1          | 0     | 0  | 0     | 7               |                     |
| 8:45 AM   | 5                    | 2   | 0   | 4   | 11              | 0        | 0   | 0  | 0          | 0     | 8                          | 0    | 2          | 0     | 0  | 0     | 10              |                     |
| 9:00 AM   | 4                    | 2   | 1   | 7   | 14              | 0        | 0   | 0  | 0          | 0     | 2                          | 0    | 2          | 0     | 0  | 0     | 4               |                     |
| 9:15 AM   | 2                    | 1   | 0   | 4   | 7               | 0        | 0   | 0  | 0          | 0     | 2                          | 1    | 2          | 0     | 0  | 0     | 5               |                     |
| 9:30 AM   | 3                    | 1   | 0   | 4   | 8               | 0        | 0   | 0  | 0          | 0     | 2                          | 0    | 0          | 0     | 0  | 0     | 2               |                     |
| 9:45 AM   | 5                    | 0   | 0   | 2   | 7               | 0        | 0   | 0  | 0          | 0     | 2                          | 0    | 2          | 0     | 0  | 0     | 4               |                     |
| 10:00 AM  | 5                    | 2   | 0   | 2   | 9               | 0        | 0   | 0  | 0          | 0     | 4                          | 0    | 0          | 0     | 0  | 0     | 4               |                     |
| 10:15 AM  | 6                    | 3   | 0   | 2   | 11              | 0        | 0   | 0  | 0          | 0     | 3                          | 3    | 0          | 0     | 0  | 0     | 6               |                     |
| 10:30 AM  | 5                    | 1   | 1   | 3   | 10              | 1        | 0   | 0  | 0          | 1     | 4                          | 0    | 1          | 0     | 0  | 0     | 5               |                     |
| 10:45 AM  | 1                    | 1   | 0   | 5   | 7               | 0        | 0   | 0  | 0          | 0     | 1                          | 0    | 1          | 0     | 0  | 0     | 2               |                     |
| Count Total   | 49                   | 19  | 2   | 46  | 116             | 1        | 0   | 3  | 0          | 4     | 49                         | 7    | 13         | 4     | 0  | 0     | 73              |                     |
| Peak Hour   | 21                   | 6   | 1   | 9   | 37              | 1        | 0   | 0  | 0          | 1     | 13                         | 3    | 3          | 0     | 0  | 0     | 19              |                     |

# VILLAGE DR WALTON CREEK RD



Date: Sat, Mar 16, 2019  
Count Period: 11:00 AM to 3:00 PM  
Peak Hour: 2:00 PM to 3:00 PM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 6.9%  | 0.86 |
| WB    | 8.2%  | 0.84 |
| NB    | 2.4%  | 0.89 |
| SB    | 13.3% | 0.83 |
| TOTAL | 8.3%  | 0.94 |

## Four-Hour Count Summaries

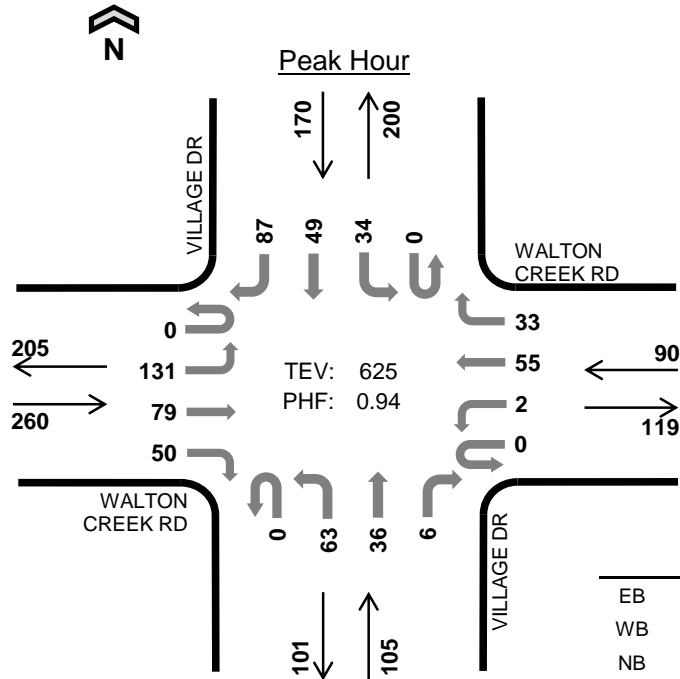
| Interval<br>Start | WALTON CREEK RD |     |    |    | WALTON CREEK RD |    |    |    | VILLAGE DR |    |    |    | VILLAGE DR |    |    |    | 15-min<br>Total | Rolling<br>One Hour |
|-------------------|-----------------|-----|----|----|-----------------|----|----|----|------------|----|----|----|------------|----|----|----|-----------------|---------------------|
|                   | Eastbound       |     |    |    | Westbound       |    |    |    | Northbound |    |    |    | Southbound |    |    |    |                 |                     |
|                   | UT              | LT  | TH | RT | UT              | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |                 |                     |
| 2:00 PM           | 0               | 33  | 7  | 5  | 0               | 2  | 13 | 7  | 0          | 14 | 7  | 1  | 0          | 13 | 8  | 29 | 139             | 0                   |
| 2:15 PM           | 0               | 27  | 17 | 16 | 0               | 2  | 18 | 6  | 0          | 10 | 14 | 0  | 0          | 6  | 16 | 22 | 154             | 0                   |
| 2:30 PM           | 0               | 29  | 16 | 14 | 0               | 0  | 15 | 6  | 0          | 12 | 6  | 2  | 0          | 3  | 13 | 19 | 135             | 0                   |
| 2:45 PM           | 0               | 32  | 22 | 13 | 0               | 2  | 21 | 6  | 0          | 13 | 5  | 1  | 0          | 4  | 12 | 20 | 151             | 579                 |
| Peak Hour         | 0               | 121 | 62 | 48 | 0               | 6  | 67 | 25 | 0          | 49 | 32 | 4  | 0          | 26 | 49 | 90 | 579             | 0                   |

Note: For all three-hour count summary, see next page.

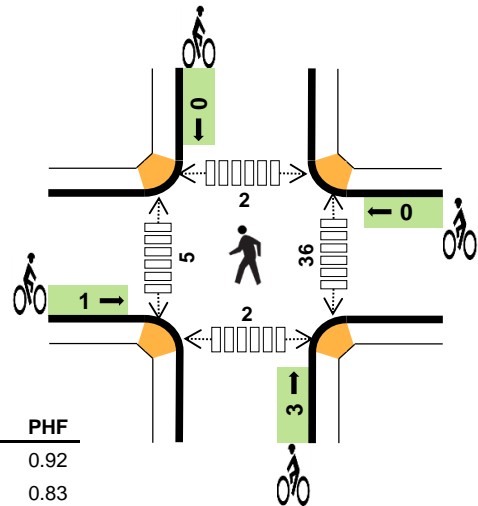
| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 2:00 PM        | 3                    | 3  | 1  | 8  | 15    | 0        | 0  | 0  | 0  | 0     | 6                          | 0    | 0     | 2     | 8     |
| 2:15 PM        | 2                    | 3  | 0  | 6  | 11    | 0        | 0  | 0  | 2  | 2     | 5                          | 1    | 0     | 0     | 6     |
| 2:30 PM        | 5                    | 1  | 1  | 4  | 11    | 0        | 0  | 0  | 0  | 0     | 2                          | 2    | 3     | 0     | 7     |
| 2:45 PM        | 6                    | 1  | 0  | 4  | 11    | 0        | 0  | 0  | 0  | 0     | 6                          | 1    | 0     | 2     | 9     |
| Peak Hour      | 16                   | 8  | 2  | 22 | 48    | 0        | 0  | 0  | 2  | 2     | 19                         | 4    | 3     | 4     | 30    |

| Four-Hour Count Summaries   |                      |     |     |     |                 |          |     |    |            |       |                            |      |            |       |     |       |                 |                     |
|---|----------------------|-----|-----|-----|-----------------|----------|-----|----|------------|-------|----------------------------|------|------------|-------|-----|-------|-----------------|---------------------|
| Interval<br>Start   | WALTON CREEK RD      |     |     |     | WALTON CREEK RD |          |     |    | VILLAGE DR |       |                            |      | VILLAGE DR |       |     |       | 15-min<br>Total | Rolling<br>One Hour |
|   | Eastbound            |     |     |     | Westbound       |          |     |    | Northbound |       |                            |      | Southbound |       |     |       |                 |                     |
|   | UT                   | LT  | TH  | RT  | UT              | LT       | TH  | RT | UT         | LT    | TH                         | RT   | UT         | LT    | TH  | RT    |                 |                     |
| 11:00 AM  | 0                    | 25  | 14  | 13  | 0               | 0        | 11  | 4  | 0          | 11    | 10                         | 1    | 0          | 1     | 6   | 21    | 117             | 0                   |
| 11:15 AM  | 0                    | 17  | 17  | 3   | 0               | 1        | 9   | 9  | 0          | 13    | 15                         | 1    | 0          | 4     | 10  | 19    | 118             | 0                   |
| 11:30 AM  | 0                    | 14  | 18  | 16  | 0               | 1        | 15  | 5  | 0          | 14    | 11                         | 0    | 0          | 5     | 3   | 12    | 114             | 0                   |
| 11:45 AM  | 0                    | 24  | 10  | 11  | 0               | 1        | 21  | 7  | 0          | 15    | 9                          | 1    | 0          | 3     | 10  | 12    | 124             | 473                 |
| 12:00 PM  | 0                    | 21  | 23  | 17  | 0               | 2        | 11  | 6  | 0          | 11    | 7                          | 0    | 0          | 4     | 9   | 15    | 126             | 482                 |
| 12:15 PM  | 0                    | 23  | 14  | 14  | 0               | 0        | 14  | 5  | 0          | 10    | 10                         | 1    | 0          | 9     | 11  | 11    | 122             | 486                 |
| 12:30 PM  | 0                    | 17  | 13  | 12  | 0               | 1        | 14  | 4  | 0          | 13    | 12                         | 1    | 1          | 4     | 6   | 17    | 115             | 487                 |
| 12:45 PM  | 0                    | 16  | 18  | 6   | 0               | 1        | 18  | 5  | 0          | 15    | 9                          | 0    | 0          | 4     | 10  | 15    | 117             | 480                 |
| 1:00 PM   | 0                    | 17  | 13  | 10  | 0               | 1        | 14  | 8  | 0          | 7     | 8                          | 2    | 0          | 4     | 8   | 12    | 104             | 458                 |
| 1:15 PM   | 0                    | 17  | 21  | 11  | 0               | 0        | 15  | 6  | 0          | 13    | 5                          | 2    | 0          | 7     | 10  | 17    | 124             | 460                 |
| 1:30 PM   | 0                    | 24  | 13  | 14  | 0               | 1        | 13  | 3  | 0          | 12    | 6                          | 1    | 0          | 5     | 15  | 13    | 120             | 465                 |
| 1:45 PM   | 0                    | 25  | 19  | 8   | 0               | 1        | 16  | 9  | 0          | 15    | 7                          | 1    | 0          | 1     | 15  | 15    | 132             | 480                 |
| 2:00 PM   | 0                    | 33  | 7   | 5   | 0               | 2        | 13  | 7  | 0          | 14    | 7                          | 1    | 0          | 13    | 8   | 29    | 139             | 515                 |
| 2:15 PM   | 0                    | 27  | 17  | 16  | 0               | 2        | 18  | 6  | 0          | 10    | 14                         | 0    | 0          | 6     | 16  | 22    | 154             | 545                 |
| 2:30 PM   | 0                    | 29  | 16  | 14  | 0               | 0        | 15  | 6  | 0          | 12    | 6                          | 2    | 0          | 3     | 13  | 19    | 135             | 560                 |
| 2:45 PM   | 0                    | 32  | 22  | 13  | 0               | 2        | 21  | 6  | 0          | 13    | 5                          | 1    | 0          | 4     | 12  | 20    | 151             | 579                 |
| Count Total   | 0                    | 361 | 255 | 183 | 0               | 16       | 238 | 96 | 0          | 198   | 141                        | 15   | 1          | 77    | 162 | 269   | 2,012           | 0                   |
| Peak Hour   | 0                    | 121 | 62  | 48  | 0               | 6        | 67  | 25 | 0          | 49    | 32                         | 4    | 0          | 26    | 49  | 90    | 579             | 0                   |
| Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count. |                      |     |     |     |                 |          |     |    |            |       |                            |      |            |       |     |       |                 |                     |
| Interval<br>Start   | Heavy Vehicle Totals |     |     |     |                 | Bicycles |     |    |            |       | Pedestrians (Crossing Leg) |      |            |       |     | Total |                 |                     |
|   | EB                   | WB  | NB  | SB  | Total           | EB       | WB  | NB | SB         | Total | East                       | West | North      | South |     |       |                 |                     |
| 11:00 AM  | 4                    | 2   | 1   | 3   | 10              | 0        | 0   | 0  | 0          | 0     | 11                         | 0    | 4          | 2     | 17  |       |                 |                     |
| 11:15 AM  | 2                    | 1   | 0   | 4   | 7               | 0        | 0   | 0  | 0          | 0     | 2                          | 1    | 0          | 0     | 3   |       |                 |                     |
| 11:30 AM  | 3                    | 1   | 0   | 3   | 7               | 0        | 0   | 0  | 0          | 0     | 3                          | 0    | 1          | 0     | 4   |       |                 |                     |
| 11:45 AM  | 1                    | 1   | 0   | 2   | 4               | 0        | 0   | 0  | 0          | 0     | 1                          | 0    | 1          | 0     | 2   |       |                 |                     |
| 12:00 PM  | 5                    | 1   | 0   | 2   | 8               | 0        | 0   | 0  | 0          | 0     | 4                          | 2    | 0          | 0     | 6   |       |                 |                     |
| 12:15 PM  | 5                    | 3   | 0   | 4   | 12              | 0        | 0   | 0  | 0          | 0     | 2                          | 0    | 0          | 0     | 2   |       |                 |                     |
| 12:30 PM  | 1                    | 1   | 0   | 3   | 5               | 0        | 1   | 0  | 0          | 1     | 5                          | 1    | 1          | 0     | 7   |       |                 |                     |
| 12:45 PM  | 2                    | 1   | 0   | 2   | 5               | 0        | 0   | 1  | 0          | 1     | 7                          | 0    | 1          | 0     | 8   |       |                 |                     |
| 1:00 PM   | 2                    | 1   | 0   | 2   | 5               | 0        | 0   | 1  | 0          | 1     | 4                          | 3    | 1          | 0     | 8   |       |                 |                     |
| 1:15 PM   | 3                    | 3   | 0   | 4   | 10              | 1        | 0   | 0  | 0          | 1     | 0                          | 0    | 0          | 0     | 0   |       |                 |                     |
| 1:30 PM   | 3                    | 1   | 0   | 3   | 7               | 0        | 0   | 2  | 0          | 2     | 4                          | 0    | 0          | 0     | 4   |       |                 |                     |
| 1:45 PM   | 3                    | 2   | 0   | 2   | 7               | 0        | 0   | 0  | 0          | 0     | 3                          | 0    | 1          | 0     | 4   |       |                 |                     |
| 2:00 PM   | 3                    | 3   | 1   | 8   | 15              | 0        | 0   | 0  | 0          | 0     | 6                          | 0    | 0          | 2     | 8   |       |                 |                     |
| 2:15 PM   | 2                    | 3   | 0   | 6   | 11              | 0        | 0   | 0  | 2          | 2     | 5                          | 1    | 0          | 0     | 6   |       |                 |                     |
| 2:30 PM   | 5                    | 1   | 1   | 4   | 11              | 0        | 0   | 0  | 0          | 0     | 2                          | 2    | 3          | 0     | 7   |       |                 |                     |
| 2:45 PM   | 6                    | 1   | 0   | 4   | 11              | 0        | 0   | 0  | 0          | 0     | 6                          | 1    | 0          | 2     | 9   |       |                 |                     |
| Count Total   | 50                   | 26  | 3   | 56  | 135             | 1        | 1   | 4  | 2          | 8     | 65                         | 11   | 13         | 6     | 95  |       |                 |                     |
| Peak Hour   | 16                   | 8   | 2   | 22  | 48              | 0        | 0   | 0  | 2          | 2     | 19                         | 4    | 3          | 4     | 30  |       |                 |                     |

# VILLAGE DR WALTON CREEK RD



Date: Sat, Mar 16, 2019  
Count Period: 3:00 PM to 7:00 PM  
Peak Hour: 3:00 PM to 4:00 PM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 5.4%  | 0.92 |
| WB    | 12.2% | 0.83 |
| NB    | 1.9%  | 0.94 |
| SB    | 10.6% | 0.89 |
| TOTAL | 7.2%  | 0.94 |

## Four-Hour Count Summaries

| Interval<br>Start | WALTON CREEK RD |     |    |    | WALTON CREEK RD |    |    |    | VILLAGE DR |    |    |    | VILLAGE DR |    |    |    | 15-min<br>Total | Rolling<br>One Hour |
|-------------------|-----------------|-----|----|----|-----------------|----|----|----|------------|----|----|----|------------|----|----|----|-----------------|---------------------|
|                   | Eastbound       |     |    |    | Westbound       |    |    |    | Northbound |    |    |    | Southbound |    |    |    |                 |                     |
|                   | UT              | LT  | TH | RT | UT              | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |                 |                     |
| 3:00 PM           | 0               | 32  | 16 | 18 | 0               | 0  | 13 | 4  | 0          | 17 | 9  | 0  | 0          | 8  | 9  | 17 | 143             | 0                   |
| 3:15 PM           | 0               | 34  | 18 | 11 | 0               | 0  | 15 | 8  | 0          | 13 | 11 | 2  | 0          | 8  | 13 | 25 | 158             | 0                   |
| 3:30 PM           | 0               | 30  | 20 | 10 | 0               | 1  | 13 | 13 | 0          | 18 | 8  | 2  | 0          | 10 | 13 | 19 | 157             | 0                   |
| 3:45 PM           | 0               | 35  | 25 | 11 | 0               | 1  | 14 | 8  | 0          | 15 | 8  | 2  | 0          | 8  | 14 | 26 | 167             | 625                 |
| Peak Hour         | 0               | 131 | 79 | 50 | 0               | 2  | 55 | 33 | 0          | 63 | 36 | 6  | 0          | 34 | 49 | 87 | 625             | 0                   |

Note: For all three-hour count summary, see next page.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 3:00 PM        | 4                    | 3  | 0  | 4  | 11    | 0        | 0  | 0  | 0  | 0     | 12                         | 2    | 0     | 0     | 14    |
| 3:15 PM        | 2                    | 3  | 0  | 5  | 10    | 1        | 0  | 1  | 0  | 2     | 8                          | 2    | 1     | 0     | 11    |
| 3:30 PM        | 2                    | 3  | 1  | 6  | 12    | 0        | 0  | 2  | 0  | 2     | 10                         | 0    | 0     | 2     | 12    |
| 3:45 PM        | 6                    | 2  | 1  | 3  | 12    | 0        | 0  | 0  | 0  | 0     | 6                          | 1    | 1     | 0     | 8     |
| Peak Hour      | 14                   | 11 | 2  | 18 | 45    | 1        | 0  | 3  | 0  | 4     | 36                         | 5    | 2     | 2     | 45    |

| Four-Hour Count Summaries   |                      |     |     |     |                 |          |     |     |            |       |                            |      |            |       |     |       |                 |                     |
|---|----------------------|-----|-----|-----|-----------------|----------|-----|-----|------------|-------|----------------------------|------|------------|-------|-----|-------|-----------------|---------------------|
| Interval<br>Start   | WALTON CREEK RD      |     |     |     | WALTON CREEK RD |          |     |     | VILLAGE DR |       |                            |      | VILLAGE DR |       |     |       | 15-min<br>Total | Rolling<br>One Hour |
|   | Eastbound            |     |     |     | Westbound       |          |     |     | Northbound |       |                            |      | Southbound |       |     |       |                 |                     |
|   | UT                   | LT  | TH  | RT  | UT              | LT       | TH  | RT  | UT         | LT    | TH                         | RT   | UT         | LT    | TH  | RT    |                 |                     |
| 3:00 PM   | 0                    | 32  | 16  | 18  | 0               | 0        | 13  | 4   | 0          | 17    | 9                          | 0    | 0          | 8     | 9   | 17    | 143             | 0                   |
| 3:15 PM   | 0                    | 34  | 18  | 11  | 0               | 0        | 15  | 8   | 0          | 13    | 11                         | 2    | 0          | 8     | 13  | 25    | 158             | 0                   |
| 3:30 PM   | 0                    | 30  | 20  | 10  | 0               | 1        | 13  | 13  | 0          | 18    | 8                          | 2    | 0          | 10    | 13  | 19    | 157             | 0                   |
| 3:45 PM   | 0                    | 35  | 25  | 11  | 0               | 1        | 14  | 8   | 0          | 15    | 8                          | 2    | 0          | 8     | 14  | 26    | 167             | 625                 |
| 4:00 PM   | 0                    | 29  | 16  | 12  | 0               | 2        | 14  | 10  | 0          | 9     | 11                         | 0    | 0          | 6     | 10  | 22    | 141             | 623                 |
| 4:15 PM   | 0                    | 25  | 33  | 12  | 0               | 1        | 14  | 5   | 0          | 10    | 13                         | 1    | 0          | 7     | 16  | 13    | 150             | 615                 |
| 4:30 PM   | 0                    | 25  | 20  | 7   | 0               | 2        | 20  | 9   | 0          | 14    | 6                          | 0    | 0          | 8     | 14  | 32    | 157             | 615                 |
| 4:45 PM   | 0                    | 25  | 30  | 17  | 0               | 0        | 18  | 7   | 0          | 14    | 7                          | 0    | 0          | 7     | 2   | 25    | 152             | 600                 |
| 5:00 PM   | 0                    | 29  | 17  | 15  | 0               | 0        | 22  | 3   | 0          | 15    | 5                          | 1    | 0          | 8     | 11  | 23    | 149             | 608                 |
| 5:15 PM   | 0                    | 27  | 22  | 12  | 0               | 0        | 14  | 4   | 0          | 16    | 4                          | 0    | 0          | 4     | 13  | 33    | 149             | 607                 |
| 5:30 PM   | 0                    | 26  | 20  | 14  | 0               | 1        | 15  | 5   | 0          | 11    | 11                         | 1    | 0          | 7     | 15  | 31    | 157             | 607                 |
| 5:45 PM   | 0                    | 22  | 22  | 5   | 0               | 0        | 25  | 7   | 0          | 14    | 5                          | 3    | 0          | 3     | 12  | 29    | 147             | 602                 |
| 6:00 PM   | 0                    | 26  | 22  | 18  | 0               | 1        | 14  | 6   | 0          | 10    | 8                          | 1    | 0          | 9     | 9   | 19    | 143             | 596                 |
| 6:15 PM   | 0                    | 26  | 17  | 13  | 0               | 2        | 17  | 4   | 0          | 12    | 6                          | 2    | 0          | 3     | 16  | 23    | 141             | 588                 |
| 6:30 PM   | 0                    | 21  | 19  | 18  | 0               | 1        | 18  | 3   | 0          | 13    | 7                          | 1    | 0          | 6     | 13  | 23    | 143             | 574                 |
| 6:45 PM   | 0                    | 16  | 25  | 12  | 0               | 0        | 9   | 5   | 0          | 7     | 7                          | 0    | 0          | 9     | 8   | 21    | 119             | 546                 |
| Count Total   | 0                    | 428 | 342 | 205 | 0               | 12       | 255 | 101 | 0          | 208   | 126                        | 16   | 0          | 111   | 188 | 381   | 2,373           | 0                   |
| Peak Hour   | 0                    | 131 | 79  | 50  | 0               | 2        | 55  | 33  | 0          | 63    | 36                         | 6    | 0          | 34    | 49  | 87    | 625             | 0                   |
| Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count. |                      |     |     |     |                 |          |     |     |            |       |                            |      |            |       |     |       |                 |                     |
| Interval<br>Start   | Heavy Vehicle Totals |     |     |     |                 | Bicycles |     |     |            |       | Pedestrians (Crossing Leg) |      |            |       |     | Total |                 |                     |
|   | EB                   | WB  | NB  | SB  | Total           | EB       | WB  | NB  | SB         | Total | East                       | West | North      | South |     |       |                 |                     |
| 3:00 PM   | 4                    | 3   | 0   | 4   | 11              | 0        | 0   | 0   | 0          | 0     | 12                         | 2    | 0          | 0     | 14  |       |                 |                     |
| 3:15 PM   | 2                    | 3   | 0   | 5   | 10              | 1        | 0   | 1   | 0          | 2     | 8                          | 2    | 1          | 0     | 11  |       |                 |                     |
| 3:30 PM   | 2                    | 3   | 1   | 6   | 12              | 0        | 0   | 2   | 0          | 2     | 10                         | 0    | 0          | 2     | 12  |       |                 |                     |
| 3:45 PM   | 6                    | 2   | 1   | 3   | 12              | 0        | 0   | 0   | 0          | 0     | 6                          | 1    | 1          | 0     | 8   |       |                 |                     |
| 4:00 PM   | 2                    | 3   | 0   | 2   | 7               | 0        | 0   | 0   | 0          | 0     | 9                          | 7    | 2          | 4     | 22  |       |                 |                     |
| 4:15 PM   | 3                    | 1   | 0   | 6   | 10              | 0        | 0   | 0   | 1          | 1     | 2                          | 3    | 1          | 0     | 6   |       |                 |                     |
| 4:30 PM   | 6                    | 3   | 1   | 6   | 16              | 0        | 0   | 0   | 2          | 2     | 9                          | 2    | 2          | 0     | 13  |       |                 |                     |
| 4:45 PM   | 3                    | 5   | 0   | 4   | 12              | 0        | 0   | 0   | 0          | 0     | 7                          | 3    | 0          | 0     | 10  |       |                 |                     |
| 5:00 PM   | 3                    | 2   | 0   | 5   | 10              | 0        | 0   | 0   | 1          | 1     | 7                          | 4    | 11         | 4     | 26  |       |                 |                     |
| 5:15 PM   | 3                    | 2   | 0   | 3   | 8               | 0        | 0   | 0   | 0          | 0     | 17                         | 6    | 0          | 0     | 23  |       |                 |                     |
| 5:30 PM   | 4                    | 1   | 0   | 2   | 7               | 0        | 0   | 0   | 0          | 0     | 18                         | 1    | 2          | 0     | 21  |       |                 |                     |
| 5:45 PM   | 4                    | 5   | 0   | 5   | 14              | 0        | 0   | 1   | 0          | 1     | 3                          | 0    | 0          | 0     | 3   |       |                 |                     |
| 6:00 PM   | 5                    | 1   | 0   | 3   | 9               | 0        | 0   | 0   | 1          | 1     | 10                         | 5    | 0          | 0     | 15  |       |                 |                     |
| 6:15 PM   | 4                    | 1   | 0   | 5   | 10              | 0        | 0   | 0   | 0          | 0     | 5                          | 2    | 0          | 1     | 8   |       |                 |                     |
| 6:30 PM   | 2                    | 1   | 0   | 4   | 7               | 0        | 1   | 0   | 0          | 1     | 2                          | 9    | 3          | 0     | 14  |       |                 |                     |
| 6:45 PM   | 5                    | 1   | 0   | 3   | 9               | 0        | 0   | 0   | 1          | 1     | 4                          | 1    | 1          | 0     | 6   |       |                 |                     |
| Count Total   | 58                   | 37  | 3   | 66  | 164             | 1        | 1   | 4   | 6          | 12    | 129                        | 48   | 24         | 11    | 212 |       |                 |                     |
| Peak Hour   | 14                   | 11  | 2   | 18  | 45              | 1        | 0   | 3   | 0          | 4     | 36                         | 5    | 2          | 2     | 45  |       |                 |                     |