



SIGNALIZED INTERSECTION DATA COLLECTION – PHASE III

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ABSTRACT

The purpose of this study was to determine saturation flow rates of protected left-turn movements and to improve methods for estimating right-turn-on-red (RTOR) volumes through a statewide sampling of field data. The findings were compared with current *Highway Capacity Manual, 6th Edition* (HCM6) and the Wisconsin Department of Transportation (WisDOT) Traffic Engineering, Operations and Safety Manual (TEOpS) methodologies. If inconsistencies between field data and current methodologies were found, new data collected as part of this study would be incorporated to provide new equations to better estimate values for Wisconsin local conditions.

In total, 118 approaches throughout the state of Wisconsin were analyzed, providing a substantial statewide data set. Fifty-seven left-turn approaches and sixty-one right-turn approaches were analyzed.

The left-turn saturation flow rate analysis found local results were consistent with current HCM6 and TEOpS methodologies. The left-turn adjustment factor ($f_{LT} = 1/E_L$ where $E_L = 1.05 \therefore f_{LT} = 95.24\%$) from HCM6 is nearly identical to the observed left-turn saturation flow rate in this study (95.26%). Furthermore, similar adjustment factors were calculated when analyzing northern versus southern regions or single versus dual versus triple left-turn lanes. Thus, there is strong evidence that the left-turn adjustment factor in the HCM6 represents left-turn saturation flow conditions in Wisconsin.

TEOpS saturation flow rate methodology states that after calculating the through movement base saturation flow rate using TEOpS Equation 5.4, analysts should apply all other HCM6 adjustment factors. Therefore, it is recommended the base saturation flow rate calculated from existing TEOpS methodology for through movements also be used for base saturation flow rate for left-turn movements since the HCM6 left-turn adjustment factor ($f_{LT} = 95.26\%$) will adjust the saturation flow rate for the left-turn lane groups accordingly.

RTOR analysis found that RTOR volumes for approaches analyzed in this study did not yield favorable correlation when compared to current TEOpS methodology. Therefore, further analysis on the RTOR data was conducted to provide new equations for estimating Wisconsin local conditions. After analyzing what parameters impact RTOR estimation, *lane configuration* and *percent red-time* for the signal phase servicing right-turns showed more correlation than other parameters, such as conflicting volumes or the regional location of the signal.

Therefore, this study analyzed the RTOR relationships looking at total right-turn volume and lane configuration as variables, then total right-turn volume and percent red-time, and finally a combination of all three variables (total right-turn volume, lane configuration, and percent red-time).

The first method, which relied on total right-turn volumes and lane configuration, was the least accurate of the three methods but is similar to the current TEOpS methodology and is simple to apply.

- $V_{RTOR} = 0.38V_{RT}$ (single right-turn lane at intersection)
- $V_{RTOR} = 0.25V_{RT}$ (single right-turn lane at interchange entering ramp)
- $V_{RTOR} = 0.74V_{RT}$ (single right-turn lane at interchange exiting ramp)
- $V_{RTOR} = 0.30V_{RT}$ (dual right-turn lanes at intersection)

- $V_{RTOR} = 0.12V_{RT}$ (dual right-turn lanes at interchange entering ramp)
- $V_{RTOR} = 0.53V_{RT}$ (dual right-turn lanes at interchange exiting ramp)

where: V_{RTOR} = right-turn-on-red volume estimate; V_{RT} = total volume of right-turns

The second method, which produced a singular equation to estimate RTORs from total right-turn volumes and percent red-times, was more accurate than the first method but is more challenging to apply. To apply, the percent red-time needs to be extracted from traffic models or traffic signal timing plans. Using percent red-time could also create the need for iteration as the percent red-time could change after the RTOR estimate is entered into a traffic model and re-optimized.

- $V_{RTOR} = 0.04V_{RT} * e^{3.5*R\%}$ (all lane configurations)

where:

$$R\% = \text{percentage of the cycle showing red for the right-turn movement (e.g., 0.25 for 25\%)} \\ (C - g_{RT}) / C \rightarrow C = \text{cycle length; } g_{RT} = \text{right-turn green time}$$

The third method used a combination of all three variables and resulted in equations with the best fit to the observed data and is the recommended method for estimating RTOR volumes. Nonlinear multivariable regression analysis was used to create equations to estimate RTOR volumes for each lane configuration and are as follows:

- $V_{RTOR} = 0.18V_{RT} * e^{1.26*R\%}$ (single right-turn lane at intersection)
- $V_{RTOR} = 0.07V_{RT} * e^{2.90*R\%}$ (single right-turn lane at interchange entering ramp)
- $V_{RTOR} = 0.24V_{RT} * e^{1.35*R\%}$ (single right-turn lane at interchange exiting ramp)
- $V_{RTOR} = 0.04V_{RT} * e^{3.34*R\%}$ (dual right-turn lanes at intersection)
- $V_{RTOR} = 0.07V_{RT} * e^{1.53*R\%}$ (dual right-turn lanes at interchange entering ramp)
- $V_{RTOR} = 0.08V_{RT} * e^{2.59*R\%}$ (dual right-turn lanes at interchange exiting ramp)

While the combination method is more challenging to apply, it provides the most accurate estimates of RTOR volumes. The study team suggests this method be considered for implementation. This method, which requires more inputs, might be best suited for design-level applications where signal timing information would be available.

When analyzing signalized intersections, it is important to model them accurately, and this study validated that the HCM6 left-turn adjustment factor ($f_{LT} = 95.26\%$) will adjust the saturation flow rate for local conditions in Wisconsin. Opportunities to improve RTOR estimation were identified using multivariable regression analysis taking into account total right-turn volumes, lane configuration, and percent red-time of the right-turn movement.

With the left-turn saturation flow rate and RTOR recommendations outlined in this report, capacity analysis performed at Wisconsin signalized intersections will be more accurate and lead to better solutions.

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CHAPTER 1: INTRODUCTION

The tools traffic engineers use to perform traffic signal capacity analyses require numerous inputs to accurately model field conditions. Two inputs that are important to estimate accurately are saturation flow rate and right-turn-on-red (RTOR) volumes. Presently, the Wisconsin Department of Transportation (WisDOT) Traffic Engineering, Operations and Safety Manual (TEOpS) provides guidance to estimate through movement saturation flow rates, but does not provide guidance to estimate localized left-turn saturation flow rates. Past RTOR studies have been completed by the Department but were limited in the total number of sites used in analysis. A larger sample size of right-turn approaches is expected to improve the RTOR estimation methodology provided by the TEOpS Manual.

1.1 STUDY OBJECTIVE

The primary objectives of the Signalized Intersection Data Collection – Phase III study were, through a statewide sampling of field data, to:

1. Determine saturation flow rates of protected left-turn movements,
2. Determine RTOR volume parameters of signalized right-turn lanes, and
3. If the findings are not consistent with current HCM6 or WisDOT TEOpS methodologies, suggest revisions to existing methodologies using the new data to more closely represent field conditions in Wisconsin.

A literature review spanning HCM and TEOpS methodologies and past saturation flow rate and RTOR studies was performed.

Recommendations for how to estimate saturation flow rates of protected left-turn lanes and RTOR capacity parameters for local Wisconsin communities stemmed from the literature review and the results of the data collection and analysis in this study.

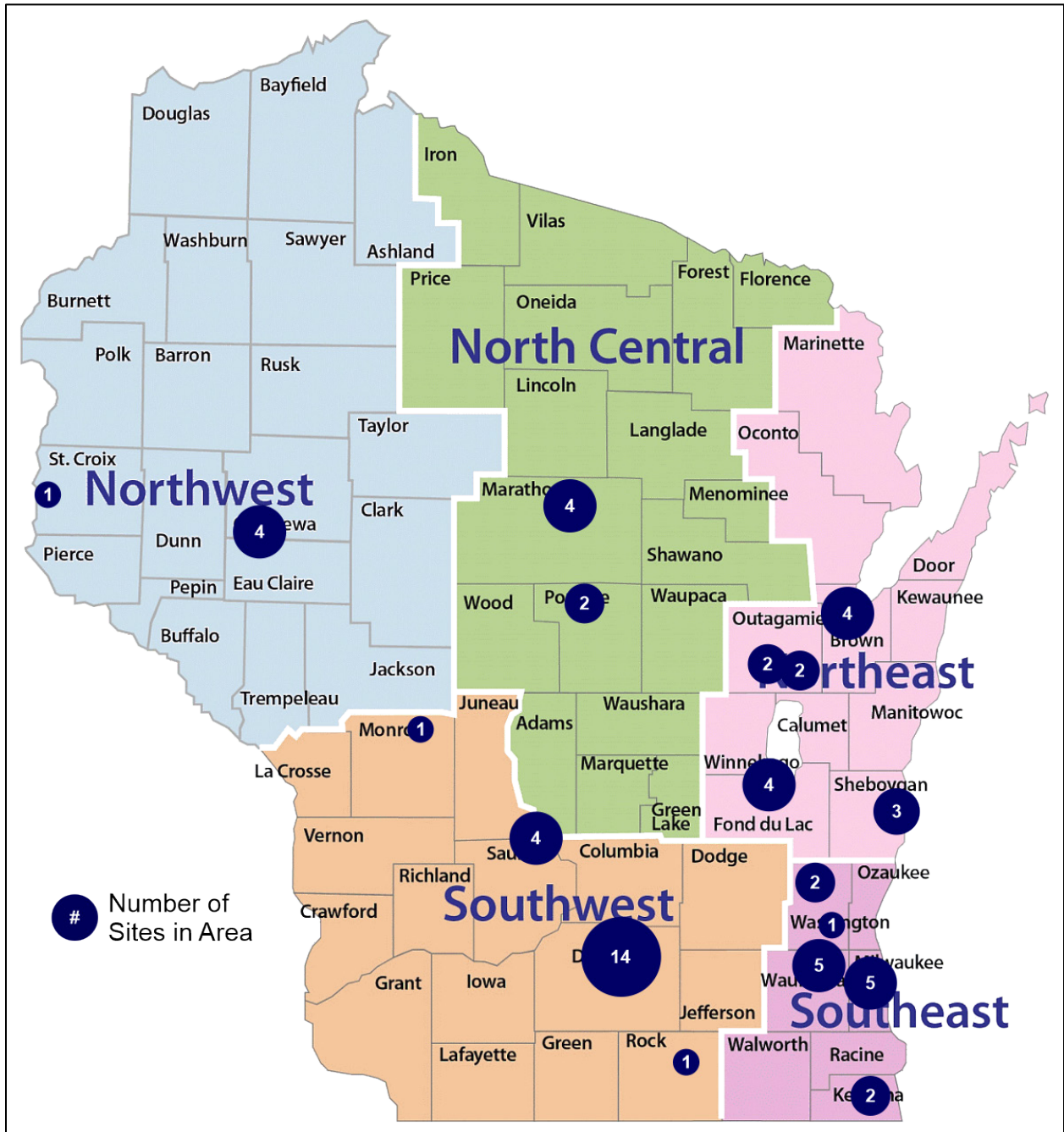
1.2 MAPS OF STUDY SITES

The objective of this study was to collect left-turn saturation flow rate and RTOR data throughout the state of Wisconsin with the purpose of expanding on current methodologies to create Wisconsin-specific equations. [Figure 1 & 2](#) on the following pages contain maps showing the locations that were used as part of this study.

Figure 1. Map of Left-Turn Approaches Used in Analysis



Figure 2. Map of Right-Turn Approaches Used in Analysis



CHAPTER 2: LITERATURE REVIEW

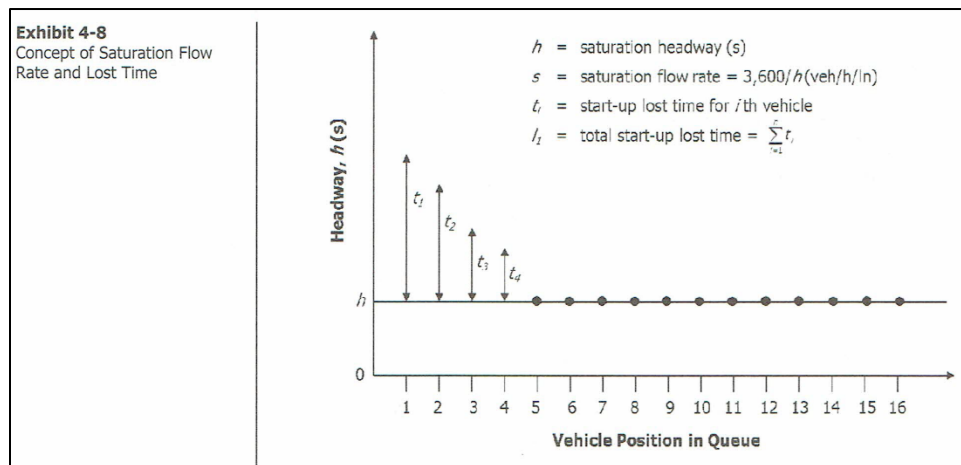
A literature review was performed to summarize the methods used to estimate left-turn saturation flow rate and RTOR found in the *Highway Capacity Manual, 2010* (HCM2010) and the *Highway Capacity Manual, 6th Edition* (HCM6). In addition, the saturation flow rate findings from WisDOT’s 2015 *Signalized Intersection Capacity Data Collection* (ID 0072-40-57) study and the RTOR findings from WisDOT’s 2009 *Right-Turn on Red Methodology Evaluation* study were summarized based on their recommendation inclusions in the WisDOT TEOpS Manual.

2.1 DEFINITIONS

2.1.1 Saturation Flow Rate

As defined in HCM6, saturation flow rate is “the equivalent hourly rate at which previously queued vehicles can traverse an intersection approach under prevailing conditions, assuming the green signal is available at all times and no lost times are experienced”. The units of saturation flow rate are passenger cars per hour per lane (pc/h/ln). The saturation headway is the constant average headway between vehicles after saturated conditions are achieved, which is typically after the fourth vehicle in the queue, per HCM6. Saturated conditions are assumed to occur after the fourth vehicle in the queue due to the lost time that the vehicles further ahead in the queue experience when the signal turns to green indication. Figure 3 below is Exhibit 4-8 from HCM6 and illustrates the concept of saturation flow rate and lost time (1).

Figure 3. HCM6 Exhibit 4-8



2.1.2 Right-Turn-On-Red

Right-turns on red are vehicles that make a right-turn movement while facing a red traffic signal indication. According to TEOpS 16-15-5.2.1.1, RTOR movements “can have beneficial effect on traffic flow and intersection capacity as they reduce the number of vehicles serviced during the green phase” (2).

2.2 LEFT-TURN SATURATION FLOW RATE METHODOLOGIES

2.2.1 HCM2010 & HCM6

The saturation flow rate estimation methodology remained the same in HCM6 as it was in HCM2010 (1,3). Both manuals provide an equation where the analyst adjusts a base saturation flow rate by multiple factors to calculate the adjusted saturation flow rate for each lane group. In the case of left-turn lanes, all exclusive left-turn lanes of an approach make up a single lane group, so the adjusted saturation flow rate calculated is used for all exclusive left-turn lanes. In HCM6, Equation 19-8 is provided to compute adjusted saturation flow rate per lane for each lane group and is as follows (1):

Figure 4. HCM6 Equation 19-8 for Adjusted Saturation Flow Rate

$$s = s_o f_w f_{HVg} f_p f_{bb} f_a f_{LU} f_{LT} f_{RT} f_{Lpb} f_{Rpb} f_{wz} f_{ms} f_{sp}$$

where:

s = adjusted saturation flow rate (veh/h/ln),

s_o = base saturation flow rate (pc/h/ln),

f_w = adjustment factor for lane width,

f_{HVg} = adjustment factor for heavy vehicle and grade,

f_p = adjustment factor for existence of a parking lane and parking activity adjacent to lane group,

f_{bb} = adjustment factor for blocking effect of local buses that stop within intersection area,

f_a = adjustment factor for area type,

f_{LU} = adjustment factor for lane utilization,

f_{LT} = adjustment factor for left-turn vehicle presence in lane group,

f_{RT} = adjustment factor for right-turn vehicle presence in lane group,

f_{Lpb} = pedestrian adjustment factor for left-turn groups,

f_{Rpb} = pedestrian-bicycle adjustment factor for right-turn groups,

f_{wz} = adjustment factor for work zone presence at the intersection,

f_{ms} = adjustment factor for downstream lane blockage, and

f_{sp} = adjustment factor for sustained spillback.

The default base saturation flow rate (s_o) is 1,900 pc/h/ln for areas with a metropolitan population greater than 250,000 and 1,750 pc/h/ln otherwise.

HCM6 provides guidance on all the adjustment factors listed above, but to highlight the adjustment factor for left-turn vehicle presence in lane group, f_{LT} is computed with HCM6 Equation 19-14 ($f_{LT} = 1/E_L$) where $E_L = 1.05$ and is “the equivalent number of through cars for a protected left-turn movement.” Therefore, according to HCM6, left-turn movement saturation flow rate is approximately 95.24% of the through movement saturation flow rate.

2.2.2 WisDOT TEOpS Manual

Saturation flow rate methodology presented in TEOpS 16-15-5.2.1 used WisDOT’s 2015 report *Signalized Intersection Capacity Data Collection* (4) as a basis for its recommendations. TEOpS provides an equation to estimate exclusive through and shared through-right lane saturation flow rate, as shown below (2):

Figure 5. TEOpS Equation 5.4 for Base Saturation Flow Rate

$$s_o = 1,980f_{Pop}f_Nf_{SL}$$

where:

- s_o = base saturation flow rate for exclusive through and shared through-right lanes (pc/h/ln),
- 1,980 = starting saturation flow rate derived from 2015 WisDOT saturation flow study (pc/h/ln),
- f_{Pop} = adjustment factor for population,
- f_N = adjustment factor for number of approach lanes, and
- f_{SL} = adjustment factor for speed limit of approach.

TEOpS Table 5.1 provides guidance on values to use for each adjustment factor and also provides a Microsoft Excel® based spreadsheet tool to calculate saturation flow rate based on information about the study intersection input by the analyst. The spreadsheet tool uses the equation in Figure 5 above to calculate saturation flow rate for the through movements. However, the 2015 WisDOT study did not analyze left-turn lane specific saturation flow rates, and thus TEOpS does not provide an equation to estimate them, so analysts are supposed to assume left-turn lane saturation flow rates following HCM6 default base saturation flow rate guidance:

- 1,900 pc/h/ln in metropolitan areas with population >250,000, and
- 1,750 pc/h/ln otherwise.

The spreadsheet tool has this assumption built in, so the left-turn lane saturation flow rates calculated by the tool will automatically update when the analyst inputs the urbanized area population.

2.3 RIGHT-TURN-ON-RED METHODOLOGIES

2.3.1 HCM2010 & HCM6

The RTOR flow rate estimation methodology remained the same in HCM6 as it was in HCM2010 (1,3). Both manuals state that given the difficulty of estimating RTOR flow rate, it should be field measured when possible. However, if field measuring is not possible or the analysis will be dealing with future conditions, the RTOR flow rate for each right-turn movement should be assumed to equal zero vehicles per hour (vph) to provide a conservative estimation (1).

2.3.2 WisDOT TEOpS Manual

RTOR methodology presented in TEOpS 16-15-5.2.1 used WisDOT's 2009 report *Right Turn on Red Methodology Evaluation* (5) and WisDOT's 2015 report *Signalized Intersection Capacity Data Collection* (4) as a basis for its recommendations. TEOpS provides equations to estimate RTOR volume for three different lane type scenarios and they are as follows (2):

Figure 6. TEOpS Equation 5.1 for RTOR at Single Right-Turn Lanes at Intersections

$$V_{RTOR} = 0.38V_{RT}$$

Figure 7. TEOpS Equation 5.2 for RTOR at Single Right-Turn Lanes at Interchange Off Ramps

$$V_{RTOR} = 0.66V_{RT}$$

Figure 8. TEOpS Equation 5.3 for RTOR at Dual Right-Turn Lanes (Intersections and Interchanges)

$$V_{RTOR} = 0.30V_{RT}$$

where:

V_{RTOR} = RTOR volume during analysis period (veh), and

V_{RT} = total right-turn volume during analysis period (veh).

WisDOT notes that TEOpS Equation 5.2 only applies for single right-turn lanes exiting an off-ramp at an interchange and to utilize TEOpS Equation 5.1 for single right-turn lanes turning onto an on-ramp at an interchange (2).

There are other right-turn lane configurations that have been less studied, such as shared lanes or triple right-turn lanes. Therefore, analysts should currently assume vehicles do not make RTOR movements at these locations per the WisDOT TEOpS Manual (2).

CHAPTER 3: STUDY DESIGN

This chapter contains information about the approach for site selection and analysis tasks in this study. With the aim of determining saturation flow rates of protected left-turn lanes and RTOR capacity parameters applicable to Wisconsin signalized intersections, a sampling of data from signalized approaches throughout the state was desired.

3.1 INVENTORY GATHERING AND SITE SELECTION

In the Site Selection Memo (submitted to WisDOT July 23, 2019), goals were identified for the number of left-turn and right-turn approaches to be sampled. The goals included obtaining a statistically significant number of left-turn observations at 65 left-turn lane approaches and AM and PM peak hour data at 55 right-turn lane approaches.

3.1.1 Statewide Signalized Intersection Database

To assist in site selection, WisDOT provided a database of signalized intersection characteristics for intersections on the state highway network. The database provided by WisDOT to TADI dated 2/26/19 contained a subset of information for the 1,386 intersections in the database. The data provided for all intersections included Intersection ID, Intersection Name, Google Map Link, Latitude, Longitude, WisDOT Region, County Code, Number of Legs, Ramp Terminal (yes/no), Population, Urban Area Name, Skew Angle, Lighting (yes/no), Number of Major Lanes, Shared-Left (yes/no), Median Type, Major AADT, Minor AADT. Additional fields of data were provided containing crash data and various other attributes not relevant to this study. For 95 of the 1,386 intersections, information was included about the number of left and right-turn lanes on each approach.

3.1.2 Site Selection Goals

The site selection goals determined in the scoping process are shown in [Tables 1 & 2](#) below. Left-turn lanes are categorized by number of lanes (single, dual, or triple) and the geographic area (northern or southern WisDOT Region). For right-turn lanes, WisDOT desired information at ramp terminals and dual right-turn lanes and the selection goals contain such intersections.

Table 1. Left-Turn Approach Goals

SOUTHERN REGIONS (SE & SW)	Single	Dual	Triple
Number of Approaches	10	20	5
Total	35		

NORTHERN REGIONS (NE, NC, & NW)	Single	Dual	Triple
Number of Approaches	15	15	0
Total	30		

TOTALS	Single	Dual	Triple
Number of Approaches	25	35	5
Grand Total	65		

Table 2. Right-Turn Approach Goals

SOUTHERN REGIONS (SE & SW)		
Intersection Characteristics	Single	Dual
Traffic Signal	-	10
Traffic Signal (entering ramp)	5	5
Traffic Signal (exiting ramp)	5	5
Total	30	

NORTHERN REGIONS (NE, NC, & NW)		
Intersection Characteristics	Single	Dual
Traffic Signal	-	5
Traffic Signal (entering ramp)	5	5
Traffic Signal (exiting ramp)	5	5
Total	25	

TOTALS	Single	Dual
Number of Approaches	20	35
Grand Total	55	

3.1.2 Site Selection

Specific intersections characteristics are desired to obtain data suitable for left-turn saturation flow rate calculations and RTOR capacity analysis.

Left-turn saturation flow rates can be calculated based on observing when the 4th vehicle and the vehicles thereafter cross the stop bar controlled by a protected left-turn signal phase. Such intersections would not only need to have protected left-turn phases but would also need to have traffic volumes and timing parameters that would result in queues, ideally eight vehicles or longer. In addition, to reach statistical significance of left-turn saturation flow rates at the 85th percentile confidence level (as decided in the scoping process), approximately 45 queue observations suitable for analysis at a left-turn lane would be necessary. Intersections in the study were expected to observe an adequate sample of queue observations in a three-day period of weekday video observation.

For RTOR analysis, exclusive right-turn lanes that experience RTOR movements for the desired geometric configurations (single-lane and dual-lane at ramp terminals and dual-lane at traditional intersections) was required.

To obtain a statistically significant number of observations at 65 left-turn lane approaches and data at 55 right-turn lane approaches, it was expected data would need to be collected at approximately 40 individual intersections (20 of which will be ramp terminal intersections). To select those 40 intersections, the following steps were used:

Step #1 – Screen Existing Intersection Database

The signalized intersection database contains 1,386 intersections, many of which can be excluded for consideration based on their geometric and/or operational characteristics. The following screening filters were used:

Table 3. Step #1 Screening Criteria

Characteristic	Criteria	Comment
Skew Angle	81-90 degrees (intersections)	Skewed intersections could impact the results of the study. Intersections with less than a 10-degree skew are included.
	76-90 degrees (ramp terminals)	Ramp terminals, which tend to be more skewed as a result their connectivity with freeways, are included if their skew is less than 15 degrees.
Number of Legs	4 Legs	Three-legged intersections occur less frequently than 4-legged intersections and may yield different results.
Median Type	Divided	It is unlikely that undivided roadways would have protected-only left-turn lanes with queues sufficient to conduct left-turn saturation flow analysis. Therefore, only intersections indicated to have a median (divided, ditch, channelized with turn lane, or raised) will be kept.
Minor Road AADT Thresholds	>8,000 for intersections (South Regions)	Both left and right-turn lane studies require traffic to/from the minor street approaches. It is expected that using a minor street AADT will help filter out intersections that will not observe sufficient queuing or RTOR volumes.
	>6,000 for intersections (North Regions)	No minor road AADT threshold was applied to ramp terminals as the sample sizes would have become insufficient for site selection.

The results of applying the screening filters listed in the table reduced the dataset of 1,386 intersections to the following 219 candidate sites:

Table 4. Results After Step #1 Screen Criteria Applied

Geographic Area	Intersections	Ramp Terminals	Total
North	55	21	76
South	109	34	143
Total	164	55	219

The 219 intersections that remain after the proposed Step #1 screening represent 16 percent of the original 1,386 intersections, thus removing many intersections likely to be unfit for selection in this study. The next steps involved applying a randomized methodology to reduce potential bias and further selection criteria to finalize the selection of intersections.

Step #2 – Random Selection Preparation

Random numbers were applied to the 219 remaining after Step #1 to enable a random selection of the study sites. Randomly selecting the study sites eliminates systematic bias. The 219 sites were divided into their four respective categories (north intersections, south intersections, north ramp terminals, and south ramp terminals). For each site in each group, a random number was assigned, and each group's sites were ranked in order (from lowest to highest) of the random number that was assigned.

Step #3 – Application of Final Selection Criteria

Next, intersections were selected for analysis in this study by sequentially going through the 219 intersections and determining if the specific characteristics of the site were suitable for use in this study. Sites suitable for analysis were selected until the number of left-turn approaches and the number of right-turn approaches listed previously in the Site Selection Goals were fulfilled. Criteria was applied in Step #3 to help select sites suitable for analysis is listed in the following table and includes both “required” and “may be met” criteria:

Table 5. Step #3 Final Screening Criteria

Intersection Type	Criteria	Required to be met	May be met
Intersection (i.e., non-ramp terminal)	At least one exclusive left-turn lane with at least 250 feet of storage	✓	
	Traffic signal timing parameters (from WisBoom if available) enabling a queue of 10 vehicles in the left-turn lane to clear during a given protected left-turn signal phase.	✓	
	Does not have any of the following unique characteristics: <ul style="list-style-type: none"> - < 10-foot lane widths - High ped/bike volumes - Interference from bus stops or parking maneuvers - Heavy vehicle percentages > 5% - Approach grades ≥ 3% - Void of extraneous factors or influences (e.g., spillback) 	✓	
Ramp Terminal	At least one exclusive left-turn lane with at least 250 feet of storage		✓
	Traffic signal timing parameters (from WisBoom if available) enabling a queue of 10 vehicles in the left-turn lane to clear during a given protected left-turn signal phase.		✓
	Signal phasing enabling RTOR operations.	✓	
	Does not have any of the following unique characteristics: <ul style="list-style-type: none"> - < 10-foot lane widths - High ped/bike volumes - Interference from bus stops or parking maneuvers - Heavy vehicle percentages > 5% - Approach grades ≥ 3% - Void of extraneous factors or influences (e.g., spillback) 	✓	

Additional Considerations

It was estimated that data at 40 intersections would be needed to fulfill the study goals of 65 left-turn and 55 right-turn approaches, however, it was expected that some sites would not provide data

suitable for analysis despite fulfilling the screening criteria. To account for this, data collected was collected at more than 20 additional intersections that met the screening criteria to improve the chances of meeting the study's original goals.

The screening methodology was unable to identify sites that may be candidates for the study based on temporary peaks in traffic due to tourist traffic. Particularly in the northern regions, tourist traffic during the summer can result in left or right-turn operations suitable for analysis. To ensure this study provided a sampling of statewide data, the project team coordinated with the northern WisDOT regions to identify intersections or ramp terminals that were candidates for inclusion in this study based on operations during summer's tourist season.

3.1.4 Site Selection Summary

This section described the procedure used for randomly selecting sites to collect data for analyzing left-turn saturation flow rates and RTORs. The methodology consisted of an initial screening of WisDOT's signalized intersection database of 1,386 intersections to 219 candidate sites. The candidate sites were assigned a random number and sites were reviewed sequentially using detailed selection criteria until the goals of 65 left-turn approaches and 55 RTOR approaches were met. Since it was expected some approaches would not be suitable for analysis upon review of the video footage (e.g., insufficient left-turn queues), data was collected at additional intersections that met the screening criteria or were specifically identified by regional staff as candidates for this study due to traffic peaks observed in the tourist season.

3.2 DATA COLLECTION/REDUCTION

3.2.1 Data Collection

Ground-based video for data collection was selected as the method of recording signalized left-turn and right-turn approaches in this project.

For the left-turn saturation flow rate data collection, the cameras were installed such that:

- the stop bar was visible,
- the front axle of vehicles could clearly be seen crossing the stop bar, and
- if the queue contained eight or more vehicles.

For the right-turn-on-red data collection, the cameras were installed such that:

- the signal indications were visible to distinguish red vs. green indications, and
- conflicting through and turning traffic was visible.

Cameras were typically installed on Monday and removed on Friday to collect video from 6:00 AM to 7:00 PM on multiple days to increase the chances of gathering adequate data at each approach.

3.2.2 Left-Turn Saturation Flow Rate Data Reduction Methodology

The following data reduction procedure was followed for the left-turn saturation flow video:

- verify whether the queue contained eight or more vehicles,
- record the time of the fourth vehicle in the queue,

- record the time of the last stopped vehicle in the queue,
- record the number of the last stopped vehicle in the queue, and
- record the number of heavy vehicles present in queue.

This procedure was followed until the number of cycles processed were statistically significant to the 85th percentile confidence level. Note that this procedure is in accordance with the HCM6 saturation headway method mentioned in Section 2.1.1 of this report.

Hours during the typical peak periods (6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM) were priority for processing and approximately two-thirds of all cycles processed occurred during those periods, but to achieve statistically significant sample sizes for some approaches, hours from outside those periods were also processed.

As noted in WisDOT’s 2015 report *Signalized Intersection Capacity Data Collection* (c), the sample size of cycles to achieve statistical significance was determined by the following equation:

Figure 9. WisDOT 2015 Report Equation 1 for Statistically Significant Sample Size

$$N = \left(\frac{z * s}{e} \right)^2$$

where:

- N = sample size (number of cycles),
- z = standard normal variate = 1.4395 for 85% confidence in results,
- s = standard deviation of the average saturation headways, and
- e = allowable error in estimate of mean headway = ± 0.06 seconds/vehicle.

To keep the sample size requirements achievable, this study selected a confidence interval of 85%, which is lower than the 90% confidence interval used in WisDOT’s 2015 report. An allowable error of ± 0.06 seconds/vehicle was selected, the same value used in WisDOT’s 2015 report. Note that the allowable error corresponds to ± 60 vehicles per hour for determining the average saturation flow rate.

The nature of the equation in [Figure 9](#) the number of cycles to achieve statistical significance depends on the standard deviation of the average headways, so the number of cycles will be different for each approach. For this study, a minimum of fifteen cycles was used, even if the equation in [Figure 9](#) recommended a smaller number of cycles since the HCM6 recommends a minimum of fifteen cycles (a). Approaches where data was collected that did not meet the minimum number of cycles required were not used in analysis.

3.2.2 Right-Turn-On-Red Data Reduction Methodology

The following data reduction procedure was followed for the RTOR video:

- note all times signal indication changed to green and red,
- record total number of vehicles that turned when signal indication was green for each cycle (record left and right lanes separately if observing a dual right-turn lane),
- record total number of vehicles that turned when signal indication was red for each cycle (record left and right lanes separately if observing a dual right-turn lane), and

- record total number of conflicting through and left-turn vehicles while right-turn signal indication is red for each cycle.

For each right-turn approach studied, the hours from 7:00 AM to 8:00 AM and 4:00 PM to 5:00 PM were processed using the noted procedure.

CHAPTER 4: DATA CHARACTERISTICS

This chapter contains information about the characteristics for the specific sites monitored and used in this study.

While data was collected at a surplus of approaches in this study, not all approach goals were satisfied, as shown in [Tables 6 & 7](#). Most notably, single lane left-turn movements fell short of the initial desired number of approaches because either due to lack of traffic volumes or the signal timing parameters of the intersections, few single left-turn lanes observed queues of eight or more vehicles. To increase this sample size, the video was reprocessed with a threshold of seven queued vehicles rather than eight to achieve the required number of cycles and resulted in the inclusion of 13 left-turn approaches that were originally excluded from the analysis. Another approach type with a sample size less than original goals were dual right-turn lanes to an on ramp, which is an uncommon lane configuration in Wisconsin. While some original sample goals were not met, the study included larger samples sizes of lane configurations where a more robust sample was available, such as dual left-turn lanes and dual right-turn lanes exiting ramps.

Table 6. Left-Turn Approach Goals vs. Approaches Analyzed

SOUTHERN REGIONS (SE & SW)	Approach Goals			Approaches Analyzed		
	Single	Dual	Triple	Single	Dual	Triple
Number of Approaches	10	20	5	7	24	4
Total	35			35		

NORTHERN REGIONS (NE, NC, & NW)	Single	Dual	Triple	Single	Dual	Triple
	Number of Approaches	15	15	0	8	14
Total	30			22		

TOTALS	Single	Dual	Triple	Single	Dual	Triple
	Number of Approaches	25	35	5	15	38
Grand Total	65			57		

Table 7. Right-Turn Approach Goals vs. Approaches Analyzed

SOUTHERN REGIONS (SE & SW)	Approach Goals		Approaches Analyzed	
	Single	Dual	Single	Dual
Intersection Characteristics				
Traffic Signal	-	10	-	11
Traffic Signal (entering ramp)	5	5	7	2
Traffic Signal (exiting ramp)	5	5	5	10
Total	30		35	

NORTHERN REGIONS (NE, NC, & NW)	Approach Goals		Approaches Analyzed	
	Single	Dual	Single	Dual
Intersection Characteristics				
Traffic Signal	-	5	-	4
Traffic Signal (entering ramp)	5	5	6	0
Traffic Signal (exiting ramp)	5	5	4	12
Total	25		26	

TOTALS	Single	Dual	Single	Dual
	Number of Approaches	20	35	22
Grand Total	55		61	

4.1 SITE CHARACTERISTICS

4.1.1 Left-Turn Saturation Flow Rate Site Characteristics

Characteristics of the sites varied and provided a random and diverse data set used to determine left-turn saturation flow rates throughout Wisconsin. A table showing saturation flow study results by site is shown in [Appendix A](#). The individual approach data sheets for all analyzed approaches are shown in [Appendix B](#).

More than 50-percent of the samples (32 of 57) occurred in the Southeast Region. Nearly 20-percent of the samples (11 of 57) occurred in the North Central Region. [Table 8](#) shows the breakdown by region, as well as a breakdown of southern region total versus northern region total.

Table 8. Region Statistics

Region					
NW	6	11%	North	22	39%
NC	11	19%			
NE	5	9%			
SW	3	5%	South	35	61%
SE	32	56%			

For the number of turn lanes, shown in [Table 9](#), approximately two-thirds of the samples (38 of 57) were dual left-turn lanes. Triple left-turn lanes are rarer within the state, so only four of the 57 samples had three left-turn lanes.

Table 9. Number of Lanes Statistics

Number of Lanes		
Single	15	26%
Dual	38	67%
Triple	4	7%

4.1.2 Right-Turn-On-Red Site Characteristics

Site selection methodology provided a random and diverse data set used to determine right-turn-on-red statistics for Wisconsin. A table showing saturation flow study results by site is shown in [Appendix C](#). The individual approach data sheets for all analyzed approaches are shown in [Appendix D](#).

More than one-third of the samples (22 of 61) occurred in the Southwest Region. Nearly one-quarter (15 of 61) of the samples occurred in the Northeast Region. [Table 10](#) shows the breakdown by region, as well as a breakdown of southern region total versus northern region total.

Table 10. Region Statistics

Region					
NW	5	8%	North	26	43%
NC	6	10%			
NE	15	25%			
SW	22	36%	South	35	57%
SE	13	21%			

For number of turn lanes, shown in [Table 11](#), approximately two-thirds of the samples (39 of 61) were dual right-turn lanes.

Table 11. Number of Lanes Statistics

Number of Lanes		
Single	22	36%
Dual	39	64%

As shown in [Table 12](#), dual right-turn lanes at interchange exiting ramp had the most sites (22 of 61). The next highest was dual right-turn lanes at intersection (15 of 61). Only two sites occurred at dual right-turn lanes at an interchange entering ramp, since, as previously mentioned, this lane configuration is rare in the state. For single right-turn lanes, the sites only occurred at right-turn lanes at interchange entering and exiting ramps since this study was focusing on interchanges for single right-turn lanes.

Table 12. Lane Configuration Statistics

Lane Configuration		
Single Right-Turn at Intersection	0	0%
Single Right-Turn at Interchange Entering Ramp	13	21%
Single Right-Turn at Interchange Exiting Ramp	9	15%
Dual Right-Turn at Intersection	15	25%
Dual Right-Turn at Interchange Entering Ramp	2	3%
Dual Right-Turn at Interchange Exiting Ramp	22	36%

CHAPTER 5: RESULTS AND ANALYSES

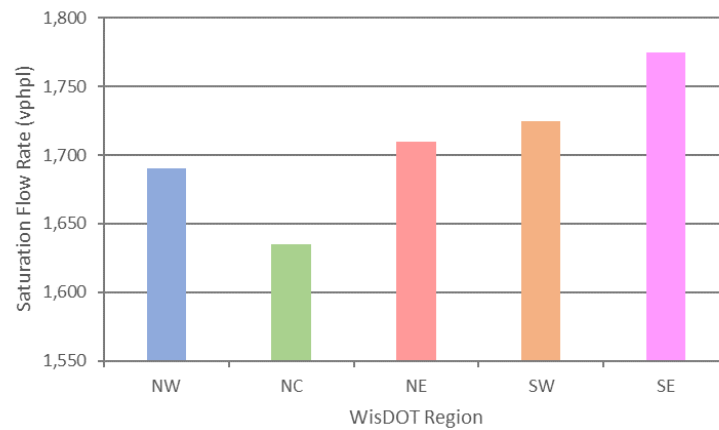
This chapter summarizes project analyses based on data previously described. Data analysis for the left-turn saturation flow study focused on developing adjustment factors to better estimate left-turn saturation flow rates for use the state of Wisconsin. Data analysis for the RTOR study focused on updating models recommended from WisDOT’s 2015 report.

5.1 LEFT-TURN SATURATION FLOW RESULTS

5.1.1 Results by WisDOT Region

Average left-turn saturation flow rates by WisDOT region are shown in [Figure 10](#). The Southeast and Southwest regions show the highest average left-turn saturation flow rates, which is expected since the southern regions have more populated areas than the northern regions.

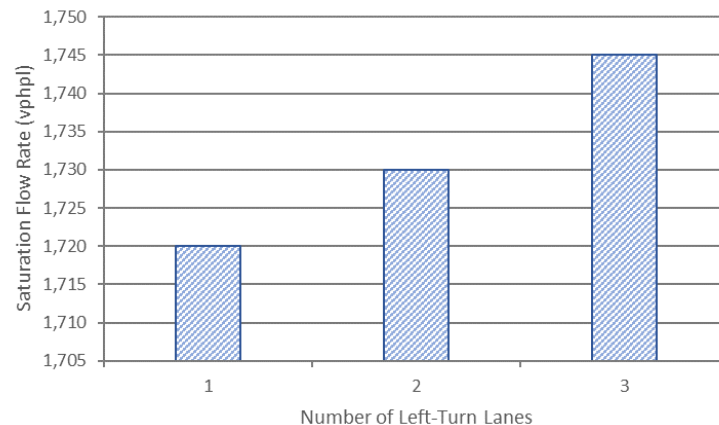
Figure 10. Left-Turn Saturation Flow Rate by WisDOT Region



5.1.2 Results by Number of Lanes

Average left-turn saturation flow rates by number of lanes are shown in [Figure 11](#). As shown on the graph, as the number of turn lanes increases, the saturation flow rate increases.

Figure 11. Left-Turn Saturation Flow Rate by Number of Lanes



5.2 LEFT-TURN SATURATION FLOW ANALYSIS

As previously stated, the HCM6 methodology suggests that left-turn movement saturation flow rate is approximately 95.24% of the through movement saturation flow rate.

TEOpS Equation 5.4 was used to estimate through movement saturation flow rate for each of the analyzed approaches. The trendline on Figure 12 shows that the observed left-turn movement saturation flow rate is approximately 95.26% of the estimated through movement saturation flow rate. The R^2 value of 0.9972 indicates a good correlation of data.

Figure 12. TEOpS Estimated Through Sat. Flow Rate vs. Observed Left-Turn Sat. Flow Rate (All Observed Approaches)

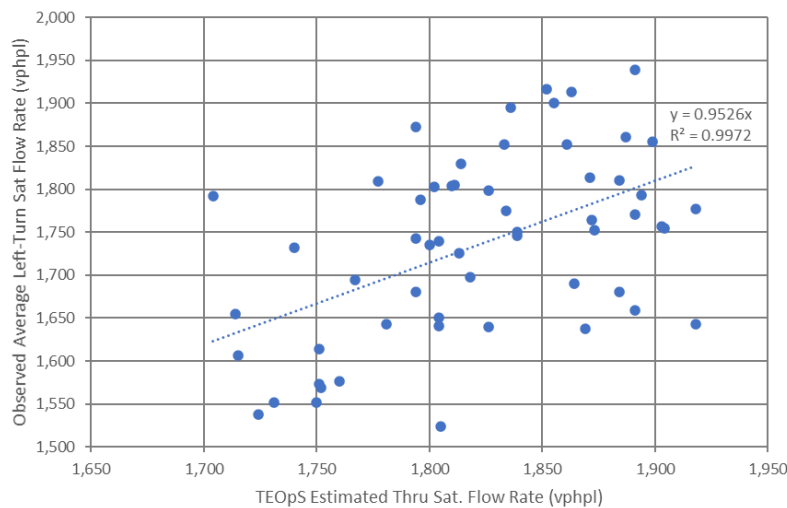
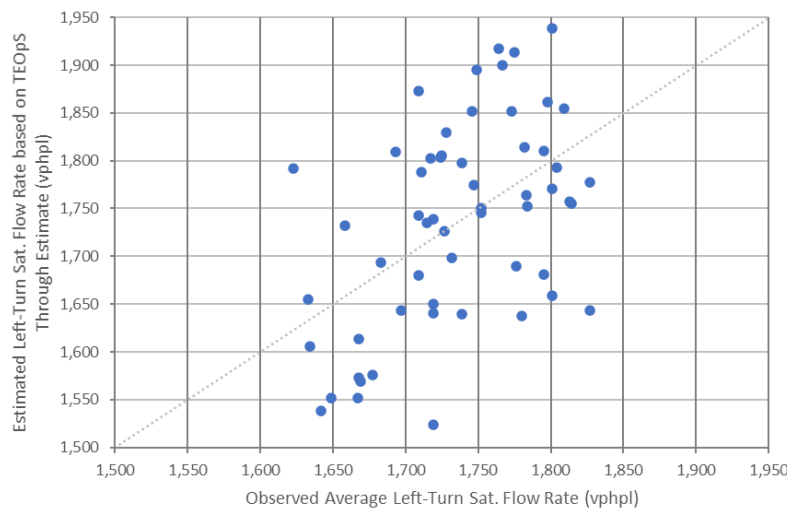


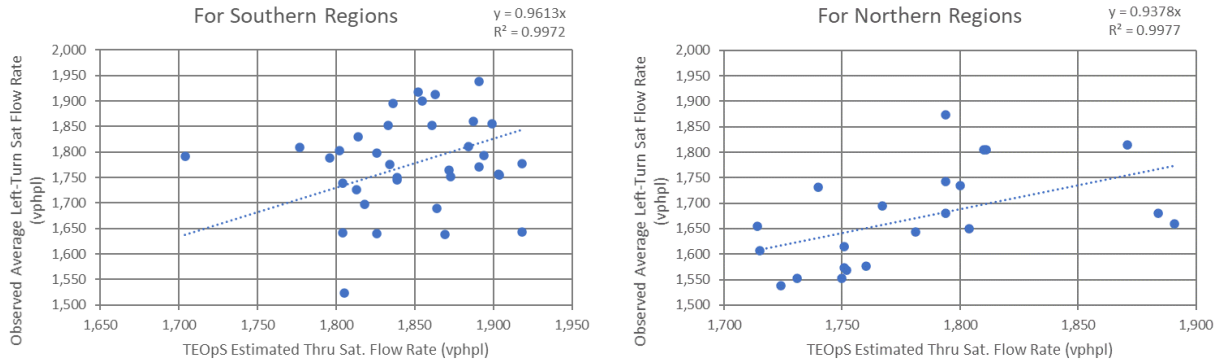
Figure 13 shows the relationship between observed left-turn saturation flow rate and the estimated left-turn saturation flow rate when applying this 95.26% relationship to estimate it based on the TEOpS estimated through saturation flow rate. A 1:1 line is graphed to show an ideal match between the observed and estimated values.

Figure 13. Estimated Left-Turn Sat. Flow Rate vs. Observed Left-Turn Sat. Flow Rate



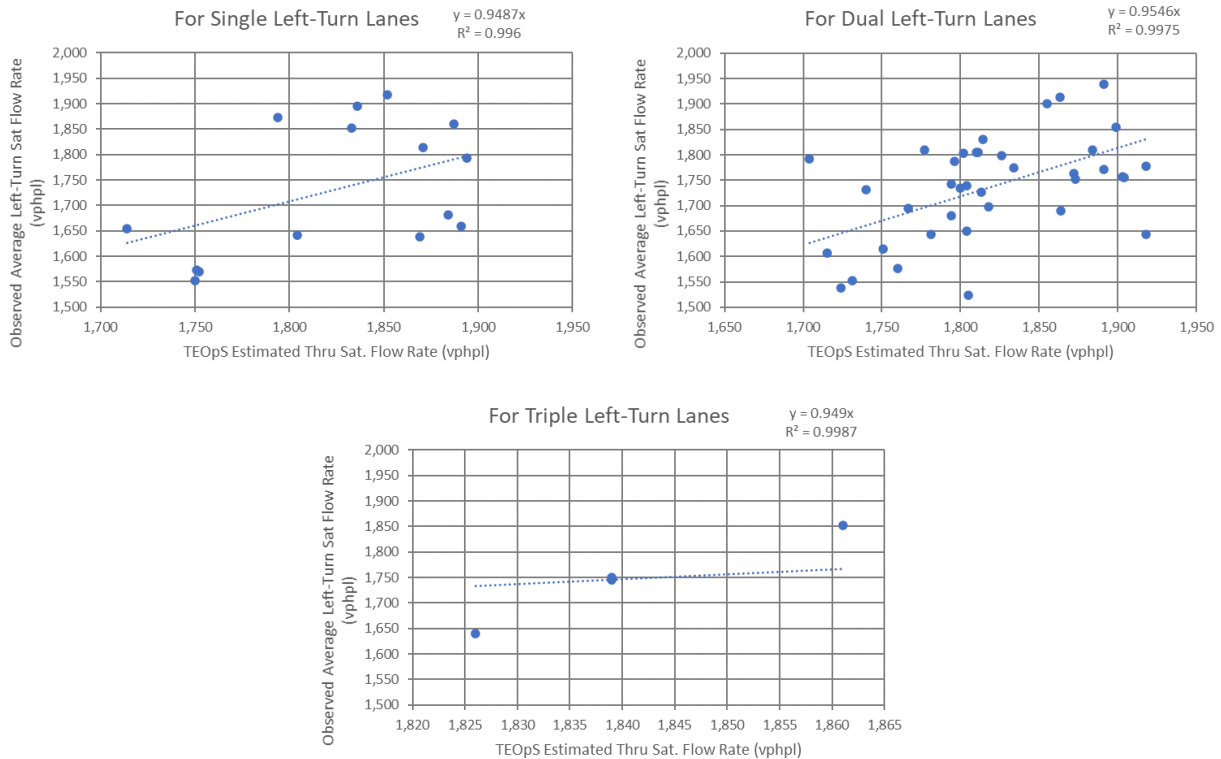
To verify whether a similar relationship is seen in the northern and the southern regions, **Figure 14** shows the observed left-turn saturation flow rate in each region group versus the TEOpS estimated through saturation flow rate. As shown, the relationship for each region group is close to the HCM6 factor with R² values very close to 1.0.

Figure 14. TEOpS Estimated Through Sat. Flow Rate vs. Observed Left-Turn Sat. Flow Rate (Northern vs. Southern Regions)



To verify whether a similar relationship is seen in single, dual, and triple left-turn lanes, **Figure 15** shows the observed left-turn saturation flow rate for number of turn lanes versus the TEOpS estimated through saturation flow rate. As shown, the relationship for each number of turn lanes is close to the HCM6 factor with R² values very close to 1.0.

Figure 15. TEOpS Estimated Through Sat. Flow Rate vs. Observed Left-Turn Sat. Flow Rate (Single vs. Dual vs. Triple Left-Turn Lanes)



Results show that the left-turn saturation flow rate data analyzed in this study is consistent with the saturation flow rate equation provided in HCM6 regardless of region group or number of turn lanes. The left-turn adjustment factor from HCM6 is approximately 95.24% while the observed left-turn saturation flow rate data from this study is shown to be approximately 95.26% of the TEOpS estimated through saturation flow rate, as shown in [Figure 12](#). Since the percentages are nearly identical, it is recommended the HCM6 left-turn adjustment factor be used as is when estimating left-turn saturation flow rate.

TEOpS saturation flow rate methodology states that after calculating the through movement base saturation flow rate using the equation shown in [Figure 5](#), analysts should apply all other HCM6 adjustment factors shown in [Figure 4](#). Therefore, the base saturation flow rate calculated from TEOpS methodology can be input for left-turn movements in addition to the through movements since the HCM6 left-turn adjustment factor will be taken into account for the left-turn lane groups.

5.3 RIGHT-TURN-ON-RED RESULTS & ANALYSIS

RTOR data was observed at the 61 sites. Total right-turn volumes ranged from 17 vehicles to 1,382 vehicles. The lowest RTOR percentage observed was 3%, the highest RTOR percentage observed was 84%, and the average RTOR percentage of all 61 sites was 48%. Conflicting traffic volumes ranged from one vehicle to 2,251 vehicles.

5.3.1 TEOpS Model Update

Data collection sites were categorized into six types with site sample sizes shown in parenthesis:

- single right-turn lane at intersection (0),
- single right-turn lane at interchange entering ramp (13),
- single right-turn lane at interchange exiting ramp (9),
- dual right-turn lanes at intersection (15),
- dual right-turn lanes at interchange entering ramp (2), and
- dual right-turn lanes at interchange exiting ramp (22).

No data was collected at single right-turn lanes at intersections since this study focused on interchange entering and exiting ramps for single right-turn lanes. Dual right-turns lanes had data collected at all three approach configurations to verify whether or not RTOR estimation methodology should provide separate equations based on lane configuration similar to the current TEOpS single right-turn lane methodology.

After categorizing each site, the observed data were compared to the current TEOpS RTOR equations shown in [Figures 6, 7, & 8](#). Percent error values were calculated between the field observed values and the TEOpS estimated RTOR volume. A wide error range was observed ranging from -64% to +1,100% and an average error of +24% for all approaches analyzed. The comparison for each of the three TEOpS equations were plotted and are shown in [Figures 16, 17, & 18](#).

[Figure 16](#) shows the field measured RTOR volumes versus the TEOpS estimated RTOR volume for single right-turn lanes at interchange entering ramps. The plot shows an R^2 value of 0.828 with the

linear trendline and a y-intercept set to zero, which indicates good correlation of data. The percent error ranged from -50% to +1,100% with an average of +102%.

Figure 16. Field Measured RTOR Volume vs. TEOpS Est. RTOR Volume for Single Right-Turn Lanes at Interchange Entering Ramps

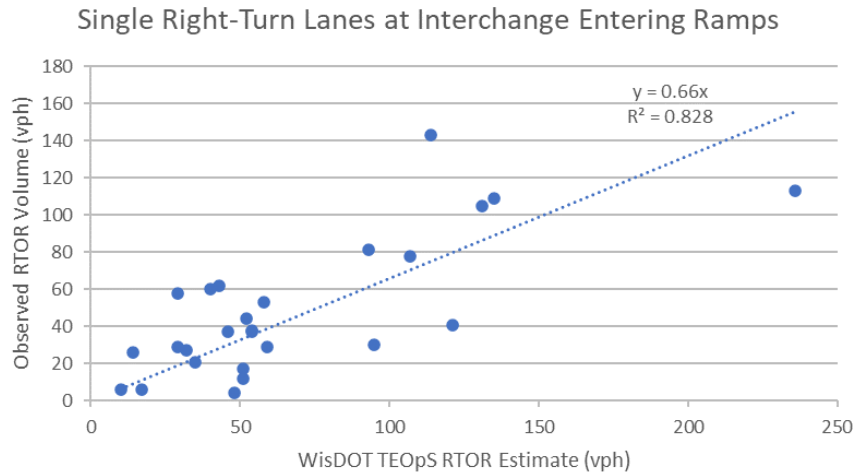


Figure 17 shows the field measured RTOR volumes versus the TEOpS estimated RTOR volume for single right-turn lanes at interchange exiting ramps. The plot shows an R^2 value of 0.982 with the linear trendline and a y-intercept set to zero, which indicates excellent correlation of data. However, the linear trendline equation is not near $y=x$, which would indicate a near perfect comparison to the TEOpS estimated RTOR volume. The percent error ranged from -22% to +28% with an average of -10%.

Figure 17. Field Measured RTOR Volume vs. TEOpS Est. RTOR Volume for Single Right-Turn Lanes at Interchange Exiting Ramps

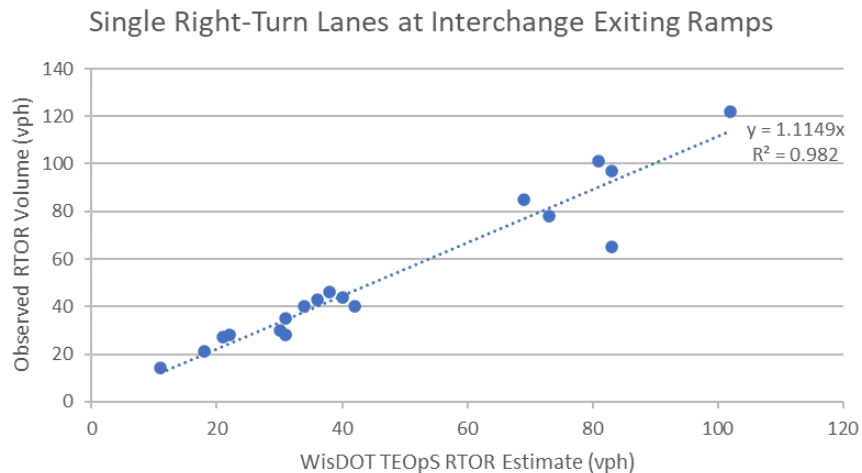
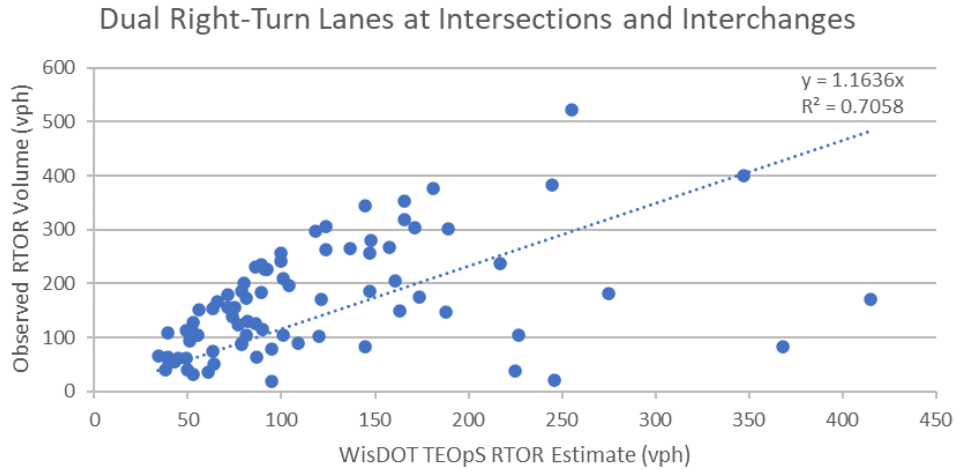


Figure 18 shows the field measured RTOR volumes versus the TEOpS estimated RTOR volume for all dual right-turn lane configurations. The plot shows an R^2 value of 0.706 with the linear trendline and a y-intercept set to zero, which indicates sub-optimal correlation of data. Also, the linear trendline

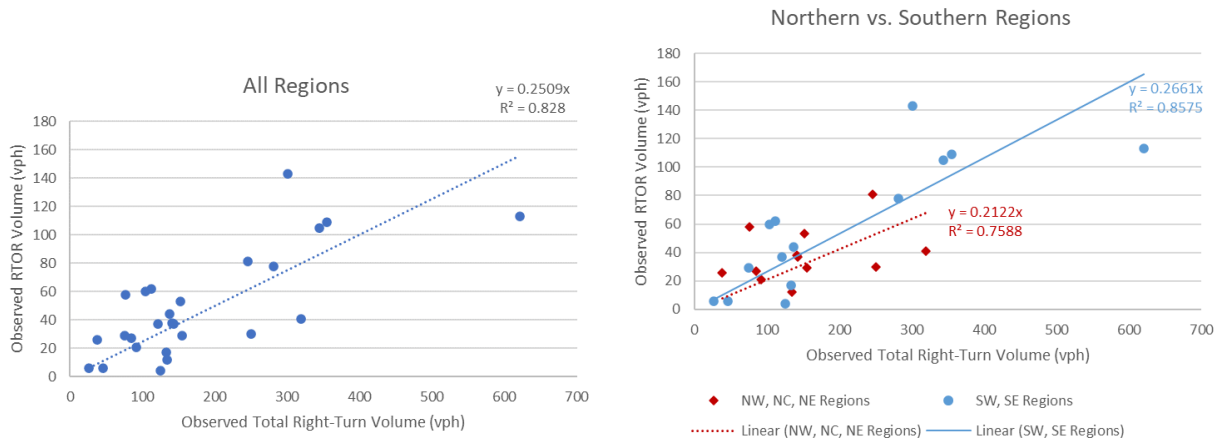
equation is not near $y=x$, which would indicate a near perfect comparison. The percent error ranged from -64% to +1,071% with an average of +5%.

Figure 18. Field Measured RTOR Volume vs. TEOpS Est. RTOR Volume for Dual Right-Turn Lanes at Intersections and Interchanges



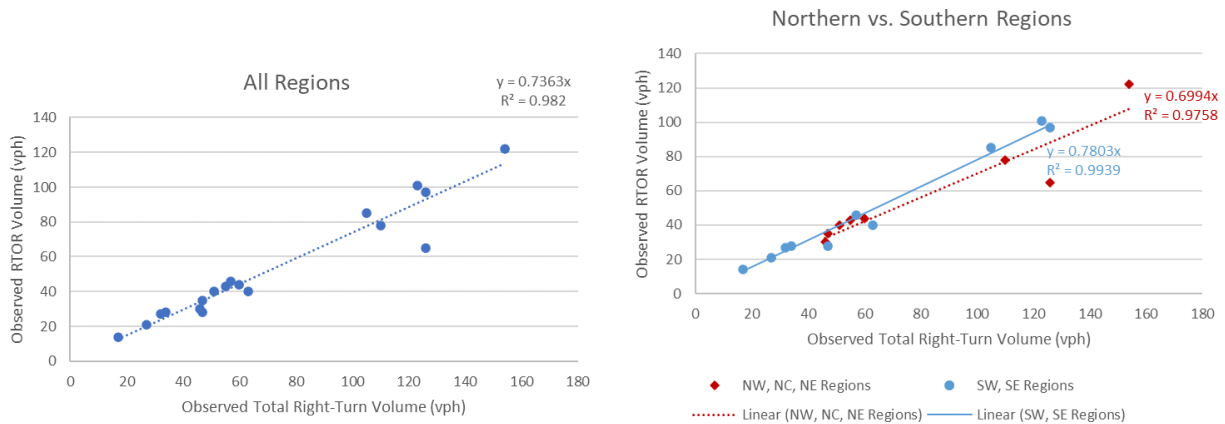
As stated previously, the current TEOpS equation for estimating RTOR volumes at single right-turn lanes at intersections or at interchange entering ramps is 0.38 times the total right-turning volume. This study did not observe single right-turn lanes at intersections but did observe single right-turn lanes at interchange entering ramps. Figure 19 shows the observed RTOR volume plotted against the observed total right-turn volume for single right-turn lanes at interchange entering ramps. A linear trendline with y-intercept set to zero is also shown on the plot, as well as the equation for the trendline and the R^2 value. The linear trendline for the “All Regions” comparison shows that RTOR volume equals 0.25 times the total right-turning volume with an R^2 value of 0.828, indicating good correlation of data. This factor is lower than the factor currently recommended by TEOpS for this lane configuration. The linear trendline equations for the northern and southern regions separately are both close to the “All Regions” comparison.

Figure 19. Field Measured RTOR Volume vs. Field Measured Total Right-Turn Volume for Single Right-Turn Lanes At Interchange Entering Ramps for All Regions and Northern vs. Southern Regions



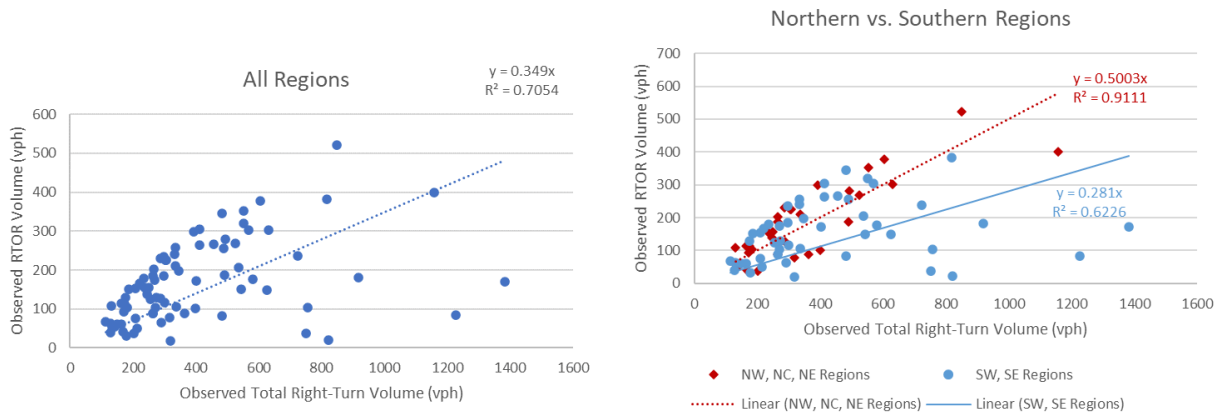
As stated previously, the current TEOpS equation for estimating RTOR volumes at single right-turn lanes at interchange exiting ramps is 0.66 times the total right-turning volume. Figure 20 shows the observed RTOR volume plotted against the observed total right-turn volume for this lane configuration. A linear trendline with y-intercept set to zero is also shown on the plot, as well as the equation for the trendline and the R² value. The linear trendline for the “All Regions” comparison shows that RTOR volume equals 0.74 times the total right-turning volume with an R² value of 0.982, indicating excellent correlation of data. This factor is higher than the factor currently recommended by TEOpS for this lane configuration. The linear trendline equations for the northern and southern regions separately are both close to the “All Regions” comparison.

Figure 20. Field Measured RTOR Volume vs. Field Measured Total Right-Turn Volume for Single Right-Turn Lanes at Interchange Exiting Ramps for All Regions and Northern vs. Southern Regions



As stated previously, the current TEOpS equation for estimating RTOR volumes at dual right-turn lanes at intersections and interchanges is 0.30 times the total right-turning volume. Figure 21 shows the observed RTOR volume plotted against the observed total right-turn volume for this lane configuration. A linear trendline with y-intercept set to zero is also shown on the plot, as well as the equation for the trendline and the R² value. The linear trendline for the “All Regions” comparison shows that RTOR volume equals 0.35 times the total right-turning volume with an R² value of 0.705, indicating sub-optimal correlation of data. This factor is relatively close to the factor currently recommended by TEOpS for this lane configuration. However, the linear trendline equations for the northern and southern regions separately both vary from the “All Regions” comparison.

Figure 21. Field Measured RTOR Volume vs. Field Measured Total Right-Turn Volume for All Dual Right-Turn Lanes for All Regions and Northern vs. Southern Regions



Despite the linear trendline equation for dual right-lanes being close to the existing TEOpS estimation methodology for that lane configuration, the dual right-turn lane data was further broken down into right-turn lanes at intersections, at interchange entering ramps, and at interchange exiting ramps, similar to the single right-turn lanes.

Figure 22 shows the observed RTOR volume plotted against the observed total right-turn volume for dual right-turn lanes at intersections. The linear trendline for the “All Regions” comparison shows that RTOR volume equals 0.28 times the total right-turning volume with an R² value of 0.666, indicating sub-optimal correlation of data. This factor is very close to factor currently recommended by TEOpS for this lane configuration. The linear trendline equations for the northern and southern regions separately are both very close to the “All Regions” comparison.

Figure 22. Field Measured RTOR Volume vs. Field Measured Total Right-Turn Volume for Dual Right-Turn Lanes at Intersections for All Regions and Northern vs. Southern Regions

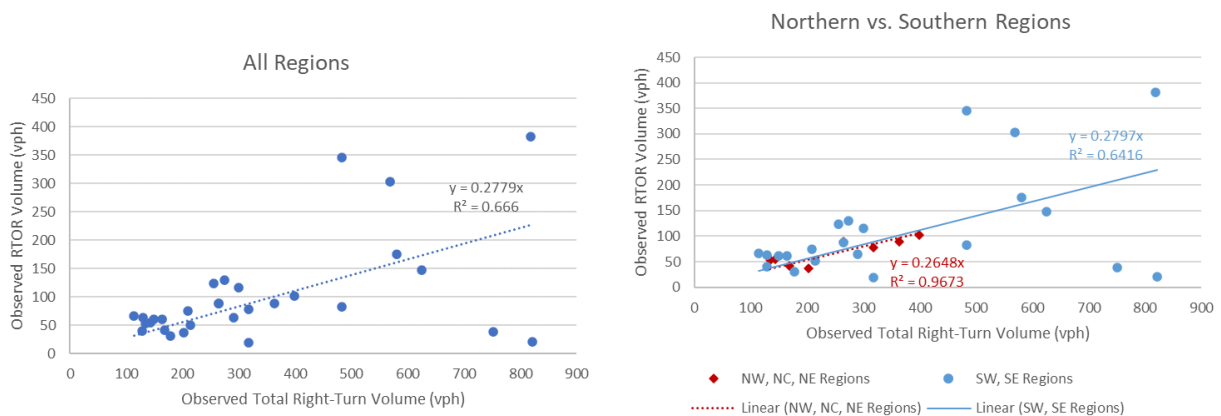


Figure 23 shows the observed RTOR volume plotted against the observed total right-turn volume for dual right-turn lanes at interchange entering ramps. The linear trendline for the “All Regions” comparison shows that RTOR volume equals 0.12 times the total right-turning volume with an R² value of 0.885, indicating good correlation of data. This factor is much lower than the factor currently recommended by TEOpS for this lane configuration. There is no northern versus southern regions comparison for this lane configuration since all sites were located in southern regions.

Figure 23. Field Measured RTOR Volume vs. Field Measured Total Right-Turn Volume for Dual Right-Turn Lanes at Interchange Entering Ramps for All Regions

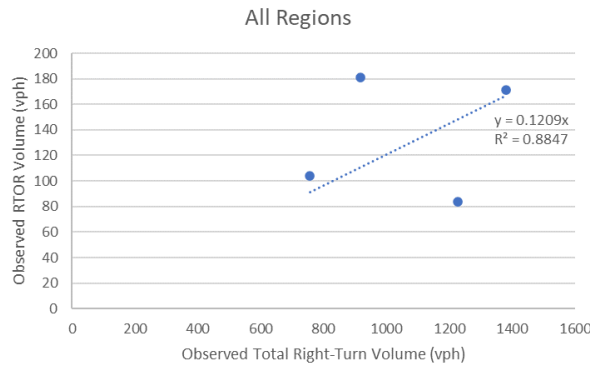
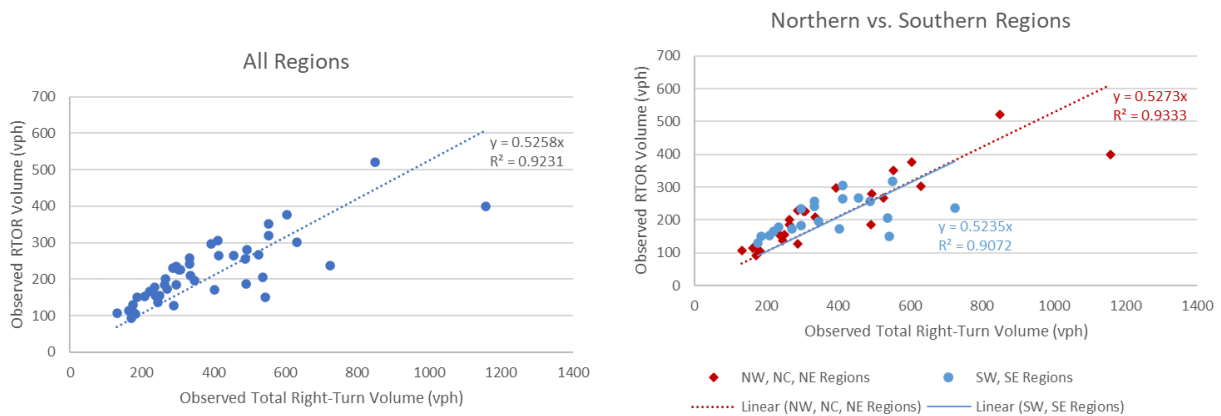


Figure 24 shows the observed RTOR volume plotted against the observed total right-turn volume for this lane configuration for dual right-turn lanes at interchange exiting ramps. The linear trendline for the “All Regions” comparison shows that RTOR volume equals 0.53 times the total right-turning volume with an R² value of 0.923, indicating good correlation of data. This factor is much higher than the factor currently recommended by TEOpS for this lane configuration. The linear trendline equations for the northern and southern regions separately are both virtually equal to the “All Regions” comparison.

Figure 24. Field Measured RTOR Volume vs. Field Measured Total Right-Turn Volume for Dual Right-Turn Lanes at Interchange Exiting Ramps for All Regions and Northern vs. Southern Regions



The current TEOps equations consider lane geometry and volume of the right-turn movement and can be used to estimate RTOR volumes. The analysis from previous studies supplemented with this study’s analysis yield the following six equations for RTOR estimates using total right-turn volume and lane configuration parameters:

- $V_{RTOR} = 0.38V_{RT}$ (single right-turn lane at intersection)
- $V_{RTOR} = 0.25V_{RT}$ (single right-turn lane at interchange entering ramp)
- $V_{RTOR} = 0.74V_{RT}$ (single right-turn lane at interchange exiting ramp)
- $V_{RTOR} = 0.30V_{RT}$ (dual right-turn lanes at intersection)
- $V_{RTOR} = 0.12V_{RT}$ (dual right-turn lanes at interchange entering ramp)
- $V_{RTOR} = 0.53V_{RT}$ (dual right-turn lanes at interchange exiting ramp)

However, using total right-turn volume and lane configuration resulted in RTOR estimates for certain lane configurations, such as dual-right-turns at intersections (R^2 value of 0.666), that did not observe as much correlation to the observed data as other lane configurations, such as single right-turns at interchange entering ramps (R^2 value of 0.982).

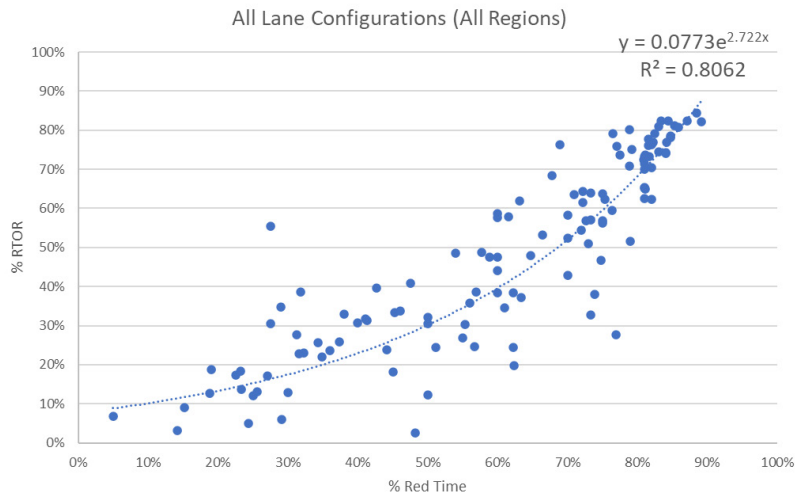
Since estimating RTORs in traffic models is important and can affect the outcome of design decisions, cost of construction and efficiency of operation, further analysis of RTOR estimation was explored in this study. An additional variable, percent red-time of the traffic signal cycle, was analyzed. The higher percentage of red-time there is for the right-turn signal phase, the more opportunity drivers theoretically have to complete a RTOR maneuver.

The percent red-time was also found to correlate better with RTOR volume than other parameters, such as conflicting volume or regional location of the signal. The effect of adding this variable to a RTOR estimation equation was explored in the following sections of the report.

5.3.2 Nonlinear Multivariable Regression Analysis

In addition to a comparison of field observations to existing methodology documented in WisDOT’s TEOpS manual, a nonlinear multivariable regression analysis was investigated to determine if a more accurate estimation equation was feasible. Figure 25 shows the relationship between percent red-time and RTOR volume. An exponential trendline is also shown on the plot, as well as the equation for the trendline and the R^2 value. The R^2 value for the relationship is 0.806, which indicates good correlation of data.

Figure 25. Percentage RTOR vs. Percentage Red-time for Right-Turn Movement



A nonlinear multivariable regression analysis was conducted to investigate whether total right-turn volume and percentage of the cycle showing red for the right-turn movement variables were significant enough to propose adjustment factors to be used in calculating RTOR volume. The equation shown in Figure 26 was used in the nonlinear multivariable regression analysis.

Figure 26. Nonlinear Multivariable Regression Analysis Base Equation

$$V_{RTOR} = V_{RT} * f_1 * e^{R\%*f_2}$$

where:

- $R_{\%}$ = percentage of the cycle showing red for the right-turn movement (e.g., 0.25 for 25%)
($C - g_{RT}$)/ $C \rightarrow C$ = cycle length; g_{RT} = right-turn green time,
- f_1 = right-turn volume adjustment coefficient, and
- f_2 = percentage red-time adjustment coefficient.

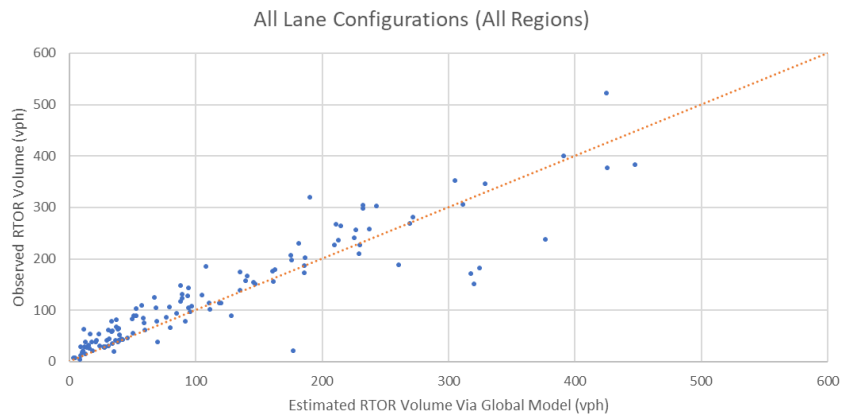
In this evaluation of the impact of percent red-time on RTOR volumes, the data was not separated by lane configurations. The goal of this portion of the analysis was to find a global model that would accurately estimate RTOR volume regardless of lane configuration, which differs from the existing TEOpS methodology. The nonlinear multivariable regression analysis yielded the equation shown in [Figure 27](#) and the regression results are shown in [Appendix E](#).

[Figure 27. RTOR Volume Global Model](#)

$$V_{RTOR} = 0.04V_{RT} * e^{3.5 * R_{\%}}$$

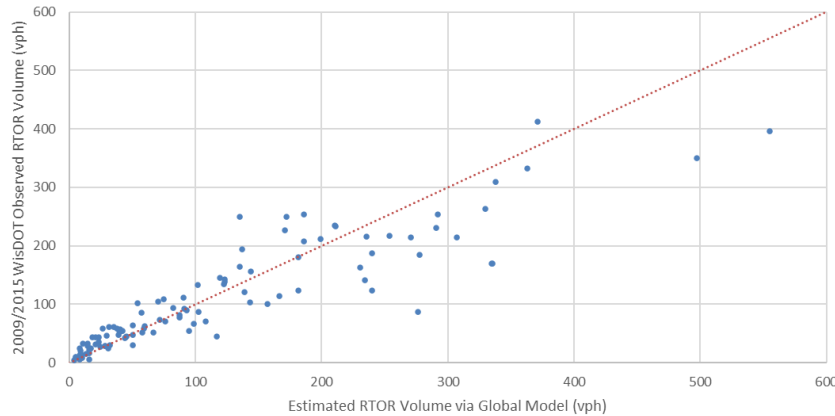
The estimated RTOR volumes found via the above global model were plotted against the observed RTOR volumes, shown in [Figure 28](#). A 1:1 line is graphed to show an ideal match between the observed and estimated values.

[Figure 28. Global Model Estimated RTOR Volume vs. Study Observed RTOR Volume](#)



For reference, the RTOR volumes were also estimated using the total right-turn volumes and percent red-time observed in WisDOT's 2009 and 2015 studies. [Figure 29](#) shows the comparison between estimated RTOR volumes and observed RTOR volumes.

Figure 29. Global Model Estimated RTOR Volume vs. WisDOT Observed RTOR Volume



Overall, the percent red-time global model fits the observed data better than the existing and updated lane configuration equations only using total right-turn volume as a variable. However, both percent red-time and lane configuration have a statistically significant impact on RTOR volumes as shown in Sections 5.3.1 and 5.3.2.

5.3.3 Combination Models

As shown in the previous sections, both lane configuration and percent red-time influence the RTOR volume of an approach, so additional multivariable nonlinear regression analysis was performed to investigate whether the six lane configurations analyzed should each have their own estimating equation. The same base equation shown in Figure 26 was used to perform the analysis for each lane configuration. The nonlinear multivariable regression analysis yielded the equations shown in Figure 30 and the regression results are shown in Appendix E.

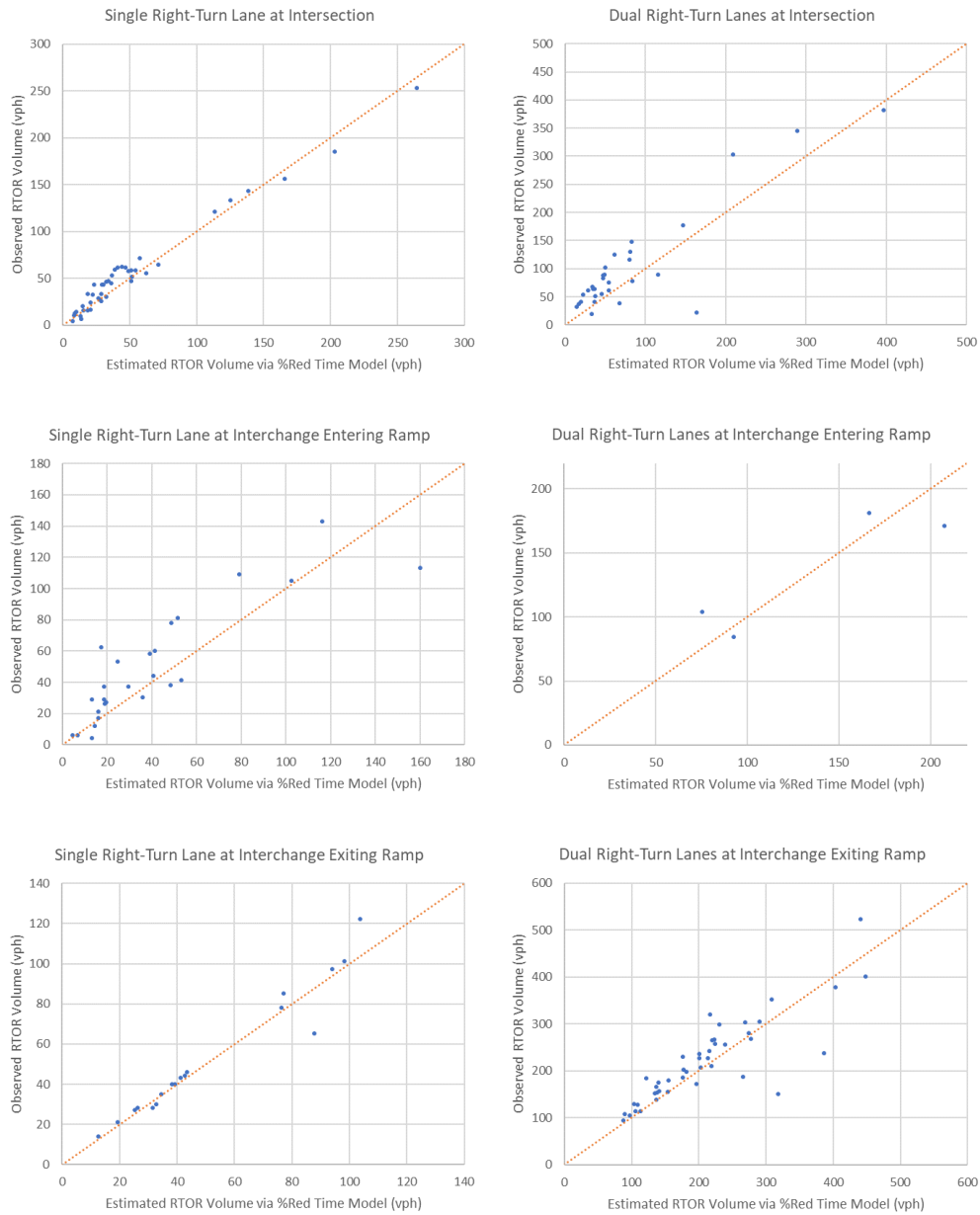
Figure 30. RTOR Volume by Percent Red-time Models by Lane Configuration

- $V_{RTOR} = 0.18V_{RT} * e^{1.26*R\%}$ (single right-turn lane at intersection)
- $V_{RTOR} = 0.07V_{RT} * e^{2.90*R\%}$ (single right-turn lane at interchange entering ramp)
- $V_{RTOR} = 0.24V_{RT} * e^{1.35*R\%}$ (single right-turn lane at interchange exiting ramp)
- $V_{RTOR} = 0.04V_{RT} * e^{3.34*R\%}$ (dual right-turn lanes at intersection)
- $V_{RTOR} = 0.07V_{RT} * e^{1.53*R\%}$ (dual right-turn lanes at interchange entering ramp)
- $V_{RTOR} = 0.08V_{RT} * e^{2.59*R\%}$ (dual right-turn lanes at interchange exiting ramp)

Note that because this study did not record data at single right-turn lanes at intersections, the data for that lane configuration from WisDOT’s 2009 and 2015 studies were used in the development of the model.

The estimated RTOR volumes found via the lane configuration percent red-time models were plotted against the observed RTOR volumes and shown in Figure 31. A 1:1 line is graphed to show an ideal match between the observed and estimated values.

Figure 31. % Red-time Models Estimated RTOR Volume vs. Study Observed RTOR Volume



5.3.4 Model Comparisons

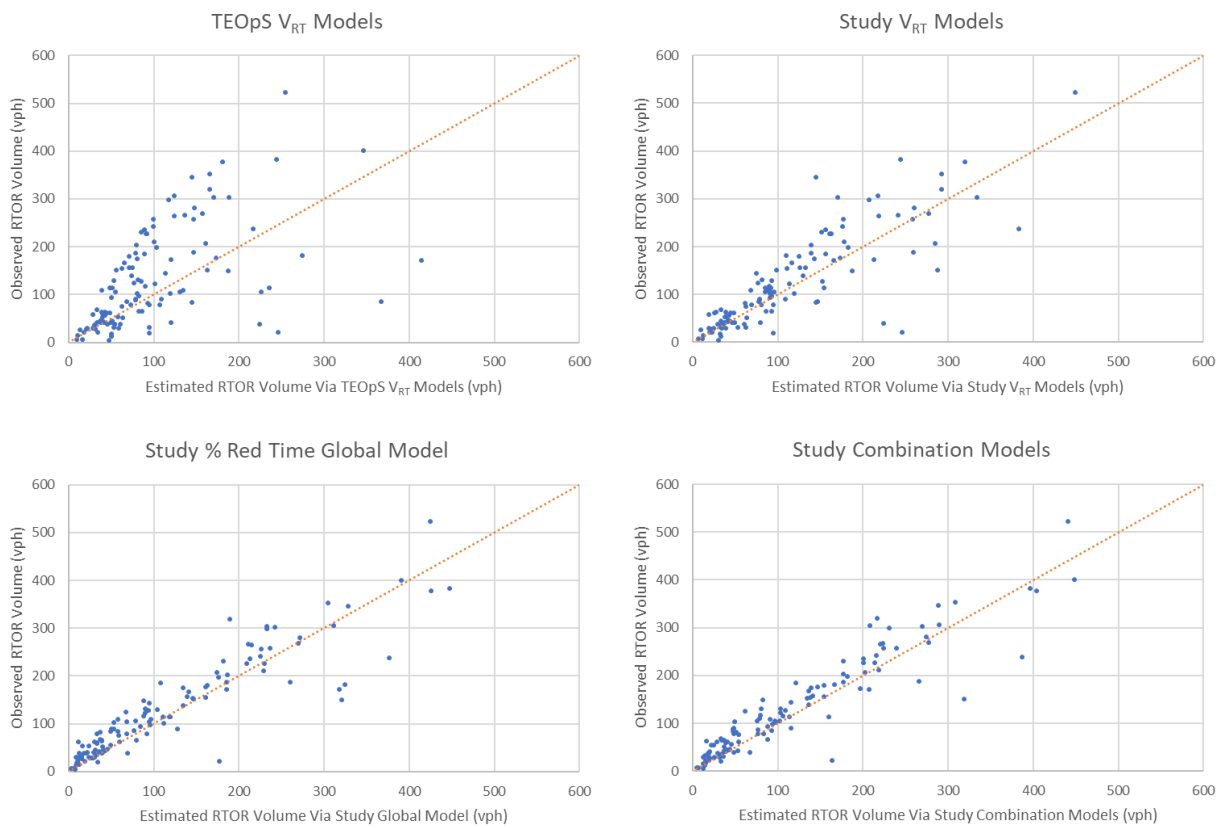
The observed total right-turn volumes were used to estimate the RTOR volumes for each site and peak hour using the existing TEOpS models, the updated TEOpS models found in Section 5.3.1, the global model found in Section 5.3.2, and the individual lane configuration/percent red-time combination models found in Section 5.3.3. To compare the four different methods, the residuals between the estimated and observed value were calculated for each site and peak hour (observed minus estimated). The average residual (absolute value) and the sum of squares of the residuals were computed for each method to provide a 1:1 comparison between the four methods. Table 13 shows the comparison of these values for each method.

Table 13. RTOR Volume Estimation Method Statistical Comparisons

		Report Section	By Lane Configuration?	Average Residual	Sum of Squares of Residuals
Existing	TEOpS V_{RT} Models	2.3.2	Yes	63.0	988,086
Method 1	Study V_{RT} Models	5.3.1	Yes	36.9	398,462
Method 2	Study %Red Time Global Model	5.3.2	No	28.2	235,649
Method 3	Study Combination Models	5.3.3	Yes	25.3	179,866

As shown in Table 13, the existing TEOpS V_{RT} models compared to the observed RTOR volumes have the highest average residual and the highest sum of squares of residuals. This study’s V_{RT} models, the updated TEOpS models discussed in Section 5.3.1, have the econd highest values. This study’s global model, discussed in Section 5.3.2, has the third highest values. This study’s combination models have the lowest average residual and the lowest sum of squares of residuals, indicating that this method has the best fit to the observed data. Scatter plots showing estimated RTOR volumes versus the observed RTOR volumes and 1:1 lines are shown in Figure 32.

Figure 32. Estimated RTOR Volume vs. Observed RTOR Volume for Three Methods



For RTOR analysis, this study first updated the equations from the existing TEOpS methodology and found equations that fit the observed data more closely. However, the percentage of the cycle showing red for the right-turn movement was found to have a significant effect on the RTOR percentage, so multivariable analysis was performed to find a single equation using percent red-

time as a variable to estimate RTOR volume. This global equation fit the data even more closely than the updated TEOpS equations. Observing that both lane configuration and percent red-time influence the RTOR volumes, six combination RTOR estimating equations were developed, one for each of the six lane configurations evaluated in this study. Using this method was found to fit the observed data the best.

CHAPTER 6: CONCLUSIONS/RECOMMENDATIONS

The purpose of this project was to determine saturation flow rates of protected left-turn movements and improve methods for estimating RTOR volumes. This was accomplished through a statewide sampling of field data and statistical analysis. The findings were compared to current HCM6 and WisDOT TEOpS methodologies. If inconsistencies between field data and these methodologies were found, new data collected as part of this study would be incorporated into analysis to calibrate existing equations or provide new equations to better estimate values for Wisconsin local conditions.

6.1 LEFT-TURN SATURATION FLOW RECOMMENDATION

For the left-turn saturation flow rate study, analysis found that local results were consistent with current HCM6 and TEOpS methodologies. The left-turn adjustment factor ($f_{LT} = 1/E_L$ where $E_L = 1.05 \therefore f_{LT} = 95.24\%$) from HCM6 is nearly identical to the observed left-turn saturation flow rate in this study which was 95.26% of the TEOpS estimated through movement saturation flow rate. Furthermore, similar adjustment factors were calculated when analyzing northern versus southern regions or single versus dual versus triple left-turn lanes. Thus, there is strong evidence that the left-turn adjustment factor in the HCM6 represents left-turn saturation flow conditions in Wisconsin.

TEOpS saturation flow rate methodology states that after calculating the through movement base saturation flow rate using TEOpS Equation 5.4, analysts should apply all other HCM6 adjustment factors. Therefore, it is recommended the base saturation flow rate calculated from existing TEOpS methodology for through movements also be used for base saturation flow rate for left-turn movements since the HCM6 left-turn adjustment factor ($f_{LT} = 95.26\%$) will adjust the saturation flow rate for the left-turn lane groups accordingly.

6.2 RIGHT-TURN-ON-RED RECOMMENDATIONS

For the RTOR portion of the study, analysis showed approaches analyzed in this study did not yield favorable correlation when compared to current TEOpS methodology. Therefore, further analysis on the RTOR data was conducted to provide new equations for estimating Wisconsin local conditions.

6.2.1 Recommended Model

Similar to the previous WisDOT studies, lane configuration was found to influence RTOR volume for a right-turn movement. However, this study also observed a strong relationship between percent of red-time for the right-turn movement and the corresponding RTOR volume. Through the observed exponential relationship between right-turn red-time percentage and RTOR percentage, nonlinear multivariable regression analysis was used to create equations to estimate RTOR volume for each lane configuration and are as follows:

- $V_{RTOR} = 0.18V_{RT} * e^{1.26*R\%}$ (single right-turn lane at intersection)
- $V_{RTOR} = 0.07V_{RT} * e^{2.90*R\%}$ (single right-turn lane at interchange entering ramp)
- $V_{RTOR} = 0.24V_{RT} * e^{1.35*R\%}$ (single right-turn lane at interchange exiting ramp)
- $V_{RTOR} = 0.04V_{RT} * e^{3.34*R\%}$ (dual right-turn lanes at intersection)
- $V_{RTOR} = 0.07V_{RT} * e^{1.53*R\%}$ (dual right-turn lanes at interchange entering ramp)

- $V_{RTOR} = 0.08V_{RT} * e^{2.59*R\%}$ (dual right-turn lanes at interchange exiting ramp)

where:

$$R\% = \text{percentage of the cycle showing red for the right-turn movement (e.g., 0.25 for 25\%)} \\ (C-g_{RT})/C \rightarrow C = \text{cycle length; } g_{RT} = \text{right-turn green time}$$

While the combination method is more challenging to apply, and could require iterative analysis, it provides the most accurate estimates of RTOR volumes. The study team suggests this method be considered for implementation, particularly for design-level applications where signal timing information would be available.

6.2.2 Other Models to Consider

Two other methods were analyzed in this study which also provide estimates for RTOR volumes. The first method, which relied on total right-turn volumes and lane configuration, was the least accurate of the three methods but is similar to the current TEOpS methodology and is simple to apply.

- $V_{RTOR} = 0.38V_{RT}$ (single right-turn lane at intersection)
- $V_{RTOR} = 0.25V_{RT}$ (single right-turn lane at interchange entering ramp)
- $V_{RTOR} = 0.74V_{RT}$ (single right-turn lane at interchange exiting ramp)
- $V_{RTOR} = 0.30V_{RT}$ (dual right-turn lanes at intersection)
- $V_{RTOR} = 0.12V_{RT}$ (dual right-turn lanes at interchange entering ramp)
- $V_{RTOR} = 0.53V_{RT}$ (dual right-turn lanes at interchange exiting ramp)

where: V_{RTOR} = right-turn-on-red volume estimate; V_{RT} = total volume of right-turns

The second method, which produced a singular equation to estimate RTORs from total right-turn volumes and percent red-times, was more accurate than the first method but is more challenging to apply as it requires percent red-time. Thus, the percent red-time needs to be extracted from traffic models or traffic signal timing plans and could result in the need for iteration as the percent red-time could change after the RTOR estimate is entered into a traffic model and re-optimized.

- $V_{RTOR} = 0.04V_{RT} * e^{3.5*R\%}$ (all lane configurations)

where:

$$R\% = \text{percentage of the cycle showing red for the right-turn movement (e.g., 0.25 for 25\%)} \\ (C-g_{RT})/C \rightarrow C = \text{cycle length; } g_{RT} = \text{right-turn green time}$$

Both of these methods offer the advantage of being simpler than the recommended combination model, and the first method, in particular, would be the easiest to implement as it mimics the structure of the current equations in the TEOpS Manual and does not require a percent red-time input.

6.3 NEXT STEPS

When analyzing signalized intersections, it is important to model them accurately, and this study validated that the HCM6 left-turn adjustment factor ($f_{LT} = 95.26\%$) will adjust the saturation flow rate for local conditions in Wisconsin.

Opportunities to improve RTOR estimation were identified in this study using multivariable regression analysis taking into account total right-turn volumes, lane configuration, and percent red-time of the right-turn movement. Six equations that use percent red-time and total right-turn volume for six different lane configurations are recommended for better estimating RTORs in Wisconsin. It is suggested that WisDOT explore the feasibility of implementing such equations compared to simpler, less accurate alternatives that may be easier to implement. Two such alternatives were provided in this analysis based on lane configuration and total right-turn volumes (existing TEOpS method) or based on total right-turn volumes and percent red-time (singular equation).

With the left-turn saturation flow rate and RTOR recommendations outlined in this report, capacity analysis performed at Wisconsin signalized intersections will be more accurate and lead to better solutions.

Next steps to consider include updating the WisDOT saturation flow rate tool to calculate base saturation flow rate for the left-turn movements in addition to the through movements. Also, it was noted that there are not many dual right-turn lanes at interchange entering ramps in Wisconsin. If WisDOT wants further research into this lane configuration, a study could be performed looking into neighboring states to find right-turn approaches that fit that lane configuration. Signalized shared right-turn lanes and right-turn lanes with flashing yellow arrow control were not analyzed as part of this study, so further research could be conducted on those lane configuration and control types to improve RTOR analysis. Additionally, a tool could be built that calculates RTOR volumes based on user inputs, similar to the base saturation flow rate tool.

REFERENCES

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4. TranSmart Technologies, Inc. *Signalized Intersection Capacity Data Collection: A Statewide Evaluation of Saturation Flow Rate and Right Turn on Red*. 2015.
5. R.A. Smith National. *Right Turn on Red Methodology Evaluation*. 2009.

APPENDIX A

LEFT-TURN SATURATION FLOW STUDY RESULTS BY SITE

APPENDIX B

LEFT-TURN SATURATION FLOW DATA SHEETS FOR INDIVIDUAL APPROACHES

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	19.000	26.490	8	2019-06-30	2:04:29 PM	0	1.873
2	36.720	45.680	8	2019-07-01	11:40:47 AM	0	2.240
3	59.940	68.510	8	2019-07-01	11:48:10 AM	0	2.143
4	11.350	23.520	9	2019-07-01	12:07:24 PM	0	2.434
5	18.250	26.600	8	2019-07-01	12:15:00 PM	0	2.088
6	46.850	60.570	11	2019-07-01	12:21:01 PM	0	1.960
7	1.670	19.100	11	2019-07-01	12:28:20 PM	0	2.490
8	42.330	50.270	8	2019-07-01	1:45:51 PM	0	1.985
9	46.500	61.240	10	2019-07-01	2:03:02 PM	0	2.457
10	29.480	38.720	8	2019-07-01	3:50:40 PM	0	2.310
11	39.580	46.380	8	2019-07-01	3:53:47 PM	0	1.700
12	36.860	45.730	9	2019-07-01	4:20:47 PM	0	1.774
13	43.720	50.790	8	2019-07-01	4:28:52 PM	0	1.768
14	21.000	31.910	9	2019-07-01	4:55:33 PM	1	2.182
15	7.420	18.080	9	2019-07-01	4:57:19 PM	1	2.132
16	38.340	48.080	8	2019-07-01	5:05:49 PM	0	2.435
17	15.750	26.100	9	2019-07-01	5:09:27 PM	0	2.070
18	9.100	17.310	8	2019-07-01	5:11:19 PM	1	2.053
19	41.860	48.400	8	2019-07-01	5:12:50 PM	0	1.635
20	46.460	57.970	9	2019-07-01	5:14:59 PM	0	2.302
21	6.590	19.110	10	2019-07-01	5:18:20 PM	0	2.087
22	4.490	14.340	8	2019-07-02	7:41:15 AM	0	2.463
23	39.980	50.870	9	2019-07-02	7:44:51 AM	0	2.178
24	53.080	63.290	8	2019-07-02	10:24:00 AM	1	2.553
25	25.980	33.640	8	2019-07-02	11:23:35 AM	0	1.915
26	23.990	32.890	8	2019-07-02	12:00:34 PM	0	2.225
27	38.550	51.100	8	2019-07-02	12:42:52 PM	0	3.138
28	25.390	46.610	13	2019-07-02	12:45:48 PM	0	2.358
29	38.400	46.970	8	2019-07-02	12:50:48 PM	0	2.143
30	10.690	18.870	8	2019-07-02	1:08:20 PM	0	2.045
31	41.670	53.450	8	2019-07-02	1:19:54 PM	0	2.945
32	26.370	34.800	8	2019-07-02	2:03:35 PM	0	2.108
33	27.650	36.780	8	2019-07-02	2:19:37 PM	0	2.283
34	8.400	17.150	8	2019-07-02	2:21:18 PM	0	2.188
35	59.320	72.350	10	2019-07-02	3:07:14 PM	0	2.172
36	8.230	20.060	9	2019-07-02	3:09:22 PM	0	2.366
37	10.700	19.630	8	2019-07-02	3:13:21 PM	0	2.233
38	42.510	51.750	8	2019-07-02	3:44:53 PM	0	2.310
39	8.090	17.020	8	2019-07-02	4:03:18 PM	1	2.233
40	31.930	42.750	9	2019-07-02	4:09:44 PM	0	2.164
41	3.010	15.810	10	2019-07-02	4:12:17 PM	0	2.133
42	55.910	69.120	10	2019-07-02	4:19:10 PM	0	2.202
43	39.680	49.640	8	2019-07-02	4:22:50 PM	0	2.490
44	35.750	46.390	9	2019-07-02	4:29:47 PM	0	2.128
45	44.430	53.730	9	2019-07-02	4:40:55 PM	0	1.860
46	29.370	37.090	8	2019-07-02	4:52:38 PM	0	1.930
47	8.360	16.680	8	2019-07-02	4:59:17 PM	0	2.080
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Avg Headway = 2.190 sec 2.172 Median
 Sat Flow Rate = 1,643 veh/hr/lane 1658

0.2805 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 46 Required sample size
 OK! Sample size met?

Intersection:	Bus. 51 & CTH JJ (Schofield Ave)
LT Street:	Bus. 51
Cross Street:	CTH JJ (Schofield Ave)
Direction:	NB
Movement:	Dual Left
WisDOT Region:	NC
County:	Marathon
Urban Area Name:	Wausau
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	11.700	19.100	8	2019-07-01	7:21:20 AM	0	1.850
2	34.050	41.290	8	2019-07-01	7:44:42 AM	0	1.810
3	52.140	61.090	8	2019-07-01	7:54:01 AM	0	2.238
4	8.230	15.320	8	2019-07-01	7:55:16 AM	0	1.773
5	38.070	46.100	8	2019-07-02	7:28:47 AM	0	2.008
6	18.460	26.620	8	2019-07-02	7:43:27 AM	0	2.040
7	47.160	56.860	9	2019-07-02	7:44:57 AM	0	1.940
8	19.730	27.130	8	2019-07-02	7:46:28 AM	0	1.850
9	56.780	68.060	10	2019-07-02	7:48:09 AM	0	1.880
10	37.390	45.280	8	2019-07-03	7:11:46 AM	0	1.973
11	33.540	43.400	8	2019-07-03	7:43:40 AM	0	2.465
12	31.500	39.190	8	2019-07-03	7:47:39 AM	0	1.923
13	3.590	12.990	9	2019-07-03	7:49:13 AM	0	1.880
14	22.990	30.380	8	2019-07-03	7:50:31 AM	0	1.848
15	20.120	28.420	8	2019-07-05	12:35:29 PM	0	2.075
16	35.220	45.210	10	2019-07-08	7:27:46 AM	0	1.665
17	23.440	33.570	9	2019-07-08	7:47:34 AM	0	2.026
18	11.610	22.540	10	2019-07-08	7:49:23 AM	0	1.822
19	26.010	35.370	8	2019-07-09	7:18:36 AM	0	2.340
20	45.190	55.010	10	2019-07-09	7:21:55 AM	0	1.637
21	46.640	54.780	8	2019-07-09	7:42:55 AM	0	2.035
22	24.930	34.060	9	2019-07-09	7:45:34 AM	0	1.826
23	33.120	39.290	8	2019-07-09	7:48:40 AM	0	1.543
24	45.610	55.050	8	2019-07-09	7:51:55 AM	0	2.360
25	14.960	23.430	8	2019-07-09	7:53:24 AM	0	2.118
26	25.950	36.450	10	2019-07-10	7:38:37 AM	0	1.750
27	19.780	28.180	8	2019-07-10	7:46:29 AM	0	2.100
28	37.870	44.000	8	2019-07-10	7:49:45 AM	0	1.533
29	46.780	56.710	10	2019-07-10	7:52:57 AM	0	1.655
30	0.440	9.590	9	2019-07-11	7:13:10 AM	0	1.830
31	2.690	11.720	9	2019-07-11	7:22:12 AM	0	1.806
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Avg Headway = 1.922 sec 1.880 Median
 Sat Flow Rate = 1,873 veh/hr/lane 1915

0.2267 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 30 Required sample size
 OK! Sample size met?

Intersection:	STH 52 & 28th Avenue
LT Street:	STH 52
Cross Street:	28th Avenue
Direction:	EB
Movement:	Single Left
WisDOT Region:	NC
County:	Marathon
Urban Area Name:	Wausau
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	41.410	49.710	8	2019-07-01	11:40:51 AM	0	2.075
2	23.370	35.000	9	2019-07-01	12:48:36 PM	0	2.326
3	8.070	18.020	8	2019-07-01	12:51:19 PM	0	2.488
4	34.670	43.150	8	2019-07-01	12:58:44 PM	0	2.120
5	34.670	42.340	8	2019-07-01	5:07:44 PM	0	1.918
6	28.850	39.870	9	2019-07-02	11:52:41 AM	0	2.204
7	35.810	42.650	8	2019-07-02	12:44:44 PM	0	1.710
8	56.530	65.400	8	2019-07-03	10:03:06 AM	0	2.218
9	46.590	55.180	8	2019-07-03	11:23:56 AM	0	2.148
10	41.330	49.960	8	2019-07-03	2:35:51 PM	0	2.158
11	5.360	12.980	8	2019-07-05	10:57:14 AM	0	1.905
12	21.400	32.010	9	2019-07-05	1:12:33 PM	0	2.122
13	45.460	57.530	9	2019-07-08	10:47:59 AM	0	2.414
14	36.970	45.110	9	2019-07-08	11:15:46 AM	0	1.628
15	24.470	33.530	8	2019-07-08	11:27:35 AM	1	2.265
16	37.310	45.780	8	2019-07-08	12:09:47 PM	0	2.118
17	53.700	62.380	8	2019-07-08	12:13:04 PM	0	2.170
18	32.790	41.390	8	2019-07-08	1:38:43 PM	0	2.150
19	10.940	20.230	8	2019-07-08	2:13:21 PM	0	2.323
20	27.200	36.650	8	2019-07-08	3:08:38 PM	0	2.363
21	38.770	49.590	9	2019-07-08	3:29:51 PM	1	2.164
22	23.470	31.020	8	2019-07-08	4:28:32 PM	0	1.888
23	55.510	65.890	8	2019-07-08	4:37:07 PM	0	2.595
24	5.340	15.350	8	2019-07-08	4:40:16 PM	0	2.503
25	32.970	41.550	8	2019-07-08	5:05:43 PM	0	2.145
26	0.690	11.300	8	2019-07-08	5:16:12 PM	0	2.653
27	34.110	41.850	8	2019-07-08	5:17:43 PM	0	1.935
28	54.650	63.750	8	2019-07-09	10:07:05 AM	0	2.275
29	54.980	63.500	8	2019-07-09	11:26:05 AM	0	2.130
30	24.930	35.100	9	2019-07-09	11:41:37 AM	0	2.034
31	55.760	67.280	9	2019-07-09	1:44:08 PM	0	2.304
32	45.190	57.080	9	2019-07-09	2:18:58 PM	0	2.378
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Avg Headway = 2.182 sec 2.161 Median
 Sat Flow Rate = 1,650 veh/hr/lane 1666

0.2315 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 31 Required sample size
 OK! Sample size met?

Intersection:	STH 52 & 28th Avenue
LT Street:	STH 52
Cross Street:	28th Avenue
Direction:	WB
Movement:	Dual Left
WisDOT Region:	NC
County:	Marathon
Urban Area Name:	Wausau
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	43.760	53.200	9	2019-07-01	3:37:54 PM	0	1.888
2	37.870	52.150	9	2019-07-01	3:50:53 PM	1	2.856
3	46.170	53.640	8	2019-07-01	4:16:55 PM	0	1.868
4	2.550	10.730	8	2019-07-01	4:32:12 PM	0	2.045
5	20.190	29.800	9	2019-07-01	4:35:31 PM	0	1.922
6	59.430	67.390	8	2019-07-01	4:37:08 PM	0	1.990
7	33.360	42.500	9	2019-07-01	5:06:44 PM	0	1.828
8	28.290	36.820	9	2019-07-01	5:08:38 PM	0	1.706
9	41.090	48.250	8	2019-07-02	4:18:50 PM	0	1.790
10	23.190	30.810	8	2019-07-02	4:37:33 PM	0	1.905
11	7.480	16.950	8	2019-07-02	4:44:19 PM	0	2.368
12	47.750	59.860	10	2019-07-02	5:06:02 PM	0	2.018
13	29.140	38.100	8	2019-07-03	3:40:39 PM	0	2.240
14	4.980	15.460	9	2019-07-03	4:00:16 PM	0	2.096
15	1.340	14.200	10	2019-07-03	4:36:15 PM	0	2.143
16	49.100	60.000	8	2019-07-03	5:04:01 PM	0	2.725
17	33.300	42.270	9	2019-07-03	5:05:44 PM	0	1.794
18	37.030	46.170	8	2019-07-03	5:08:47 PM	0	2.285
19	45.510	56.110	8	2019-07-08	3:33:57 PM	0	2.650
20	56.860	66.260	8	2019-07-08	3:51:07 PM	1	2.350
21	18.830	27.080	8	2019-07-08	4:02:28 PM	0	2.063
22	36.400	45.380	9	2019-07-08	4:05:46 PM	0	1.796
23	46.510	55.490	8	2019-07-08	4:34:56 PM	0	2.245
24	11.510	19.150	8	2019-07-08	4:45:20 PM	0	1.910
25	36.600	49.740	10	2019-07-08	4:48:51 PM	0	2.190
26	16.090	26.960	10	2019-07-08	5:04:28 PM	0	1.812
27	44.120	52.150	8	2019-07-08	5:07:53 PM	0	2.008
28	32.050	41.260	8	2019-07-08	5:09:42 PM	0	2.303
29	7.690	23.770	12	2019-07-08	5:11:25 PM	0	2.010
30	17.790	27.820	9	2019-07-09	3:23:30 PM	0	2.006
31	14.470	22.430	8	2019-07-09	3:37:25 PM	0	1.990
32	38.120	50.100	10	2019-07-09	4:22:52 PM	0	1.997
33	9.350	18.530	8	2019-07-09	4:37:21 PM	0	2.295
34	15.630	31.620	12	2019-07-09	4:39:34 PM	0	1.999
35	25.230	36.200	9	2019-07-09	4:44:38 PM	0	2.194
36	56.450	66.360	9	2019-07-09	5:03:09 PM	0	1.982
37	26.870	41.020	12	2019-07-09	5:04:43 PM	0	1.769
38	5.270	11.800	8	2019-07-09	5:05:14 PM	0	1.633
39	4.260	12.890	8	2019-07-09	5:11:15 PM	0	2.158
40	19.270	28.240	8	2019-07-09	5:14:31 PM	0	2.243
41	58.520	68.200	8	2019-07-10	3:13:09 PM	0	2.420
42	19.020	26.170	8	2019-07-10	4:08:27 PM	0	1.788
43	24.440	34.910	9	2019-07-10	4:34:36 PM	0	2.094
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Avg Headway = 2.078 sec 2.010 Median
 Sat Flow Rate = 1,732 veh/hr/lane 1791

0.2672 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 42 Required sample size
 OK! Sample size met?

Intersection:	STH 52 & 28th Avenue
LT Street:	28th Avenue
Cross Street:	STH 52
Direction:	SB
Movement:	Dual Left
WisDOT Region:	NC
County:	Marathon
Urban Area Name:	Wausau
Posted Speed Limit:	25 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	12.250	26.970	10	2019-07-02	9:51:28 AM	0	2.453
2	44.300	63.390	12	2019-07-02	9:57:05 AM	0	2.386
3	32.640	55.930	13	2019-07-02	10:09:57 AM	1	2.588
4	24.730	36.840	8	2019-07-02	10:44:38 AM	2	3.028
5	22.050	33.930	10	2019-07-02	10:55:35 AM	0	1.980
6	14.040	22.560	8	2019-07-02	10:57:24 AM	0	2.130
7	16.300	37.460	13	2019-07-02	10:57:39 AM	1	2.351
8	32.950	41.250	8	2019-07-02	11:04:43 AM	0	2.075
9	30.990	43.210	10	2019-07-02	11:15:44 AM	0	2.037
10	40.720	50.080	8	2019-07-02	11:24:51 AM	0	2.340
11	41.820	53.940	9	2019-07-02	11:24:55 AM	0	2.424
12	31.950	40.170	8	2019-07-02	11:26:41 AM	0	2.055
13	9.970	18.890	8	2019-07-02	11:30:20 AM	0	2.230
14	11.430	21.230	8	2019-07-02	11:30:23 AM	0	2.450
15	19.150	27.090	8	2019-07-02	12:12:28 PM	0	1.985
16	10.890	19.870	8	2019-07-02	12:25:21 PM	0	2.245
17	20.070	28.700	8	2019-07-02	12:34:30 PM	0	2.158
18	43.100	54.270	8	2019-07-02	12:52:56 PM	0	2.793
19	19.850	39.780	13	2019-07-02	12:56:41 PM	0	2.214
20	42.290	53.080	10	2019-07-02	1:36:54 PM	0	1.798
21	41.300	57.610	9	2019-07-02	1:36:59 PM	1	3.262
22	11.030	19.460	8	2019-07-02	1:53:21 PM	0	2.108
23	49.140	58.370	8	2019-07-02	1:56:59 PM	1	2.308
24	30.160	43.610	11	2019-07-02	2:00:45 PM	0	1.921
25	10.690	24.630	11	2019-07-02	2:04:26 PM	0	1.991
26	50.480	62.630	9	2019-07-02	2:08:04 PM	2	2.430
27	19.490	28.310	8	2019-07-02	2:24:29 PM	0	2.205
28	9.210	23.470	8	2019-07-02	2:37:25 PM	2	3.565
29	20.910	29.220	8	2019-07-02	2:46:30 PM	0	2.078
30	21.260	33.610	10	2019-07-02	2:46:35 PM	0	2.058
31	10.960	24.570	10	2019-07-02	2:48:26 PM	0	2.268
32	31.020	39.660	8	2019-07-02	3:06:41 PM	0	2.160
33	49.290	58.250	8	2019-07-02	3:13:59 PM	0	2.240
34	30.710	39.380	8	2019-07-02	3:50:41 PM	0	2.168
35	18.670	29.380	8	2019-07-02	3:52:31 PM	0	2.678
36	0.990	15.070	9	2019-07-02	3:56:16 PM	0	2.816
37	37.550	46.250	8	2019-07-02	3:59:47 PM	0	2.175
38	10.050	18.650	8	2019-07-02	4:07:20 PM	0	2.150
39	57.030	72.930	12	2019-07-02	4:09:14 PM	0	1.988
40	46.140	56.230	8	2019-07-02	4:21:57 PM	0	2.523
41	27.250	41.970	11	2019-07-02	4:25:43 PM	0	2.103
42	17.780	30.190	9	2019-07-02	4:27:31 PM	0	2.482
43	56.590	80.900	13	2019-07-02	4:31:22 PM	1	2.701
44	36.670	47.130	9	2019-07-02	4:45:48 PM	0	2.092
45	27.340	38.180	9	2019-07-02	4:58:39 PM	1	2.168
46	9.450	18.730	8	2019-07-02	5:02:20 PM	0	2.320
47	46.520	60.160	11	2019-07-02	5:05:01 PM	0	1.949
48	26.440	44.430	11	2019-07-02	5:09:46 PM	1	2.570
49	18.820	32.120	9	2019-07-02	5:11:33 PM	1	2.660
50	37.570	49.480	9	2019-07-02	5:40:51 PM	0	2.382
51	56.580	71.440	10	2019-07-02	5:48:13 PM	0	2.477
52	47.720	57.580	8	2019-07-02	6:11:59 PM	0	2.465
53	56.690	69.290	9	2019-07-02	6:43:10 PM	0	2.520
54	36.540	51.480	10	2019-07-03	8:28:53 AM	1	2.490
55	23.070	38.650	10	2019-07-03	9:14:40 AM	1	2.597
56	4.220	19.780	10	2019-07-03	9:40:21 AM	0	2.593
57	13.370	23.380	9	2019-07-03	9:49:24 AM	0	2.002
58	52.150	61.920	8	2019-07-03	10:04:03 AM	0	2.443
59	52.060	60.340	8	2019-07-03	10:04:01 AM	0	2.070
60	44.800	53.000	8	2019-07-03	10:16:54 AM	0	2.050
61	22.300	35.440	9	2019-07-03	10:20:37 AM	0	2.628
62	14.770	25.040	8	2019-07-03	10:22:26 AM	0	2.568
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semi

Avg Headway = 2.341 sec 2.288 Median
 Sat Flow Rate = 1,538 veh/hr/lane 1573

0.2583 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 39 Required sample size
 OK! Sample size met?

Intersection:	USH 51 & STH 70
LT Street:	STH 70
Cross Street:	USH 51
Direction:	EB
Movement:	Dual Left
WisDOT Region:	NC
County:	Oneida
Urban Area Name:	---
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	21.280	30.590	8	2019-06-30	10:00:32 AM	0	2.328
2	25.620	34.270	8	2019-06-30	10:33:36 AM	0	2.163
3	43.590	54.070	8	2019-06-30	11:15:55 AM	0	2.620
4	23.420	31.290	8	2019-06-30	11:30:32 AM	0	1.968
5	21.530	29.580	8	2019-06-30	11:43:31 AM	0	2.013
6	58.560	72.190	9	2019-06-30	12:07:13 PM	0	2.726
7	53.220	61.560	8	2019-06-30	12:31:03 PM	0	2.085
8	39.830	47.800	8	2019-06-30	12:56:49 PM	0	1.993
9	25.370	38.030	10	2019-06-30	1:20:39 PM	0	2.110
10	52.610	62.660	8	2019-06-30	1:26:04 PM	0	2.513
11	55.640	68.530	10	2019-06-30	2:32:10 PM	0	2.148
12	54.720	63.940	8	2019-06-30	2:32:05 PM	0	2.305
13	9.360	23.800	10	2019-06-30	2:39:25 PM	0	2.407
14	10.600	21.220	9	2019-06-30	2:39:22 PM	0	2.124
15	41.220	52.970	8	2019-06-30	3:17:55 PM	0	2.938
16	17.470	24.720	8	2019-06-30	4:07:25 PM	0	1.813
17	53.920	62.450	8	2019-06-30	4:22:03 PM	0	2.133
18	40.240	51.580	9	2019-06-30	4:45:52 PM	0	2.268
19	55.190	66.010	9	2019-06-30	4:55:07 PM	0	2.164
20	59.560	70.490	8	2019-06-30	5:04:12 PM	0	2.733
21	46.250	58.810	8	2019-07-01	8:53:00 AM	0	3.140
22	16.220	30.490	8	2019-07-01	9:09:31 AM	1	3.568
23	17.950	29.100	9	2019-07-01	9:40:30 AM	0	2.230
24	14.480	22.190	8	2019-07-01	10:04:23 AM	0	1.928
25	7.970	17.680	8	2019-07-01	10:15:19 AM	0	2.428
26	30.740	39.000	8	2019-07-01	10:24:40 AM	0	2.065
27	4.970	15.140	8	2019-07-01	10:26:16 AM	0	2.543
28	59.430	70.960	9	2019-07-01	10:41:12 AM	0	2.306
29	37.340	46.360	8	2019-07-01	10:42:47 AM	0	2.255
30	39.970	52.610	9	2019-07-01	11:17:54 AM	1	2.528
31	5.210	14.860	8	2019-07-01	11:23:16 AM	0	2.413
32	7.430	17.890	9	2019-07-01	11:23:19 AM	0	2.092
33	59.490	69.070	8	2019-07-01	11:25:10 AM	0	2.395
34	35.240	51.550	10	2019-07-01	11:28:53 AM	3	2.718
35	30.930	38.730	8	2019-07-01	11:30:40 AM	0	1.950
36	34.480	45.660	9	2019-07-01	11:39:47 AM	0	2.236
37	18.910	30.230	9	2019-07-01	11:41:31 AM	1	2.264
38	38.460	49.350	8	2019-07-01	12:01:51 PM	0	2.723
39	23.100	33.340	8	2019-07-01	12:03:35 PM	0	2.560
40	47.260	56.900	8	2019-07-01	12:08:58 PM	0	2.410
41	49.340	60.960	10	2019-07-01	12:11:02 PM	0	1.937
42	25.890	39.750	10	2019-07-01	12:14:41 PM	0	2.310
43	9.270	19.100	9	2019-07-01	12:18:20 PM	0	1.966
44	38.680	51.060	9	2019-07-01	12:23:52 PM	0	2.476
45	12.570	22.920	9	2019-07-01	12:27:24 PM	0	2.070
46	9.080	22.160	9	2019-07-01	12:29:23 PM	0	2.616
47	11.920	20.250	8	2019-07-01	12:29:21 PM	0	2.083
48	41.070	49.090	8	2019-07-01	12:30:50 PM	0	2.005
49	40.770	60.260	11	2019-07-01	12:31:01 PM	1	2.784
50	59.640	67.670	8	2019-07-01	12:42:09 PM	0	2.008
51	42.500	52.710	9	2019-07-01	12:43:54 PM	0	2.042
52	58.490	68.980	9	2019-07-01	12:53:10 PM	0	2.098
53	17.950	26.720	8	2019-07-01	1:00:28 PM	0	2.193
54	47.200	58.070	9	2019-07-01	1:03:59 PM	0	2.174
55	57.510	73.910	11	2019-07-01	1:13:12 PM	2	2.343
56	59.200	68.040	8	2019-07-01	1:15:09 PM	0	2.210
57	40.530	50.620	8	2019-07-01	1:29:52 PM	0	2.523
58	16.860	25.820	8	2019-07-01	1:33:27 PM	0	2.240
59	18.060	28.250	8	2019-07-01	1:33:29 PM	0	2.548
60	4.390	13.340	8	2019-07-01	1:46:14 PM	0	2.238
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Avg Headway = 2.319 sec 2.248 Median
 Sat Flow Rate = 1,552 veh/hr/lane 1602

0.2723 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 43 Required sample size
 OK! Sample size met?

Intersection:	USH 51 & STH 70
LT Street:	USH 51
Cross Street:	STH 70
Direction:	NB
Movement:	Dual Left
WisDOT Region:	NC
County:	Oneida
Urban Area Name:	---
Posted Speed Limit:	30 mph

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semi

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	24.470	34.680	10	2019-08-30	7:46:36 AM	0	1.702
2	23.180	35.900	10	2019-08-30	8:11:37 AM	0	2.120
3	34.590	47.930	10	2019-08-30	8:40:49 AM	1	2.223
4	20.630	30.230	8	2019-08-30	9:44:31 AM	0	2.400
5	29.670	44.900	11	2019-08-30	10:16:46 AM	0	2.176
6	46.000	53.350	8	2019-08-30	10:17:54 AM	0	1.838
7	6.500	18.350	9	2019-08-30	10:19:19 AM	1	2.370
8	17.470	27.280	8	2019-08-30	10:27:28 AM	1	2.453
9	47.620	57.230	8	2019-08-30	10:44:58 AM	0	2.403
10	3.080	12.180	8	2019-08-30	11:00:13 AM	0	2.275
11	43.140	55.500	10	2019-08-30	11:02:57 AM	0	2.060
12	38.810	56.080	13	2019-08-30	11:16:57 AM	0	1.919
13	17.480	38.590	14	2019-08-30	11:24:40 AM	0	2.111
14	8.830	19.560	9	2019-08-30	11:47:21 AM	0	2.146
15	33.100	42.320	8	2019-08-30	11:50:43 AM	0	2.305
16	38.430	52.570	10	2019-08-30	11:57:54 AM	1	2.357
17	28.770	40.070	9	2019-08-30	12:03:41 PM	0	2.260
18	37.550	62.090	14	2019-08-30	12:08:03 PM	0	2.454
19	5.590	12.600	8	2019-08-30	12:17:14 PM	0	1.753
20	21.300	30.640	8	2019-08-30	12:18:31 PM	0	2.335
21	59.290	69.130	8	2019-08-30	12:22:10 PM	0	2.460
22	31.980	41.590	8	2019-08-30	12:32:42 PM	0	2.403
23	45.410	57.290	9	2019-08-30	12:36:58 PM	1	2.376
24	41.690	52.750	10	2019-08-30	12:38:54 PM	0	1.843
25	46.150	55.820	8	2019-08-30	12:40:57 PM	0	2.418
26	4.140	15.200	8	2019-08-30	12:43:16 PM	0	2.765
27	49.890	64.650	10	2019-08-30	12:46:05 PM	0	2.460
28	49.110	65.640	10	2019-08-30	12:59:06 PM	0	2.755
29	13.960	27.300	10	2019-08-30	1:04:28 PM	0	2.223
30	55.100	62.880	8	2019-08-30	1:54:04 PM	0	1.945
31	2.200	10.240	8	2019-08-30	2:02:11 PM	0	2.010
32	50.540	59.320	8	2019-08-30	2:06:00 PM	0	2.195
33	19.110	27.590	8	2019-08-30	2:07:29 PM	0	2.120
34	48.880	61.670	9	2019-08-30	2:10:03 PM	1	2.558
35	52.320	60.610	8	2019-08-30	2:12:02 PM	0	2.073
36	36.380	48.440	10	2019-08-30	2:20:49 PM	0	2.010
37	44.320	55.550	9	2019-08-30	2:25:57 PM	0	2.246
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Avg Headway = 2.230 sec 2.246 Median
 Sat Flow Rate = 1,614 veh/hr/lane 1603

0.2481 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 36 Required sample size
 OK! Sample size met?

Intersection:	Bus. 51 & Imperial Ave
LT Street:	Imperial Ave
Cross Street:	Bus. 51
Direction:	WB
Movement:	Dual Left
WisDOT Region:	NC
County:	Marathon
Urban Area Name:	Wausau
Posted Speed Limit:	35 mph

semi

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	48.830	56.750	8	2019-08-30	7:46:59 AM	0	1.980
2	2.140	12.410	9	2019-08-30	8:17:14 AM	0	2.054
3	11.880	20.590	8	2019-08-30	8:56:22 AM	0	2.178
4	40.300	48.130	8	2019-08-30	8:57:50 AM	0	1.958
5	13.670	24.730	9	2019-08-30	9:24:27 AM	0	2.212
6	28.160	38.140	8	2019-08-30	9:49:40 AM	0	2.495
7	27.110	38.780	8	2019-08-30	10:48:41 AM	1	2.918
8	2.910	12.090	8	2019-08-30	11:21:14 AM	0	2.295
9	38.800	50.170	10	2019-08-30	11:22:52 AM	0	1.895
10	17.290	30.710	9	2019-08-30	11:24:33 AM	1	2.684
11	5.290	12.910	8	2019-08-30	11:40:15 AM	0	1.905
12	16.090	24.090	8	2019-08-30	12:08:26 PM	0	2.000
13	1.270	12.390	8	2019-08-30	12:13:14 PM	0	2.780
14	37.420	46.670	8	2019-08-30	12:21:49 PM	0	2.313
15	4.640	14.890	9	2019-08-30	12:37:17 PM	0	2.050
16	2.180	14.390	10	2019-08-30	12:51:16 PM	0	2.035
17	51.830	60.320	8	2019-08-30	12:53:02 PM	0	2.123
18	25.450	38.590	9	2019-08-30	12:56:40 PM	1	2.628
19	57.330	65.460	8	2019-08-30	1:18:08 PM	0	2.033
20	34.330	43.620	8	2019-08-30	1:48:46 PM	0	2.323
21	21.670	31.510	8	2019-08-30	1:53:34 PM	0	2.460
22	23.760	33.910	9	2019-08-30	2:48:36 PM	0	2.030
23	33.030	42.920	8	2019-08-30	3:13:45 PM	0	2.473
24	19.690	31.090	9	2019-08-30	3:15:33 PM	0	2.280
25	56.610	65.170	8	2019-08-30	3:52:07 PM	0	2.140
26	13.020	21.540	8	2019-08-30	4:04:24 PM	0	2.130
27	15.360	27.000	9	2019-08-30	4:24:29 PM	0	2.328
28	59.390	68.450	8	2019-08-30	4:38:11 PM	0	2.265
29	30.010	39.570	8	2019-08-31	10:30:40 AM	0	2.390
30	26.100	33.390	8	2019-08-31	12:48:34 PM	0	1.823
31	11.820	19.880	8	2019-08-31	12:50:21 PM	0	2.015
32	47.820	55.940	8	2019-08-31	3:15:57 PM	0	2.030
33	56.620	67.900	9	2019-08-31	5:00:09 PM	0	2.256
34	54.470	66.390	9	2019-09-01	10:08:07 AM	0	2.384
35	3.820	13.680	8	2019-09-01	11:35:15 AM	0	2.465
36	3.310	14.790	8	2019-09-01	12:28:16 PM	0	2.870
37	15.740	27.780	9	2019-09-01	1:04:29 PM	0	2.408
38	27.870	39.580	8	2019-09-02	1:25:41 PM	0	2.928
39	4.160	14.990	8	2019-09-02	3:49:16 PM	0	2.708
40	20.740	31.570	9	2019-09-03	8:52:34 AM	0	2.166
41	47.350	56.560	8	2019-09-03	10:14:59 AM	0	2.303
42	26.380	35.870	8	2019-09-03	12:04:38 PM	0	2.373
43	19.620	30.490	9	2019-09-03	12:14:33 PM	0	2.174
44	37.830	46.460	8	2019-09-03	12:35:48 PM	0	2.158
45	40.740	52.170	8	2019-09-03	12:38:54 PM	0	2.858
46	28.420	38.840	9	2019-09-03	12:40:41 PM	0	2.084
47	20.070	28.590	8	2019-09-03	12:42:31 PM	0	2.130
48	1.730	12.450	8	2019-09-03	2:21:14 PM	0	2.680
49	26.460	34.500	8	2019-09-03	3:08:37 PM	1	2.010
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Avg Headway = 2.289 sec 2.256 Median
 Sat Flow Rate = 1,573 veh/hr/lane 1596

0.2898 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 49 Required sample size
 OK! Sample size met?

Intersection:	STH 54 (Plover Rd) & Bus. 51 (Post Road)
LT Street:	Bus. 51 (Post Rd)
Cross Street:	STH 54 (Plover Rd)
Direction:	SB
Movement:	Single Left
WisDOT Region:	NC
County:	Portage
Urban Area Name:	Stevens Point
Posted Speed Limit:	30 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	56.530	64.300	8	2019-08-30	7:46:05 AM	0	1.943
2	36.800	45.520	8	2019-08-30	7:47:46 AM	0	2.180
3	5.550	14.500	8	2019-08-30	7:58:15 AM	0	2.238
4	34.510	43.290	8	2019-08-30	8:36:44 AM	1	2.195
5	49.970	60.490	9	2019-08-30	8:49:01 AM	1	2.104
6	36.990	44.800	8	2019-08-30	8:50:46 AM	0	1.953
7	36.520	44.530	8	2019-08-30	8:57:45 AM	0	2.003
8	51.080	60.140	8	2019-08-30	12:12:01 PM	1	2.265
9	55.770	64.280	8	2019-08-30	12:19:05 PM	0	2.128
10	7.560	19.160	9	2019-08-30	12:24:20 PM	0	2.320
11	40.620	50.210	8	2019-08-30	12:41:51 PM	0	2.398
12	39.020	50.760	10	2019-08-30	12:48:52 PM	0	1.957
13	35.650	48.190	10	2019-08-30	1:02:50 PM	0	2.090
14	22.220	34.410	9	2019-08-30	1:11:16 PM	0	2.438
15	24.590	36.060	8	2019-08-30	1:25:38 PM	0	2.868
16	52.560	60.550	8	2019-08-30	1:29:02 PM	0	1.998
17	6.250	17.360	9	2019-08-30	1:34:19 PM	0	2.222
18	52.020	61.280	8	2019-08-30	1:36:03 PM	0	2.315
19	26.980	36.040	8	2019-08-30	1:46:37 PM	0	2.265
20	41.230	54.550	9	2019-08-30	1:51:56 PM	0	2.664
21	25.880	40.810	9	2019-08-30	2:35:43 PM	2	2.986
22	46.410	54.740	8	2019-08-30	3:00:56 PM	0	2.083
23	2.720	12.760	8	2019-08-30	3:46:14 PM	3	2.510
24	3.410	11.060	8	2019-08-30	4:08:12 PM	0	1.913
25	33.180	41.120	8	2019-08-30	4:11:42 PM	0	1.985
26	2.740	16.450	10	2019-08-30	4:15:18 PM	0	2.285
27	4.410	12.740	8	2019-08-30	4:15:14 PM	1	2.083
28	5.850	14.580	8	2019-08-30	4:22:16 PM	0	2.183
29	3.490	12.730	8	2019-08-30	4:22:14 PM	0	2.310
30	48.860	59.760	8	2019-08-30	4:31:01 PM	1	2.725
31	47.080	57.130	9	2019-08-30	4:30:58 PM	0	2.010
32	35.140	45.090	8	2019-08-30	4:32:46 PM	0	2.488
33	16.690	27.550	9	2019-08-30	4:34:29 PM	0	2.172
34	3.030	10.400	8	2019-08-30	4:36:11 PM	0	1.843
35	33.100	41.660	8	2019-08-30	4:39:43 PM	0	2.140
36	35.380	47.630	10	2019-08-30	4:39:49 PM	0	2.042
37	33.600	42.790	8	2019-08-30	4:53:44 PM	0	2.298
38	47.590	58.210	8	2019-08-30	4:58:59 PM	0	2.655
39	49.310	62.890	10	2019-08-30	4:59:04 PM	0	2.263
40	34.270	42.920	8	2019-08-30	5:00:44 PM	0	2.163
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Avg Headway = 2.242 sec 2.189 Median
 Sat Flow Rate = 1,606 veh/hr/lane 1645

0.2359 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 33 Required sample size
 OK! Sample size met?

Intersection:	STH 29 EB Ramp & CTH X
LT Street:	STH 29 EB Ramp
Cross Street:	CTH X
Direction:	EB
Movement:	Dual Left
WisDOT Region:	NC
County:	Marathon
Urban Area Name:	---
Posted Speed Limit:	Ramp

semi

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	18.370	27.900	9	2019-08-30	7:54:29 AM	0	1.906
2	21.630	28.870	8	2019-08-30	8:13:30 AM	0	1.810
3	8.320	16.700	8	2019-08-30	8:42:18 AM	0	2.095
4	17.430	27.220	9	2019-08-30	8:46:28 AM	0	1.958
5	3.350	10.970	8	2019-08-30	8:59:12 AM	0	1.905
6	10.100	17.870	8	2019-08-30	10:06:19 AM	0	1.943
7	33.060	44.150	9	2019-08-30	10:22:45 AM	0	2.218
8	25.420	34.620	9	2019-08-30	10:36:36 AM	0	1.840
9	8.110	19.710	10	2019-08-30	10:48:21 AM	0	1.933
10	32.820	42.320	8	2019-08-30	11:37:43 AM	0	2.375
11	26.380	36.160	8	2019-08-30	12:03:37 PM	0	2.445
12	13.940	21.660	8	2019-08-30	12:05:23 PM	0	1.930
13	52.700	62.540	8	2019-08-30	12:18:04 PM	0	2.460
14	58.730	72.970	10	2019-08-30	1:40:14 PM	0	2.373
15	56.220	72.270	11	2019-08-30	2:41:13 PM	1	2.293
16	26.940	39.080	10	2019-08-30	2:46:40 PM	0	2.023
17	29.630	41.100	9	2019-08-30	3:18:42 PM	0	2.294
18	39.190	49.460	8	2019-08-30	3:43:50 PM	0	2.568
19	45.700	55.610	8	2019-08-30	4:20:56 PM	0	2.478
20	50.340	58.010	8	2019-08-30	4:45:59 PM	0	1.918
21	38.010	49.100	9	2019-08-30	4:58:50 PM	0	2.218
22	9.900	17.690	8	2019-08-30	5:21:19pm	0	1.948
23	3.240	11.760	8	2019-08-30	5:47:13 PM	0	2.130
24	40.510	51.270	9	2019-09-04	7:29:52 AM	0	2.152
25	0.910	10.720	9	2019-09-04	7:43:12 AM	0	1.962
26	42.880	52.950	8	2019-09-04	7:49:54 AM	1	2.518
27	2.870	13.330	8	2019-09-04	7:54:14 AM	0	2.615
28	41.560	49.480	8	2019-09-04	7:56:51 AM	1	1.980
29	52.320	60.810	9	2019-09-04	8:29:02 AM	0	1.698
30	24.620	34.270	9	2019-09-04	8:34:35 AM	0	1.930
31	31.900	41.810	9	2019-09-04	11:24:42 AM	0	1.982
32	58.390	66.490	8	2019-09-04	11:52:07 AM	0	2.025
33	9.890	18.650	8	2019-09-02	11:33:19 AM	0	2.190
34	45.280	55.980	9	2019-09-02	1:31:57 PM	0	2.140
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Avg Headway = 2.125 sec 2.060 Median
 Sat Flow Rate = 1,694 veh/hr/lane 1748

0.2418 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 34 Required sample size
 OK! Sample size met?

Intersection:	USH 51 NB Ramp & Sherman St
LT Street:	USH 51 NB Ramp
Cross Street:	Sherman St
Direction:	NB
Movement:	Dual Left
WisDOT Region:	NC
County:	Marathon
Urban Area Name:	Wausau
Posted Speed Limit:	Ramp

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	7.340	14.180	8	2019-09-16	3:10:15 PM	0	1.710
2	31.500	39.340	8	2019-09-16	3:38:40 PM	0	1.960
3	47.130	58.790	10	2019-09-16	3:42:00 PM	0	1.943
4	47.180	54.940	8	2019-09-16	3:51:56 PM	0	1.940
5	8.100	15.650	8	2019-09-16	3:55:17 PM	0	1.888
6	46.720	55.140	8	2019-09-16	4:01:56 PM	0	2.105
7	27.970	39.390	9	2019-09-16	4:08:40 PM	0	2.284
8	6.870	16.770	9	2019-09-16	4:10:18 PM	0	1.980
9	46.860	55.090	8	2019-09-16	4:16:56 PM	0	2.058
10	27.530	37.640	9	2019-09-16	4:23:39 PM	0	2.022
11	6.950	16.310	8	2019-09-16	4:25:17 PM	0	2.340
12	27.560	36.840	8	2019-09-16	4:33:38 PM	0	2.320
13	6.780	14.020	8	2019-09-16	4:35:15 PM	0	1.810
14	6.600	20.350	11	2019-09-16	4:35:21 PM	1	1.964
15	7.270	19.460	10	2019-09-16	4:40:20 PM	0	2.032
16	47.000	58.450	10	2019-09-16	4:41:59 PM	0	1.908
17	46.900	58.730	10	2019-09-16	4:47:00 PM	0	1.972
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Avg Headway = 2.014 sec 1.972 Median
 Sat Flow Rate = 1,788 veh/hr/lane 1826

0.1702 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 17 Required sample size
 OK! Sample size met?

Intersection:	STH 145 & Leon Rd & W Bradley Rd
LT Street:	Leon Rd
Cross Street:	STH 145
Direction:	WB
Movement:	Dual Left
WisDOT Region:	SE
County:	Milwaukee
Urban Area Name:	Milwaukee
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	42.270	55.450	11	2019-09-16	3:40:56 PM	0	1.883
2	27.300	34.850	8	2019-09-16	3:44:36 PM	0	1.888
3	3.090	12.340	9	2019-09-16	3:55:13 PM	0	1.850
4	50.370	63.170	10	2019-09-16	4:02:04 PM	0	2.133
5	22.310	33.570	10	2019-09-16	4:09:35 PM	0	1.877
6	17.060	25.510	8	2019-09-16	4:13:26 PM	0	2.113
7	16.280	32.120	12	2019-09-16	4:17:33 PM	0	1.980
8	51.140	65.870	13	2019-09-16	4:28:07 PM	0	1.637
9	24.210	40.400	13	2019-09-16	4:42:41 PM	0	1.799
10	19.800	36.110	12	2019-09-16	4:46:37 PM	1	2.039
11	9.940	17.650	9	2019-09-16	4:54:19 PM	0	1.542
12	59.750	73.030	11	2019-09-16	4:58:14 PM	0	1.897
13	10.180	21.670	10	2019-09-16	5:02:23 PM	0	1.915
14	42.720	54.550	10	2019-09-16	5:05:56 PM	0	1.972
15	16.100	27.900	10	2019-09-16	5:09:29 PM	0	1.967
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Avg Headway = 1.899 sec 1.897 Median
 Sat Flow Rate = 1,895 veh/hr/lane 1898

0.1573 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 15 Required sample size
 OK! Sample size met?

Intersection:	STH 100 (Mayfair Rd) & STH 190 (Capitol Dr)
LT Street:	STH 100 (Mayfair Rd)
Cross Street:	STH 190 (Capitol Dr)
Direction:	SB
Movement:	Single Left
WisDOT Region:	SE
County:	Milwaukee
Urban Area Name:	Milwaukee
Posted Speed Limit:	40 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	22.920	33.220	9	2019-09-16	3:49:34 PM	0	2.060
2	22.140	33.740	9	2019-09-16	3:49:35 PM	0	2.320
3	32.590	46.240	11	2019-09-16	4:18:47 PM	0	1.950
4	34.600	45.730	9	2019-09-16	4:18:47 PM	0	2.226
5	4.320	15.850	9	2019-09-16	4:22:17 PM	0	2.306
6	59.430	70.280	9	2019-09-16	4:40:11 PM	0	2.170
7	0.430	12.950	10	2019-09-16	4:40:14 PM	0	2.087
8	40.980	53.750	10	2019-09-16	4:43:55 PM	0	2.128
9	31.420	43.700	10	2019-09-16	4:47:45 PM	0	2.047
10	33.540	43.410	8	2019-09-16	4:47:44 PM	0	2.468
11	25.690	36.870	9	2019-09-16	4:55:38 PM	0	2.236
12	16.860	24.770	8	2019-09-16	4:59:26 PM	0	1.978
13	18.740	28.200	9	2019-09-16	4:59:29 PM	0	1.892
14	28.010	36.280	8	2019-09-16	5:03:37 PM	0	2.068
15	25.480	33.580	8	2019-09-16	5:03:35 PM	0	2.025
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Avg Headway = 2.131 sec 2.087 Median
 Sat Flow Rate = 1,690 veh/hr/lane 1725

0.1567 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 15 Required sample size
 OK! Sample size met?

Intersection:	STH 100 (Mayfair Rd) & STH 190 (Capitol Dr)
LT Street:	STH 100 (Mayfair Rd)
Cross Street:	STH 190 (Capitol Dr)
Direction:	NB
Movement:	Dual Left
WisDOT Region:	SE
County:	Milwaukee
Urban Area Name:	Milwaukee
Posted Speed Limit:	40 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	14.170	22.440	8	2019-09-16	2:52:23 PM	0	2.068
2	4.880	14.450	9	2019-09-16	3:11:15 PM	0	1.914
3	2.480	15.600	10	2019-09-16	3:11:16 PM	0	2.187
4	24.060	32.300	8	2019-09-16	3:17:33 PM	0	2.060
5	11.300	22.240	9	2019-09-16	3:33:23 PM	0	2.188
6	12.130	21.620	10	2019-09-16	3:33:23 PM	0	1.582
7	58.600	69.970	9	2019-09-16	3:38:11 PM	0	2.274
8	53.030	60.650	8	2019-09-16	3:46:01 PM	0	1.905
9	32.250	45.490	10	2019-09-16	3:58:46 PM	0	2.207
10	42.070	48.760	8	2019-09-16	4:01:50 PM	0	1.673
11	52.280	63.700	10	2019-09-16	4:05:05 PM	0	1.903
12	17.060	23.940	8	2019-09-16	4:22:25 PM	0	1.720
13	3.530	10.960	8	2019-09-16	4:27:12 PM	0	1.858
14	2.460	11.100	9	2019-09-16	4:27:12 PM	0	1.728
15	38.320	45.660	8	2019-09-16	4:28:47 PM	0	1.835
16	38.500	46.190	8	2019-09-16	4:28:47 PM	0	1.923
17	47.150	55.480	8	2019-09-16	4:31:57 PM	0	2.083
18	47.780	55.570	8	2019-09-16	4:31:57 PM	0	1.948
19	57.420	66.940	8	2019-09-16	4:35:08 PM	0	2.380
20	27.530	38.330	10	2019-09-16	4:44:39 PM	0	1.800
21	12.480	25.680	11	2019-09-16	4:49:27 PM	0	1.886
22	10.910	21.060	9	2019-09-16	4:49:22 PM	0	2.030
23	47.480	56.320	8	2019-09-16	4:50:57 PM	0	2.210
24	57.070	70.120	11	2019-09-16	4:54:11 PM	0	1.864
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Avg Headway = 1.968 sec 1.918 Median
 Sat Flow Rate = 1,830 veh/hr/lane 1877

0.2038 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 24 Required sample size
 OK! Sample size met?

Intersection:	STH 83 & IH 94
LT Street:	IH 94 WB Ramps
Cross Street:	STH 83
Direction:	WB
Movement:	Dual Left
WisDOT Region:	SE
County:	Waukesha
Urban Area Name:	Milwaukee
Posted Speed Limit:	Ramp

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	35.810	44.150	8	2019-08-20	6:35:02 AM	0	2.085
2	34.710	46.960	10	2019-08-20	6:34:58 AM	0	2.042
3	53.970	70.610	12	2019-08-20	6:42:11 AM	0	2.080
4	57.240	70.760	9	2019-08-20	6:42:11 AM	1	2.704
5	52.160	62.530	9	2019-08-20	6:47:03 AM	0	2.074
6	21.940	30.160	8	2019-08-20	6:48:31 AM	0	2.055
7	1.730	10.790	9	2019-08-20	7:05:12 AM	0	1.812
8	35.560	43.770	8	2019-08-20	7:06:45 AM	0	2.053
9	36.100	45.120	8	2019-08-20	7:06:46 AM	0	2.255
10	6.110	12.810	8	2019-08-20	7:10:14 AM	0	1.675
11	45.090	52.900	8	2019-08-20	7:16:54 AM	0	1.953
12	45.410	56.770	10	2019-08-20	7:16:58 AM	0	1.893
13	45.070	52.880	8	2019-08-20	7:16:54 AM	0	1.953
14	3.600	13.260	8	2019-08-20	7:20:14 AM	0	2.415
15	49.860	58.110	8	2019-08-20	7:21:59 AM	0	2.063
16	46.470	58.660	10	2019-08-20	7:27:00 AM	0	2.032
17	12.910	25.630	11	2019-08-20	7:30:27 AM	1	1.817
18	13.240	23.900	9	2019-08-20	7:30:25 AM	0	2.132
19	52.230	63.410	10	2019-08-20	7:32:04 AM	0	1.863
20	51.520	61.820	9	2019-08-20	7:32:03 AM	0	2.060
21	8.650	18.560	10	2019-08-20	7:35:20 AM	0	1.652
22	45.570	61.690	12	2019-08-20	7:37:03 AM	0	2.015
23	48.580	55.080	8	2019-08-20	7:36:56 AM	0	1.625
24	35.410	50.490	12	2019-08-20	7:38:52 AM	0	1.885
25	32.520	40.280	8	2019-08-20	7:38:41 AM	0	1.940
26	55.770	64.530	9	2019-08-20	7:40:06 AM	0	1.752
27	55.370	61.800	8	2019-08-20	7:40:03 AM	0	1.608
28	32.760	43.060	9	2019-08-20	7:43:44 AM	0	2.060
29	29.910	44.090	11	2019-08-20	7:43:45 AM	0	2.026
30	12.940	21.680	8	2019-08-20	7:45:23 AM	0	2.185
31	12.510	26.120	11	2019-08-20	7:45:27 AM	0	1.944
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Avg Headway = 1.990 sec 2.026 Median
 Sat Flow Rate = 1,809 veh/hr/lane 1777

0.1859 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 20 Required sample size
 OK! Sample size met?

Intersection:	STH 164 (Pewaukee Rd) & IH 94
LT Street:	IH 94 EB Ramps
Cross Street:	STH 164 (Pewaukee Rd)
Direction:	EB
Movement:	Dual Left
WisDOT Region:	SE
County:	Waukesha
Urban Area Name:	Milwaukee
Posted Speed Limit:	Ramp

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	56.990	65.920	8	2019-08-20	12:23:07 PM	1	2.233
2	54.900	68.190	10	2019-08-20	2:44:09 PM	0	2.215
3	0.700	12.490	10	2019-08-20	3:08:13 PM	0	1.965
4	59.530	69.540	8	2019-08-20	3:35:08 PM	0	2.503
5	29.250	36.170	8	2019-08-20	3:36:37 PM	0	1.730
6	29.390	37.670	8	2019-08-20	3:39:39 PM	0	2.070
7	26.220	36.180	8	2019-08-20	3:57:37 PM	0	2.490
8	28.620	36.080	8	2019-08-20	4:03:37 PM	0	1.865
9	28.110	36.820	8	2019-08-20	4:06:38 PM	0	2.178
10	58.510	70.140	10	2019-08-20	4:08:11 PM	0	1.938
11	29.470	38.940	9	2019-08-20	4:09:40 PM	0	1.894
12	29.270	38.150	8	2019-08-20	4:12:39 PM	0	2.220
13	31.700	42.270	9	2019-08-20	4:21:43 PM	0	2.114
14	28.410	38.140	8	2019-08-20	4:24:39 PM	0	2.433
15	58.380	70.770	10	2019-08-20	4:26:12 PM	1	2.065
16	30.840	38.390	8	2019-08-20	4:33:39 PM	0	1.888
17	59.460	69.560	9	2019-08-20	4:35:10 PM	0	2.020
18	60.140	70.480	9	2019-08-20	4:38:11 PM	0	2.068
19	28.230	42.470	10	2019-08-20	4:39:43 PM	0	2.373
20	58.490	72.070	11	2019-08-20	4:41:13 PM	0	1.940
21	57.770	69.950	9	2019-08-20	4:44:11 PM	0	2.436
22	59.890	71.040	9	2019-08-20	4:47:12 PM	0	2.230
23	28.360	35.810	8	2019-08-20	4:48:37 PM	0	1.863
24	29.410	38.270	8	2019-08-20	4:51:39 PM	0	2.215
25	58.190	64.930	8	2019-08-20	4:56:06 PM	0	1.685
26	58.830	65.510	8	2019-08-20	4:59:06 PM	0	1.670
27	29.180	36.390	8	2019-08-20	5:00:37 PM	0	1.803
28	57.350	66.470	8	2019-08-20	5:05:07 PM	0	2.280
29	28.520	35.840	8	2019-08-20	5:06:37 PM	0	1.830
30	57.680	66.600	9	2019-08-20	5:08:37 PM	0	1.784
31	29.060	40.850	9	2019-08-20	5:09:42 PM	0	2.358
32	58.640	65.230	8	2019-08-20	5:11:06 PM	0	1.648
33	57.470	65.730	8	2019-08-20	5:14:07 PM	0	2.065
34	28.390	37.500	9	2019-08-20	5:15:38 PM	0	1.822
35	58.100	70.370	10	2019-08-20	5:17:11 PM	0	2.045
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Avg Headway = 2.055 sec 2.065 Median
 Sat Flow Rate = 1,752 veh/hr/lane 1743

0.2451 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 35 Required sample size
 OK! Sample size met?

Intersection:	STH 164 (Pewaukee Rd) & IH 94
LT Street:	STH 164 (Pewaukee Rd)
Cross Street:	IH 94 WB Ramps
Direction:	NB
Movement:	Dual Left
WisDOT Region:	SE
County:	Waukesha
Urban Area Name:	Milwaukee
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	13.650	23.610	9	2019-08-20	6:38:24 AM	0	1.992
2	32.980	40.490	8	2019-08-20	6:46:41 AM	0	1.878
3	30.220	38.070	8	2019-08-20	6:51:39 AM	0	1.963
4	52.780	60.990	8	2019-08-20	6:55:01 AM	0	2.053
5	4.210	15.460	9	2019-08-20	7:08:18 AM	0	2.250
6	11.180	21.420	9	2019-08-20	7:18:24 AM	0	2.048
7	11.160	18.030	8	2019-08-20	7:18:21 AM	0	1.718
8	41.140	49.490	9	2019-08-20	7:19:52 AM	0	1.670
9	27.480	34.220	8	2019-08-20	7:26:37 AM	0	1.685
10	31.020	37.850	8	2019-08-20	7:31:40 AM	0	1.708
11	12.260	22.340	9	2019-08-20	7:38:25 AM	0	2.016
12	51.050	59.500	8	2019-08-20	7:45:02 AM	0	2.113
13	13.820	22.800	8	2019-08-20	7:48:25 AM	0	2.245
14	50.750	59.340	8	2019-08-20	7:50:02 AM	0	2.148
15	31.610	42.940	9	2019-08-20	7:51:46 AM	0	2.266
16	11.290	19.160	8	2019-08-20	7:53:22 AM	0	1.968
17	40.110	49.790	8	2019-08-20	7:54:52 AM	0	2.420
18	11.540	20.140	8	2019-08-20	7:58:23 AM	0	2.150
19	50.280	58.480	8	2019-08-20	8:00:01 AM	0	2.050
20	4.550	16.290	10	2019-08-20	8:03:18 AM	0	1.957
21	33.520	43.300	8	2019-08-20	8:11:45 AM	0	2.445
22	51.070	60.260	8	2019-08-20	8:15:02 AM	0	2.298
23	31.530	44.540	10	2019-08-20	8:21:46 AM	0	2.168
24	1.520	14.440	9	2019-08-20	8:23:16 AM	0	2.584
25	3.180	10.550	8	2019-08-20	8:23:12 AM	0	1.843
26	30.780	43.480	10	2019-08-20	8:26:45 AM	0	2.117
27	5.190	14.500	9	2019-08-20	8:43:16 AM	0	1.862
28	47.500	56.170	8	2019-08-20	9:02:58 AM	0	2.168
29	4.150	11.830	8	2019-08-20	10:06:14 AM	0	1.920
30	41.280	47.480	8	2019-08-20	10:14:49 AM	0	1.550
31	25.680	32.390	8	2019-08-20	10:40:34 AM	0	1.678
32	16.540	24.500	8	2019-08-20	11:16:26 AM	0	1.990
33	18.570	27.620	8	2019-08-20	11:26:30 AM	0	2.263
34	48.810	56.560	8	2019-08-20	11:37:59 AM	0	1.938
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Avg Headway = 2.033 sec 2.032 Median
 Sat Flow Rate = 1,771 veh/hr/lane 1772

0.2411 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 34 Required sample size
 OK! Sample size met?

Intersection:	STH 164 (Pewaukee Rd) & IH 94
LT Street:	STH 164 (Pewaukee Rd)
Cross Street:	IH 94 EB Ramps
Direction:	SB
Movement:	Dual Left
WisDOT Region:	SE
County:	Waukesha
Urban Area Name:	Milwaukee
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	53.653	60.906	8	2019-10-14	11:02:01 AM	0	1.813
2	46.369	56.223	8	2019-10-14	11:06:57 AM	0	2.464
3	58.751	67.339	8	2019-10-14	11:17:08 AM	0	2.147
4	52.839	61.530	8	2019-10-14	11:24:02 AM	0	2.173
5	53.897	61.807	8	2019-10-14	11:24:02 AM	0	1.978
6	21.455	28.464	8	2019-10-14	11:25:29 AM	0	1.752
7	34.429	43.213	8	2019-10-14	11:30:43 AM	0	2.196
8	13.966	21.525	8	2019-10-14	11:32:22 AM	0	1.890
9	7.644	13.929	8	2019-10-14	11:37:14 AM	0	1.571
10	19.048	26.744	8	2019-10-14	11:45:27 AM	0	1.924
11	53.803	62.562	8	2019-10-14	11:47:03 AM	0	2.190
12	2.157	10.498	8	2019-10-14	11:57:11 AM	0	2.085
13	49.799	57.063	8	2019-10-14	12:03:58 PM	0	1.816
14	52.102	61.518	9	2019-10-14	12:14:02 PM	0	1.883
15	27.709	36.381	8	2019-10-14	12:23:37 PM	0	2.168
16	34.862	42.805	8	2019-10-14	12:25:44 PM	0	1.986
17	14.375	21.467	8	2019-10-14	12:27:22 PM	0	1.773
18	19.480	28.626	8	2019-10-14	12:45:29 PM	0	2.287
19	33.638	41.169	8	2019-10-14	12:50:42 PM	0	1.883
20	29.559	37.377	8	2019-10-14	1:15:38 PM	0	1.955
21	36.621	44.177	8	2019-10-14	1:20:45 PM	0	1.889
22	50.771	59.258	8	2019-10-14	1:32:00 PM	1	2.122
23	13.222	20.865	8	2019-10-14	1:42:22 PM	0	1.911
24	33.617	41.677	8	2019-10-14	1:55:43 PM	0	2.015
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Avg Headway = 1.995 sec 1.966 Median
 Sat Flow Rate = 1,805 veh/hr/lane 1831

0.1985 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 23 Required sample size
 OK! Sample size met?

Intersection:	STH 96 (Wisconsin Ave) & N Casaloma Dr
LT Street:	STH 96 (Wisconsin Ave)
Cross Street:	N Casaloma Dr
Direction:	WB
Movement:	Dual Left

WisDOT Region:	NE
County:	Outagamie
Urban Area Name:	Appleton
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	41.000	49.730	8	2019-10-14	11:00:50 AM	0	2.183
2	24.090	34.450	9	2019-10-14	11:17:35 AM	0	2.072
3	7.620	14.720	8	2019-10-14	11:19:15 AM	0	1.775
4	39.760	49.340	9	2019-10-14	11:30:50 AM	0	1.916
5	38.700	46.320	8	2019-10-14	11:35:47 AM	0	1.905
6	0.730	12.060	9	2019-10-14	11:39:12 AM	0	2.266
7	25.670	33.880	8	2019-10-14	11:42:34 AM	1	2.053
8	46.710	54.880	8	2019-10-14	11:50:55 AM	0	2.043
9	20.040	27.500	8	2019-10-14	11:52:28 AM	0	1.865
10	2.880	11.680	9	2019-10-14	11:54:12 AM	0	1.760
11	42.240	52.900	9	2019-10-14	11:55:53 AM	0	2.132
12	24.010	34.470	9	2019-10-14	11:57:35 AM	0	2.092
13	4.030	14.140	8	2019-10-14	11:59:14 AM	0	2.528
14	46.540	54.550	8	2019-10-14	12:25:55 PM	0	2.003
15	26.670	34.050	8	2019-10-14	12:37:35 PM	0	1.845
16	42.260	51.020	9	2019-10-14	12:50:52 PM	0	1.752
17	42.830	52.620	9	2019-10-14	12:50:54 PM	0	1.958
18	43.840	53.550	9	2019-10-14	1:55:54 PM	0	1.942
19	26.700	34.760	8	2019-10-14	2:32:36 PM	0	2.015
20	46.160	55.080	9	2019-10-14	3:05:56 PM	0	1.784
21	53.880	63.940	9	2019-10-14	3:09:05 PM	0	2.012
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Avg Headway = 1.995 sec 2.003 Median
 Sat Flow Rate = 1,804 veh/hr/lane 1798

0.1868 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 21 Required sample size
 OK! Sample size met?

Intersection:	STH 96 (Wisconsin Ave) & CTH GV (Greenville Dr)
LT Street:	STH 96 (Wisconsin Ave)
Cross Street:	CTH GV (Greenville Dr)
Direction:	WB
Movement:	Dual Left

WisDOT Region:	NE
County:	Outagamie
Urban Area Name:	Appleton
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	25.517	36.499	9	2019-10-28	4:34:37 PM	0	2.196
2	54.635	66.401	9	2019-10-29	7:12:07 AM	0	2.353
3	59.110	69.969	9	2019-10-29	7:22:11 AM	0	2.172
4	31.229	53.073	14	2019-10-29	7:23:54 AM	0	2.184
5	17.332	25.489	8	2019-10-29	7:26:26 AM	0	2.039
6	54.035	63.087	8	2019-10-29	7:30:04 AM	0	2.263
7	19.267	26.847	8	2019-10-29	7:31:28 AM	0	1.895
8	41.205	50.402	8	2019-10-29	7:32:51 AM	0	2.299
9	3.996	14.312	9	2019-10-29	7:37:15 AM	0	2.063
10	7.158	16.213	8	2019-10-29	7:49:17 AM	0	2.264
11	37.591	52.328	11	2019-10-29	7:52:53 AM	0	2.105
12	49.219	63.419	11	2019-10-29	7:58:04 AM	0	2.029
13	8.741	18.497	8	2019-10-30	6:50:19 AM	0	2.439
14	13.434	21.678	8	2019-10-30	6:52:22 AM	0	2.061
15	24.547	35.443	9	2019-10-30	6:59:36 AM	0	2.179
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Avg Headway = 2.169 sec 2.179 Median
 Sat Flow Rate = 1,659 veh/hr/lane 1652

0.1417 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 12 Required sample size
 OK! Sample size met?

Intersection:	STH 178 & CTH I (Wissota Green Blvd)
LT Street:	CTH I (Wissota Green Blvd)
Cross Street:	STH 178
Direction:	NB
Movement:	Single Left
WisDOT Region:	NW
County:	Eau Claire
Urban Area Name:	Eau Claire
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	8.178	17.762	8	2019-10-01	10:45:19 AM	1	2.396
2	39.148	48.905	8	2019-10-01	11:04:50 AM	0	2.439
3	50.862	62.249	9	2019-10-01	12:23:03 PM	1	2.277
4	1.636	11.460	8	2019-10-01	12:40:13 PM	0	2.456
5	2.299	14.319	9	2019-10-01	12:53:16 PM	1	2.404
6	2.517	14.450	9	2019-10-01	12:53:16 PM	1	2.387
7	14.694	22.380	8	2019-10-01	2:13:23 PM	0	1.922
8	36.385	45.121	8	2019-10-01	2:56:46 PM	0	2.184
9	21.440	30.286	8	2019-10-01	3:15:31 PM	0	2.212
10	30.509	38.467	8	2019-10-01	3:25:40 PM	0	1.990
11	23.826	33.170	8	2019-10-01	3:45:34 PM	0	2.336
12	22.447	30.607	8	2019-10-01	4:00:31 PM	0	2.040
13	22.932	30.030	8	2019-10-01	4:10:31 PM	0	1.775
14	51.338	59.865	8	2019-10-01	4:18:01 PM	0	2.132
15	22.123	32.085	8	2019-10-01	4:25:33 PM	0	2.491
16	52.041	59.916	8	2019-10-01	4:48:01 PM	0	1.969
17	23.201	31.829	8	2019-10-01	5:00:33 PM	0	2.157
18	52.674	61.755	8	2019-10-01	5:13:03 PM	0	2.270
19	53.058	61.274	8	2019-10-01	5:18:02 PM	0	2.054
20	22.346	30.192	8	2019-10-01	5:20:31 PM	0	1.962
21	23.433	34.253	10	2019-10-01	5:25:35 PM	0	1.803
22	22.289	29.732	8	2019-10-01	5:25:31 PM	0	1.861
23	0.657	8.925	8	2019-10-01	5:28:10 PM	0	2.067
24	22.616	35.672	11	2019-10-01	5:35:37 PM	0	1.865
25	21.542	32.483	10	2019-10-01	5:35:33 PM	0	1.824
26	52.787	61.411	8	2019-10-01	5:38:02 PM	0	2.156
27	22.052	34.560	10	2019-10-01	6:05:35 PM	0	2.085
28	51.738	59.129	8	2019-10-01	6:13:00 PM	0	1.848
29	53.509	61.952	8	2019-10-01	6:23:03 PM	0	2.111
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Avg Headway = 2.120 sec 2.111 Median
 Sat Flow Rate = 1,698 veh/hr/lane 1706

0.2173 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 28 Required sample size
 OK! Sample size met?

Intersection:	STH 100 & CTH NN (Oklahoma Ave)
LT Street:	STH 100
Cross Street:	CTH NN (Oklahoma Ave)
Direction:	SB
Movement:	Dual Left
WisDOT Region:	SE
County:	Milwaukee
Urban Area Name:	Milwaukee
Posted Speed Limit:	40 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	6.950	16.468	8	2019-11-25	4:17:17 PM	1	2.380
2	18.652	34.286	11	2019-11-25	4:20:35 PM	0	2.233
3	16.274	27.084	8	2019-11-25	4:23:28 PM	1	2.703
4	35.795	48.464	9	2019-11-25	5:12:49 PM	0	2.534
5	28.882	40.150	9	2019-11-25	5:27:41 PM	0	2.254
6	41.408	49.188	8	2019-11-25	9:40:53 AM	0	1.945
7	5.847	18.428	10	2019-11-26	9:22:20 AM	0	2.097
8	46.874	54.629	8	2019-11-25	12:31:56 PM	0	1.939
9	48.828	63.972	11	2019-11-25	1:55:05 PM	0	2.163
10	29.108	38.388	8	2019-11-25	2:03:40 PM	1	2.320
11	9.877	21.659	10	2019-11-25	3:00:23 PM	0	1.964
12	14.728	26.052	10	2019-11-25	3:03:27 PM	0	1.887
13	19.147	30.757	9	2019-11-25	3:06:32 PM	0	2.322
14	15.789	24.735	8	2019-11-25	3:12:26 PM	0	2.237
15	16.089	30.951	11	2019-11-25	3:27:32 PM	0	2.123
16	40.314	50.912	9	2019-11-25	3:36:52 PM	0	2.120
17	47.874	54.948	8	2019-11-25	6:11:56 PM	0	1.769
18	52.379	59.787	8	2019-11-26	7:08:01 AM	0	1.852
19	54.413	65.455	9	2019-11-26	12:37:06 PM	0	2.208
20	52.973	63.440	9	2019-11-26	12:43:04 PM	1	2.093
21	26.386	34.526	8	2019-11-26	2:28:36 PM	0	2.035
22	54.014	64.948	8	2019-11-26	2:37:06 PM	0	2.734
23	57.592	65.572	8	2019-11-26	2:43:07 PM	0	1.995
24	57.564	68.260	9	2019-11-26	3:40:09 PM	0	2.139
25	30.151	44.139	10	2019-11-26	3:55:45 PM	0	2.331
26	21.644	33.494	8	2019-11-26	4:41:35 PM	2	2.963
27	36.711	44.989	8	2019-11-26	5:19:46 PM	0	2.070
28	2.632	12.787	8	2019-11-27	6:49:13 AM	0	2.539
29	49.111	57.989	8	2019-11-27	7:07:59 AM	0	2.220
30	8.268	16.142	8	2019-11-27	9:21:17 AM	0	1.969
31	37.983	46.675	8	2019-11-27	11:26:48 AM	0	2.173
32	59.640	69.876	8	2019-11-27	12:03:11 PM	0	2.559
33	0.854	17.625	12	2019-11-27	12:15:21 PM	0	2.096
34	5.482	15.014	8	2019-11-27	12:21:16 PM	1	2.383
35	46.314	56.126	8	2019-11-27	1:35:58 PM	0	2.453
36	28.295	36.987	8	2019-11-27	1:50:38 PM	1	2.173
37	5.416	14.877	9	2019-11-27	1:03:16 PM	0	1.892
38	18.945	28.468	9	2019-11-27	2:06:30 PM	0	1.905
39	4.472	16.714	10	2019-11-27	2:15:18 PM	0	2.040
40	47.287	56.203	9	2019-11-27	2:23:58 PM	0	1.783
41	25.815	35.174	8	2019-11-27	2:32:36 PM	0	2.340
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Avg Headway = 2.193 sec 2.163 Median
 Sat Flow Rate = 1,641 veh/hr/lane 1664

0.2569 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 39 Required sample size
 OK! Sample size met?

Intersection:	STH 11 (Durand Ave) & STH 31 (Green Bay Rd)
LT Street:	STH 11 (Durand Ave)
Cross Street:	STH 31 (Green Bay Rd)
Direction:	WB
Movement:	Single Left
WisDOT Region:	SE
County:	Racine
Urban Area Name:	Racine
Posted Speed Limit:	40 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	19.149	26.606	8	2019-11-25	3:23:28 PM	0	1.864
2	18.367	23.395	7	2019-11-25	3:29:25 PM	0	1.676
3	18.120	23.245	7	2019-11-25	3:41:24 PM	0	1.708
4	17.956	25.958	8	2019-11-25	3:45:27 PM	0	2.001
5	18.345	26.827	8	2019-11-25	3:51:28 PM	0	2.121
6	10.963	16.502	7	2019-11-25	4:02:17 PM	0	1.846
7	34.083	40.541	7	2019-11-25	4:04:42 PM	0	2.153
8	20.352	26.126	7	2019-11-25	4:55:27 PM	0	1.925
9	23.367	28.662	7	2019-11-25	5:39:30 PM	0	1.765
10	21.243	28.775	8	2019-11-25	5:53:30 PM	0	1.883
11	55.181	61.215	7	2019-11-26	6:52:02 AM	0	2.011
12	37.313	43.753	8	2019-11-26	6:55:44 AM	0	1.610
13	27.046	39.292	10	2019-11-26	6:57:40 AM	0	2.041
14	17.591	28.681	11	2019-11-26	6:59:29 AM	0	1.584
15	55.920	66.253	8	2019-11-26	7:03:07 AM	0	2.583
16	46.352	57.364	10	2019-11-26	7:04:58 AM	0	1.835
17	35.628	47.929	10	2019-11-26	7:06:49 AM	0	2.050
18	25.890	36.593	10	2019-11-26	7:08:38 AM	0	1.784
19	15.689	26.768	10	2019-11-26	7:10:28 AM	0	1.847
20	6.313	22.130	13	2019-11-26	7:12:23 AM	0	1.757
21	56.223	72.224	13	2019-11-26	7:14:13 AM	0	1.778
22	49.408	63.783	12	2019-11-26	7:16:05 AM	0	1.797
23	36.960	53.661	12	2019-11-26	7:17:53 AM	0	2.088
24	26.547	42.954	11	2019-11-26	7:19:44 AM	2	2.344
25	16.665	32.431	12	2019-11-26	7:21:33 AM	0	1.971
26	9.055	21.213	11	2019-11-26	7:23:22 AM	0	1.737
27	12.443	18.945	8	2019-11-26	3:19:20 PM	0	1.626
28	20.712	30.666	8	2019-11-26	4:03:32 PM	0	2.489
29	11.380	22.591	9	2019-11-26	5:31:24 PM	0	2.242
30	34.937	44.009	9	2019-11-27	7:06:45 AM	0	1.814
31	25.655	42.736	13	2019-11-27	7:08:44 AM	0	1.898
32	14.796	29.400	11	2019-11-27	7:10:30 AM	0	2.086
33	7.995	20.119	10	2019-11-27	7:12:21 AM	0	2.021
34	45.178	53.808	8	2019-11-27	7:15:55 AM	0	2.158
35	17.242	23.652	8	2019-11-27	8:16:25 AM	0	1.603
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Avg Headway = 1.934 sec 1.883 Median
 Sat Flow Rate = 1,861 veh/hr/lane 1912

0.2412 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 34 Required sample size
 OK! Sample size met?

Intersection:	STH 31 (Green Bay Rd) & CTH K (60th St)
LT Street:	STH 31 (Green Bay Rd)
Cross Street:	CTH K (60th St)
Direction:	NB
Movement:	Single Left
WisDOT Region:	SE
County:	Kenosha
Urban Area Name:	Kenosha
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	14.232	20.093	7	2019-11-25	12:49:22 PM	0	1.954
2	20.491	27.366	7	2019-11-25	2:11:29 PM	1	2.292
3	58.527	65.692	8	2019-11-25	2:47:08 PM	0	1.791
4	55.516	61.828	7	2019-11-25	2:51:04 PM	0	2.104
5	25.629	31.484	7	2019-11-25	3:07:33 PM	0	1.952
6	26.248	35.112	9	2019-11-25	3:11:37 PM	0	1.773
7	26.455	34.253	8	2019-11-25	3:37:36 PM	0	1.950
8	27.316	36.494	8	2019-11-25	3:39:38 PM	0	2.295
9	25.738	35.069	8	2019-11-25	3:43:37 PM	0	2.333
10	28.814	34.354	7	2019-11-25	3:47:36 PM	0	1.847
11	25.505	32.330	7	2019-11-25	3:53:34 PM	0	2.275
12	55.563	62.407	8	2019-11-25	4:00:05 PM	0	1.711
13	26.058	31.650	7	2019-11-25	4:17:34 PM	0	1.864
14	26.147	35.505	8	2019-11-25	4:25:38 PM	0	2.340
15	25.238	31.079	7	2019-11-25	4:33:33 PM	0	1.947
16	26.070	39.321	9	2019-11-25	4:53:41 PM	0	2.650
17	26.485	31.567	7	2019-11-25	4:57:34 PM	0	1.694
18	26.800	33.700	7	2019-11-25	4:59:36 PM	0	2.300
19	28.929	36.630	8	2019-11-25	5:11:39 PM	0	1.925
20	27.125	34.961	8	2019-11-25	5:21:37 PM	0	1.959
21	27.231	36.579	9	2019-11-25	5:31:39 PM	0	1.870
22	27.898	35.596	8	2019-11-25	5:33:38 PM	0	1.925
23	38.514	46.961	8	2019-11-26	8:20:48 AM	0	2.112
24	34.223	40.844	8	2019-11-26	12:52:42 PM	0	1.655
25	13.414	21.061	8	2019-11-26	1:09:22 PM	0	1.912
26	19.592	29.870	9	2019-11-26	3:09:31 PM	0	2.056
27	18.290	32.560	11	2019-11-26	3:11:34 PM	0	2.039
28	19.599	31.470	10	2019-11-26	3:15:33 PM	0	1.979
29	0.868	9.582	8	2019-11-26	4:13:02 PM	0	2.179
30	19.732	26.828	8	2019-11-26	4:23:28 PM	0	1.774
31	19.931	27.335	8	2019-11-26	4:29:28 PM	0	1.851
32	20.847	27.821	7	2019-11-26	4:31:29 PM	0	2.325
33	21.300	28.820	8	2019-11-26	4:39:30 PM	0	1.880
34	21.068	28.752	8	2019-11-26	4:43:30 PM	0	1.921
35	19.511	28.036	8	2019-11-26	5:05:29 PM	0	2.131
36	20.211	33.325	10	2019-11-26	5:17:35 PM	0	2.186
37	36.916	48.136	10	2019-11-26	5:26:50 PM	0	1.870
38	20.224	32.480	10	2019-11-26	5:35:34 PM	0	2.043
39	29.905	36.368	8	2019-11-27	1:17:38 PM	0	1.616
40	9.242	17.441	8	2019-11-27	2:24:19 PM	0	2.050
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Avg Headway = 2.008 sec 1.953 Median
 Sat Flow Rate = 1,793 veh/hr/lane 1844

0.2233 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 29 Required sample size
 OK! Sample size met?

Intersection:	STH 31 (Green Bay Rd) & CTH K (60th St)
LT Street:	STH 31 (Green Bay Rd)
Cross Street:	CTH K (60th St)
Direction:	SB
Movement:	Single Left
WisDOT Region:	SE
County:	Kenosha
Urban Area Name:	Kenosha
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	50.376	55.983	7	2019-11-26	6:01:56 AM	0	1.869
2	46.794	55.728	9	2019-11-26	6:09:56 AM	0	1.787
3	52.228	58.802	7	2019-11-26	6:11:59 AM	0	2.191
4	46.511	53.440	8	2019-11-26	6:17:54 AM	0	1.732
5	50.018	56.670	7	2019-11-26	6:23:57 AM	0	2.217
6	58.478	63.850	7	2019-11-26	6:38:04 AM	0	1.791
7	55.772	65.549	10	2019-11-26	6:44:06 AM	0	1.630
8	0.772	6.403	8	2019-11-26	6:46:07 AM	0	1.408
9	56.388	64.194	8	2019-11-26	6:50:04 AM	0	1.952
10	45.955	50.875	7	2019-11-26	7:01:52 AM	0	1.640
11	57.347	65.171	9	2019-11-26	7:22:07 AM	0	1.565
12	54.432	60.960	7	2019-11-26	7:46:03 AM	0	2.176
13	54.380	59.253	7	2019-11-26	7:52:01 AM	0	1.624
14	54.551	60.912	7	2019-11-26	7:58:02 AM	0	2.120
15	52.063	57.970	7	2019-11-26	8:03:58 AM	0	1.969
16	50.397	56.725	7	2019-11-26	8:43:57 AM	0	2.109
17	49.006	53.975	7	2019-11-26	11:21:55 AM	0	1.656
18	56.422	61.694	7	2019-11-26	11:26:03 AM	0	1.757
19	54.638	62.516	8	2019-11-26	11:28:04 AM	0	1.970
20	46.134	51.631	7	2019-11-26	11:43:52 AM	0	1.832
21	56.189	62.934	8	2019-11-26	11:46:04 AM	0	1.686
22	46.572	53.345	8	2019-11-26	12:01:54 PM	0	1.693
23	56.340	61.982	7	2019-11-26	12:08:03 PM	0	1.881
24	54.993	62.636	8	2019-11-26	12:40:03 PM	0	1.911
25	55.609	62.689	8	2019-11-26	12:52:04 PM	0	1.770
26	47.241	53.747	7	2019-11-26	12:53:54 PM	0	2.169
27	48.394	54.110	7	2019-11-26	1:03:55 PM	0	1.905
28	54.507	61.208	8	2019-11-26	2:10:03 PM	0	1.675
29	53.234	61.369	9	2019-11-26	2:20:03 PM	0	1.627
30	54.161	61.256	8	2019-11-26	2:42:03 PM	0	1.774
31	17.584	24.416	8	2019-11-26	3:10:19 PM	0	1.708
32	18.637	27.094	8	2019-11-26	5:15:28 PM	0	2.114
33	49.552	58.434	8	2019-11-27	7:42:00 AM	0	2.221
34	49.574	57.864	8	2019-11-27	8:11:59 AM	0	2.073
35	54.588	64.732	8	2019-11-27	8:44:06 AM	0	2.536
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Avg Headway = 1.878 sec 1.832 Median
 Sat Flow Rate = 1,917 veh/hr/lane 1965

0.2424 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 34 Required sample size
 OK! Sample size met?

Intersection:	STH 31 (Green Bay Rd) & STH 50 (75th St)
LT Street:	STH 50 (75th St)
Cross Street:	STH 31 (Green Bay Rd)
Direction:	WB
Movement:	Single Left
WisDOT Region:	SE
County:	Kenosha
Urban Area Name:	Kenosha
Posted Speed Limit:	40 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	52.954	59.728	8	2019-11-25	11:01:00 AM	0	1.694
2	52.512	60.293	8	2019-11-25	11:11:01 AM	0	1.945
3	52.940	60.815	8	2019-11-25	11:13:01 AM	0	1.969
4	50.112	58.170	8	2019-11-25	11:20:58 AM	0	2.015
5	51.438	59.807	8	2019-11-25	11:21:00 AM	0	2.092
6	51.011	59.146	8	2019-11-25	11:26:59 AM	0	2.034
7	55.569	62.392	8	2019-11-25	11:29:03 AM	0	1.706
8	52.441	60.221	8	2019-11-25	11:33:00 AM	1	1.945
9	51.935	59.300	8	2019-11-25	11:35:00 AM	0	1.841
10	51.998	60.288	8	2019-11-25	11:37:00 AM	0	2.073
11	51.882	61.958	8	2019-11-25	11:43:02 AM	0	2.519
12	52.145	61.668	8	2019-11-25	11:49:02 AM	0	2.381
13	51.604	58.472	8	2019-11-25	11:48:59 AM	0	1.717
14	51.121	61.231	10	2019-11-25	11:51:01 AM	0	1.685
15	53.463	61.065	8	2019-11-25	11:55:01 AM	0	1.901
16	51.397	61.219	8	2019-11-25	11:57:01 AM	0	2.456
17	51.584	59.732	8	2019-11-25	12:09:01 PM	0	2.037
18	51.115	59.358	8	2019-11-25	12:13:00 PM	0	2.061
19	53.067	60.341	8	2019-11-25	12:19:01 PM	0	1.819
20	51.425	60.267	8	2019-11-25	12:21:01 PM	0	2.211
21	49.896	60.529	10	2019-11-25	12:21:02 PM	0	1.772
22	49.509	60.059	10	2019-11-25	12:23:01 PM	0	1.758
23	52.413	61.371	9	2019-11-25	12:33:02 PM	0	1.792
24	51.180	61.207	9	2019-11-25	12:37:02 PM	0	2.005
25	51.640	62.434	9	2019-11-25	12:41:03 PM	0	2.159
26	51.330	60.088	8	2019-11-25	12:41:01 PM	0	2.190
27	53.412	61.024	9	2019-11-25	12:49:02 PM	0	1.522
28	52.995	59.715	9	2019-11-25	12:51:01 PM	0	1.344
29	53.089	62.799	9	2019-11-25	12:51:04 PM	0	1.942
30	53.702	62.525	9	2019-11-25	12:53:04 PM	0	1.765
31	51.758	60.881	9	2019-11-25	12:55:02 PM	0	1.825
32	52.189	61.353	9	2019-11-25	12:57:02 PM	0	1.833
33	53.122	62.638	9	2019-11-25	12:59:04 PM	1	1.903
34	53.435	61.115	8	2019-11-25	1:03:02 PM	0	1.920
35	52.652	59.940	8	2019-11-25	1:03:01 PM	0	1.822
36	51.724	60.268	8	2019-11-25	1:15:01 PM	0	2.136
37	53.321	61.475	8	2019-11-25	1:21:02 PM	0	2.039
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Avg Headway = 1.941 sec 1.942 Median
 Sat Flow Rate = 1,855 veh/hr/lane 1854

0.2387 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 33 Required sample size
 OK! Sample size met?

Intersection:	STH 31 (Green Bay Rd) & STH 50 (75th St)
LT Street:	STH 31 (Green Bay Rd)
Cross Street:	STH 50 (75th St)
Direction:	SB
Movement:	Dual Left
WisDOT Region:	SE
County:	Kenosha
Urban Area Name:	Kenosha
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	5.030	11.613	7	2019-10-14	2:06:12 PM	0	2.194
2	41.122	51.604	10	2019-10-14	2:52:50 PM	0	1.747
3	44.597	51.471	7	2019-10-14	3:17:52 PM	1	2.291
4	27.703	35.084	7	2019-10-14	3:20:36 PM	2	2.460
5	11.206	16.821	7	2019-10-14	3:46:18 PM	0	1.872
6	30.529	35.622	7	2019-10-14	4:07:37 PM	0	1.698
7	11.223	17.388	7	2019-10-14	4:26:18 PM	0	2.055
8	32.318	38.504	7	2019-10-14	4:47:40 PM	0	2.062
9	32.453	39.605	8	2019-10-14	4:55:41 PM	0	1.788
10	11.870	21.362	9	2019-10-14	5:06:22 PM	0	1.898
11	32.390	38.992	7	2019-10-14	5:27:40 PM	0	2.201
12	54.157	62.132	8	2019-10-14	5:33:03 PM	1	1.994
13	34.894	40.179	7	2019-10-15	11:54:41 AM	0	1.762
14	18.127	23.965	7	2019-10-15	2:57:25 PM	0	1.946
15	22.876	32.756	9	2019-10-15	4:07:34 PM	0	1.976
16	42.736	53.556	9	2019-10-15	4:36:55 PM	1	2.164
17	24.453	32.441	9	2019-10-15	4:55:34 PM	0	1.598
18	23.857	31.959	8	2019-10-15	5:11:33 PM	0	2.026
19	43.336	54.136	9	2019-10-15	5:16:55 PM	0	2.160
20	52.589	58.270	7	2019-10-16	1:31:00 PM	0	1.894
21	50.876	55.916	7	2019-10-16	1:41:58 PM	0	1.680
22	27.138	32.900	7	2019-10-16	3:35:35 PM	0	1.921
23	6.286	14.928	8	2019-10-16	3:38:17 PM	0	2.161
24	28.290	33.826	7	2019-10-16	3:51:36 PM	0	1.845
25	26.799	34.059	8	2019-10-16	3:59:36 PM	0	1.815
26	7.535	13.125	7	2019-10-16	4:58:14 PM	0	1.863
27	5.804	12.762	8	2019-10-16	5:14:15 PM	0	1.740
28	10.814	20.584	10	2019-10-17	4:34:22 PM	0	1.628
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Avg Headway = 1.944 sec 1.910 Median
 Sat Flow Rate = 1,852 veh/hr/lane 1885

0.2131 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 27 Required sample size
 OK! Sample size met?

Intersection:	STH 59 & STH 164 & Arcadian Ave
LT Street:	STH 164
Cross Street:	STH 59 & Arcadian Ave
Direction:	SB
Movement:	Single Left
WisDOT Region:	SE
County:	Waukesha
Urban Area Name:	Milwaukee
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	41.008	48.839	8	2020-02-11	2:34:49 PM	0	1.958
2	9.104	23.113	12	2020-02-11	2:37:23 PM	0	1.751
3	18.837	28.820	9	2020-02-11	4:08:30 PM	0	1.997
4	9.530	23.319	11	2020-02-11	2:29:24 PM	0	1.970
5	37.395	48.612	10	2020-02-11	2:41:49 PM	0	1.870
6	53.630	69.998	12	2020-02-11	3:04:11 PM	0	2.046
7	21.174	33.847	11	2020-02-11	4:08:35 PM	0	1.810
8	23.154	42.422	13	2020-02-11	3:06:43 PM	0	2.141
9	24.908	41.972	13	2020-02-11	3:06:46 PM	0	1.896
10	11.711	36.586	14	2020-02-11	3:09:38 PM	2	2.488
11	12.752	35.615	16	2020-02-11	3:09:37 PM	0	1.905
12	8.079	15.897	8	2020-02-11	3:19:17 PM	0	1.955
13	9.349	21.229	11	2020-02-11	3:19:22 PM	0	1.697
14	52.051	62.395	8	2020-02-11	3:22:04 PM	0	2.586
15	37.785	44.935	8	2020-02-11	3:24:46 PM	0	1.788
16	55.617	66.516	10	2020-02-11	3:32:08 PM	0	1.817
17	54.951	68.919	11	2020-02-11	3:32:10 PM	0	1.995
18	37.881	54.396	12	2020-02-11	3:34:55 PM	0	2.064
19	37.274	53.045	11	2020-02-11	3:34:54 PM	1	2.253
20	20.293	26.370	8	2020-02-11	3:37:36 PM	0	1.519
21	18.920	35.316	12	2020-02-11	3:37:36 PM	0	2.050
22	46.048	63.379	12	2020-02-11	3:42:04 PM	0	2.166
23	48.249	57.856	10	2020-02-11	3:41:59 PM	0	1.601
24	4.703	13.491	8	2020-02-11	3:47:14 PM	0	2.197
25	27.402	39.702	9	2020-02-11	3:49:41 PM	0	2.460
26	6.197	17.629	10	2020-02-11	3:52:19 PM	0	1.905
27	43.636	52.324	8	2020-02-11	4:10:54 PM	0	2.172
28	43.572	53.113	8	2020-02-11	4:10:54 PM	0	2.385
29	12.841	23.731	9	2020-02-11	4:13:25 PM	0	2.178
30	56.518	64.754	9	2020-02-11	4:16:06 PM	0	1.647
31	28.379	41.349	11	2020-02-11	4:34:43 PM	0	1.853
32	9.614	25.064	13	2020-02-11	3:37:26 PM	0	1.717
33	15.754	26.726	10	2020-02-11	4:39:28 PM	0	1.829
34	50.298	58.809	8	2020-02-11	4:42:00 PM	0	2.128
35	50.191	61.219	10	2020-02-11	4:42:03 PM	0	1.838
36	29.466	45.094	12	2020-02-11	4:44:46 PM	0	1.954
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semi

Avg Headway = 1.988 sec 1.956 Median
 Sat Flow Rate = 1,810 veh/hr/lane 1840

0.2370 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 33 Required sample size
 OK! Sample size met?

Intersection:	STH 31 & STH 165
LT Street:	STH 165
Cross Street:	STH 31
Direction:	EB
Movement:	Dual Left
WisDOT Region:	SE
County:	Kenosha
Urban Area Name:	Kenosha
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	15.209	21.599	8	2020-03-02	4:23:22 PM	0	1.598
2	42.148	49.133	8	2020-03-02	4:27:50 PM	0	1.746
3	42.896	52.836	9	2020-03-02	4:42:54 PM	0	1.988
4	12.642	20.172	8	2020-03-02	5:08:21 PM	0	1.883
5	41.230	49.390	8	2020-03-02	5:09:51 PM	0	2.040
6	42.012	49.134	8	2020-03-02	5:36:50 PM	0	1.781
7	13.724	22.159	9	2020-03-03	4:17:23 PM	0	1.687
8	43.178	52.154	8	2020-03-03	4:18:53 PM	1	2.244
9	11.617	21.743	8	2020-03-03	4:20:23 PM	0	2.532
10	43.733	50.149	8	2020-03-03	4:45:51 PM	0	1.604
11	41.357	50.457	9	2020-03-03	4:57:52 PM	0	1.820
12	12.244	20.894	8	2020-03-04	4:02:22 PM	0	2.163
13	10.770	18.260	8	2020-03-04	4:05:19 PM	0	1.873
14	13.220	21.594	8	2020-03-04	4:14:23 PM	0	2.094
15	11.577	19.598	8	2020-03-04	4:20:21 PM	0	2.005
16	42.892	50.204	8	2020-03-04	4:33:51 PM	0	1.828
17	41.392	48.784	8	2020-03-04	4:36:50 PM	0	1.848
18	12.558	20.054	8	2020-03-04	4:44:21 PM	0	1.874
19	41.996	50.484	9	2020-03-04	4:45:51 PM	0	1.698
20	13.573	20.728	8	2020-03-04	4:56:22 PM	0	1.789
21	40.820	47.418	8	2020-03-05	12:04:09 PM	0	1.650
22	10.764	18.532	8	2020-03-05	4:17:20 PM	0	1.942
23	40.168	47.594	8	2020-03-05	4:27:49 PM	0	1.857
24	39.869	46.885	8	2020-03-05	4:42:48 PM	0	1.754
25	40.622	52.276	9	2020-03-05	4:45:53 PM	2	2.331
26	11.598	18.225	8	2020-03-05	4:59:19 PM	0	1.657
27	39.436	47.870	8	2020-03-05	5:03:49 PM	0	2.109
28	10.380	19.155	9	2020-03-05	5:05:20 PM	0	1.755
29	39.510	46.724	8	2020-03-05	5:18:48 PM	0	1.804
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Avg Headway = 1.895 sec 1.848 Median
 Sat Flow Rate = 1,900 veh/hr/lane 1948

0.2235 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 29 Required sample size
 OK! Sample size met?

Intersection:	STH 167 (Lannon Rd) & IH 41
LT Street:	STH 167 (Lannon Rd)
Cross Street:	IH 41 SB Ramps
Direction:	WB
Movement:	Dual Left
WisDOT Region:	SE
County:	Washington
Urban Area Name:	Milwaukee
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	43.018	51.227	8	2020-03-02	2:15:52 PM	0	2.052
2	48.670	57.373	8	2020-03-02	2:39:58 PM	0	2.176
3	43.152	50.928	8	2020-03-02	2:53:51 PM	0	1.944
4	38.209	46.510	8	2020-03-02	3:07:48 PM	0	2.075
5	10.130	17.003	8	2020-03-02	3:10:18 PM	0	1.718
6	26.816	33.717	8	2020-03-02	3:11:35 PM	0	1.725
7	9.208	15.948	8	2020-03-02	3:34:17 PM	0	1.685
8	8.330	15.342	8	2020-03-02	3:34:16 PM	0	1.753
9	38.045	55.425	13	2020-03-02	3:35:56 PM	0	1.931
10	38.570	47.736	9	2020-03-02	3:35:49 PM	0	1.833
11	9.224	23.537	12	2020-03-02	3:37:25 PM	0	1.789
12	37.914	48.205	9	2020-03-02	3:38:49 PM	0	2.058
13	40.430	48.331	9	2020-03-02	3:38:49 PM	0	1.580
14	8.879	23.757	13	2020-03-02	3:40:25 PM	0	1.653
15	8.757	22.373	11	2020-03-02	3:40:23 PM	0	1.945
16	39.870	52.926	11	2020-03-02	3:41:54 PM	0	1.865
17	43.851	56.272	11	2020-03-02	3:41:57 PM	0	1.774
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Avg Headway = 1.856 sec 1.833 Median
 Sat Flow Rate = 1,939 veh/hr/lane 1964

0.1688 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 17 Required sample size
 OK! Sample size met?

Intersection:	STH 167 (Lannon Rd) & IH 41
LT Street:	STH 167 (Lannon Rd)
Cross Street:	IH 41 NB Ramps
Direction:	EB
Movement:	Dual Left
WisDOT Region:	SE
County:	Washington
Urban Area Name:	Milwaukee
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	24.049	31.787	8	2020-03-09	2:11:32 PM	1	1.935
2	20.102	26.764	8	2020-03-09	2:13:27 PM	0	1.666
3	15.618	27.512	10	2020-03-09	2:34:28 PM	0	1.982
4	14.904	21.910	8	2020-03-09	2:34:22 PM	0	1.752
5	26.639	36.993	10	2020-03-09	2:36:37 PM	2	1.726
6	44.961	53.342	8	2020-03-09	2:53:54 PM	0	2.095
7	44.373	53.357	8	2020-03-09	2:40:54 PM	1	2.246
8	4.781	12.585	8	2020-03-09	2:45:13 PM	1	1.951
9	14.260	22.601	8	2020-03-09	3:00:24 PM	1	2.085
10	32.892	42.795	8	2020-03-09	3:04:44 PM	3	2.476
11	42.786	55.811	8	2020-03-09	3:06:57 PM	1	3.256
12	42.758	57.619	12	2020-03-09	3:06:59 PM	1	1.858
13	53.309	69.178	13	2020-03-09	3:09:10 PM	0	1.763
14	52.048	68.136	11	2020-03-09	3:09:09 PM	2	2.298
15	14.860	22.651	8	2020-03-09	3:13:24 PM	2	1.948
16	24.816	35.223	10	2020-03-09	3:28:36 PM	2	1.735
17	43.574	54.392	8	2020-03-09	3:32:56 PM	2	2.705
18	53.460	62.892	9	2020-03-09	3:35:04 PM	1	1.886
19	51.177	62.493	9	2020-03-09	3:35:03 PM	0	2.263
20	2.737	16.142	10	2020-03-09	3:37:17 PM	1	2.234
21	2.564	15.444	11	2020-03-09	3:37:17 PM	0	1.840
22	12.602	26.415	12	2020-03-09	3:39:28 PM	0	1.727
23	22.936	34.516	10	2020-03-09	3:41:36 PM	0	1.930
24	21.929	31.416	9	2020-03-09	3:41:33 PM	0	1.897
25	30.447	46.859	11	2020-03-09	3:43:48 PM	2	2.345
26	37.586	48.385	9	2020-03-09	3:43:49 PM	0	2.160
27	42.557	53.309	9	2020-03-09	3:45:54 PM	1	2.150
28	42.142	57.027	10	2020-03-09	3:45:58 PM	1	2.481
29	51.662	60.638	8	2020-03-09	3:48:02 PM	0	2.244
30	53.013	63.505	10	2020-03-09	3:48:05 PM	1	1.749
31	13.427	21.748	9	2020-03-09	3:52:23 PM	0	1.664
32	51.771	66.904	9	2020-03-09	4:01:06 PM	2	3.027
33	3.133	12.509	9	2020-03-09	4:03:14 PM	0	1.875
34	12.250	26.562	11	2020-03-09	4:05:28 PM	0	2.045
35	22.986	31.197	8	2020-03-09	4:07:32 PM	0	2.053
36	32.932	42.480	9	2020-03-09	4:09:44 PM	0	1.910
37	32.516	44.505	11	2020-03-09	4:09:46 PM	0	1.713
38	43.705	57.176	10	2020-03-09	4:11:58 PM	0	2.245
39	47.258	56.503	10	2020-03-09	4:11:58 PM	0	1.541
40	53.061	66.082	10	2020-03-09	4:14:07 PM	1	2.170
41	51.812	66.555	12	2020-03-09	4:14:08 PM	0	1.843
42	3.777	16.994	11	2020-03-09	4:16:18 PM	0	1.888
43	3.440	14.366	9	2020-03-09	4:16:16 PM	1	2.185
44	22.038	34.465	10	2020-03-09	4:20:36 PM	0	2.071
45	32.474	41.396	9	2020-03-09	4:22:43 PM	0	1.784
46	43.297	59.297	11	2020-03-09	4:25:01 PM	1	2.286
47	43.155	51.375	8	2020-03-09	4:24:53 PM	1	2.055
48	1.507	15.219	11	2020-03-09	4:29:17 PM	3	1.959
49	22.899	37.178	12	2020-03-09	4:33:39 PM	1	1.785
50	34.352	47.304	10	2020-03-09	4:35:49 PM	0	2.159
51	38.626	48.519	10	2020-03-09	4:35:50 PM	0	1.649
52	41.973	56.541	12	2020-03-09	4:37:58 PM	1	1.821
53	52.810	64.782	11	2020-03-09	4:40:06 PM	0	1.710
54	1.929	13.695	9	2020-03-09	4:42:15 PM	1	2.353
55	4.098	16.276	10	2020-03-09	4:42:18 PM	0	2.030
56	12.774	27.754	12	2020-03-09	4:44:29 PM	0	1.873
57	11.687	25.045	12	2020-03-09	4:44:26 PM	1	1.670
58	21.975	35.648	11	2020-03-09	4:46:37 PM	0	1.953
59	23.176	37.364	13	2020-03-09	4:46:39 PM	0	1.576
60	32.758	44.115	11	2020-03-09	4:48:46 PM	0	1.622
61	43.462	50.392	8	2020-03-09	4:50:52 PM	0	1.733
62	12.239	21.775	9	2020-03-09	4:57:23 PM	0	1.907
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Avg Headway = 2.009 sec 1.941 Median
 Sat Flow Rate = 1,792 veh/hr/lane 1855

0.2439 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 35 Required sample size
 OK! Sample size met?

Intersection:	USH 51 & CTH BW & E Broadway
LT Street:	E Broadway
Cross Street:	USH 51
Direction:	WB
Movement:	Dual Left
WisDOT Region:	SW
County:	Dane
Urban Area Name:	Madison
Posted Speed Limit:	40 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	29.506	41.143	11	2020-03-10	7:32:43 AM	0	1.662
2	29.331	39.779	9	2020-03-10	7:32:41 AM	0	2.090
3	38.145	47.818	9	2020-03-10	7:34:49 AM	1	1.935
4	38.895	45.983	8	2020-03-10	7:34:47 AM	0	1.772
5	48.679	58.196	8	2020-03-10	7:50:00 AM	0	2.379
6	49.884	58.103	8	2020-03-10	7:50:00 AM	0	2.055
7	50.642	61.986	8	2020-03-10	8:16:03 AM	1	2.836
8	27.785	37.359	8	2020-03-10	8:24:38 AM	0	2.394
9	49.632	57.569	8	2020-03-10	8:41:59 AM	0	1.984
10	38.883	45.475	8	2020-03-10	8:52:46 AM	0	1.648
11	40.099	46.885	8	2020-03-10	8:52:48 AM	0	1.697
12	8.152	19.918	10	2020-03-11	7:15:21 AM	0	1.961
13	18.725	28.357	9	2020-03-11	7:30:29 AM	0	1.926
14	47.941	56.868	9	2020-03-11	7:36:58 AM	0	1.785
15	58.068	69.264	9	2020-03-11	7:39:10 AM	0	2.239
16	59.358	76.538	11	2020-03-11	7:39:17 AM	2	2.454
17	40.048	46.885	8	2020-03-11	7:47:48 AM	0	1.709
18	41.910	50.422	8	2020-03-11	7:47:51 AM	0	2.128
19	47.979	56.426	8	2020-03-11	7:49:57 AM	0	2.112
20	57.955	68.025	9	2020-03-11	7:52:09 AM	0	2.014
21	0.535	8.687	8	2020-03-11	7:52:10 AM	0	2.038
22	9.265	17.458	8	2020-03-11	7:54:19 AM	0	2.048
23	9.225	18.562	8	2020-03-11	7:54:20 AM	1	2.334
24	12.407	20.059	8	2020-03-11	7:56:21 AM	0	1.913
25	57.736	65.586	8	2020-03-11	8:05:07 AM	2	1.963
26	9.528	17.332	8	2020-03-11	8:07:18 AM	0	1.951
27	18.614	26.458	8	2020-03-11	8:48:27 AM	0	1.961
28	19.568	30.633	9	2020-03-11	8:48:32 AM	1	2.213
29	50.756	59.389	8	2020-03-11	7:37:00 AM	0	2.158
30	50.651	59.362	8	2020-03-12	7:37:00 AM	0	2.178
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semi

Avg Headway = 2.051 sec 2.026 Median
 Sat Flow Rate = 1,755 veh/hr/lane 1777

0.2187 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 28 Required sample size
 OK! Sample size met?

Intersection:	USH 51 & CTH BW & E Broadway
LT Street:	USH 51
Cross Street:	CTH BW & E Broadway
Direction:	NB
Movement:	Dual Left
WisDOT Region:	SW
County:	Dane
Urban Area Name:	Madison
Posted Speed Limit:	55 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	3.026	11.680	8	2020-03-09	2:14:12 PM	1	2.164
2	3.064	11.912	9	2020-03-09	2:14:12 PM	0	1.770
3	43.908	53.900	9	2020-03-09	2:39:54 PM	0	1.998
4	2.461	9.845	8	2020-03-09	2:56:10 PM	0	1.846
5	44.455	57.671	10	2020-03-09	3:00:59 PM	0	2.203
6	1.669	9.950	9	2020-03-09	3:24:12 PM	0	1.656
7	21.711	32.443	9	2020-03-09	3:26:34 PM	0	2.146
8	21.873	30.894	9	2020-03-09	3:26:32 PM	0	1.804
9	5.986	20.382	10	2020-03-09	3:34:22 PM	0	2.399
10	5.888	15.866	9	2020-03-09	3:34:17 PM	0	1.996
11	47.191	56.748	9	2020-03-09	3:36:58 PM	0	1.911
12	47.818	57.370	9	2020-03-09	3:44:59 PM	0	1.910
13	25.308	33.596	9	2020-03-09	3:47:35 PM	0	1.658
14	7.752	21.751	12	2020-03-09	3:50:23 PM	0	1.750
15	5.506	16.864	9	2020-03-09	3:50:18 PM	0	2.272
16	6.869	21.185	10	2020-03-09	3:58:23 PM	0	2.386
17	47.286	53.836	8	2020-03-09	4:00:55 PM	0	1.638
18	46.325	56.477	9	2020-03-09	4:00:57 PM	0	2.030
19	27.506	36.950	9	2020-03-09	4:03:38 PM	0	1.889
20	27.100	36.509	9	2020-03-09	4:03:37 PM	0	1.882
21	6.712	19.344	11	2020-03-09	4:06:20 PM	0	1.805
22	9.034	21.646	11	2020-03-09	4:06:10 PM	0	1.802
23	6.920	14.736	8	2020-03-09	4:06:16 PM	0	1.954
24	48.239	58.123	9	2020-03-09	4:08:59 PM	0	1.977
25	47.215	54.331	8	2020-03-09	4:08:55 PM	0	1.779
26	27.442	34.598	8	2020-03-09	4:11:35 PM	0	1.789
27	6.986	15.270	8	2020-03-09	4:14:16 PM	0	2.071
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Avg Headway = 1.944 sec 1.910 Median
 Sat Flow Rate = 1,852 veh/hr/lane 1884

0.2105 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 26 Required sample size
 OK! Sample size met?

Intersection:	STH 59 & STH 164 & Arcadian Ave
LT Street:	STH 59 & Arcadian Ave
Cross Street:	STH 164
Direction:	WB
Movement:	Triple Left
WisDOT Region:	SE
County:	Waukesha
Urban Area Name:	Milwaukee
Posted Speed Limit:	40 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	30.404	36.756	7	2021-06-29	11:44:38 AM	0	2.117
2	21.325	28.048	7	2021-06-29	2:44:29 PM	0	2.241
3	32.426	38.316	7	2021-06-29	2:47:39 PM	0	1.963
4	8.260	17.096	8	2021-06-29	4:43:18 PM	0	2.209
5	53.909	60.259	7	2021-06-30	2:46:01 PM	0	2.117
6	44.503	49.977	7	2021-06-30	4:36:51 PM	0	1.825
7	3.938	13.871	9	2021-06-30	4:43:15 PM	0	1.987
8	34.368	42.396	8	2021-06-30	4:52:44 PM	0	2.007
9	9.949	15.937	7	2021-06-30	4:54:17 PM	0	1.996
10	39.154	47.606	8	2021-07-01	4:41:49 PM	0	2.113
11	49.057	60.139	9	2021-07-01	4:45:01 PM	0	2.216
12	1.775	8.720	7	2021-07-01	3:24:10 PM	0	2.315
13	28.601	34.412	7	2021-07-01	1:36:35 PM	0	1.937
14	17.023	23.049	7	2021-07-01	6:11:24 PM	0	2.009
15	33.452	41.146	8	2021-06-30	5:11:43 PM	0	1.924
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Avg Headway = 2.065 sec 2.009 Median
 Sat Flow Rate = 1,743 veh/hr/lane 1792

0.1380 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 11 Required sample size
 OK! Sample size met?

Intersection:	STH 312 & Clairemont Ave
LT Street:	STH 312 WB Ramps
Cross Street:	Clairemont Ave
Direction:	WB
Movement:	Dual Left
WisDOT Region:	NW
County:	Eau Claire
Urban Area Name:	Eau Claire
Posted Speed Limit:	Ramp

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	59.639	67.213	8	2021-06-29	9:29:08 AM	0	1.894
2	16.635	24.350	8	2021-06-29	2:16:25 PM	0	1.929
3	17.190	25.165	8	2021-06-29	4:09:26 PM	0	1.994
4	57.495	65.477	8	2021-06-29	5:10:06 PM	0	1.996
5	4.894	13.626	8	2021-06-29	5:23:14 PM	0	2.183
6	59.078	67.524	8	2021-06-30	4:13:09 PM	0	2.112
7	26.222	33.078	8	2021-06-30	5:06:34 PM	0	1.714
8	3.416	11.391	8	2021-06-30	5:08:13 PM	0	1.994
9	33.251	38.299	7	2021-06-30	5:09:40 PM	0	1.683
10	34.146	40.599	7	2021-06-30	5:11:42 PM	0	2.151
11	20.806	27.756	8	2021-06-30	5:17:29 PM	0	1.738
12	45.649	51.953	7	2021-07-01	4:01:53 PM	0	2.101
13	31.799	38.385	7	2021-07-01	4:09:40 PM	0	2.195
14	2.691	9.178	7	2021-07-01	4:38:10 PM	0	2.162
15	40.793	46.669	7	2021-07-01	5:12:48 PM	0	1.959
16	52.632	60.467	8	2021-07-01	5:18:02 PM	0	1.959
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Avg Headway = 1.985 sec 1.994 Median
 Sat Flow Rate = 1,814 veh/hr/lane 1806

0.1656 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 16 Required sample size
 OK! Sample size met?

Intersection:	USH 53 & STH 312 (N Crossing)
LT Street:	STH 312 (N Crossing)
Cross Street:	USH 53 NB Ramps
Direction:	EB
Movement:	Single Left
WisDOT Region:	NW
County:	Eau Claire
Urban Area Name:	Eau Claire
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	46.947	56.231	8	2021-06-29	6:20:57 AM	0	2.321
2	26.579	32.346	7	2021-06-29	4:42:33 PM	0	1.922
3	8.037	14.745	7	2021-06-29	4:44:16 PM	0	2.236
4	21.701	35.257	10	2021-06-29	5:08:36 PM	0	2.259
5	22.168	30.718	8	2021-06-29	5:08:32 PM	0	2.138
6	8.735	17.693	8	2021-06-29	5:16:19 PM	0	2.240
7	59.392	68.516	8	2021-06-29	5:21:09 PM	0	2.281
8	51.304	58.845	8	2021-06-29	5:23:00 PM	0	1.885
9	52.772	60.957	8	2021-06-29	5:23:02 PM	0	2.046
10	2.210	10.117	8	2021-06-30	3:35:11 PM	0	1.977
11	40.029	49.349	8	2021-06-30	4:10:50 PM	0	2.330
12	17.209	33.426	11	2021-06-30	5:11:34 PM	0	2.317
13	20.405	29.373	8	2021-06-30	5:22:30 PM	0	2.242
14	19.706	27.908	8	2021-06-30	5:22:29 PM	0	2.051
15	32.298	39.694	8	2021-06-30	6:05:41 PM	0	1.849
16	6.045	14.820	8	2021-07-01	5:14:16 PM	0	2.194
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Avg Headway = 2.143 sec 2.215 Median
 Sat Flow Rate = 1,680 veh/hr/lane 1625

0.1647 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 16 Required sample size
 OK! Sample size met?

Intersection:	USH 53 & STH 312 (N Crossing)
LT Street:	USH 53 NB Ramps
Cross Street:	STH 312 (N Crossing)
Direction:	NB
Movement:	Dual Left
WisDOT Region:	NW
County:	Eau Claire
Urban Area Name:	Eau Claire
Posted Speed Limit:	Ramp

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	17.264	27.068	8	2021-06-15	7:48:28 AM	0	2.451
2	4.614	10.556	7	2021-06-15	7:38:12 AM	0	1.981
3	15.861	25.839	8	2021-06-15	7:48:26 AM	0	2.495
4	16.125	23.507	7	2021-06-15	9:30:25 AM	0	2.461
5	15.862	26.022	8	2021-06-15	7:48:26 AM	0	2.540
6	59.373	65.756	7	2021-06-15	10:14:06 AM	0	2.128
7	29.738	39.726	8	2021-06-15	11:47:41 AM	2	2.497
8	16.796	23.234	7	2021-06-15	1:02:35 PM	0	2.146
9	16.783	22.972	7	2021-06-15	3:35:24 PM	0	2.063
10	34.781	43.131	8	2021-06-15	4:58:44 PM	0	2.088
11	51.982	61.174	8	2021-06-15	5:14:02 PM	0	2.298
12	51.484	58.948	7	2021-06-15	5:31:00 PM	0	2.488
13	9.220	15.399	7	2021-06-16	7:53:17 AM	0	2.060
14	5.381	14.525	8	2021-06-16	9:55:16 AM	0	2.286
15	16.836	22.968	7	2021-06-16	11:47:24 AM	0	2.044
16	40.232	47.282	7	2021-06-16	12:58:49 PM	0	2.350
17	22.667	29.879	7	2021-06-16	2:08:31 PM	0	2.404
18	16.234	23.916	8	2021-06-16	3:11:24 PM	0	1.921
19	39.815	49.719	8	2021-06-16	4:22:51 PM	0	2.476
20	42.368	48.889	7	2021-06-16	4:39:50 PM	0	2.174
21	30.029	39.273	8	2021-06-16	5:20:40 PM	0	2.311
22	28.073	39.906	9	2021-06-16	5:20:41 PM	0	2.367
23	21.251	33.753	9	2021-06-16	5:32:35 PM	0	2.500
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Avg Headway = 2.284 sec 2.311 Median
 Sat Flow Rate = 1,576 veh/hr/lane 1558

0.1956 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 23 Required sample size
 OK! Sample size met?

Intersection:	I-41 & STH 23 (Johnson St)
LT Street:	I-41 SB Ramps
Cross Street:	STH 23 (Johnson St)
Direction:	SB
Movement:	Dual Left
WisDOT Region:	NE
County:	Fond du Lac
Urban Area Name:	Fond du Lac
Posted Speed Limit:	Ramp

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	32.315	43.015	9	2021-06-22	7:44:44 AM	0	2.140
2	52.271	59.780	8	2021-06-22	7:48:01 AM	0	1.877
3	32.788	41.929	9	2021-06-22	7:49:43 AM	0	1.828
4	33.691	48.175	11	2021-06-22	7:54:49 AM	0	2.069
5	13.303	25.216	9	2021-06-22	9:31:26 AM	0	2.383
6	32.539	47.145	10	2021-06-22	9:39:48 AM	1	2.434
7	31.949	43.682	10	2021-06-22	9:54:45 AM	0	1.956
8	13.907	24.501	9	2021-06-22	9:56:25 AM	0	2.119
9	32.463	43.434	9	2021-06-22	9:59:44 AM	0	2.194
10	52.022	64.944	10	2021-06-22	10:18:06 AM	0	2.154
11	51.618	59.917	8	2021-06-22	10:23:01 AM	0	2.075
12	31.671	45.152	11	2021-06-22	10:39:46 AM	0	1.926
13	14.808	25.934	9	2021-06-22	10:41:27 AM	0	2.225
14	32.086	45.293	11	2021-06-22	10:49:46 AM	0	1.887
15	12.819	24.184	10	2021-06-22	10:51:25 AM	0	1.894
16	32.373	44.743	10	2021-06-22	10:54:46 AM	0	2.062
17	12.305	26.208	11	2021-06-22	10:56:27 AM	0	1.986
18	53.294	64.017	9	2021-06-22	11:03:05 AM	0	2.145
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Avg Headway = 2.075 sec 2.072 Median
 Sat Flow Rate = 1,735 veh/hr/lane 1737

0.1699 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 17 Required sample size
 OK! Sample size met?

Intersection:	I-41 & STH 125 (College Ave)
LT Street:	I-41 NB Ramp
Cross Street:	STH 125 (College Ave)
Direction:	NB
Movement:	Dual Left
WisDOT Region:	NE
County:	Outagamie
Urban Area Name:	Appleton
Posted Speed Limit:	Ramp

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	0.724	10.323	9	2021-06-29	6:09:11 AM	0	1.920
2	2.728	12.540	9	2021-06-29	6:09:13 AM	0	1.962
3	5.174	15.420	9	2021-06-29	6:11:16 AM	0	2.049
4	46.400	55.488	8	2021-06-29	6:17:56 AM	0	2.272
5	51.000	59.105	8	2021-06-29	6:19:59 AM	0	2.026
6	15.328	24.077	8	2021-06-29	7:03:25 AM	0	2.187
7	15.909	23.513	8	2021-06-29	7:16:24 AM	0	1.901
8	14.908	23.757	8	2021-06-29	7:16:25 AM	0	2.212
9	31.130	39.354	8	2021-06-29	7:20:40 AM	0	2.056
10	32.565	40.607	8	2021-06-29	7:20:42 AM	0	2.011
11	14.628	24.254	8	2021-06-29	8:08:25 AM	0	2.407
12	25.085	34.963	8	2021-06-29	8:10:36 AM	0	2.470
13	26.893	35.735	8	2021-06-29	8:10:37 AM	0	2.211
14	28.802	36.708	8	2021-06-29	8:12:38 AM	0	1.977
15	28.881	38.221	8	2021-06-29	8:12:39 AM	0	2.335
16	56.989	66.678	8	2021-06-29	9:16:08 AM	0	2.422
17	47.848	57.888	8	2021-06-29	9:50:59 AM	0	2.510
18	36.018	45.816	8	2021-06-29	9:52:47 AM	0	2.450
19	38.438	47.201	8	2021-06-29	9:52:48 AM	0	2.191
20	45.658	55.188	8	2021-06-29	10:23:56 AM	0	2.383
21	46.159	54.333	8	2021-06-29	10:23:55 AM	0	2.044
22	17.216	26.410	8	2021-06-29	10:29:27 AM	0	2.299
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Avg Headway = 2.195 sec 2.201 Median
 Sat Flow Rate = 1,640 veh/hr/lane 1636

0.1949 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 22 Required sample size
 OK! Sample size met?

Intersection:	USH 51 (Stoughton Rd) & USH 12/18 (Beltline)
LT Street:	USH 12/18 (Beltline) EB Ramps
Cross Street:	USH 51 (Stoughton Rd)
Direction:	EB
Movement:	Triple Left
WisDOT Region:	SW
County:	Dane
Urban Area Name:	Madison
Posted Speed Limit:	Ramp

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	39.372	46.912	8	2021-05-24	3:05:49 PM	0	1.885
2	41.874	52.186	8	2021-05-24	3:20:54 PM	0	2.578
3	45.077	54.065	8	2021-05-24	4:20:56 PM	0	2.247
4	2.708	10.098	8	2021-05-24	4:38:12 PM	0	1.848
5	7.674	16.330	8	2021-05-24	4:38:19 PM	0	2.164
6	9.222	15.722	8	2021-05-24	4:48:18 PM	0	1.625
7	1.436	8.856	8	2021-05-24	5:03:11 PM	0	1.855
8	32.086	39.774	8	2021-05-24	5:10:42 PM	0	1.922
9	2.950	11.891	8	2021-05-24	5:13:14 PM	0	2.235
10	1.843	10.093	8	2021-05-24	5:33:12 PM	0	2.063
11	1.413	10.538	8	2021-05-24	5:33:13 PM	0	2.281
12	1.644	8.934	8	2021-05-24	5:38:11 PM	0	1.823
13	29.846	37.985	8	2021-05-20	1:25:40 PM	0	2.035
14	0.339	7.353	7	2021-05-20	1:54:10 PM	0	2.338
15	58.041	64.128	7	2021-05-20	11:22:05 AM	0	2.029
16	0.193	5.835	7	2021-05-20	1:22:07 PM	0	1.881
17	37.104	46.710	9	2021-05-20	3:05:48 PM	0	1.921
18	3.016	10.162	8	2021-05-20	3:18:11 PM	0	1.787
19	39.210	47.399	8	2021-05-20	3:20:49 PM	0	2.047
20	3.458	14.140	9	2021-05-20	3:38:15 PM	0	2.136
21	3.317	10.199	8	2021-05-20	3:43:11 PM	0	1.721
22	5.309	13.459	8	2021-05-20	3:53:15 PM	0	2.038
23	2.587	10.357	8	2021-05-20	4:08:12 PM	0	1.943
24	36.227	44.311	8	2021-05-20	4:20:46 PM	0	2.021
25	2.382	12.245	8	2021-05-20	4:33:17 PM	0	2.466
26	10.670	16.844	7	2021-05-20	4:43:18 PM	0	2.058
27	41.588	49.146	8	2021-05-20	4:55:50 PM	0	1.890
28	32.922	40.482	8	2021-05-20	5:00:41 PM	0	1.890
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Avg Headway = 2.026 sec 2.025 Median
 Sat Flow Rate = 1,777 veh/hr/lane 1778

0.2201 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 28 Required sample size
 OK! Sample size met?

Intersection:	USH 18 (Bluemound Rd) & CTH O (Moorland Rd)
LT Street:	USH 18 (Bluemound Rd)
Cross Street:	CTH O (Moorland Rd)
Direction:	EB
Movement:	Dual Left
WisDOT Region:	SE
County:	Waukesha
Urban Area Name:	Milwaukee
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	41.734	50.212	9	2021-05-19	4:01:52 PM	0	1.696
2	17.246	25.478	8	2021-05-19	4:04:28 PM	0	2.058
3	43.102	49.192	7	2021-05-19	4:11:51 PM	0	2.030
4	11.562	26.725	10	2021-05-19	4:14:29 PM	0	2.527
5	44.789	55.430	9	2021-05-19	4:21:57 PM	0	2.128
6	9.761	17.271	8	2021-05-19	4:24:19 PM	0	1.878
7	11.021	21.923	9	2021-05-19	4:29:24 PM	0	2.180
8	45.071	52.678	8	2021-05-19	4:31:54 PM	0	1.902
9	47.606	54.981	8	2021-05-19	4:36:57 PM	0	1.844
10	13.512	22.548	8	2021-05-19	4:39:25 PM	0	2.259
11	14.321	29.368	10	2021-05-19	4:44:31 PM	0	2.508
12	41.368	48.017	8	2021-05-19	4:46:50 PM	0	1.662
13	15.996	24.273	8	2021-05-19	4:49:26 PM	0	2.069
14	43.470	54.273	9	2021-05-19	5:01:56 PM	0	2.161
15	43.012	51.185	8	2021-05-19	5:06:53 PM	0	2.043
16	44.639	53.449	9	2021-05-19	5:06:43 PM	0	1.762
17	10.150	19.900	8	2021-05-19	5:14:21 PM	0	2.438
18	47.169	57.986	10	2021-05-19	5:17:00 PM	0	1.803
19	44.767	52.713	8	2021-05-19	5:21:55 PM	0	1.987
20	19.357	28.177	8	2021-05-19	5:29:30 PM	0	2.205
21	18.809	28.355	8	2021-05-19	5:34:30 PM	0	2.387
22	11.050	21.828	9	2021-05-19	5:39:24 PM	0	2.156
23	40.896	48.974	8	2021-05-19	5:41:51 PM	0	2.020
24	1.607	8.711	8	2021-05-19	5:54:11 PM	0	1.776
25	5.313	13.356	8	2021-05-19	5:59:15 PM	0	2.011
26	57.378	67.648	8	2021-05-20	11:40:09 AM	0	2.568
27	49.403	56.223	8	2021-05-20	11:50:57 AM	0	1.705
28	29.663	36.722	8	2021-05-20	11:59:38 AM	0	1.765
29	33.877	40.519	8	2021-05-20	12:01:42 PM	0	1.661
30	22.845	30.276	8	2021-05-20	12:12:32 PM	0	1.858
31	26.226	35.742	8	2021-05-20	12:25:37 PM	1	2.379
32	38.457	45.429	8	2021-05-20	12:27:47 PM	0	1.743
33	57.070	67.160	8	2021-05-20	12:32:08 PM	0	2.523
34	21.581	30.290	8	2021-05-20	12:36:32 PM	0	2.177
35	50.199	57.432	8	2021-05-20	12:44:59 PM	0	1.808
36	7.684	15.046	8	2021-05-20	12:47:16 PM	0	1.841
37	38.145	46.667	8	2021-05-20	1:06:48 PM	0	2.131
38	29.270	38.678	8	2021-05-20	1:19:40 PM	0	2.352
39	17.775	26.927	9	2021-05-20	1:28:28 PM	0	1.830
40	18.445	27.220	8	2021-05-20	1:54:28 PM	0	2.194
41	39.827	49.676	9	2021-05-20	4:06:51 PM	0	1.970
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Avg Headway = 2.049 sec 2.030 Median
 Sat Flow Rate = 1,757 veh/hr/lane 1773

0.2639 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 41 Required sample size
 OK! Sample size met?

Intersection:	USH 18 (Bluemound Rd) & CTH O (Moorland Rd)
LT Street:	USH 18 (Bluemound Rd)
Cross Street:	CTH O (Moorland Rd)
Direction:	WB
Movement:	Dual Left
WisDOT Region:	SE
County:	Waukesha
Urban Area Name:	Milwaukee
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	57.177	66.090	9	2021-05-19	4:03:07 PM	0	1.783
2	57.144	68.662	9	2021-05-19	4:03:10 PM	0	2.304
3	29.329	38.677	9	2021-05-19	4:05:40 PM	0	1.870
4	31.560	38.038	8	2021-05-19	4:05:39 PM	0	1.620
5	23.724	33.766	9	2021-05-19	4:10:34 PM	0	2.008
6	28.302	39.082	9	2021-05-19	4:15:40 PM	0	2.156
7	29.488	37.848	8	2021-05-19	4:15:39 PM	0	2.090
8	1.105	10.525	9	2021-05-19	4:18:11 PM	0	1.884
9	0.681	10.264	9	2021-05-19	4:18:11 PM	0	1.917
10	26.327	33.733	8	2021-05-19	4:20:35 PM	0	1.852
11	58.345	65.519	8	2021-05-19	4:23:07 PM	0	1.794
12	30.967	40.547	8	2021-05-19	4:30:42 PM	0	2.395
13	32.203	39.196	8	2021-05-19	4:30:40 PM	0	1.748
14	30.820	39.428	8	2021-05-19	4:35:40 PM	0	2.152
15	30.364	38.636	8	2021-05-19	4:35:39 PM	0	2.068
16	59.748	68.234	9	2021-05-19	4:38:09 PM	0	1.697
17	46.998	56.010	9	2021-05-19	4:42:57 PM	0	1.802
18	31.306	42.742	9	2021-05-19	4:45:44 PM	0	2.287
19	25.682	32.966	8	2021-05-19	4:50:34 PM	0	1.821
20	53.936	62.388	8	2021-05-19	5:03:03 PM	0	2.113
21	53.274	61.674	8	2021-05-19	5:03:03 PM	0	2.100
22	30.272	37.862	8	2021-05-19	5:05:39 PM	0	1.898
23	58.435	67.787	8	2021-05-19	5:08:09 PM	0	2.338
24	59.045	67.994	8	2021-05-19	5:08:09 PM	0	2.237
25	56.161	66.768	9	2021-05-19	5:13:08 pm	0	2.121
26	31.445	40.218	8	2021-05-20	7:01:41 am	0	2.193
27	51.188	60.258	9	2021-05-20	7:17:01 am	0	1.814
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Avg Headway = 2.002 sec 2.008 Median
 Sat Flow Rate = 1,798 veh/hr/lane 1792

0.2150 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 27 Required sample size
 OK! Sample size met?

Intersection:	USH 18 (Bluemound Rd) & CTH O (Moorland Rd)
LT Street:	CTH O (Moorland Rd)
Cross Street:	USH 18 (Bluemound Rd)
Direction:	NB
Movement:	Dual Left
WisDOT Region:	SE
County:	Waukesha
Urban Area Name:	Milwaukee
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	53.409	64.110	9	2021-05-24	12:14:05 PM	0	2.140
2	16.248	30.147	10	2021-05-24	12:20:31 PM	0	2.317
3	19.492	28.194	8	2021-05-24	12:30:29 PM	0	2.176
4	42.495	52.506	8	2021-05-24	12:33:53 PM	0	2.503
5	43.317	52.712	8	2021-05-24	12:36:54 PM	0	2.349
6	48.488	56.543	8	2021-05-24	12:39:57 PM	0	2.014
7	32.732	44.604	9	2021-05-24	1:16:45 PM	0	2.374
8	2.134	11.923	8	2021-05-24	2:15:15 PM	2	2.447
9	57.557	67.634	8	2021-05-24	3:51:09 PM	0	2.519
10	20.517	29.120	8	2021-05-24	4:33:30 PM	0	2.151
11	55.635	65.471	9	2021-05-24	4:44:06 PM	0	1.967
12	26.411	34.993	8	2021-05-24	5:35:36 PM	0	2.146
13	49.289	58.818	8	2021-05-25	12:07:01 PM	0	2.382
14	15.688	26.798	9	2021-05-25	12:10:29 PM	0	2.222
15	53.907	64.829	9	2021-05-25	12:23:07 PM	0	2.184
16	53.423	61.060	8	2021-05-25	1:01:06 PM	0	1.909
17	59.606	67.601	8	2021-05-25	1:04:10 PM	0	1.999
18	42.208	50.534	8	2021-05-25	1:30:53 PM	0	2.082
19	13.700	23.837	9	2021-05-25	1:45:26 PM	0	2.027
20	41.259	49.415	8	2021-05-25	1:51:52 PM	0	2.039
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Avg Headway = 2.197 sec 2.163 Median
 Sat Flow Rate = 1,638 veh/hr/lane 1664

0.1847 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 20 Required sample size
 OK! Sample size met?

Intersection:	STH 190 (Capitol Drive) & N 124th St
LT Street:	STH 190 (Capitol Drive)
Cross Street:	N 124th St
Direction:	EB
Movement:	Single Left
WisDOT Region:	SE
County:	Milwaukee
Urban Area Name:	Milwaukee
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	11.304	19.876	8	2021-05-24	6:56:20 AM	0	2.143
2	36.344	45.720	8	2021-05-24	7:45:48 AM	0	2.344
3	38.096	46.667	8	2021-05-24	7:45:49 AM	0	2.143
4	37.224	47.081	8	2021-05-24	7:52:49 AM	0	2.464
5	40.442	50.143	8	2021-05-24	7:52:52 AM	0	2.425
6	8.476	16.409	8	2021-05-24	7:56:18 AM	0	1.983
7	10.303	18.977	8	2021-05-24	7:56:21 AM	0	2.169
8	56.027	65.211	8	2021-05-24	8:00:07 AM	0	2.296
9	30.891	38.664	8	2021-05-24	8:06:41 AM	0	1.943
10	2.604	12.750	8	2021-05-24	8:39:15 AM	0	2.537
11	5.219	13.453	8	2021-05-24	8:39:15 AM	0	2.059
12	30.479	37.834	8	2021-05-24	8:48:40 AM	0	1.839
13	30.644	40.354	8	2021-05-24	8:48:42 AM	0	2.428
14	35.330	44.005	8	2021-05-24	10:20:46 AM	0	2.169
15	12.048	20.548	8	2021-05-24	10:26:22 AM	0	2.125
16	52.471	61.481	8	2021-05-24	10:53:03 AM	0	2.253
17	34.650	42.730	8	2021-05-24	11:06:45 AM	0	2.020
18	36.563	45.233	8	2021-05-24	11:06:47 AM	0	2.168
19	4.665	12.631	8	2021-05-24	11:15:15 AM	0	1.992
20	3.614	16.649	10	2021-05-24	11:21:19 AM	0	2.173
21	28.969	38.327	8	2021-05-24	11:41:40 AM	0	2.340
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Avg Headway = 2.191 sec 2.169 Median
 Sat Flow Rate = 1,643 veh/hr/lane 1660

0.1859 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 20 Required sample size
 OK! Sample size met?

Intersection:	STH 190 (Capitol Drive) & N 124th St
LT Street:	STH 190 (Capitol Drive)
Cross Street:	N 124th St
Direction:	WB
Movement:	Dual Left
WisDOT Region:	SE
County:	Milwaukee
Urban Area Name:	Milwaukee
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	12.545	19.993	8	2021-05-24	11:35:22 AM	0	1.862
2	16.509	23.964	8	2021-05-24	11:56:26 AM	0	1.864
3	36.162	43.737	8	2021-05-24	12:21:45 PM	0	1.894
4	59.666	69.902	9	2021-05-24	12:25:12 PM	0	2.047
5	8.955	18.056	8	2021-05-24	1:08:20 PM	0	2.275
6	38.052	46.252	8	2021-05-24	1:14:48 PM	0	2.050
7	15.928	24.421	8	2021-05-24	1:48:27 PM	0	2.123
8	18.251	28.494	9	2021-05-24	2:35:30 PM	0	2.049
9	44.857	53.366	8	2021-05-24	3:08:55 PM	0	2.127
10	19.705	27.985	8	2021-05-24	3:15:30 PM	0	2.070
11	9.034	17.277	8	2021-05-24	3:19:19 PM	0	2.061
12	28.440	35.755	8	2021-05-24	3:22:38 PM	0	1.829
13	49.413	56.367	8	2021-05-24	3:29:58 PM	0	1.739
14	42.155	49.663	8	2021-05-24	3:33:52 PM	0	1.877
15	43.624	51.932	8	2021-05-24	3:33:54 PM	1	2.077
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Avg Headway = 1.996 sec 2.049 Median
 Sat Flow Rate = 1,803 veh/hr/lane 1757

0.1440 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 12 Required sample size
 OK! Sample size met?

Intersection:	STH 190 (Capitol Drive) & N 124th St
LT Street:	N 124th St
Cross Street:	STH 190 (Capitol Drive)
Direction:	NB
Movement:	Dual Left
WisDOT Region:	SE
County:	Milwaukee
Urban Area Name:	Milwaukee
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	39.120	48.842	9	2021-05-21	2:11:49 PM	0	1.944
2	9.555	17.486	8	2021-05-21	2:29:18 PM	0	1.983
3	28.336	38.877	9	2021-05-21	2:33:39 PM	0	2.108
4	52.825	59.818	8	2021-05-21	2:40:00 PM	0	1.748
5	43.577	55.116	9	2021-05-21	3:04:56 PM	0	2.308
6	4.207	12.903	8	2021-05-21	3:07:14 PM	0	2.174
7	9.349	16.799	8	2021-05-21	3:17:18 PM	0	1.863
8	45.352	54.494	9	2021-05-21	3:19:56 PM	0	1.828
9	24.195	32.900	8	2021-05-21	3:26:34 PM	0	2.176
10	38.675	46.751	8	2021-05-21	3:34:48 PM	0	2.019
11	46.453	56.181	8	2021-05-21	4:19:57 PM	0	2.432
12	36.563	45.205	8	2021-05-21	4:26:46 PM	0	2.161
13	53.048	62.235	9	2021-05-21	4:30:03 PM	0	1.837
14	18.535	26.646	8	2021-05-21	5:07:28 PM	0	2.028
15	40.262	49.639	9	2021-05-21	5:09:51 PM	0	1.875
16	17.003	26.073	9	2021-05-21	5:17:27 PM	0	1.814
17	41.840	53.004	9	2021-05-21	5:19:54 PM	0	2.233
18	33.012	43.629	9	2021-05-21	5:24:45 PM	0	2.123
19	38.254	46.252	8	2021-05-21	5:39:47 PM	0	2.000
20	3.622	12.308	8	2021-05-21	5:47:13 PM	0	2.172
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Avg Headway = 2.041 sec 2.023 Median
 Sat Flow Rate = 1,764 veh/hr/lane 1779

0.1832 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 20 Required sample size
 OK! Sample size met?

Intersection:	STH 100 (Mayfair Rd) & Watertown Plank Road
LT Street:	STH 100 (Mayfair Rd)
Cross Street:	Watertown Plank Rd
Direction:	SB
Movement:	Dual Left
WisDOT Region:	SE
County:	Milwaukee
Urban Area Name:	Milwaukee
Posted Speed Limit:	40 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	6.049	13.736	8	2021-06-01	1:43:14 PM	0	1.922
2	53.606	61.320	8	2021-06-01	2:28:02 PM	0	1.929
3	55.087	64.242	8	2021-06-01	2:28:05 PM	0	2.289
4	24.530	31.571	8	2021-06-01	3:09:33 PM	0	1.760
5	0.634	9.195	8	2021-06-01	3:42:10 PM	0	2.140
6	23.875	32.073	8	2021-06-01	4:44:33 PM	0	2.050
7	29.002	35.709	8	2021-06-01	4:54:37 PM	0	1.677
8	25.308	33.537	8	2021-06-01	5:19:34 PM	0	2.057
9	8.605	19.586	10	2021-06-01	7:40:22 AM	0	1.830
10	29.705	39.055	9	2021-06-01	7:42:41 AM	0	1.870
11	30.549	39.392	9	2021-06-01	7:42:41 AM	0	1.769
12	59.632	71.110	10	2021-06-01	7:45:13 AM	1	1.913
13	59.733	69.642	10	2021-06-01	7:45:12 AM	0	1.652
14	1.533	16.515	12	2021-06-01	7:50:19 AM	0	1.873
15	1.734	17.357	12	2021-06-01	7:50:19 AM	0	1.953
16	29.850	44.077	12	2021-06-01	7:52:46 AM	0	1.778
17	59.031	69.075	10	2021-06-01	7:55:11 AM	0	1.674
18	0.933	10.778	10	2021-06-01	7:55:13 AM	0	1.641
19	31.151	43.063	10	2021-06-01	7:57:45 AM	0	1.985
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Avg Headway = 1.882 sec 1.873 Median
 Sat Flow Rate = 1,913 veh/hr/lane 1922

0.1747 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 18 Required sample size
 OK! Sample size met?

Intersection:	USH 18 (Bluemound Rd) & STH 100 (Mayfair Rd)
LT Street:	STH 100 (Mayfair Rd)
Cross Street:	USH 18 (Bluemound Rd)
Direction:	NB
Movement:	Dual Left
WisDOT Region:	SE
County:	Milwaukee
Urban Area Name:	Milwaukee
Posted Speed Limit:	40 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	39.832	47.561	8	2021-06-01	3:00:49 PM	0	1.932
2	38.539	47.380	8	2021-06-01	3:00:49 PM	0	2.210
3	7.654	14.573	7	2021-06-01	3:08:16 PM	0	2.306
4	7.146	14.906	8	2021-06-01	3:08:17 PM	0	1.940
5	6.220	14.828	8	2021-06-01	3:08:17 PM	0	2.152
6	27.668	33.466	7	2021-06-01	3:13:35 PM	0	1.933
7	36.368	43.108	7	2021-06-01	3:15:45 PM	0	2.247
8	10.684	19.665	8	2021-06-01	3:38:21 PM	0	2.245
9	9.186	16.090	7	2021-06-01	3:38:18 PM	0	2.301
10	55.923	62.428	7	2021-06-01	3:41:04 PM	0	2.168
11	54.666	60.460	7	2021-06-01	3:41:02 PM	0	1.931
12	48.182	53.965	7	2021-06-01	4:00:50 PM	0	1.928
13	47.128	54.230	8	2021-06-01	4:00:56 PM	0	1.776
14	14.786	21.455	7	2021-06-01	4:08:24 PM	0	2.223
15	17.696	24.738	8	2021-06-01	4:08:27 PM	0	1.761
16	46.689	51.951	7	2021-06-01	4:30:49 PM	0	1.754
17	15.661	21.234	7	2021-06-01	4:33:23 PM	0	1.858
18	19.499	25.798	7	2021-06-01	4:33:28 PM	0	2.100
19	25.838	34.426	8	2021-06-01	4:38:36 PM	0	2.147
20	36.030	47.514	9	2021-06-01	4:40:49 PM	0	2.297
21	38.272	47.164	8	2021-06-01	4:40:49 PM	0	2.223
22	34.590	41.924	8	2021-06-01	4:45:43 PM	0	1.834
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Avg Headway = 2.057 sec 2.123 Median
 Sat Flow Rate = 1,750 veh/hr/lane 1695

0.1935 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 22 Required sample size
 OK! Sample size met?

Intersection:	USH 18 (Bluemound Rd) & STH 100 (Mayfair Rd)
LT Street:	USH 18 (Bluemound Rd)
Cross Street:	STH 100 (Mayfair Rd)
Direction:	EB
Movement:	Triple Left
WisDOT Region:	SE
County:	Milwaukee
Urban Area Name:	Milwaukee
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	22.708	29.442	7	2021-06-01	1:38:29 PM	0	2.245
2	58.231	63.971	7	2021-06-01	1:44:58 PM	0	1.913
3	0.039	5.673	7	2021-06-01	2:09:07 PM	0	1.878
4	42.909	49.449	7	2021-06-01	2:30:50 PM	0	2.180
5	17.644	24.517	7	2021-06-01	2:41:25 PM	0	2.291
6	39.312	48.772	9	2021-06-01	3:04:50 PM	0	1.892
7	7.344	13.013	7	2021-06-01	3:07:14 PM	0	1.890
8	10.997	16.957	7	2021-06-01	3:17:18 PM	0	1.987
9	20.094	27.599	7	2021-06-01	3:34:29 PM	0	2.502
10	36.214	42.382	7	2021-06-01	3:49:44 PM	0	2.056
11	3.689	9.912	7	2021-06-01	4:07:05 PM	0	2.074
12	10.261	15.730	7	2021-06-01	4:12:17 PM	0	1.823
13	10.630	17.037	7	2021-06-01	4:32:19 PM	0	2.136
14	51.423	58.831	7	2021-06-01	4:40:00 PM	0	2.469
15	10.530	21.440	9	2021-06-01	4:52:23 PM	0	2.182
16	50.624	59.188	8	2021-06-01	4:55:01 PM	0	2.141
17	55.253	60.587	7	2021-06-01	4:57:02 PM	0	1.778
18	11.178	16.970	7	2021-06-01	5:07:18 PM	0	1.931
19	11.787	18.188	7	2021-06-01	5:17:19 PM	0	2.134
20	37.210	43.440	7	2021-06-01	6:09:44 PM	0	2.077
21	55.254	61.843	7	2021-06-02	11:22:03 AM	0	2.196
22	45.653	50.749	7	2021-06-02	11:45:52	0	1.699
23	51.311	58.183	7	2021-06-02	11:52:59	0	2.291
24	0.386	8.134	8	2021-06-02	3:07:09 pm	0	1.937
25	8.095	13.666	7	2021-06-02	4:07:15 pm	0	1.857
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Avg Headway = 2.062 sec 2.074 Median
 Sat Flow Rate = 1,746 veh/hr/lane 1735

0.2067 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 25 Required sample size
 OK! Sample size met?

Intersection:	USH 18 (Bluemound Rd) & STH 100 (Mayfair Rd)
LT Street:	USH 18 (Bluemound Rd)
Cross Street:	STH 100 (Mayfair Rd)
Direction:	WB
Movement:	Triple Left
WisDOT Region:	SE
County:	Milwaukee
Urban Area Name:	Milwaukee
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	21.967	29.554	8	2021-05-25	12:13:30 PM	0	1.897
2	31.831	42.876	10	2021-05-25	12:20:43 PM	0	1.841
3	21.454	30.951	9	2021-05-25	12:52:31 PM	0	1.899
4	21.841	31.051	9	2021-05-25	12:52:32 PM	0	1.842
5	53.113	61.187	8	2021-05-25	2:22:03 PM	0	2.019
6	7.153	15.562	8	2021-05-25	3:08:17 PM	0	2.102
7	48.848	58.291	9	2021-05-25	3:11:00 PM	0	1.889
8	39.663	51.914	9	2021-05-25	3:15:54 PM	0	2.450
9	40.540	51.240	9	2021-05-25	3:15:53 PM	0	2.140
10	25.720	33.633	8	2021-05-25	3:18:36 PM	0	1.978
11	57.638	68.714	9	2021-05-25	3:34:11 PM	0	2.215
12	43.069	51.744	8	2021-05-25	3:41:54 PM	0	2.169
13	26.499	37.610	10	2021-05-25	3:44:40 PM	0	1.852
14	36.888	47.952	9	2021-05-25	4:02:50 PM	0	2.213
15	35.243	48.098	11	2021-05-25	4:05:50 PM	0	1.836
16	23.436	34.681	10	2021-05-25	4:08:37 PM	0	1.874
17	23.536	36.016	10	2021-05-25	4:08:38 PM	0	2.080
18	1.016	12.480	9	2021-05-25	4:11:15 PM	0	2.293
19	3.430	11.187	8	2021-05-25	4:11:13 PM	0	1.939
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Avg Headway = 2.028 sec 1.978 Median
 Sat Flow Rate = 1,775 veh/hr/lane 1820

0.1799 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 19 Required sample size
 OK! Sample size met?

Intersection:	STH 59 (Greenfield Ave) & CTH O (Moorland Rd)
LT Street:	CTH O (Moorland Rd)
Cross Street:	STH 59 (Greenfield Ave)
Direction:	SB
Movement:	Dual Left

WisDOT Region:	SE
County:	Waukesha
Urban Area Name:	Milwaukee
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	13.025	21.768	8	2021-05-25	12:23:22 PM	0	2.186
2	46.099	53.420	8	2021-05-25	12:52:54 PM	0	1.830
3	1.176	10.837	8	2021-05-25	1:07:12 PM	1	2.415
4	40.656	49.782	8	2021-05-25	1:20:51 PM	0	2.282
5	18.787	28.935	9	2021-05-25	1:23:30 PM	0	2.030
6	29.182	37.286	8	2021-05-25	3:07:39 PM	0	2.026
7	33.992	42.529	8	2021-05-25	3:17:44 PM	1	2.134
8	7.058	16.129	9	2021-05-25	3:33:17 PM	0	1.814
9	39.272	53.480	10	2021-05-25	3:40:55 PM	0	2.368
10	15.217	23.938	8	2021-05-25	4:10:25 PM	0	2.180
11	17.001	28.690	9	2021-05-25	4:10:30 PM	0	2.338
12	26.065	33.238	8	2021-05-25	4:18:34 PM	1	1.793
13	10.258	20.821	8	2021-05-25	4:24:22 PM	1	2.641
14	48.721	61.048	10	2021-05-25	4:30:02 PM	0	2.055
15	36.905	48.828	10	2021-05-25	4:43:50 PM	0	1.987
16	15.034	23.033	8	2021-05-25	5:30:24 PM	0	2.000
17	9.615	20.307	9	2021-05-25	5:34:21 PM	0	2.138
18	14.669	24.270	9	2021-05-25	5:54:25 PM	0	1.920
19	13.511	22.082	8	2021-05-26	7:26:23 AM	1	2.143
20	48.766	59.600	9	2021-05-26	7:29:01 AM	0	2.167
21	7.939	15.942	8	2021-05-26	7:31:17 AM	0	2.001
22	21.875	34.078	11	2021-05-26	7:39:55 AM	0	1.743
23	55.620	63.937	8	2021-05-26	7:42:05 AM	2	2.079
24	33.772	45.493	10	2021-05-26	7:44:47 AM	0	1.954
25	20.027	27.427	8	2021-05-26	7:54:28 AM	0	1.850
26	26.515	43.422	10	2021-05-26	8:03:45 AM	1	2.818
27	46.561	55.721	8	2021-05-26	8:46:57 AM	0	2.290
28	0.787	11.264	8	2021-05-26	10:37:12 AM	0	2.619
29	4.354	12.953	9	2021-05-26	12:30:14 PM	0	1.720
30	19.819	27.540	8	2021-05-26	1:33:29 PM	0	1.930
31	19.198	28.174	9	2021-05-26	1:43:29 PM	0	1.795
32	53.226	61.827	8	2021-05-26	2:16:03 PM	1	2.150
33	35.915	51.009	10	2021-05-26	2:48:52 PM	0	2.516
34	45.658	55.558	9	2021-05-26	3:18:56 PM	0	1.980
35	30.937	40.294	9	2021-05-26	4:17:41 PM	0	1.871
36	32.121	43.309	10	2021-05-26	4:20:44 PM	0	1.865
37	47.810	57.123	9	2021-05-26	4:25:58 PM	0	1.863
38	44.858	55.840	10	2021-05-26	4:28:57 PM	0	1.830
39	20.714	27.857	8	2021-05-26	4:31:39 PM	0	1.786
40	28.601	37.210	9	2021-05-26	4:39:38 PM	0	1.722
41	43.454	51.702	8	2021-05-27	6:32:52 AM	0	2.062
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Avg Headway = 2.070 sec 2.026 Median
 Sat Flow Rate = 1,739 veh/hr/lane 1777

0.2662 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 41 Required sample size
 OK! Sample size met?

Intersection:	STH 59 (Greenfield Ave) & CTH O (Moorland Rd)
LT Street:	STH 59 (Greenfield Ave)
Cross Street:	CTH O (Moorland Rd)
Direction:	EB
Movement:	Dual Left
WisDOT Region:	SE
County:	Waukesha
Urban Area Name:	Milwaukee
Posted Speed Limit:	40 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	15.715	22.115	7	2021-06-07	12:29:22 PM	0	2.133
2	47.193	52.951	7	2021-06-07	3:15:54 PM	0	1.919
3	19.866	25.369	7	2021-06-07	3:43:26 PM	0	1.834
4	5.085	11.567	7	2021-06-07	4:18:13 PM	0	2.161
5	25.977	35.193	8	2021-06-07	4:25:36 PM	0	2.304
6	35.169	40.916	7	2021-06-07	4:56:42 PM	0	1.916
7	18.621	24.083	7	2021-06-07	5:11:27 PM	0	1.821
8	33.587	40.173	7	2021-06-08	12:12:41 PM	1	2.195
9	51.227	56.789	7	2021-06-08	12:25:58 PM	0	1.854
10	5.566	15.072	8	2021-06-08	2:31:16 PM	0	2.377
11	53.874	63.139	8	2021-06-08	3:03:05 PM	0	2.316
12	2.690	11.773	8	2021-06-08	3:23:13 PM	0	2.271
13	2.210	10.184	8	2021-06-08	3:34:12 PM	0	1.994
14	30.108	39.474	8	2021-06-08	4:12:40 PM	0	2.342
15	20.371	28.241	8	2021-06-08	4:25:31 PM	0	1.968
16	22.170	29.816	8	2021-06-08	4:36:30 PM	0	1.912
17	40.640	46.738	7	2021-06-08	4:43:47 PM	0	2.033
18	22.164	28.268	7	2021-06-08	4:47:29 pm	0	2.035
19	13.952	22.188	8	2021-06-08	4:49:23 pm	0	2.059
20	38.547	47.667	8	2021-06-08	4:54:39 pm	0	2.280
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Avg Headway = 2.086 sec 2.047 Median
 Sat Flow Rate = 1,726 veh/hr/lane 1759

0.1843 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 20 Required sample size
 OK! Sample size met?

Intersection:	STH 50 (75th Street) & IH 94
LT Street:	IH 94 NB Ramps
Cross Street:	STH 50 (75th Street)
Direction:	NB
Movement:	Dual Left
WisDOT Region:	SE
County:	Kenosha
Urban Area Name:	Kenosha
Posted Speed Limit:	Ramp

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	13.247	27.655	9	2020-08-25	3:00:29 PM	0	2.882
2	15.418	24.544	8	2020-08-25	3:02:26 PM	0	2.282
3	13.706	23.214	8	2020-08-25	3:16:25 PM	0	2.377
4	9.853	20.866	8	2020-08-25	3:22:22 PM	0	2.753
5	9.435	22.234	11	2020-08-25	3:28:23 PM	0	1.828
6	4.476	16.189	9	2020-08-25	3:34:17 PM	0	2.343
7	24.891	37.084	9	2020-08-25	3:38:38 PM	0	2.439
8	9.220	20.954	10	2020-08-25	3:40:22 PM	0	1.956
9	20.978	35.330	10	2020-08-25	3:42:37 PM	0	2.392
10	7.821	20.561	10	2020-08-25	3:44:22 PM	0	2.123
11	9.002	18.327	8	2020-08-25	3:46:20 PM	0	2.331
12	5.440	16.276	9	2020-08-25	3:48:18 PM	0	2.167
13	8.724	18.404	8	2020-08-25	3:50:20 PM	1	2.420
14	6.809	16.055	8	2020-08-25	3:54:17 PM	0	2.312
15	5.991	16.631	9	2020-08-25	3:58:18 PM	0	2.128
16	11.688	23.708	9	2020-08-25	4:02:25 PM	0	2.404
17	7.018	16.434	8	2020-08-25	4:04:18 PM	0	2.354
18	5.143	16.087	9	2020-08-25	4:08:17 PM	0	2.189
19	7.910	17.410	8	2020-08-25	4:10:18 PM	0	2.375
20	13.274	24.176	9	2020-08-25	4:12:25 PM	0	2.180
21	16.976	29.762	9	2020-08-25	4:16:31 PM	0	2.557
22	16.707	28.808	9	2020-08-25	4:18:30 PM	0	2.420
23	10.333	20.297	8	2020-08-25	4:20:21 PM	0	2.491
24	8.566	19.625	8	2020-08-25	4:28:21 PM	1	2.765
25	8.384	20.100	9	2020-08-25	4:34:21 PM	0	2.343
26	13.074	22.482	8	2020-08-25	4:36:23 PM	0	2.352
27	6.448	15.522	8	2020-08-25	4:40:16 PM	0	2.269
28	22.258	32.666	8	2020-08-25	5:17:34 PM	0	2.602
29	12.929	22.903	8	2020-08-25	5:18:24 PM	0	2.494
30	14.794	24.060	8	2020-08-25	5:28:25 PM	0	2.317
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Avg Headway = 2.361 sec 2.353 Median
 Sat Flow Rate = 1,524 veh/hr/lane 1530

0.2209 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 29 Required sample size
 OK! Sample size met?

Intersection:	STH 50 (75th Street) & IH 94
LT Street:	IH 94 SB Ramps
Cross Street:	STH 50 (75th Street)
Direction:	SB
Movement:	Dual Left
WisDOT Region:	SE
County:	Kenosha
Urban Area Name:	Kenosha
Posted Speed Limit:	Ramp

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	56.257	66.107	8	2021-06-22	6:38:06 AM	0	2.463
2	0.613	11.558	9	2021-06-22	6:43:12 AM	0	2.189
3	39.509	47.520	8	2021-06-22	7:09:49 AM	0	2.003
4	37.454	46.294	8	2021-06-22	7:24:47 AM	0	2.210
5	41.830	52.843	9	2021-06-22	7:34:54 AM	1	2.203
6	38.224	46.173	8	2021-06-22	7:39:47 AM	0	1.987
7	59.295	73.599	11	2021-06-22	7:43:15 AM	0	2.043
8	37.555	50.289	10	2021-06-22	7:44:51 AM	0	2.122
9	37.313	51.891	10	2021-06-22	7:49:53 AM	0	2.430
10	36.332	54.828	13	2021-06-22	7:54:56 AM	0	2.055
11	17.877	26.947	8	2021-06-22	11:21:28 AM	1	2.268
12	38.678	50.623	9	2021-06-22	12:34:51 PM	1	2.389
13	31.796	42.876	10	2021-06-22	2:09:44 PM	0	1.847
14	32.678	44.953	9	2021-06-22	2:24:46 PM	0	2.455
15	11.799	23.074	9	2021-06-22	2:31:24 PM	0	2.255
16	32.438	41.108	8	2021-06-22	2:39:42 PM	0	2.168
17	32.295	41.808	9	2021-06-22	2:44:43 PM	0	1.903
18	52.005	60.560	8	2021-06-22	2:48:02 PM	0	2.139
19	16.449	25.224	8	2021-06-22	3:11:26 PM	0	2.194
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Avg Headway = 2.175 sec 2.189 Median
 Sat Flow Rate = 1,655 veh/hr/lane 1645

0.1783 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 19 Required sample size
 OK! Sample size met?

Intersection:	STH 172 & CTH GV (Monroe Rd)
LT Street:	STH 172 WB Ramps
Cross Street:	CTH GV (Monroe Rd)
Direction:	WB
Movement:	Single Left
WisDOT Region:	NE
County:	Brown
Urban Area Name:	Green Bay
Posted Speed Limit:	Ramp

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	20.026	34.597	9	2020-08-25	11:39:36 AM	0	2.914
2	23.110	36.409	10	2020-08-25	11:54:38 AM	0	2.217
3	27.953	41.756	10	2020-08-25	11:57:43 AM	0	2.301
4	11.645	34.528	13	2020-08-25	12:36:35 PM	1	2.543
5	37.811	46.070	8	2020-08-25	12:44:39 PM	0	2.065
6	26.767	39.505	10	2020-08-25	12:47:40 PM	1	2.123
7	8.317	15.948	8	2020-08-25	12:50:17 PM	0	1.908
8	14.881	22.563	8	2020-08-25	12:56:23 PM	0	1.921
9	15.506	25.192	8	2020-08-25	1:18:27 PM	0	2.422
10	12.018	24.954	10	2020-08-25	1:20:26 PM	0	2.156
11	5.468	14.940	8	2020-08-25	2:26:19 PM	0	2.368
12	12.487	21.439	8	2020-08-25	2:28:22 PM	0	2.238
13	8.913	17.971	8	2020-08-25	2:42:19 PM	1	2.265
14	21.774	31.917	8	2020-08-25	2:48:33 PM	0	2.536
15	15.035	22.743	8	2020-08-25	2:52:24 PM	0	1.927
16	14.384	26.051	9	2020-08-25	2:56:27 PM	0	2.333
17	12.813	37.033	13	2020-08-25	3:00:38 PM	1	2.691
18	20.488	35.094	9	2020-08-25	3:06:36 PM	2	2.921
19	13.689	23.182	8	2020-08-25	3:16:25 PM	0	2.373
20	12.304	24.958	9	2020-08-25	3:22:26 PM	0	2.531
21	9.389	24.958	12	2020-08-25	3:28:26 PM	0	1.946
22	4.402	21.998	12	2020-08-25	3:34:23 PM	0	2.200
23	9.192	22.627	11	2020-08-25	3:40:24 PM	0	1.919
24	20.961	35.335	10	2020-08-25	3:42:37 PM	0	2.396
25	11.673	25.527	10	2020-08-25	4:02:27 PM	0	2.309
26	7.066	18.774	9	2020-08-25	4:04:20 PM	0	2.342
27	5.138	16.119	9	2020-08-25	4:08:17 PM	0	2.196
28	13.266	29.015	12	2020-08-25	4:12:30 PM	0	1.969
29	16.775	29.770	9	2020-08-25	4:16:31 PM	0	2.599
30	16.673	28.643	9	2020-08-25	4:18:30 PM	0	2.394
31	10.276	26.836	11	2020-08-25	4:20:28 PM	0	2.366
32	15.252	32.246	10	2020-08-25	4:30:33 PM	1	2.832
33	8.352	20.159	9	2020-08-25	4:34:21 PM	0	2.361
34	13.104	23.952	9	2020-08-25	4:36:25 PM	0	2.170
35	6.473	15.356	8	2020-08-25	4:40:16 PM	0	2.221
36	14.972	25.907	9	2020-08-25	4:44:27 PM	0	2.187
37	4.604	16.672	9	2020-08-25	4:48:18 PM	0	2.414
38	10.764	22.229	8	2020-08-25	4:50:23 PM	0	2.866
39	10.159	19.147	8	2020-08-25	5:10:20 PM	0	2.247
40	9.843	17.704	8	2020-08-25	5:12:19 PM	0	1.965
41	12.938	22.837	8	2020-08-25	5:18:24 PM	0	2.475
42	14.761	24.057	8	2020-08-25	5:28:25 PM	0	2.324
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Avg Headway = 2.320 sec 2.317 Median
 Sat Flow Rate = 1,552 veh/hr/lane 1554

0.2690 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 42 Required sample size
 OK! Sample size met?

Intersection:	Bus. 51 & STH 29
LT Street:	Bus. 51
Cross Street:	STH 29 Ramps
Direction:	SB
Movement:	Single Left
WisDOT Region:	NC
County:	Marathon
Urban Area Name:	Wausau
Posted Speed Limit:	35 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	36.750	46.543	8	2020-09-01	1:08:47 PM	1	2.448
2	45.951	55.341	8	2020-09-01	2:27:56 PM	0	2.348
3	13.992	23.725	8	2020-08-28	12:46:25 PM	0	2.433
4	24.327	36.381	9	2020-08-28	12:59:37 PM	1	2.411
5	41.824	49.810	8	2020-08-28	3:31:51 PM	0	1.997
6	50.850	59.870	8	2020-08-28	4:06:07 PM	1	2.255
7	7.452	21.980	10	2020-08-28	4:20:23 PM	1	2.421
8	33.532	46.683	9	2020-08-28	4:45:48 PM	0	2.630
9	2.937	14.998	10	2020-08-28	4:54:16 PM	0	2.010
10	48.963	59.232	8	2020-08-28	5:00:00 PM	0	2.567
11	9.359	23.528	10	2020-08-28	5:42:24 PM	1	2.362
12	40.199	50.218	8	2020-09-01	3:11:51 PM	0	2.505
13	29.776	39.532	8	2020-09-01	3:51:41 PM	2	2.439
14	49.097	60.804	9	2020-09-01	4:44:02 PM	1	2.341
15	34.052	43.342	9	2020-09-01	4:55:44 PM	0	1.858
16	46.495	59.692	10	2020-09-01	5:05:58 PM	0	2.200
17	2.829	11.962	8	2020-09-01	5:16:13 PM	0	2.283
18	29.055	38.518	8	2020-09-02	8:08:40 AM	1	2.366
19	57.264	67.224	8	2020-08-25	12:06:08 PM	1	2.490
20	45.385	53.953	8	2020-08-25	2:04:55 PM	0	2.142
21	46.291	54.460	8	2020-08-26	5:09:56 PM	0	2.042
22	24.230	32.511	8	2020-08-26	6:44:34 PM	0	2.070
23	59.806	68.115	8	2020-08-27	4:04:09 PM	1	2.077
24	28.717	40.662	9	2020-08-27	4:41:42 PM	0	2.389
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Avg Headway = 2.295 sec 2.355 Median
 Sat Flow Rate = 1,569 veh/hr/lane 1529

0.2023 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 24 Required sample size
 OK! Sample size met?

Intersection:	USH 12 (Clairemont Ave) & STH 37
LT Street:	USH 12 (Clairemont Ave)
Cross Street:	STH 37
Direction:	WB
Movement:	Single Left
WisDOT Region:	NW
County:	Eau Claire
Urban Area Name:	Eau Claire
Posted Speed Limit:	45 mph

Cycle #	Time of 4th Veh (sec)	Time of Last Stopped Veh (sec)	# of Last Stopped	Date of Last Stopped Veh	Clock Time of Last Stopped Veh	Heavy Vehicles Present from 4-end	Avg Sat Headway (sec/veh)
1	14.942	26.086	9	2020-08-25	4:21:28 PM	0	2.229
2	17.017	30.918	10	2020-08-25	4:46:25 PM	0	2.317
3	15.354	32.305	12	2020-08-25	4:49:35 PM	0	2.119
4	10.277	20.564	9	2020-08-25	4:55:23 PM	0	2.057
5	15.887	24.927	8	2020-08-25	5:09:27 PM	0	2.260
6	17.958	26.405	8	2020-08-25	5:19:29 PM	0	2.112
7	7.716	16.537	8	2020-08-25	5:25:19 PM	0	2.205
8	15.730	23.477	8	2020-08-26	4:17:25 PM	0	1.937
9	10.248	20.323	9	2020-08-26	4:57:22 PM	0	2.015
10	17.313	30.027	10	2020-08-26	5:11:32 PM	0	2.119
11	17.917	28.360	9	2020-08-26	5:15:30 PM	0	2.089
12	15.982	23.631	8	2020-08-27	7:50:25 AM	0	1.912
13	20.700	29.907	9	2020-08-27	4:03:31 PM	0	1.841
14	38.045	47.371	8	2020-08-27	5:28:48 PM	0	2.332
15	29.722	39.409	8	2020-08-28	4:31:40 PM	0	2.422
16	29.537	41.050	9	2020-08-28	4:49:42 PM	1	2.303
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Avg Headway = 2.142 sec 2.119 Median
 Sat Flow Rate = 1,681 veh/hr/lane 1699

0.1652 Std. dev. of avg. headways
 1.4395 z*-value for 85% confidence
 0.06 allowable error in estimate of mean headway
 16 Required sample size
 OK! Sample size met?

Intersection:	USH 12 (Clairemont Ave) & Rudolph Rd
LT Street:	USH 12 (Clairemont Ave)
Cross Street:	Rudolph Rd
Direction:	EB
Movement:	Single Left
WisDOT Region:	NW
County:	Eau Claire
Urban Area Name:	Eau Claire
Posted Speed Limit:	45 mph

APPENDIX C

RIGHT-TURN-ON-RED FLOW STUDY RESULTS BY SITE

APPENDIX D

RIGHT-TURN-ON-RED DATA SHEETS FOR INDIVIDUAL APPROACHES

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:00:00	4:00:13	4	0	0	1	3	3	0	3
2	4:00:37	4:01:14	3	0	2	0	1	1	0	1
3	4:01:37	4:02:26	10	3	5	0	2	2	0	2
4	4:02:47	4:03:01	0	0	0	0	0	0	0	0
5	4:03:22	4:03:47	9	2	6	1	0	2	0	2
6	4:04:12	4:05:16	10	1	4	1	4	3	0	3
7	4:05:40	4:05:55	0	0	0	0	0	0	0	0
8	4:06:17	4:06:49	8	0	6	0	2	11	0	11
9	4:07:25	4:08:16	7	0	7	0	0	2	0	2
10	4:08:35	4:10:11	13	1	10	0	2	2	0	2
11	4:10:41	4:11:13	9	1	8	0	0	0	0	0
12	4:11:48	4:12:21	13	1	9	0	3	2	0	2
13	4:12:43	4:12:57	0	0	0	0	0	0	0	0
14	4:13:34	4:14:06	6	0	4	0	2	3	0	3
15	4:14:31	4:14:53	8	1	6	0	1	0	0	0
16	4:15:29	4:16:02	6	0	6	0	0	9	0	9
17	4:16:39	4:17:23	14	0	12	0	2	0	0	0
18	4:17:44	4:18:20	7	1	2	1	3	7	0	7
19	4:18:51	4:19:42	12	2	6	0	4	1	0	1
20	4:20:08	4:20:51	2	0	0	0	2	2	0	2
21	4:21:12	4:22:11	6	0	6	0	0	4	0	4
22	4:22:36	4:23:42	11	0	10	0	1	1	0	1
23	4:24:06	4:24:56	9	2	3	0	4	2	0	2
24	4:25:17	4:25:38	1	0	1	0	0	1	0	1
25	4:25:57	4:26:50	14	2	7	1	4	1	0	1
26	4:27:14	4:28:47	8	2	6	0	0	5	0	5
27	4:29:17	4:30:03	9	0	8	0	1	0	0	0
28	4:30:23	4:30:50	0	0	0	0	0	3	0	3
29	4:31:14	4:31:50	5	0	4	0	1	1	0	1
30	4:32:12	4:34:50	14	1	12	0	1	2	0	2
31	4:35:16	4:36:29	5	0	5	0	0	1	0	1
32	4:36:49	4:37:07	5	0	2	0	3	0	0	0
33	4:37:21	4:38:22	8	0	7	0	1	0	0	0
34	4:38:40	4:38:57	6	0	0	1	5	2	0	2
35	4:39:19	4:40:38	8	2	6	0	0	2	0	2
36	4:41:00	4:41:34	6	0	2	1	3	2	0	2
37	4:41:59	4:42:42	10	1	3	2	4	5	0	5
38	4:43:09	4:44:02	10	2	6	0	2	3	0	3
39	4:44:25	4:45:32	18	4	11	0	3	3	0	3
40	4:46:02	4:46:43	5	0	2	0	3	7	0	7
41	4:47:16	4:47:37	7	1	5	0	1	0	0	0
42	4:47:55	4:48:13	5	0	2	0	3	5	0	5
43	4:48:41	4:49:51	16	1	13	0	2	0	0	0
44	4:50:16	4:51:01	8	1	3	1	3	1	0	1
45	4:51:21	4:53:14	10	1	5	2	2	3	0	3
46	4:53:38	4:54:29	12	2	7	0	3	3	0	3
47	4:54:53	4:55:08	1	0	0	0	1	0	0	0
48	4:55:27	4:55:43	6	0	3	0	3	4	0	4
49	4:56:10	4:57:00	10	1	5	1	3	5	0	5
50	4:57:28	4:58:25	13	2	10	0	1	2	0	2
51	4:58:48	4:59:49	12	2	10	0	0	2	0	2
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Site Information

Location ID:	9
Region:	NC
County:	Marathon
RT Roadway:	Business 51
Cross Roadway:	CTH XX

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	25

Conflicting Left-Turn Information

Direction:	SB
Control:	Protected Only

Count Information

Video Date:	Fri 8/30/2019
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)		Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:00	7:00:09	4	1		3	3	0	3	
2	7:00:46	7:01:29	12	7		5	4	0	4	
3	7:02:07	7:02:49	5	4		1	3	0	3	
4	7:03:12	7:04:09	14	11		3	3	0	3	
5	7:04:48	7:05:29	10	8		2	9	0	9	
6	7:06:02	7:06:49	10	7		3	3	0	3	
7	7:07:26	7:08:09	16	10		6	5	0	5	
8	7:08:46	7:09:28	13	12		1	4	0	4	
9	7:10:06	7:10:49	15	10		5	7	0	7	
10	7:11:28	7:12:08	9	9		0	4	0	4	
11	7:12:46	7:13:29	14	10		4	4	0	4	
12	7:14:04	7:14:49	21	17		4	4	0	4	
13	7:15:27	7:16:08	17	13		4	4	0	4	
14	7:16:43	7:17:29	15	11		4	2	0	2	
15	7:18:05	7:18:48	13	12		1	4	0	4	
16	7:19:26	7:20:09	11	9		2	2	0	2	
17	7:20:46	7:21:29	17	14		3	2	0	2	
18	7:22:06	7:22:48	7	7		0	2	0	2	
19	7:23:26	7:24:08	15	14		1	2	0	2	
20	7:24:47	7:25:27	12	10		2	5	0	5	
21	7:26:06	7:26:47	11	8		3	3	0	3	
22	7:27:26	7:28:09	17	15		2	6	0	6	
23	7:28:47	7:30:49	33	30		3	5	0	5	
24	7:31:22	7:32:08	12	11		1	9	0	9	
25	7:32:46	7:33:28	9	7		2	5	0	5	
26	7:34:04	7:34:49	20	18		2	6	0	6	
27	7:35:26	7:36:09	13	9		4	4	0	4	
28	7:36:44	7:37:28	13	12		1	7	0	7	
29	7:38:06	7:38:48	23	20		3	9	0	9	
30	7:39:27	7:40:08	13	11		2	5	0	5	
31	7:40:46	7:41:28	12	10		2	6	0	6	
32	7:42:06	7:42:48	13	11		2	4	0	4	
33	7:43:27	7:44:07	26	20		6	4	0	4	
34	7:44:46	7:45:28	15	11		4	1	0	1	
35	7:46:07	7:46:47	10	8		2	5	0	5	
36	7:47:26	7:48:08	16	14		2	6	0	6	
37	7:48:46	7:49:28	10	7		3	1	0	1	
38	7:50:06	7:50:48	15	13		2	7	0	7	
39	7:51:26	7:52:08	5	3		2	6	0	6	
40	7:52:46	7:53:28	20	16		4	8	0	8	
41	7:54:08	7:55:04	18	15		3	0	0	0	
42	7:55:27	7:56:08	17	15		2	2	0	2	
43	7:56:46	7:57:28	9	7		2	7	0	7	
44	7:58:05	7:58:48	8	8		0	7	0	7	
45	7:59:26		13	13		0	0	0	0	
46	8:00:00									
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Site Information

Location ID:	21
Region:	SE
County:	Waukesha
RT Roadway:	STH 83
Cross Roadway:	IH 94 On-Ramp

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	EB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	SB
Control:	Protected Only

Count Information

Video Date:	Tue 9/17/2019
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:00:00	4:00:03	2	0		2	5	0	5
2	4:00:53	4:01:38	12	9		3	6	0	6
3	4:02:26	4:03:13	9	6		3	6	0	6
4	4:04:03	4:04:46	8	4		4	7	0	7
5	4:05:38	4:04:22	7	6		1	6	0	6
6	4:07:14	4:07:56	7	2		5	9	0	9
7	4:08:49	4:09:33	12	9		3	9	0	9
8	4:10:13	4:11:07	5	3		2	5	0	5
9	4:11:59	4:12:43	6	4		2	16	0	16
10	4:13:33	4:14:18	9	7		2	16	0	16
11	4:15:03	4:15:52	6	3		3	13	0	13
12	4:16:43	4:17:28	8	4		4	3	0	3
13	4:18:18	4:19:03	11	7		4	6	0	6
14	4:19:47	4:20:37	6	5		1	10	0	10
15	4:21:28	4:22:12	9	6		3	6	0	6
16	4:23:01	4:23:47	8	5		3	9	0	9
17	4:24:38	4:25:23	7	4		3	6	0	6
18	4:26:13	4:26:58	13	10		3	8	0	8
19	4:27:46	4:28:33	8	8		0	6	0	6
20	4:29:14	4:30:08	6	5		1	8	0	8
21	4:30:54	4:31:42	6	5		1	7	0	7
22	4:32:34	4:33:17	15	11		4	11	0	11
23	4:34:08	4:34:53	14	13		1	9	0	9
24	4:35:38	4:36:28	6	6		0	10	0	10
25	4:37:14	4:38:01	10	7		3	14	0	14
26	4:38:46	4:39:38	13	7		6	16	0	16
27	4:40:28	4:41:12	10	9		1	12	0	12
28	4:41:48	4:42:48	8	4		4	8	0	8
29	4:43:38	4:44:22	5	4		1	8	0	8
30	4:45:12	4:45:57	12	11		1	6	0	6
31	4:46:48	4:47:32	10	4		6	7	0	7
32	4:48:23	4:49:07	17	7		10	5	0	5
33	4:49:58	4:50:42	6	4		2	9	0	9
34	4:51:32	4:52:17	7	5		2	13	0	13
35	4:53:06	4:53:52	5	3		2	13	0	13
36	4:54:43	4:55:27	14	12		2	10	0	10
37	4:56:09	4:57:03	13	9		4	7	0	7
38	4:57:53	4:58:37	11	8		3	13	0	13
39	4:59:23		3	3		0	0	0	0
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Site Information

Location ID:	21
Region:	SE
County:	Waukesha
RT Roadway:	STH 83
Cross Roadway:	IH 94 On-Ramp

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	EB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	SB
Control:	Protected Only

Count Information

Video Date:	Mon 9/16/2019
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)	On Red (RTOR)		Total	Thru Movement	Left-Turn Movement* <small>(see note)</small>
1	7:00:11	7:00:55	2	2	0		11	0	11
2	7:01:45	7:02:42	6	5	1		2	1	1
3	7:03:45	7:04:22	4	1	3		21	0	21
4	7:05:25	7:06:02	3	0	3		6	0	6
5	7:06:46	7:07:42	4	4	0		10	0	10
6	7:08:40	7:09:22	6	4	2		9	0	9
7	7:10:17	7:10:52	3	0	3		11	0	11
8	7:11:44	7:12:35	4	1	3		8	0	8
9	7:13:43	7:14:24	3	1	2		11	0	11
10	7:15:25	7:16:02	0	0	0		14	0	14
11	7:17:01	7:17:42	5	4	1		8	0	8
12	7:18:45	7:19:20	7	0	7		8	0	8
13	7:20:12	7:20:52	3	1	2		12	0	12
14	7:22:00	7:22:32	1	1	0		7	0	7
15	7:23:28	7:24:22	1	1	0		14	0	14
16	7:25:23	7:25:57	1	0	1		9	0	9
17	7:26:49	7:27:32	2	1	1		15	0	15
18	7:28:45	7:29:22	1	0	1		14	0	14
19	7:30:25	7:31:02	5	0	5		8	1	7
20	7:32:01	7:32:39	1	0	1		15	0	15
21	7:33:45	7:34:23	4	4	0		13	0	13
22	7:35:26	7:35:57	3	0	3		15	0	15
23	7:36:59	7:37:36	0	0	0		4	0	4
24	7:38:20	7:39:20	3	2	1		14	0	14
25	7:40:26	7:41:02	2	0	2		16	0	16
26	7:42:05	7:42:45	0	0	0		11	0	11
27	7:43:46	7:44:22	4	4	0		16	0	16
28	7:45:25	7:46:02	5	2	3		10	0	10
29	7:47:05	7:47:42	1	0	1		22	0	22
30	7:48:45	7:49:22	7	1	6		14	0	14
31	7:50:25	7:51:03	3	0	3		10	0	10
32	7:52:04	7:52:40	2	2	0		13	0	13
33	7:53:46	7:54:22	4	0	4		13	0	13
34	7:55:25	7:56:02	0	0	0		8	0	8
35	7:57:05	7:57:42	4	3	1		10	0	10
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Site Information

Location ID:	26
Region:	SE
County:	Waukesha
RT Roadway:	STH 164/Pewaukee Rd
Cross Roadway:	IH 94 On Ramp

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	EB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	SB
Control:	Protected Only

Count Information

Video Date:	Wed 8/21/2019
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Green (RTOG)	Total	Thru Movement	Left-Turn Movement* (see note)
1		7:00:00	2	0	0	1	1	6	6	0
2	7:00:55	7:01:19	1	0	1	0	0	6	6	0
3	7:02:03	7:02:18	7	0	1	2	4	7	7	0
4	7:03:15	7:03:32	1	1	0	0	0	0	0	0
5	7:03:56	7:04:11	4	0	1	0	3	15	15	0
6	7:05:12	7:05:28	9	0	0	1	8	13	13	0
7	7:07:42	7:07:56	1	0	0	1	0	7	7	0
8	7:08:25	7:08:36	1	1	0	0	0	4	4	0
9	7:09:10	7:09:22	4	0	0	0	4	11	11	0
10	7:10:06	7:10:48	5	0	4	0	1	5	5	0
11	7:11:50	7:12:17	9	0	5	1	3	10	10	0
12	7:13:42	7:14:26	9	3	2	0	4	10	10	0
13	7:15:18	7:15:39	7	1	3	1	2	12	12	0
14	7:16:33	7:16:47	2	0	0	2	0	0	0	0
15	7:17:19	7:17:34	5	1	1	2	1	7	7	0
16	7:17:58	7:18:29	10	0	3	1	6	18	18	0
17	7:19:57	7:20:35	7	4	2	0	1	13	13	0
18	7:21:16	7:21:33	8	0	2	2	4	0	0	0
19	7:22:01	7:22:18	9	0	3	2	4	16	16	0
20	7:23:56	7:24:15	3	1	2	0	0	0	0	0
21	7:24:39	7:24:52	10	1	3	3	3	18	18	0
22	7:26:01	7:26:40	11	1	6	1	3	22	22	0
23	7:28:08	7:28:28	10	2	4	2	2	24	24	0
24	7:30:07	7:30:30	16	2	7	3	4	12	12	0
25	7:31:47	7:32:06	9	0	1	1	7	28	28	0
26	7:33:46	7:34:27	13	1	4	4	4	29	29	0
27	7:35:46	7:36:06	17	1	1	5	10	20	20	0
28	7:37:49	7:38:11	9	1	2	1	5	23	23	0
29	7:39:40	7:40:15	6	0	1	1	4	20	20	0
30	7:41:26	7:41:43	14	0	1	4	9	23	23	0
31	7:43:09	7:43:25	13	1	1	2	9	20	20	0
32	7:44:38	7:45:06	24	4	6	5	9	20	20	0
33	7:46:25	7:47:03	26	2	7	4	13	12	12	0
34	7:48:00	7:48:16	11	1	0	3	7	26	26	0
35	7:49:43	7:50:08	19	1	3	4	11	17	17	0
36	7:51:17	7:51:34	18	2	3	5	8	33	33	0
37	7:53:05	7:53:43	20	3	4	6	7	31	31	0
38	7:54:45	7:55:23	19	4	5	5	5	25	25	0
39	7:56:19	7:57:03	11	1	3	2	5	26	26	0
40	7:58:05	7:58:41	29	6	10	7	6	14	14	0
41	7:59:42	7:59:54	4	0	1	0	3	0	0	0
42		8:00:00								
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Site Information

Location ID:	27
Region:	SE
County:	Waukesha
RT Roadway:	IH 94 WB Off-Ramp
Cross Roadway:	STH 164/Pewaukee Rd

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 8/21/2019
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:00:00	4:00:22	11	0	2	0	9	34	34	0
2	4:03:04	4:03:19	10	0	1	2	7	15	15	0
3	4:04:33	4:04:48	4	0	2	0	2	7	7	0
4	4:06:05	4:06:19	11	0	1	1	9	20	20	0
5	4:07:32	4:07:46	15	1	4	2	8	32	32	0
6	4:10:24	4:10:42	8	0	3	1	4	20	20	0
7	4:11:58	4:12:14	6	0	0	0	6	12	12	0
8	4:13:28	4:13:39	7	0	1	1	5	23	23	0
9	4:15:05	4:15:22	8	0	1	2	5	18	18	0
10	4:16:30	4:16:51	12	3	4	1	4	18	18	0
11	4:18:06	4:18:22	4	1	2	0	1	20	20	0
12	4:19:35	4:19:52	9	0	1	2	6	20	20	0
13	4:20:58	4:21:12	7	0	3	1	3	20	20	0
14	4:22:19	4:22:30	6	0	1	1	4	20	20	0
15	4:23:57	4:24:17	3	0	0	1	2	15	15	0
16	4:25:17	4:25:41	9	0	0	0	9	13	13	0
17	4:26:53	4:27:10	12	3	1	2	6	12	12	0
18	4:28:32	4:28:45	9	0	1	2	6	12	12	0
19	4:29:57	4:30:09	7	1	1	1	4	36	36	0
20	4:31:28	4:31:52	11	0	1	2	8	23	23	0
21	4:33:01	4:33:22	15	2	3	1	9	13	13	0
22	4:34:32	4:34:44	8	0	1	3	4	21	21	0
23	4:36:00	4:36:11	8	0	1	3	4	25	25	0
24	4:37:31	4:37:52	8	0	0	4	4	20	20	0
25	4:39:05	4:39:22	5	1	0	0	4	26	26	0
26	4:40:30	4:40:42	5	0	1	0	4	10	10	0
27	4:42:04	4:42:22	5	0	1	0	4	28	28	0
28	4:43:36	4:43:52	6	0	1	1	4	16	16	0
29	4:44:58	4:45:12	13	0	3	2	8	19	19	0
30	4:46:31	4:46:45	8	0	0	1	7	21	21	0
31	4:48:06	4:48:22	8	0	3	0	5	9	9	0
32	4:49:32	4:49:52	15	1	4	2	8	21	21	0
33	4:51:02	4:51:22	9	1	1	2	5	19	19	0
34	4:52:32	4:52:46	13	0	2	2	9	11	11	0
35	4:53:59	4:54:19	4	0	1	1	2	13	13	0
36	4:55:36	4:55:52	12	2	1	1	8	13	13	0
37	4:56:49	4:57:04	7	0	1	2	4	13	13	0
38	4:58:35	4:58:53	15	1	5	2	7	23	23	0
39	4:59:58		1	0	1					
40	5:00:00									
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Site Information

Location ID:	27
Region:	SE
County:	Waukesha
RT Roadway:	IH 94 WB Off-Ramp
Cross Roadway:	STH 164/Pewaukee Rd

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 8/21/2019
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:00:00	4:00:14	4	0	0	0	4	6	6	0
2	4:01:27	4:01:44	11	0	3	1	7	6	6	0
3	4:02:56	4:03:12	4	0	0	1	3	2	2	0
4	4:04:27	4:04:47	5	0	0	2	3	8	8	0
5	4:05:27	4:06:11	11	0	0	4	7	10	10	0
6	4:07:26	4:07:44	6	0	0	2	4	6	6	0
7	4:08:56	4:09:15	7	1	0	4	2	6	6	0
8	4:10:26	4:10:49	6	1	0	1	4	5	5	0
9	4:11:58	4:12:09	6	0	2	1	3	7	7	0
10	4:13:26	4:13:49	5	1	2	0	2	5	5	0
11	4:14:56	4:15:19	8	1	2	0	5	6	6	0
12	4:16:26	4:16:46	13	0	2	2	9	10	10	0
13	4:17:57	4:18:14	9	0	1	2	6	6	6	0
14	4:19:27	4:19:40	4	0	0	1	3	2	2	0
15	4:20:56	4:21:19	6	0	0	1	5	9	9	0
16	4:22:27	4:22:49	10	0	0	4	6	4	4	0
17	4:23:58	4:24:13	5	0	0	3	2	4	4	0
18	4:25:27	4:25:48	5	0	1	1	3	7	7	0
19	4:26:57	4:27:14	12	1	1	2	8	7	7	0
20	4:28:27	4:28:48	5	0	0	1	4	4	4	0
21	4:29:58	4:30:20	5	0	1	1	3	1	1	0
22	4:31:27	4:31:40	4	0	1	1	2	10	10	0
23	4:32:57	4:33:20	5	0	3	0	2	10	10	0
24	4:34:27	4:34:45	6	0	0	1	5	6	6	0
25	4:35:57	4:36:11	7	0	0	1	6	1	1	0
26	4:37:27	4:37:44	5	0	1	1	3	4	4	0
27	4:38:57	4:39:14	9	0	2	3	4	4	4	0
28	4:40:27	4:40:45	8	0	1	2	5	6	6	0
29	4:41:57	4:42:14	7	1	1	2	3	6	6	0
30	4:43:27	4:43:46	6	0	0	2	4	8	8	0
31	4:44:57	4:45:11	10	2	0	1	7	8	8	0
32	4:46:27	4:46:45	10	3	4	0	3	4	4	0
33	4:47:57	4:48:17	8	0	2	1	5	8	8	0
34	4:49:27	4:49:43	13	0	4	4	5	7	7	0
35	4:50:57	4:51:15	8	0	1	3	4	7	7	0
36	4:52:27	4:52:50	11	1	6	0	4	11	11	0
37	4:53:57	4:54:12	8	0	0	1	7	5	5	0
38	4:55:27	4:55:42	4	0	0	1	3	11	11	0
39	4:56:57	4:57:20	5	0	2	0	3	6	6	0
40	4:58:27	4:58:46	6	0	2	0	4	6	6	0
41	4:59:57		0	0	0	0	0			
42	5:00:00									
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Site Information

Location ID:	41
Region:	NE
County:	Brown
RT Roadway:	IH 41 Off-Ramp
Cross Roadway:	Oneida Street

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	30

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 11/19/2019
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		7:00:00	1	0	0	1	0	8	8	0
2	7:01:11	7:01:26	3	0	1	0	2	3	3	0
3	7:02:41	7:02:55	1	0	1	0	0	3	3	0
4	7:04:12	7:04:25	3	0	0	0	3	6	6	0
5	7:05:41	7:06:03	4	2	0	1	1	5	5	0
6	7:07:12	7:07:25	4	1	0	1	2	4	4	0
7	7:08:41	7:08:55	2	0	0	0	2	5	5	0
8	7:10:11	7:10:25	1	0	0	0	1	7	7	0
9	7:11:41	7:11:58	2	0	0	1	1	6	6	0
10	7:13:11	7:13:25	3	0	0	2	1	8	8	0
11	7:14:40	7:14:54	0	0	0	0	0	7	7	0
12	7:16:11	7:16:25	3	1	1	0	1	7	7	0
13	7:17:41	7:17:55	2	0	0	0	2	5	5	0
14	7:19:11	7:19:25	3	0	0	0	3	2	2	0
15	7:20:41	7:20:55	0	0	0	0	0	5	5	0
16	7:22:11	7:22:24	7	0	0	1	6	7	7	0
17	7:23:42	7:23:55	1	0	0	0	1	8	8	0
18	7:25:10	7:25:25	2	0	0	1	1	5	5	0
19	7:26:41	7:26:55	3	0	0	1	2	9	9	0
20	7:28:11	7:28:31	2	0	1	0	1	6	6	0
21	7:29:40	7:29:59	2	0	0	0	2	5	5	0
22	7:31:10	7:31:24	0	0	0	0	0	7	7	0
23	7:32:41	7:32:54	1	0	1	0	0	8	8	0
24	7:34:11	7:34:25	4	0	0	2	2	9	9	0
25	7:35:41	7:35:54	5	0	0	1	4	6	6	0
26	7:37:11	7:37:25	3	1	0	0	2	5	5	0
27	7:38:40	7:38:56	2	0	0	0	2	5	5	0
28	7:40:11	7:40:25	5	0	1	1	3	5	5	0
29	7:41:40	7:41:58	5	1	1	0	3	16	16	0
30	7:43:11	7:43:24	9	0	1	3	5	11	11	0
31	7:44:41	7:44:54	4	0	0	0	4	5	5	0
32	7:46:11	7:46:24	3	0	0	0	3	14	14	0
33	7:47:40	7:47:54	6	0	2	1	3	2	2	0
34	7:49:11	7:49:25	5	1	3	0	1	22	22	0
35	7:50:41	7:50:59	4	1	0	0	3	7	7	0
36	7:52:10	7:52:25	7	0	1	3	3	5	5	0
37	7:53:40	7:53:54	5	0	0	0	5	7	7	0
38	7:55:10	7:55:24	3	0	0	1	2	7	7	0
39	7:56:41	7:56:54	6	0	0	1	5	5	5	0
40	7:58:11	7:58:24	3	0	0	1	2	7	7	0
41	7:59:42	7:59:54	2	1	0	1	0	0	0	0
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Site Information

Location ID:	42
Region:	NE
County:	Brown
RT Roadway:	IH 41 Off-Ramp
Cross Roadway:	Lombardi Avenue

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 3/24/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		4:00:00	7			0	7	3	3	0
2	4:01:11	4:01:24	1	0	1	0	0	4	4	0
3	4:02:40	4:02:56	6	1	0	1	4	8	8	0
4	4:04:11	4:04:29	6	1	1	1	3	10	10	0
5	4:05:41	4:05:54	9	0	1	0	8	6	6	0
6	4:07:17	4:07:28	5	0	1	2	2	8	8	0
7	4:08:40	4:08:54	6	0	2	1	3	8	8	0
8	4:10:11	4:10:29	7	0	1	2	4	10	10	0
9	4:11:40	4:12:02	6	0	2	0	4	14	14	0
10	4:13:11	4:13:24	6	0	1	0	5	14	14	0
11	4:14:40	4:15:04	16	5	3	4	4	8	8	0
12	4:16:09	4:16:24	4	0	2	0	2	6	6	0
13	4:17:42	4:17:54	1	0	0	1	0	7	7	0
14	4:19:10	4:19:38	6	1	0	0	5	9	9	0
15	4:20:40	4:20:57	6	0	0	1	5	11	11	0
16	4:22:11	4:22:26	9	1	1	0	7	11	11	0
17	4:23:43	4:23:56	8	0	3	0	5	11	11	0
18	4:25:11	4:25:30	7	0	5	1	1	5	5	0
19	4:26:41	4:26:54	11	0	1	4	6	11	11	0
20	4:28:11	4:28:26	4	1	0	1	2	7	7	0
21	4:29:41	4:29:54	7	1	1	2	3	7	7	0
22	4:31:10	4:31:25	6	0	2	2	2	8	8	0
23	4:32:41	4:33:02	13	2	4	1	6	11	11	0
24	4:34:10	4:34:24	6	0	1	2	3	5	5	0
25	4:35:41	4:36:02	15	2	4	3	6	7	7	0
26	4:37:11	4:37:26	11	0	1	5	5	10	10	0
27	4:38:40	4:38:57	9	0	0	2	7	6	6	0
28	4:40:11	4:40:38	5	0	2	2	1	14	14	0
29	4:41:41	4:42:01	12	1	2	1	8	9	9	0
30	4:43:11	4:43:24	10	0	0	3	7	8	8	0
31	4:44:41	4:44:54	5	0	0	2	3	8	8	0
32	4:46:11	4:46:38	14	2	6	3	3	6	6	0
33	4:47:41	4:47:54	4	0	0	1	3	11	11	0
34	4:49:11	4:49:27	11	1	1	5	4	12	12	0
35	4:50:40	4:50:59	10	0	1	3	6	12	12	0
36	4:52:11	4:52:24	7	0	0	1	6	21	21	0
37	4:53:40	4:53:54	6	0	1	0	5	9	9	0
38	4:55:10	4:55:27	4	0	3	0	1	6	6	0
39	4:56:41	4:56:56	5	1	0	1	3	9	9	0
40	4:58:11	4:58:38	13	2	2	5	4	2	2	0
41	4:59:42	4:59:58	3	0	3	0	0	0	0	0
42		5:00:00								
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Site Information

Location ID:	42
Region:	NE
County:	Brown
RT Roadway:	IH 41 Off-Ramp
Cross Roadway:	Lombardi Avenue

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Mon 3/23/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:31	7:01:47	9	2	0	2	5	9	9	0
2	7:03:12	7:03:27	9	2	3	1	3	15	15	0
3	7:04:52	7:05:07	4	1	0	1	2	8	8	0
4	7:06:31	7:06:47	8	1	0	3	4	11	11	0
5	7:08:11	7:08:27	5	0	1	1	3	11	11	0
6	7:09:51	7:10:06	7	0	1	2	4	13	13	0
7	7:11:31	7:11:47	10	1	2	3	4	18	18	0
8	7:13:11	7:13:27	10	0	3	3	4	10	10	0
9	7:14:49	7:15:07	8	0	2	2	4	11	11	0
10	7:16:31	7:16:47	6	0	1	0	5	13	13	0
11	7:18:11	7:18:26	6	2	1	3	0	11	11	0
12	7:19:51	7:20:06	7	0	2	3	2	12	12	0
13	7:21:31	7:21:47	13	3	2	2	6	9	9	0
14	7:23:11	7:23:26	9	2	0	4	3	11	11	0
15	7:24:51	7:25:07	6	0	1	0	5	12	12	0
16	7:26:31	7:26:45	8	0	1	3	4	13	13	0
17	7:28:11	7:28:26	12	2	0	3	7	16	16	0
18	7:29:51	7:30:07	2	0	0	1	1	13	13	0
19	7:31:31	7:31:47	4	1	1	0	2	13	13	0
20	7:33:11	7:33:26	8	0	1	1	6	15	15	0
21	7:34:51	7:35:06	9	2	1	2	4	14	14	0
22	7:36:31	7:36:47	6	1	2	1	2	19	19	0
23	7:38:10	7:38:26	6	0	0	2	4	18	18	0
24	7:39:50	7:40:06	8	0	4	0	4	19	19	0
25	7:41:31	7:41:47	8	1	2	1	4	24	24	0
26	7:43:10	7:43:26	6	0	0	0	6	22	22	0
27	7:44:51	7:45:07	14	1	2	4	7	16	16	0
28	7:46:31	7:46:47	10	0	0	5	5	22	22	0
29	7:48:11	7:48:27	12	1	5	3	3	23	23	0
30	7:49:51	7:50:07	9	2	1	3	3	17	17	0
31	7:51:31	7:51:47	19	1	2	8	8	20	20	0
32	7:53:11	7:53:26	12	0	2	1	9	18	18	0
33	7:54:51	7:55:07	21	0	4	5	12	16	16	0
34	7:56:31	7:56:47	13	2	3	3	5	26	26	0
35	7:58:11	7:58:27								
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Site Information

Location ID:	43
Region:	NE
County:	Calumet
RT Roadway:	STH 441 Off-Ramp
Cross Roadway:	CTH KK/Calumet St

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 7/21/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:01:24	16:01:42	11	1	4	2	4	35	35	0
2	16:03:04	16:03:22	18	4	2	7	5	34	34	0
3	16:04:44	16:05:02	17	1	6	5	5	27	27	0
4	16:06:24	16:06:42	17	4	2	4	7	27	27	0
5	16:08:04	16:08:22	10	1	1	4	4	28	28	0
6	16:09:44	16:10:02	15	1	2	6	6	28	28	0
7	16:11:24	16:11:42	16	2	3	5	6	32	32	0
8	16:13:04	16:13:22	21	2	3	7	9	36	36	0
9	16:14:44	16:15:02	16	1	3	5	7	33	33	0
10	16:16:24	16:16:42	29	8	1	9	11	44	44	0
11	16:18:04	16:18:22	18	5	3	6	4	35	35	0
12	16:19:44	16:20:02	15	5	3	2	5	34	34	0
13	16:21:24	16:21:42	20	3	7	5	5	34	34	0
14	16:23:04	16:23:22	22	6	3	5	8	38	38	0
15	16:24:44	16:25:02	17	4	3	4	6	32	32	0
16	16:26:24	16:26:42	16	3	3	2	8	39	39	0
17	16:28:04	16:28:22	15	1	2	6	6	36	36	0
18	16:29:44	16:30:02	17	2	3	5	7	34	34	0
19	16:31:24	16:31:42	10	0	0	4	6	38	38	0
20	16:33:04	16:33:22	21	4	7	5	5	41	41	0
21	16:34:44	16:35:02	14	2	6	2	4	38	38	0
22	16:36:24	16:36:42	12	0	1	4	7	39	39	0
23	16:38:04	16:38:22	14	1	2	2	9	31	31	0
24	16:39:44	16:40:02	13	1	2	5	5	35	35	0
25	16:41:24	16:41:42	18	3	5	4	6	35	35	0
26	16:43:04	16:43:22	24	7	6	4	7	35	35	0
27	16:44:44	16:45:02	13	1	2	5	5	38	38	0
28	16:46:24	16:46:42	17	6	2	4	5	35	35	0
29	16:48:04	16:48:22	22	3	3	7	9	33	33	0
30	16:49:44	16:50:02	13	2	5	2	4	45	45	0
31	16:51:24	16:51:42	24	6	5	5	8	38	38	0
32	16:53:04	16:53:22	28	7	7	7	7	34	34	0
33	16:54:44	16:55:02	22	7	5	4	6	43	43	0
34	16:56:24	16:56:42	12	2	2	5	3	34	34	0
35	16:58:04	16:58:22	17	4	3	3	7	46	46	0
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Site Information

Location ID:	43
Region:	NE
County:	Calumet
RT Roadway:	STH 441 Off-Ramp
Cross Roadway:	CTH KK/Calumet St

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 7/21/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:01:27	16:01:52	15	2	4	4	5	27	27	0
2	16:03:07	16:03:32	7	0	1	2	4	25	25	0
3	16:04:47	16:05:12	17	6	3	6	2	27	27	0
4	16:06:27	16:06:52	9	1	1	3	4	26	26	0
5	16:08:07	16:08:32	19	4	2	7	6	24	24	0
6	16:09:47	16:10:12	11	0	2	6	3	23	23	0
7	16:11:27	16:11:52	15	3	1	6	5	27	27	0
8	16:13:07	16:13:32	17	4	3	6	4	20	20	0
9	16:14:47	16:15:12	8	0	2	3	3	26	26	0
10	16:16:27	16:16:52	9	2	4	0	3	29	29	0
11	16:18:07	16:18:32	10	1	1	3	5	28	28	0
12	16:19:47	16:20:12	15	7	1	4	3	23	23	0
13	16:21:27	16:21:52	9	2	2	3	2	28	28	0
14	16:23:07	16:23:32	13	4	2	3	4	28	28	0
15	16:24:47	16:25:12	15	5	1	5	4	18	18	0
16	16:26:27	16:26:52	17	2	4	5	6	22	22	0
17	16:28:07	16:28:32	10	1	2	2	5	23	23	0
18	16:29:47	16:30:12	17	6	3	5	3	26	26	0
19	16:31:27	16:31:52	12	1	0	5	6	23	23	0
20	16:33:07	16:33:32	15	2	0	6	7	24	24	0
21	16:34:47	16:35:12	9	1	3	2	3	18	18	0
22	16:36:27	16:36:52	10	2	0	4	4	25	25	0
23	16:38:07	16:38:32	14	3	5	2	4	21	21	0
24	16:39:47	16:40:12	13	8	2	1	2	20	20	0
25	16:41:27	16:41:52	14	2	2	5	5	25	25	0
26	16:43:07	16:43:32	17	5	2	4	6	22	22	0
27	16:44:47	16:45:12	16	3	8	2	3	27	27	0
28	16:46:27	16:46:52	20	7	9	1	3	33	33	0
29	16:48:07	16:48:32	20	4	5	5	6	24	24	0
30	16:49:47	16:50:12	8	2	3	0	3	26	26	0
31	16:51:27	16:51:52	19	4	5	6	4	27	27	0
32	16:53:07	16:53:32	14	6	1	4	3	26	26	0
33	16:54:47	16:55:12	17	8	1	5	3	25	25	0
34	16:56:27	16:56:52	23	7	3	5	8	24	24	0
35	16:58:07	16:58:32	19	7	3	5	4	33	33	0
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Site Information

Location ID:	44
Region:	NE
County:	Outagamie
RT Roadway:	STH 441 Off-Ramp
Cross Roadway:	CTH KK/Calumet St

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 7/21/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles			Volume of Conflicting Vehicles		
			Total	On Green (RTOG)	On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		7:00:00	1	0	1	17	17	0
2	7:01:08	7:01:21	0	0	0	8	8	0
3	7:02:20	7:02:33	0	0	0	6	6	0
4	7:03:38	7:03:50	2	0	2	7	7	0
5	7:04:36	7:04:50	1	0	1	10	10	0
6	7:05:56	7:06:07	1	0	1	11	11	0
7	7:07:21	7:07:34	2	0	2	8	8	0
8	7:08:41	7:08:54	1	0	1	12	12	0
9	7:10:03	7:10:17	4	2	2	16	16	0
10	7:11:25	7:11:41	1	0	1	8	8	0
11	7:12:41	7:12:54	1	0	1	17	17	0
12	7:14:09	7:14:23	1	0	1	18	18	0
13	7:15:38	7:15:51	1	0	1	9	9	0
14	7:17:09	7:17:21	3	1	2	12	12	0
15	7:18:27	7:18:41	4	0	4	12	12	0
16	7:19:44	7:19:56	0	0	0	27	27	0
17	7:21:11	7:21:26	1	0	1	13	13	0
18	7:22:33	7:22:46	3	0	3	16	16	0
19	7:24:01	7:24:14	2	0	2	9	9	0
20	7:25:22	7:25:35	2	0	2	13	13	0
21	7:26:37	7:26:50	2	1	1	11	11	0
22	7:28:03	7:28:15	3	1	2	20	20	0
23	7:29:32	7:29:44	1	1	0	10	10	0
24	7:30:54	7:31:08	0	0	0	20	20	0
25	7:32:24	7:32:28	0	0	0	22	22	0
26	7:33:54	7:34:07	1	1	0	16	16	0
27	7:35:14	7:35:27	1	0	1	14	14	0
28	7:36:36	7:36:49	2	0	2	10	10	0
29	7:37:58	7:38:11	0	0	0	8	8	0
30	7:39:25	7:39:37	2	0	2	12	12	0
31	7:40:54	7:41:07	1	0	1	17	17	0
32	7:42:21	7:42:34	0	0	0	23	23	0
33	7:43:51	7:44:04	0	0	0	22	22	0
34	7:45:20	7:45:34	1	1	0	15	15	0
35	7:46:40	7:46:54	2	1	1	21	21	0
36	7:48:04	7:48:17	0	0	0	16	16	0
37	7:49:34	7:49:46	0	0	0	22	22	0
38	7:51:01	7:51:15	1	1	0	11	11	0
39	7:52:29	7:52:42	1	0	1	20	20	0
40	7:54:00	7:54:12	4	2	2	15	15	0
41	7:55:28	7:55:41	0	0	0	12	12	0
42	7:56:55	7:57:08	1	0	1	9	9	0
43	7:58:10	7:58:23	1	0	1	15	15	0
44	7:59:35	7:59:47	0	0	0	0	0	0
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Site Information

Location ID:	46
Region:	NE
County:	Brown
RT Roadway:	STH 54 Off-Ramp
Cross Roadway:	STH 32/Ashland Avenue

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	25

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 11/19/2019
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		4:00:00	2	0		2	0	0	
2	4:00:13	4:00:27	1	0		1	17	0	
3	4:01:33	4:01:46	3	1		2	15	0	
4	4:03:02	4:03:15	3	2		1	28	0	
5	4:04:32	4:04:45	0	0		0	24	0	
6	4:06:02	4:06:16	0	0		0	20	0	
7	4:07:33	4:07:46	3	0		3	26	0	
8	4:09:01	4:09:14	1	1		0	32	0	
9	4:10:33	4:10:44	2	2		0	24	0	
10	4:11:55	4:12:06	2	0		2	23	0	
11	4:13:22	4:13:35	1	1		0	22	0	
12	4:14:45	4:14:59	1	1		0	11	0	
13	4:16:10	4:16:25	2	0		2	29	0	
14	4:17:40	4:17:54	3	1		2	14	0	
15	4:19:04	4:19:18	0	0		0	16	0	
16	4:20:26	4:20:39	2	0		2	24	0	
17	4:21:45	4:21:59	1	1		0	24	0	
18	4:23:10	4:23:23	1	0		1	19	0	
19	4:24:39	4:24:52	2	0		2	24	0	
20	4:26:09	4:26:22	3	0		3	25	0	
21	4:27:30	4:27:44	1	0		1	26	0	
22	4:29:01	4:29:14	0	0		0	25	0	
23	4:30:30	4:30:44	1	0		1	22	0	
24	4:31:59	4:32:12	0	0		0	17	0	
25	4:33:20	4:33:33	2	0		2	18	0	
26	4:34:49	4:35:03	2	0		2	19	0	
27	4:36:17	4:36:31	3	0		3	27	0	
28	4:37:47	4:38:01	1	0		1	22	0	
29	4:39:17	4:39:31	1	0		1	30	0	
30	4:40:47	4:41:00	0	0		0	31	0	
31	4:42:16	4:42:30	1	1		0	33	0	
32	4:43:46	4:44:00	1	0		1	33	0	
33	4:45:13	4:45:26	0	0		0	37	0	
34	4:46:43	4:46:56	1	0		1	20	0	
35	4:48:06	4:48:19	0	0		0	22	0	
36	4:49:36	4:49:50	1	0		1	21	0	
37	4:51:02	4:51:15	1	0		1	24	0	
38	4:52:31	4:52:44	0	0		0	17	0	
39	4:54:03	4:54:15	1	0		1	18	0	
40	4:55:30	4:55:44	0	0		0	30	0	
41	4:57:00	4:57:13	0	0		0	26	0	
42	4:58:30	4:58:42	1	0		1	30	0	
43	5:00:00								
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Site Information

Location ID:	46
Region:	NE
County:	Brown
RT Roadway:	STH 54 Off-Ramp
Cross Roadway:	STH 32/Ashland Avenue

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	25

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Mon 11/18/2019
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		7:00:00	1	0		1	7	7	0
2	7:01:01	7:01:20	1	0		1	5	5	0
3	7:02:19	7:02:32	3	0		3	4	4	0
4	7:03:33	7:03:49	2	0		2	7	7	0
5	7:05:49	7:06:05	4	0		4	8	8	0
6	7:07:13	7:07:33	5	1		4	8	8	0
7	7:08:33	7:08:53	0	0		0	6	6	0
8	7:09:55	7:10:15	1	0		1	11	11	0
9	7:11:25	7:11:37	3	0		3	6	6	0
10	7:12:37	7:12:52	5	2		3	3	3	0
11	7:14:01	7:14:20	3	1		2	8	8	0
12	7:15:31	7:15:50	2	0		2	12	12	0
13	7:16:59	7:17:19	7	2		5	8	8	0
14	7:18:22	7:18:38	2	0		2	8	8	0
15	7:19:42	7:19:45	2	0		2	5	5	0
16	7:21:04	7:21:23	2	0		2	4	4	0
17	7:22:29	7:22:45	3	0		3	3	3	0
18	7:23:55	7:24:13	2	0		2	14	14	0
19	7:25:15	7:25:34	1	0		1	5	5	0
20	7:26:35	7:26:49	3	2		1	3	3	0
21	7:27:57	7:28:14	4	2		2	12	12	0
22	7:29:14	7:29:43	5	4		1	6	6	0
23	7:30:46	7:31:06	3	1		2	8	8	0
24	7:32:16	7:32:37	2	1		1	7	7	0
25	7:33:46	7:34:06	2	1		1	11	11	0
26	7:35:08	7:35:26	2	1		1	13	13	0
27	7:36:28	7:36:48	4	1		3	6	6	0
28	7:37:55	7:38:10	3	0		3	11	11	0
29	7:39:19	7:39:37	4	1		3	13	13	0
30	7:40:47	7:41:07	1	0		1	8	8	0
31	7:42:13	7:42:35	4	2		2	14	14	0
32	7:43:44	7:44:04	5	1		4	14	14	0
33	7:45:13	7:45:33	2	0		2	7	7	0
34	7:46:34	7:46:53	1	0		1	11	11	0
35	7:47:56	7:48:16	4	2		2	10	10	0
36	7:49:26	7:49:46	2	1		1	4	4	0
37	7:50:55	7:51:14	0	0		0	12	12	0
38	7:52:23	7:52:41	1	0		1	15	15	0
39	7:53:51	7:54:11	2	2		0	20	20	0
40	7:55:20	7:55:40	3	3		0	10	10	0
41	7:56:47	7:57:07	4	1		3	8	8	0
42	7:58:06	7:58:22	0	0		0	7	7	0
43	7:59:26	7:59:47	0	0		0	4	4	0
44		8:00:01					0		0
45							0		0
46							0		0
47							0		0
48							0		0
49							0		0
50							0		0
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Site Information

Location ID:	46
Region:	NE
County:	Brown
RT Roadway:	STH 54 Off-Ramp
Cross Roadway:	Ashland Ave

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	25

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 11/19/2019
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		4:00:00	0	0		0	0	0	
2	4:00:06	4:00:25	5	0		5	5	0	
3	4:01:28	4:01:45	1	0		1	6	0	
4	4:02:54	4:03:14	3	2		1	8	0	
5	4:04:24	4:04:44	3	0		3	11	0	
6	4:05:54	4:06:13	1	1		0	10	0	
7	4:07:24	4:07:43	6	3		3	10	0	
8	4:08:53	4:09:13	5	1		4	13	0	
9	4:10:22	4:10:43	7	1		6	16	0	
10	4:11:45	4:12:04	5	2		3	4	0	
11	4:13:13	4:13:34	6	3		3	12	0	
12	4:14:38	4:14:58	1	0		1	5	0	
13	4:16:02	4:16:22	5	2		3	11	0	
14	4:17:32	4:17:52	1	1		0	7	0	
15	4:18:58	4:19:17	2	1		1	13	0	
16	4:20:17	4:20:37	2	1		1	13	0	
17	4:21:40	4:21:57	2	1		1	14	0	
18	4:23:03	4:23:21	2	0		2	8	0	
19	4:24:31	4:24:51	2	1		1	9	0	
20	4:26:01	4:26:21	5	0		5	13	0	
21	4:27:22	4:27:43	2	0		2	7	0	
22	4:28:52	4:29:13	9	1		8	14	0	
23	4:30:22	4:30:43	3	1		2	11	0	
24	4:31:51	4:32:11	1	0		1	6	0	
25	4:33:12	4:33:31	4	1		3	6	0	
26	4:34:41	4:35:02	4	2		2	8	0	
27	4:36:09	4:36:29	4	2		2	7	0	
28	4:37:39	4:37:59	2	0		2	4	0	
29	4:39:09	4:39:30	6	0		6	7	0	
30	4:40:39	4:41:00	5	1		4	9	0	
31	4:42:08	4:42:28	3	0		3	10	0	
32	4:43:38	4:43:58	2	0		2	10	0	
33	4:45:05	4:45:25	3	0		3	6	0	
34	4:46:35	4:46:55	10	1		9	10	0	
35	4:47:58	4:48:19	2	0		2	6	0	
36	4:49:28	4:49:48	4	1		3	4	0	
37	4:50:54	4:51:13	4	1		3	16	0	
38	4:52:23	4:52:43	4	0		4	9	0	
39	4:53:53	4:54:13	2	0		2	5	0	
40	4:55:23	4:55:43	5	0		5	12	0	
41	4:56:53	4:57:12	6	0		6	15	0	
42	4:58:22	4:58:42	5	1		4	10	0	
43	4:59:52		0	0		0	0	0	
44	5:00:00								
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Site Information

Location ID:	46
Region:	NE
County:	Brown
RT Roadway:	STH 54 Off-Ramp
Cross Roadway:	Ashland Ave

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	25

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Mon 11/18/2019
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		7:00:00	3	0	0	0	3	2	2	0
2	7:00:24	7:00:36	13	3	2	3	5	8	8	0
3	7:01:33	7:02:07	9	1	4	2	2	13	13	0
4	7:02:54	7:03:22	20	5	8	2	5	5	5	0
5	7:04:24	7:04:45	11	2	1	3	5	12	12	0
6	7:05:33	7:05:57	11	1	6	2	2	11	11	0
7	7:07:04	7:07:16	5	0	0	0	5	8	8	0
8	7:08:24	7:08:36	6	0	0	2	4	10	10	0
9	7:09:33	7:09:53	7	1	1	3	2	9	9	0
10	7:10:53	7:11:18	7	0	0	1	6	8	8	0
11	7:12:13	7:12:48	11	1	8	1	1	10	10	0
12	7:13:33	7:13:57	4	1	0	1	2	12	12	0
13	7:14:53	7:15:19	5	0	2	2	1	13	13	0
14	7:16:24	7:16:45	13	0	6	3	4	5	5	0
15	7:17:56	7:18:08	11	1	3	4	3	12	12	0
16	7:19:04	7:19:29	9	2	4	2	1	14	14	0
17	7:20:13	7:20:37	12	1	6	3	2	12	12	0
18	7:21:33	7:21:57	6	1	0	1	4	13	13	0
19	7:23:04	7:23:16	10	0	1	3	6	9	9	0
20	7:24:24	7:24:44	6	0	2	1	3	16	16	0
21	7:25:33	7:26:05	12	2	8	1	1	16	16	0
22	7:26:53	7:27:17	10	2	2	3	3	10	10	0
23	7:28:13	7:28:37	17	5	4	2	6	13	13	0
24	7:29:44	7:30:02	20	1	2	8	9	26	26	0
25	7:32:13	7:32:33	14	4	5	2	3	15	15	0
26	7:33:33	7:34:00	16	5	7	1	3	19	19	0
27	7:34:53	7:35:17	8	1	3	4	0	15	15	0
28	7:36:23	7:36:41	3	0	2	1	0	25	25	0
29	7:37:33	7:38:01	19	8	7	1	3	19	19	0
30	7:38:53	7:39:27	18	4	9	3	2	15	15	0
31	7:40:13	7:40:42	17	6	6	1	4	11	11	0
32	7:41:33	7:42:00	12	4	0	2	6	25	25	0
33	7:43:05	7:43:19	18	1	0	11	6	31	31	0
34	7:45:32	7:46:01	23	3	6	5	9	13	13	0
35	7:47:03	7:47:23	17	3	5	6	3	18	18	0
36	7:48:23	7:48:48	22	6	7	2	7	10	10	0
37	7:49:43	7:50:08	17	3	11	2	1	16	16	0
38	7:50:53	7:51:27	26	10	9	4	3	17	17	0
39	7:52:13	7:52:37	24	1	2	12	9	26	26	0
40	7:55:03	7:55:16	3	1	1	0	1	23	23	0
41	7:56:13	7:56:42	18	5	6	4	3	9	9	0
42	7:57:33	7:58:07	10	4	1	3	2	14	14	0
43	7:58:53	7:59:24	2	1	0	1	0	14	14	0
44		8:00:00						0	0	0
45								0	0	0
46								0	0	0
47								0	0	0
48								0	0	0
49								0	0	0
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Site Information

Location ID:	50
Region:	NW
County:	St. Croix
RT Roadway:	IH 94 Off-Ramp
Cross Roadway:	Carmichael Road

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 10/29/2019
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:00:00	4:00:17	11	2	4	2	3	26	26	0
2	4:01:08	4:02:02	39	6	22	7	4	22	22	0
3	4:03:04	4:03:28	14	5	4	2	3	23	23	0
4	4:04:08	4:05:15	36	13	10	6	7	29	29	0
5	4:06:34	4:07:17	41	16	15	4	6	23	23	0
6	4:08:07	4:08:54	36	9	13	6	8	26	26	0
7	4:10:04	4:10:18	13	1	3	6	3	28	28	0
8	4:11:38	4:12:33	34	6	23	1	4	32	32	0
9	4:13:23	4:14:19	42	13	23	2	4	23	23	0
10	4:15:09	4:15:55	28	8	7	5	8	21	21	0
11	4:17:04	4:17:39	34	6	11	7	10	17	17	0
12	4:18:49	4:19:17	28	1	7	9	11	14	14	0
13	4:20:35	4:21:14	33	10	9	7	7	22	22	0
14	4:22:19	4:22:52	29	7	14	4	4	28	28	0
15	4:23:53	4:24:33	40	11	13	7	9	30	30	0
16	4:25:50	4:26:26	29	8	11	4	6	26	26	0
17	4:27:24	4:28:18	40	16	19	2	3	28	28	0
18	4:29:08	4:29:50	43	8	16	8	11	23	23	0
19	4:31:04	4:31:49	36	9	14	8	5	21	21	0
20	4:32:39	4:33:15	27	5	4	7	11	19	19	0
21	4:34:34	4:35:13	20	5	4	5	6	23	23	0
22	4:36:19	4:37:02	44	16	19	3	6	22	22	0
23	4:37:53	4:38:48	44	15	23	3	3	18	18	0
24	4:39:38	4:40:10	25	2	7	8	8	27	27	0
25	4:41:34	4:42:18	46	16	17	6	7	23	23	0
26	4:43:19	4:44:02	30	9	16	3	2	22	22	0
27	4:44:53	4:45:35	38	8	11	7	12	24	24	0
28	4:46:49	4:47:16	27	10	7	4	6	18	18	0
29	4:48:23	4:49:17	49	21	16	6	6	25	25	0
30	4:50:19	4:51:03	37	5	15	8	9	20	20	0
31	4:52:04	4:52:39	28	7	12	2	7	29	29	0
32	4:53:40	4:54:28	41	9	15	7	10	25	25	0
33	4:55:34	4:56:17	35	9	10	5	11	20	20	0
34	4:57:19	4:58:02	27	9	12	3	3	25	25	0
35	4:58:53	4:59:39	34	14	17	1	2	13	13	0
36		5:00:00						0		0
37								0		0
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Site Information

Location ID:	50
Region:	NW
County:	St. Croix
RT Roadway:	IH 94 Off-Ramp
Cross Roadway:	Carmichael Road

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Mon 10/28/2019
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		7:00:00	1			0	1	0	0	0
2	7:00:36	7:00:53	6	0	2	1	3	4	4	0
3	7:01:48	7:02:11	4	0	3	1	0	2	2	0
4	7:03:27	7:03:39	1	0	1	0	0	2	2	0
5	7:04:16	7:04:31	4	0	0	2	2	3	3	0
6	7:06:26	7:06:40	5	2	1	2	0	0	0	0
7	7:07:47	7:07:53	4	0	0	2	2	0	0	0
8	7:10:15	7:10:32	0	0	0	0	0	2	2	0
9	7:10:59	7:11:16	1	1	0	0	0	0	0	0
10	7:12:06	7:12:17	0	0	0	0	0	3	3	0
11	7:12:46	7:12:59	0	0	0	0	0	1	1	0
12	7:13:39	7:13:52	6	0	0	1	5	1	1	0
13	7:15:44	7:15:57	0	0	0	0	0	1	1	0
14	7:16:37	7:16:48	1	0	0	1	0	0	0	0
15	7:17:30	7:17:41	1	0	0	0	1	1	1	0
16	7:18:09	7:18:20	7	0	1	3	3	3	3	0
17	7:19:02	7:19:24	13	1	1	4	7	1	1	0
18	7:21:42	7:21:53	1	1	0	0	0	1	1	0
19	7:22:22	7:22:31	0	0	0	0	0	1	1	0
20	7:23:00	7:23:16	3	0	1	1	1	1	1	0
21	7:23:47	7:24:02	10	0	2	4	4	1	1	0
22	7:25:01	7:25:20	3	1	2	0	0	4	4	0
23	7:25:48	7:26:03	3	1	0	0	2	1	1	0
24	7:26:28	7:26:38	3	0	0	1	2	0	0	0
25	7:27:53	7:28:10	3	0	1	2	0	1	1	0
26	7:29:02	7:29:38	6	3	2	0	1	3	3	0
27	7:30:13	7:30:36	4	2	2	0	0	2	2	0
28	7:31:02	7:31:12	5	0	1	1	3	0	0	0
29	7:31:53	7:32:10	5	2	0	2	1	3	3	0
30	7:33:04	7:33:15	1	0	1	0	0	2	2	0
31	7:33:53	7:34:08	3	0	0	0	3	6	6	0
32	7:34:44	7:35:06	6	1	1	1	3	3	3	0
33	7:36:02	7:36:17	8	0	1	5	2	6	6	0
34	7:37:45	7:38:17	6	2	2	0	2	0	0	0
35	7:39:01	7:39:12	8	1	1	3	3	2	2	0
36	7:39:51	7:40:18	4	1	3	0	0	5	5	0
37	7:40:42	7:40:57	13	3	0	3	7	3	3	0
38	7:42:31	7:42:47	2	0	1	1	0	2	2	0
39	7:43:12	7:43:47	11	3	2	3	3	7	7	0
40	7:44:54	7:45:06	6	1	1	0	4	0	0	0
41	7:45:30	7:45:42	1	0	0	1	0	2	2	0
42	7:46:07	7:46:26	3	2	0	0	1	3	3	0
43	7:46:51	7:47:07	12	4	3	1	4	4	4	0
44	7:47:57	7:48:08	0	0	0	0	0	2	2	0
45	7:48:41	7:48:58	1	0	0	1	0	4	4	0
46	7:49:25	7:49:46	8	3	3	1	1	3	3	0
47	7:50:20	7:50:38	8	2	1	3	2	1	1	0
48	7:51:23	7:51:34	6	0	0	3	3	2	2	0
49	7:52:05	7:52:20	5	0	1	1	3	4	4	0
50	7:52:57	7:53:16	6	2	1	1	2	6	6	0
51	7:53:49	7:54:13	9	2	3	2	2	1	1	0
52	7:54:43	7:54:54	10	0	0	4	6	12	12	0
53	7:57:02	7:57:23	2	0	0	1	1	1	1	0
54	7:57:47	7:57:58	1	1	0	0	0	1	1	0
55	7:58:50	7:59:20	10	3	4	3	0	4	4	0
56		8:00:00						0	0	0
57								0	0	0
58								0	0	0
59								0	0	0
60								0	0	0
61								0	0	0
62								0	0	0
63								0	0	0
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Site Information

Location ID:	51
Region:	NW
County:	Eau Claire
RT Roadway:	USH 53 Off-Ramp
Cross Roadway:	Golf Road

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 10/29/2019
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		4:00:00	5	0	0	1	4	3	3	0
2	4:00:26	4:00:57	9	2	5	1	1	10	10	0
3	4:01:53	4:02:23	7	1	1	2	3	10	10	0
4	4:03:16	4:03:48	14	1	5	1	7	6	6	0
5	4:04:41	4:05:12	9	4	1	3	1	13	13	0
6	4:06:07	4:06:38	15	1	6	2	6	8	8	0
7	4:07:34	4:08:02	10	2	2	1	5	9	9	0
8	4:08:57	4:09:27	12	1	7	0	4	9	9	0
9	4:10:21	4:10:52	14	0	5	3	6	9	9	0
10	4:11:49	4:12:18	8	1	3	0	4	9	9	0
11	4:13:11	4:13:42	17	9	4	1	3	7	7	0
12	4:14:36	4:15:08	12	3	5	2	2	5	5	0
13	4:16:02	4:16:24	22	3	4	6	9	4	4	0
14	4:17:27	4:17:57	15	0	6	3	6	6	6	0
15	4:18:53	4:19:18	19	2	10	1	6	12	12	0
16	4:20:18	4:20:47	21	5	7	4	5	11	11	0
17	4:21:42	4:22:12	20	2	6	3	9	6	6	0
18	4:23:07	4:23:34	18	2	6	1	9	4	4	0
19	4:24:32	4:25:02	13	2	4	2	5	5	5	0
20	4:25:57	4:26:28	17	2	5	2	8	9	9	0
21	4:27:22	4:27:52	14	1	4	3	6	5	5	0
22	4:28:48	4:29:18	20	7	6	2	5	12	12	0
23	4:30:15	4:30:35	20	4	5	5	6	10	10	0
24	4:31:36	4:32:08	12	1	4	3	4	8	8	0
25	4:33:02	4:33:32	19	4	9	2	4	11	11	0
26	4:34:27	4:34:57	12	3	5	3	1	10	10	0
27	4:35:53	4:36:22	17	2	7	1	7	8	8	0
28	4:37:16	4:37:45	12	6	3	0	3	7	7	0
29	4:38:42	4:39:14	15	2	4	4	5	11	11	0
30	4:40:07	4:40:38	15	3	4	3	5	13	13	0
31	4:41:32	4:42:03	7	0	1	1	5	8	8	0
32	4:42:56	4:43:23	10	0	4	2	4	10	10	0
33	4:44:21	4:44:52	21	6	7	2	6	7	7	0
34	4:45:49	4:46:18	16	3	3	4	6	8	8	0
35	4:47:11	4:47:43	17	6	7	2	2	4	4	0
36	4:48:36	4:49:08	15	2	7	2	4	12	12	0
37	4:50:02	4:50:32	19	4	6	3	6	11	11	0
38	4:51:26	4:51:57	16	4	6	2	4	7	7	0
39	4:52:51	4:53:22	18	7	3	3	5	8	8	0
40	4:54:17	4:54:47	16	1	4	5	6	10	10	0
41	4:55:41	4:56:12	13	4	1	4	4	10	10	0
42	4:57:06	4:57:37	13	3	6	1	3	11	11	0
43	4:58:31	4:59:02	15	7	6	1	1	14	14	0
44	4:59:56		2	0	2					
45	5:00:00									
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Site Information

Location ID:	51
Region:	NW
County:	Eau Claire
RT Roadway:	USH 53 Off-Ramp
Cross Roadway:	Golf Road

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Mon 10/28/2019
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)		Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:00	7:00:38	0	0		0	0	0	0	
2	7:01:02	7:03:41	2	2		0	0	0	0	
3	7:03:56	7:06:01	5	5		0	0	0	0	
4	7:06:19	7:10:42	7	5		2	0	0	0	
5	7:11:06	7:11:28	0	0		0	0	0	0	
6	7:11:41	7:12:24	1	1		0	0	0	0	
7	7:12:39	7:14:05	5	4		1	0	0	0	
8	7:14:22	7:15:24	1	1		0	0	0	0	
9	7:15:39	7:16:29	1	1		0	0	0	0	
10	7:16:43	7:21:47	17	17		0	0	0	0	
11	7:22:04	7:24:59	8	7		1	0	0	0	
12	7:25:18	7:27:10	11	11		0	0	0	0	
13	7:27:31	7:29:28	2	2		0	0	0	0	
14	7:29:47	7:31:13	7	5		2	1	0	1	
15	7:31:52	7:33:16	5	5		0	0	0	0	
16	7:33:36	7:34:23	5	4		1	1	0	1	
17	7:34:52	7:36:20	2	2		0	0	0	0	
18	7:36:36	7:38:40	8	8		0	0	0	0	
19	7:39:00	7:40:51	2	2		0	0	0	0	
20	7:41:09	7:42:21	3	3		0	0	0	0	
21	7:42:43	7:43:45	8	8		0	3	0	3	
22	7:44:21	7:45:38	6	5		1	0	0	0	
23	7:45:54	7:46:57	2	2		0	1	0	1	
24	7:47:26	7:49:14	7	7		0	0	0	0	
25	7:49:41	7:50:56	3	2		1	0	0	0	
26	7:51:17	7:52:05	1	1		0	0	0	0	
27	7:52:23	7:54:57	3	2		1	0	0	0	
28	7:55:17	7:57:41	7	7		0	0	0	0	
29	7:57:56	7:59:41	5	3		2	0	0	0	
30	8:00:00									
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Site Information

Location ID:	52
Region:	NW
County:	Eau Claire
RT Roadway:	STH 312/N. Crossing
Cross Roadway:	Bus. 53 On-Ramp

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	WB
Control:	Dallas Protected/Permitted

Count Information

Video Date:	Tue 10/29/2019
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)		Total	Thru Movement	Left-Turn Movement* (see note)
1		4:00:00	1	0		1	2	0	2	
2	4:00:27	4:01:08	0	0		0	0	0	0	
3	4:01:25	4:03:28	3	2		1	0	0	0	
4	4:03:46	4:04:41	5	3		2	0	0	0	
5	4:05:04	4:05:32	1	1		0	0	0	0	
6	4:05:57	4:06:44	1	1		0	0	0	0	
7	4:07:00	4:07:43	2	2		0	0	0	0	
8	4:07:59	4:09:00	2	1		1	1	0	1	
9	4:09:31	4:10:22	7	7		0	0	0	0	
10	4:10:39	4:12:41	7	6		1	0	0	0	
11	4:13:03	4:14:45	6	5		1	0	0	0	
12	4:15:00	4:16:27	7	7		0	0	0	0	
13	4:17:04	4:19:44	9	8		1	0	0	0	
14	4:19:59	4:20:58	1	1		0	0	0	0	
15	4:21:18	4:22:18	2	2		0	2	0	2	
16	4:22:54	4:24:17	3	2		1	0	0	0	
17	4:24:34	4:26:16	6	5		1	1	0	1	
18	4:26:57	4:28:06	6	5		1	0	0	0	
19	4:28:34	4:31:12	8	7		1	0	0	0	
20	4:31:39	4:32:19	3	2		1	0	0	0	
21	4:32:43	4:34:04	5	5		0	0	0	0	
22	4:34:25	4:37:30	10	8		2	0	0	0	
23	4:37:53	4:38:13	2	0		2	0	0	0	
24	4:38:42	4:40:28	3	2		1	0	0	0	
25	4:40:46	4:42:35	8	6		2	0	0	0	
26	4:42:54	4:44:03	4	4		0	0	0	0	
27	4:44:23	4:45:01	1	0		1	0	0	0	
28	4:45:22	4:46:26	5	5		0	0	0	0	
29	4:46:43	4:47:49	7	5		2	0	0	0	
30	4:48:04	4:49:52	2	2		0	0	0	0	
31	4:50:12	4:51:27	2	2		0	2	0	2	
32	4:51:43	4:53:26	2	1		1	0	0	0	
33	4:53:44	4:55:28	13	11		2	0	0	0	
34	4:55:46	4:57:03	7	4		3	2	0	2	
35	4:57:45	4:58:43	2	2		0	0	0	0	
36	4:59:10		2	2						
37	5:00:00									
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Site Information

Location ID:	52
Region:	NW
County:	Eau Claire
RT Roadway:	STH 312/N. Crossing
Cross Roadway:	Bus. 53 On-Ramp

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	WB
Control:	Dallas Protected/Permitted

Count Information

Video Date:	Mon 10/28/2019
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)		Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:00	7:01:05	3	3		0	0	0	0	
2	7:01:25	7:03:11	2	2		0	0	0	0	
3	7:03:28	7:04:00	0	0		0	2	0	2	
4	7:04:52	7:05:50	2	2		0	0	0	0	
5	7:06:06	7:06:42	1	0		1	0	0	0	
6	7:07:07	7:07:43	0	0		0	2	0	2	
7	7:08:17	7:09:48	2	2		0	0	0	0	
8	7:10:05	7:11:52	4	4		0	0	0	0	
9	7:12:13	7:13:02	4	3		1	0	0	0	
10	7:13:18	7:14:19	3	3		0	0	0	0	
11	7:14:42	7:15:29	2	0		2	6	0	6	
12	7:16:06	7:17:02	7	4		3	3	0	3	
13	7:17:45	7:18:39	1	0		1	1	0	1	
14	7:19:14	7:20:24	4	3		1	2	0	2	
15	7:21:02	7:21:44	5	1		4	6	0	6	
16	7:22:46	7:23:40	4	3		1	7	0	7	
17	7:24:36	7:25:24	3	3		0	3	0	3	
18	7:26:04	7:26:59	3	3		0	3	0	3	
19	7:27:39	7:28:33	2	2		0	0	0	0	
20	7:28:51	7:30:09	5	5		0	0	0	0	
21	7:30:30	7:31:34	0	0		0	6	0	6	
22	7:32:21	7:33:35	1	1		0	0	0	0	
23	7:34:00	7:35:27	2	2		0	0	0	0	
24	7:35:43	7:38:41	6	6		0	5	0	5	
25	7:39:37	7:41:05	2	1		1	8	0	8	
26	7:42:06	7:42:31	0	0		0	3	0	3	
27	7:43:14	7:43:59	3	1		2	12	0	12	
28	7:44:58	7:45:41	1	1		0	2	0	2	
29	7:46:26	7:48:06	4	3		1	0	0	0	
30	7:48:35	7:49:13	1	0		1	0	0	0	
31	7:49:47	7:51:41	1	0		1	6	0	6	
32	7:52:30	7:52:46	1	1		0	0	0	0	
33	7:53:02	7:53:43	1	1		0	1	0	1	
34	7:54:14	7:55:18	6	5		1	2	0	2	
35	7:55:58	7:57:31	1	1		0	2	0	2	
36	7:58:06	7:59:32	5	5		0	0	0	0	
37	7:59:54		0	0			0	0		
38	8:00:00						0	0		
39							0	0		
40							0	0		
41							0	0		
42							0	0		
43							0	0		
44							0	0		
45							0	0		
46							0	0		
47							0	0		
48							0	0		
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52							0	0		
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Site Information

Location ID:	53
Region:	NW
County:	Eau Claire
RT Roadway:	STH 312/N. Crossing
Cross Roadway:	Bus. 53 On-Ramp

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	NB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	SB
Control:	Dallas Protected/Permitted

Count Information

Video Date:	Tue 10/29/2019
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)	On Red (RTOR)	On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:00:00	4:01:04	4	2	2	4	0	4	
2	4:01:50	4:02:20	2	2	0	0	0	0	
3	4:02:39	4:04:22	2	2	0	1	0	1	
4	4:04:53	4:06:39	2	1	1	2	0	2	
5	4:07:09	4:08:02	1	1	0	0	0	0	
6	4:08:28	4:09:26	0	0	0	3	0	3	
7	4:10:15	4:10:57	5	4	1	6	0	6	
8	4:11:49	4:13:02	3	2	1	0	0	0	
9	4:13:27	4:13:50	1	0	1	6	0	6	
10	4:14:44	4:16:02	3	2	1	8	0	8	
11	4:16:50	4:17:25	1	1	0	0	0	0	
12	4:17:41	4:18:26	2	1	1	1	0	1	
13	4:18:58	4:19:24	1	0	1	7	0	7	
14	4:20:11	4:21:07	3	2	1	3	0	3	
15	4:21:43	4:22:37	1	0	1	4	0	4	
16	4:23:19	4:24:53	2	2	0	3	0	3	
17	4:25:34	4:26:53	7	6	1	3	0	3	
18	4:27:30	4:27:49	0	0	0	4	0	4	
19	4:28:57	4:29:51	0	0	0	5	0	5	
20	4:30:42	4:31:41	2	2	0	1	0	1	
21	4:32:23	4:32:51	1	0	1	2	0	2	
22	4:33:31	4:34:11	3	3	0	6	0	6	
23	4:34:53	4:36:23	5	5	0	0	0	0	
24	4:36:52	4:37:40	1	0	1	4	0	4	
25	4:38:23	4:39:22	0	0	0	0	0	0	
26	4:39:49	4:40:44	1	0	1	6	0	6	
27	4:41:25	4:41:53	3	3	0	0	0	0	
28	4:42:18	4:43:58	0	0	0	0	0	0	
29	4:44:21	4:45:25	8	4	4	13	0	13	
30	4:46:37	4:47:39	5	1	4	14	0	14	
31	4:48:56	4:49:38	0	0	0	6	0	6	
32	4:50:28	4:51:09	4	3	1	0	0	0	
33	4:51:37	4:53:45	3	2	1	8	0	8	
34	4:54:43	4:55:17	3	3	0	3	0	3	
35	4:55:51	4:56:26	2	2	0	0	0	0	
36	4:56:51	4:57:31	1	0	1	2	0	2	
37	4:58:14	4:58:58	3	2	1	7	0	7	
38	4:59:52		0	0		0	0		
39	5:00:00					0	0		
40						0	0		
41						0	0		
42						0	0		
43						0	0		
44						0	0		
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Site Information

Location ID:	53
Region:	NW
County:	Eau Claire
RT Roadway:	STH 312/N. Crossing
Cross Roadway:	Bus. 53 On-Ramp

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	NB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	SB
Control:	Dallas Protected/Permitted

Count Information

Video Date:	Mon 10/28/2019
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		7:00:00	1	0		1	11	11	0
2	7:01:25	7:01:36	2	1		1	17	17	0
3	7:03:31	7:03:41	1	1		0	3	3	0
4	7:04:20	7:04:47	2	0		2	21	21	0
5	7:06:08	7:06:20	1	1		0	9	9	0
6	7:07:02	7:07:21	3	1		2	10	10	0
7	7:08:04	7:08:14	3	0		3	21	21	0
8	7:10:07	7:10:17	1	0		1	21	21	0
9	7:12:11	7:12:28	4	0		4	14	14	0
10	7:13:21	7:13:31	1	0		1	12	12	0
11	7:14:38	7:14:56	2	2		0	9	9	0
12	7:15:49	7:15:56	0	0		0	11	11	0
13	7:17:20	7:17:39	0	0		0	19	19	0
14	7:18:58	7:19:12	2	1		1	21	21	0
15	7:20:44	7:21:01	1	0		1	15	15	0
16	7:22:03	7:22:30	1	0		1	16	16	0
17	7:23:59	7:24:23	1	1		0	16	16	0
18	7:25:43	7:25:58	0	0		0	17	17	0
19	7:27:18	7:27:37	3	1		2	15	15	0
20	7:28:52	7:29:02	0	0		0	18	18	0
21	7:30:28	7:30:41	4	0		4	12	12	0
22	7:31:53	7:32:12	1	0		1	26	26	0
23	7:33:55	7:34:14	1	0		1	16	16	0
24	7:35:48	7:35:58	1	1		0	30	30	0
25	7:38:58	7:39:31	2	1		1	28	28	0
26	7:41:23	7:41:49	2	1		1	15	15	0
27	7:42:48	7:43:06	0	0		0	12	12	0
28	7:44:19	7:44:34	1	0		1	19	19	0
29	7:46:01	7:46:25	2	0		2	30	30	0
30	7:48:26	7:48:49	0	0		0	9	9	0
31	7:49:33	7:50:00	0	0		0	26	26	0
32	7:52:00	7:52:18	1	0		1	8	8	0
33	7:53:05	7:53:15	0	0		0	2	2	0
34	7:54:01	7:54:14	0	0		0	19	19	0
35	7:55:38	7:55:57	2	0		2	20	20	0
36	7:57:51	7:58:03	1	0		1	15	15	0
37	7:59:52		0	0		0	0	0	0
38	8:00:00								
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Site Information

Location ID:	54
Region:	NW
County:	Eau Claire
RT Roadway:	Bus. 53 Off-Ramp
Cross Roadway:	STH 312/N. Crossing

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Thu 10/29/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles			Volume of Conflicting Vehicles		
			Total	On Green (RTOG)	On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		4:00:00	3	0	3	21	21	0
2	4:01:24	4:01:44	0	0	0	11	11	0
3	4:02:41	4:02:52	3	2	1	32	32	0
4	4:04:41	4:04:52	1	0	1	29	29	0
5	4:06:57	4:07:08	0	0	0	15	15	0
6	4:08:22	4:08:41	1	0	1	17	17	0
7	4:09:45	4:10:13	2	2	0	17	17	0
8	4:11:15	4:11:36	0	0	0	25	25	0
9	4:13:22	4:13:41	1	1	0	7	7	0
10	4:14:10	4:14:32	0	0	0	30	30	0
11	4:16:22	4:16:34	0	0	0	27	27	0
12	4:17:44	4:17:54	0	0	0	13	13	0
13	4:18:46	4:18:58	0	0	0	9	9	0
14	4:19:44	4:19:56	1	0	1	22	22	0
15	4:21:25	4:21:39	2	1	1	18	18	0
16	4:22:57	4:23:11	1	0	1	19	19	0
17	4:25:12	4:25:28	0	0	0	24	24	0
18	4:27:12	4:27:26	0	0	0	5	5	0
19	4:28:08	4:28:50	2	1	1	24	24	0
20	4:30:10	4:30:27	1	0	1	20	20	0
21	4:32:01	4:32:23	0	0	0	16	16	0
22	4:33:09	4:33:27	2	1	1	20	20	0
23	4:34:29	4:34:41	4	0	4	34	34	0
24	4:36:46	4:37:05	3	2	1	16	16	0
25	4:37:59	4:38:16	2	2	0	25	25	0
26	4:39:42	4:40:02	2	0	2	23	23	0
27	4:41:04	4:41:13	1	0	1	8	8	0
28	4:42:13	4:42:32	1	1	0	33	33	0
29	4:44:19	4:44:34	1	0	1	24	24	0
30	4:45:44	4:46:13	1	0	1	23	23	0
31	4:47:59	4:48:24	1	0	1	21	21	0
32	4:49:58	4:50:14	2	1	1	20	20	0
33	4:51:28	4:51:50	4	0	4	36	36	0
34	4:54:05	4:54:26	0	0	0	16	16	0
35	4:55:38	4:55:46	1	0	1	17	17	0
36	4:56:45	4:57:04	0	0	0	9	9	0
37	4:57:50	4:58:09	1	1	0	21	21	0
38	4:59:17	4:59:32	2	1	1	17	17	0
39	5:00:56					0		0
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Site Information

Location ID:	54
Region:	NW
County:	Eau Claire
RT Roadway:	Bus. 53 Off-Ramp
Cross Roadway:	STH 312/N. Crossing

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 10/28/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:08	7:02:00	5	0	5	0	0	27	27	
2	7:03:04	7:03:50	5	0	5	0	0	12	12	
3	7:05:02	7:05:49	6	0	5	0	1	46	46	
4	7:07:05	7:07:56	6	2	3	0	1	24	24	
5	7:09:09	7:09:50	8	2	2	0	4	25	25	
6	7:11:07	7:11:55	10	2	4	1	3	34	34	
7	7:13:08	7:13:59	5	0	4	0	1	27	27	
8	7:15:08	7:15:54	5	0	1	1	3	37	37	
9	7:17:08	7:17:57	6	0	2	2	2	31	31	
10	7:19:07	7:19:57	19	3	10	2	4	37	37	
11	7:21:08	7:21:52	12	0	6	1	5	25	25	
12	7:23:07	7:23:52	10	0	5	1	4	39	39	
13	7:25:09	7:26:00	7	0	6	0	1	28	28	
14	7:27:10	7:28:00	6	1	4	0	1	30	30	
15	7:29:08	7:29:54	15	4	10	0	1	33	33	
16	7:31:08	7:31:53	10	1	5	0	4	38	38	
17	7:33:08	7:33:50	8	2	1	0	5	36	36	
18	7:35:09	7:35:47	5	0	1	0	4	34	34	
19	7:37:08	7:37:51	8	0	2	0	6	29	29	
20	7:39:08	7:40:00	4	0	1	0	3	47	47	
21	7:41:08	7:41:52	9	1	1	1	6	42	42	
22	7:43:07	7:43:55	8	1	6	0	1	36	36	
23	7:45:08	7:46:00	22	7	14	0	1	49	49	
24	7:47:04	7:47:56	10	0	8	1	1	49	49	
25	7:49:08	7:49:48	9	0	4	1	4	43	43	
26	7:51:08	7:51:55	5	0	3	0	2	46	46	
27	7:53:09	7:54:00	26	3	14	3	6	28	28	
28	7:55:07	7:55:48	12	0	4	2	6	47	47	
29	7:57:08	7:57:54	10	1	1	4	4	39	39	
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Site Information

Location ID:	64
Region:	SE
County:	Kenosha
RT Roadway:	STH 31/Green Bay Road
Cross Roadway:	STH 50/75th Street

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	40

Conflicting Left-Turn Information

Direction:	NB
Control:	Protected Only

Count Information

Video Date:	Wed 2/12/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cannot differentiate conflicting thru and left-turn movement vehicles on the video.

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:01:35	4:02:35	13	1	5	0	7	34	34	
2	4:03:41	4:04:38	12	0	8	0	4	33	33	
3	4:05:40	4:06:41	7	0	3	0	4	25	25	
4	4:07:46	4:08:42	8	1	6	0	1	38	38	
5	4:09:53	4:10:54	13	2	9	0	2	41	41	
6	4:12:01	4:12:58	23	3	15	0	5	39	39	
7	4:14:06	4:15:03	12	0	9	0	3	49	49	
8	4:16:11	4:17:08	15	3	11	0	1	43	43	
9	4:18:16	4:19:14	9	0	4	0	5	34	34	
10	4:20:21	4:21:18	10	2	6	0	2	48	48	
11	4:22:26	4:23:24	18	0	16	1	1	41	41	
12	4:24:29	4:25:26	9	1	5	0	3	32	32	
13	4:26:36	4:27:34	13	0	8	2	3	45	45	
14	4:28:41	4:29:39	10	0	5	2	3	45	45	
15	4:30:46	4:31:44	18	5	12	0	1	34	34	
16	4:32:51	4:33:46	10	2	4	0	4	43	43	
17	4:34:56	4:35:51	13	1	5	2	5	35	35	
18	4:37:01	4:37:59	12	0	9	1	2	45	45	
19	4:39:06	4:39:57	10	0	5	1	4	45	45	
20	4:41:11	4:42:09	12	1	7	0	4	36	36	
21	4:43:16	4:44:12	8	1	4	1	2	43	43	
22	4:45:20	4:46:18	15	0	12	1	2	54	54	
23	4:47:27	4:48:19	15	1	12	0	2	48	48	
24	4:49:32	4:50:28	7	0	4	1	2	49	49	
25	4:51:36	4:52:32	9	0	4	1	4	42	42	
26	4:53:42	4:54:39	11	0	8	0	3	45	45	
27	4:55:47	4:56:44	15	1	9	1	4	38	38	
28	4:57:52	4:58:35	10	0	2	1	7	40	40	
29	4:59:57									
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Site Information

Location ID:	64
Region:	SE
County:	Kenosha
RT Roadway:	STH 31/Green Bay Road
Cross Roadway:	STH 50/75th Street

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	40

Conflicting Left-Turn Information

Direction:	NB
Control:	Protected Only

Count Information

Video Date:	Wed 2/12/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Cannot differentiate conflicting thru and left-turn movement vehicles on the video.

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:02	7:01:47	1	0	1	0	0	5	5	0
2	7:02:13	7:02:23	0	0	0	0	0	5	0	5
3	7:02:48	7:02:56	2	0	0	1	1	1	0	1
4	7:03:18	7:03:29	2	0	0	0	2	9	9	0
5	7:04:04	7:04:37	2	0	0	0	2	9	6	3
6	7:05:41	7:06:00	1	0	1	0	0	2	0	2
7	7:06:22	7:06:31	1	0	0	0	1	16	16	0
8	7:07:24	7:07:56	4	0	0	1	3	23	23	0
9	7:09:05	7:09:23	0	0	0	0	0	2	0	2
10	7:09:44	7:09:54	1	0	1	0	0	4	4	0
11	7:10:19	7:10:28	0	0	0	0	0	2	0	2
12	7:10:49	7:11:05	2	0	1	0	1	0	0	0
13	7:11:28	7:11:34	3	0	0	2	1	16	16	0
14	7:12:41	7:13:15	1	0	0	0	1	21	21	0
15	7:14:24	7:15:06	5	0	5	0	0	13	13	0
16	7:15:39	7:15:48	2	0	1	0	1	5	5	0
17	7:16:15	7:17:11	2	0	0	1	1	15	15	0
18	7:17:43	7:18:08	1	0	1	0	0	7	0	7
19	7:18:29	7:18:43	2	1	0	0	1	8	8	0
20	7:19:15	7:19:24	0	0	0	0	0	7	0	7
21	7:19:53	7:20:51	4	0	4	0	0	19	13	6
22	7:22:07	7:22:29	0	0	0	0	0	2	0	2
23	7:22:51	7:23:07	2	0	0	1	1	9	4	5
24	7:24:06	7:24:43	0	0	0	0	0	4	4	0
25	7:25:10	7:25:19	0	0	0	0	0	2	2	0
26	7:25:43	7:26:46	2	0	0	0	2	15	15	0
27	7:27:40	7:28:33	1	1	0	0	0	7	7	0
28	7:29:03	7:29:13	4	1	0	1	2	3	1	2
29	7:29:37	7:30:35	2	0	1	0	1	5	5	0
30	7:30:59	7:31:08	4	1	2	0	1	6	6	0
31	7:31:48	7:32:33	4	1	1	0	2	16	11	5
32	7:33:52	7:34:40	2	0	1	0	1	10	10	0
33	7:35:24	7:36:23	1	0	0	0	1	6	6	0
34	7:36:49	7:36:58	3	0	0	1	2	8	0	8
35	7:37:39	7:38:14	3	0	1	1	1	11	8	3
36	7:39:15	7:39:35	0	0	0	0	0	1	0	1
37	7:39:55	7:40:12	3	0	0	0	3	17	17	0
38	7:40:44	7:40:52	0	0	0	0	0	1	1	0
39	7:41:11	7:41:32	2	0	1	0	1	2	0	2
40	7:41:55	7:42:02	2	1	0	1	0	16	14	2
41	7:42:38	7:43:22	0	0	0	0	0	2	0	2
42	7:43:57	7:44:03	0	0	0	0	0	7	7	0
43	7:44:35	7:44:45	1	0	1	0	0	5	0	5
44	7:45:11	7:45:53	4	0	2	0	2	15	15	0
45	7:46:26	7:46:36	1	0	1	0	0	3	0	3
46	7:47:01	7:47:17	1	0	0	0	1	7	0	7
47	7:47:43	7:47:52	1	0	1	0	0	18	11	7
48	7:48:42	7:48:51	2	0	0	0	2	5	0	5
49	7:49:18	7:50:03	3	0	0	1	2	19	11	8
50	7:51:04	7:51:28	1	0	0	0	1	2	0	2
51	7:51:47	7:51:58	4	0	1	1	2	6	3	3
52	7:52:21	7:52:36	1	0	1	0	0	3	0	3
53	7:52:59	7:53:17	3	1	0	1	1	0	0	0
54	7:53:39	7:53:48	0	0	0	0	0	15	15	0
55	7:54:30	7:54:40	6	0	1	0	5	5	5	0
56	7:55:21	7:56:06	1	0	0	0	1	6	6	0
57	7:56:32	7:56:43	4	0	3	1	0	6	0	6
58	7:57:24	7:58:05	7	1	4	1	1	13	13	0
59	7:58:36	7:58:46	3	0	2	0	1	5	5	0
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Site Information

Location ID:	72
Region:	SE
County:	Milwaukee
RT Roadway:	CTH BB/Rawson Ave
Cross Roadway:	STH 38/Howell Ave

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected Only

Count Information

Video Date:	Wed 2/12/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		4:00:00	5	0	0	2	3	3	0	3
2	4:00:25	4:00:36	2	0	0	0	2	0	0	0
3	4:00:49	4:01:16	4	0	2	0	2	23	14	9
4	4:02:46	4:03:31	7	0	2	1	4	37	28	9
5	4:04:49	4:06:00	11	2	2	3	4	41	32	9
6	4:07:23	4:08:17	11	0	2	2	7	31	23	8
7	4:09:41	4:10:30	10	0	5	1	4	44	38	6
8	4:11:42	4:12:35	14	2	4	2	6	52	42	10
9	4:13:51	4:14:26	2	0	2	0	0	6	0	6
10	4:14:41	4:15:01	5	0	2	0	3	26	23	3
11	4:16:00	4:16:57	10	1	7	0	2	47	40	7
12	4:18:03	4:19:06	9	0	3	1	5	31	26	5
13	4:20:14	4:21:17	12	0	8	0	4	44	31	13
14	4:22:35	4:23:36	5	0	4	0	1	32	27	5
15	4:24:50	4:25:44	5	0	1	0	4	35	25	10
16	4:26:49	4:27:43	4	2	2	0	0	22	17	5
17	4:28:50	4:29:35	5	0	3	0	2	21	21	0
18	4:30:14	4:30:36	2	0	0	0	2	7	0	7
19	4:31:00	4:31:37	8	1	3	1	3	17	17	0
20	4:32:12	4:32:52	6	0	4	0	2	7	0	7
21	4:33:17	4:34:10	5	0	3	0	2	48	40	8
22	4:35:30	4:36:15	12	0	5	2	5	39	33	6
23	4:37:33	4:38:35	10	0	7	0	3	50	40	10
24	4:39:50	4:40:47	12	1	7	1	3	44	32	12
25	4:42:09	4:42:53	4	0	0	0	4	22	17	5
26	4:43:59	4:44:42	6	1	2	0	3	39	32	7
27	4:45:01	4:45:44	14	5	8	0	1	19	19	0
28	4:47:16	4:47:29	3	0	1	0	2	7	0	7
29	4:47:54	4:48:17	3	0	2	0	1	24	24	0
30	4:49:12	4:49:24	4	0	1	0	3	5	0	5
31	4:49:47	4:50:00	6	0	2	0	4	3	0	3
32	4:50:22	4:50:29	5	0	2	1	2	27	27	0
33	4:51:11	4:51:22	2	0	1	0	1	9	0	9
34	4:51:53	4:52:40	6	2	4	0	0	25	25	0
35	4:53:21	4:53:30	2	0	1	0	1	7	0	7
36	4:53:54	4:54:21	9	2	5	0	2	1	1	0
37	4:54:43	4:54:57	6	0	1	1	4	30	26	4
38	4:56:08	4:56:48	11	2	4	1	4	27	23	4
39	4:58:06	4:59:05	17	5	6	1	5	30	28	2
40		5:00:00								
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Site Information

Location ID:	72
Region:	SE
County:	Milwaukee
RT Roadway:	CTH BB/Rawson Ave
Cross Roadway:	STH 38/Howell Ave

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected Only

Count Information

Video Date:	Thu 2/13/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:08	7:01:20	4	0	3	0	1	3	3	0
2	7:01:40	7:02:39	2	0	1	0	1	0	0	0
3	7:03:09	7:04:20	2	0	1	0	1	1	0	1
4	7:05:06	7:05:50	5	0	4	1	0	7	6	1
5	7:06:43	7:07:35	3	0	1	1	1	3	3	0
6	7:08:13	7:08:39	0	0	0	0	0	0	0	0
7	7:09:06	7:09:26	3	0	2	0	1	4	4	0
8	7:10:09	7:11:07	5	1	1	1	2	5	5	0
9	7:11:40	7:13:04	5	1	2	1	1	5	5	0
10	7:13:45	7:15:09	2	0	1	0	1	5	5	0
11	7:15:30	7:15:43	4	1	2	0	1	1	0	1
12	7:16:04	7:16:26	1	0	0	0	1	9	9	0
13	7:17:02	7:18:07	3	0	3	0	0	7	7	0
14	7:18:31	7:19:23	3	0	2	0	1	1	0	1
15	7:19:47	7:20:03	0	0	0	0	0	7	7	0
16	7:20:35	7:21:48	7	2	5	0	0	3	3	0
17	7:22:10	7:22:26	0	0	0	0	0	1	0	1
18	7:22:56	7:23:15	4	0	1	0	3	1	1	0
19	7:23:36	7:24:33	3	1	1	0	1	5	1	4
20	7:25:20	7:25:35	4	1	3	0	0	1	0	1
21	7:26:00	7:26:11	1	0	0	0	1	5	5	0
22	7:26:42	7:27:44	3	1	2	0	0	6	6	0
23	7:28:10	7:29:29	6	0	5	0	1	4	2	2
24	7:30:10	7:31:10	3	0	1	0	2	1	1	0
25	7:31:33	7:31:52	3	0	2	0	1	2	0	2
26	7:32:12	7:33:05	0	0	0	0	0	7	7	0
27	7:33:31	7:34:18	2	1	1	0	0	1	0	1
28	7:34:43	7:34:54	3	0	0	0	3	6	4	2
29	7:35:37	7:36:30	3	0	3	0	0	4	3	1
30	7:37:16	7:38:15	2	0	2	0	0	9	8	1
31	7:39:07	7:40:19	8	0	7	0	1	6	6	0
32	7:40:45	7:41:53	5	3	2	0	0	0	0	0
33	7:42:19	7:43:41	1	1	0	0	0	5	4	1
34	7:44:21	7:45:11	3	0	1	0	2	3	3	0
35	7:45:33	7:46:42	6	0	4	0	2	6	5	1
36	7:47:28	7:47:51	3	1	1	0	1	2	0	2
37	7:48:16	7:48:36	1	0	0	1	0	8	8	0
38	7:49:02	7:50:19	9	2	5	1	1	7	6	1
39	7:51:15	7:52:10	0	0	0	0	0	6	6	0
40	7:52:36	7:53:51	0	0	0	0	0	4	2	2
41	7:54:37	7:55:14	2	0	0	0	2	0	0	0
42	7:55:36	7:55:56	0	0	0	0	0	1	0	1
43	7:56:21	7:56:35	1	0	1	0	0	5	5	0
44	7:57:01	7:58:04	3	1	1	0	1	3	2	1
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Site Information

Location ID:	76
Region:	SE
County:	Milwaukee
RT Roadway:	STH 100/Ryan Rd
Cross Roadway:	STH 38/Howell Ave

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected Only

Count Information

Video Date:	Wed 8/4/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:20	16:01:28	12	3	5	0	4	20	17	3
2	16:02:35	16:03:35	6	0	6	0	0	20	20	0
3	16:04:10	16:05:35	10	3	2	1	4	13	13	0
4	16:06:25	16:07:29	14	4	3	3	4	25	22	3
5	16:08:35	16:09:21	10	0	2	0	8	20	19	1
6	16:10:49	16:12:03	10	4	4	1	1	26	25	1
7	16:13:05	16:14:03	6	1	3	1	1	24	23	1
8	16:15:15	16:16:29	9	3	6	0	0	11	8	3
9	16:17:18	16:18:26	8	5	2	0	1	11	10	1
10	16:19:15	16:20:11	12	2	0	4	6	11	9	2
11	16:21:07	16:21:47	3	0	1	1	1	1	0	1
12	16:22:12	16:22:38	6	1	4	0	1	25	24	1
13	16:23:49	16:25:01	14	4	8	0	2	19	18	1
14	16:25:59	16:26:55	11	2	8	0	1	2	2	0
15	16:27:17	16:27:30	2	0	0	0	2	1	0	1
16	16:27:51	16:28:53	6	2	3	0	1	35	31	4
17	16:30:12	16:30:36	6	0	5	0	1	0	0	0
18	16:31:01	16:31:09	1	1	0	0	0	8	8	0
19	16:31:37	16:32:38	11	3	5	0	3	2	0	2
20	16:33:03	16:33:14	2	0	0	0	2	13	13	0
21	16:33:45	16:34:44	10	3	5	0	2	19	19	0
22	16:35:18	16:36:49	7	3	3	0	1	18	18	0
23	16:37:19	16:38:26	3	1	2	0	0	12	12	0
24	16:39:00	16:39:36	3	0	2	1	0	1	0	1
25	16:40:02	16:40:15	5	1	1	1	2	21	21	0
26	16:41:20	16:42:22	7	0	2	1	4	22	19	3
27	16:43:34	16:44:22	6	1	2	0	3	5	5	0
28	16:44:47	16:46:22	8	3	2	1	2	18	17	1
29	16:47:09	16:47:44	3	1	2	0	0	1	0	1
30	16:48:08	16:48:25	2	0	0	0	2	17	17	0
31	16:49:15	16:50:29	8	1	1	2	4	19	19	0
32	16:51:08	16:52:23	9	4	4	0	1	16	16	0
33	16:52:56	16:53:23	4	1	0	2	1	1	0	1
34	16:53:47	16:53:56	1	0	0	1	0	6	6	0
35	16:54:22	16:55:42	8	2	6	0	0	20	20	0
36	16:56:25	16:57:37	10	6	4	0	0	4	4	0
37	16:58:03	16:59:15	11	2	6	2	1	22	22	0
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Site Information

Location ID:	76
Region:	SE
County:	Milwaukee
RT Roadway:	STH 100/Ryan Rd
Cross Roadway:	STH 38/Howell Ave

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected Only

Count Information

Video Date:	Wed 8/4/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:30	16:01:19	4	1	2	1	0	4	4	0
2	16:01:53	16:02:06	1	0	1	0	0	1	1	0
3	16:02:24	16:02:39	1	0	0	1	0	2	2	0
4	16:03:01	16:03:20	8	2	2	3	1	2	2	0
5	16:03:55	16:04:28	11	6	3	1	1	9	9	0
6	16:04:52	16:05:12	2	1	1	0	0	1	1	0
7	16:05:29	16:05:40	5	0	2	3	0	6	6	0
8	16:06:10	16:07:48	13	0	9	2	2	5	5	0
9	16:08:12	16:08:25	3	1	2	0	0	0	0	0
10	16:08:42	16:09:14	6	4	2	0	0	12	12	0
11	16:09:55	16:10:16	3	0	3	0	0	0	0	0
12	16:10:33	16:10:46	3	0	1	0	2	4	4	0
13	16:11:07	16:11:24	4	1	2	0	1	2	2	0
14	16:11:42	16:12:03	1	1	0	0	0	6	6	0
15	16:12:40	16:13:03	4	2	2	0	0	0	0	0
16	16:13:24	16:13:45	2	1	0	1	0	4	4	0
17	16:14:13	16:14:28	2	0	1	1	0	0	0	0
18	16:14:46	16:15:03	2	0	0	2	0	3	3	0
19	16:15:26	16:15:39	4	3	0	0	1	1	1	0
20	16:15:56	16:16:26	4	1	2	1	0	5	5	0
21	16:16:56	16:17:36	5	0	3	0	2	5	5	0
22	16:18:16	16:18:45	0	0	0	0	0	3	3	0
23	16:19:06	16:19:32	2	0	1	1	0	1	1	0
24	16:19:55	16:20:31	2	0	2	0	0	2	2	0
25	16:20:55	16:21:45	5	0	3	1	1	6	6	0
26	16:22:11	16:22:47	5	1	3	0	1	3	3	0
27	16:23:15	16:23:52	3	0	2	0	1	4	4	0
28	16:24:22	16:24:59	5	1	3	0	1	4	4	0
29	16:25:31	16:26:10	6	2	2	1	1	0	0	0
30	16:26:31	16:26:50	1	0	1	0	0	1	1	0
31	16:27:07	16:27:19	2	0	0	1	1	2	2	0
32	16:27:39	16:27:53	1	0	0	0	1	0	0	0
33	16:28:09	16:28:23	0	0	0	0	0	6	6	0
34	16:28:50	16:29:04	4	1	2	1	0	0	0	0
35	16:29:20	16:29:36	5	1	2	1	1	3	3	0
36	16:29:58	16:30:39	4	1	2	1	0	4	4	0
37	16:30:59	16:31:12	2	1	1	0	0	1	1	0
38	16:31:29	16:31:38	0	0	0	0	0	1	1	0
39	16:31:59	16:33:30	8	1	5	1	1	4	4	0
40	16:33:53	16:34:58	12	5	5	1	1	2	2	0
41	16:35:18	16:35:50	4	2	0	0	2	3	3	0
42	16:36:19	16:37:30	11	3	4	2	2	11	11	0
43	16:38:05	16:38:21	2	1	1	0	0	2	2	0
44	16:38:38	16:38:55	3	1	0	0	2	7	7	0
45	16:39:40	16:39:57	5	2	2	0	1	2	2	0
46	16:40:15	16:40:43	1	0	0	1	0	3	3	0
47	16:41:18	16:42:02	5	2	1	1	1	4	4	0
48	16:42:24	16:42:54	3	0	2	1	0	1	1	0
49	16:43:17	16:43:51	2	0	2	0	0	5	5	0
50	16:44:11	16:44:38	4	1	1	2	0	2	2	0
51	16:45:00	16:45:12	2	0	1	0	1	1	1	0
52	16:45:30	16:45:42	1	0	0	0	1	1	1	0
53	16:46:17	16:47:05	5	1	2	0	2	3	3	0
54	16:47:26	16:47:41	3	0	2	0	1	1	1	0
55	16:47:59	16:48:15	2	0	1	1	0	3	3	0
56	16:48:41	16:48:56	2	0	1	0	1	1	1	0
57	16:49:13	16:49:36	5	1	3	1	0	5	5	0
58	16:50:00	16:50:31	3	1	2	0	0	3	3	0
59	16:50:54	16:51:08	2	0	0	0	2	1	1	0
60	16:51:36	16:51:48	3	1	0	1	1	1	1	0
61	16:52:06	16:52:26	6	2	1	0	3	5	5	0
62	16:52:48	16:53:26	6	1	2	2	1	4	4	0
63	16:53:53	16:54:13	4	1	1	1	1	2	2	0
64	16:54:31	16:55:08	4	0	2	1	1	4	4	0
65	16:55:30	16:56:19	12	4	5	0	3	4	4	0
66	16:56:52	16:57:27	5	0	2	0	3	2	2	0
67	16:57:58	16:58:16	2	0	2	0	0	0	0	0
68	16:58:33	16:58:45	1	0	0	1	0	4	4	0
69	16:59:24	16:59:38	1	0	1	0	0	1	1	0
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Site Information

Location ID:	78
Region:	NC
County:	Marathon
RT Roadway:	Campus Dr
Cross Roadway:	Bus 51

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected Only

Count Information

Video Date:	Wed 7/28/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:27	7:00:40	2	0	0	0	2	3	3	0
2	7:01:45	7:02:00	4	0	1	1	2	6	5	1
3	7:03:31	7:04:07	7	0	4	0	3	6	5	1
4	7:06:46	7:07:06	4	0	3	0	1	3	3	0
5	7:07:28	7:07:48	1	0	0	1	0	3	3	0
6	7:08:13	7:08:53	7	0	5	0	2	11	11	0
7	7:10:08	7:10:36	3	0	3	0	0	5	5	0
8	7:10:57	7:11:26	4	0	2	0	2	4	4	0
9	7:11:51	7:12:04	0	0	0	0	0	2	1	1
10	7:12:41	7:12:55	2	0	0	0	2	10	9	1
11	7:14:50	7:14:59	4	1	2	0	1	7	7	0
12	7:15:27	7:16:00	3	1	1	0	1	2	2	0
13	7:16:32	7:16:46	3	0	1	1	1	4	4	0
14	7:17:53	7:18:22	4	0	3	1	0	5	5	0
15	7:18:59	7:19:15	3	0	1	0	2	4	4	0
16	7:19:37	7:19:51	1	0	0	0	1	2	2	0
17	7:21:01	7:21:27	3	0	1	0	2	1	1	0
18	7:21:46	7:21:59	6	1	0	0	5	2	2	0
19	7:22:35	7:22:51	3	0	1	0	2	1	0	1
20	7:23:42	7:24:14	4	0	2	0	2	5	5	0
21	7:24:38	7:25:07	11	0	0	1	10	11	10	1
22	7:27:36	7:27:55	6	0	2	0	4	8	8	0
23	7:29:27	7:30:13	4	0	2	0	2	7	7	0
24	7:30:38	7:30:56	3	0	2	0	1	1	1	0
25	7:31:37	7:31:52	1	0	1	0	0	2	2	0
26	7:32:17	7:32:50	3	0	1	0	2	5	5	0
27	7:33:16	7:33:31	2	0	1	0	1	5	4	1
28	7:34:46	7:35:20	4	0	2	0	2	6	6	0
29	7:37:18	7:37:32	3	0	1	0	2	9	9	0
30	7:38:24	7:38:50	4	0	2	0	2	3	3	0
31	7:39:12	7:39:24	4	0	2	1	1	3	3	0
32	7:40:08	7:40:31	4	0	3	0	1	2	2	0
33	7:40:52	7:41:12	6	0	5	0	1	5	5	0
34	7:41:38	7:41:53	3	0	1	0	2	4	4	0
35	7:42:18	7:42:32	3	0	1	0	2	7	7	0
36	7:43:45	7:44:02	6	0	3	0	3	2	2	0
37	7:44:37	7:44:51	3	0	0	0	3	10	10	0
38	7:46:54	7:47:44	5	0	4	0	1	5	5	0
39	7:48:04	7:48:21	1	0	0	0	1	3	3	0
40	7:49:03	7:49:16	5	0	0	0	5	8	8	0
41	7:50:24	7:50:38	2	1	0	0	1	8	8	0
42	7:51:11	7:51:23	2	0	1	0	1	5	5	0
43	7:52:17	7:52:44	7	0	4	1	2	12	11	1
44	7:54:36	7:54:50	2	0	1	0	1	4	2	2
45	7:55:35	7:55:50	1	0	0	0	1	2	2	0
46	7:56:12	7:56:26	0	0	0	0	0	3	3	0
47	7:56:47	7:57:17	5	0	2	1	2	5	5	0
48	7:58:58	7:59:27	3	0	3	0	0	2	2	0
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Site Information

Location ID:	79
Region:	NC
County:	Marathon
RT Roadway:	IH 39 Off-Ramp
Cross Roadway:	Bus 51

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected/Permitted

Count Information

Video Date:	Wed 7/28/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:39	16:01:15	6	0	6	0	0	2	1	1
2	16:01:49	16:01:58	0	0	0	0	0	4	3	1
3	16:03:24	16:04:13	5	0	4	1	0	5	3	2
4	16:04:51	16:05:18	3	0	1	0	2	4	4	0
5	16:05:57	16:06:31	6	1	4	0	1	5	3	2
6	16:07:11	16:07:46	1	0	1	0	0	3	3	0
7	16:08:04	16:08:22	4	1	2	0	1	4	3	1
8	16:09:01	16:09:22	8	0	2	0	6	3	2	1
9	16:10:04	16:10:43	5	0	3	0	2	4	2	2
10	16:11:17	16:11:59	6	0	4	0	2	1	1	0
11	16:12:45	16:13:33	10	0	10	0	0	7	7	0
12	16:14:15	16:14:22	3	0	0	1	2	2	2	0
13	16:15:17	16:15:34	5	0	1	0	4	0	0	0
14	16:15:57	16:16:25	4	0	2	0	2	2	1	1
15	16:17:04	16:17:24	5	0	2	0	3	6	6	0
16	16:18:59	16:19:28	3	0	1	0	2	8	8	0
17	16:19:52	16:20:09	3	0	0	0	3	4	4	0
18	16:20:39	16:21:14	10	1	7	0	2	5	4	1
19	16:22:07	16:22:20	3	0	1	0	2	2	2	0
20	16:22:45	16:23:20	6	0	5	0	1	3	3	0
21	16:23:42	16:24:03	7	0	5	0	2	3	2	1
22	16:24:39	16:24:53	1	0	0	0	1	1	1	0
23	16:25:22	16:26:10	11	0	7	0	4	4	4	0
24	16:26:54	16:27:35	1	0	1	0	0	4	4	0
25	16:27:54	16:28:07	2	0	0	0	2	2	1	1
26	16:28:57	16:29:16	12	0	5	0	7	6	4	2
27	16:30:15	16:30:33	4	0	3	0	1	1	1	0
28	16:30:54	16:31:22	2	0	1	1	0	2	2	0
29	16:31:43	16:31:56	3	0	2	0	1	1	1	0
30	16:32:17	16:32:39	3	0	3	0	0	2	1	1
31	16:33:19	16:33:55	4	0	3	1	0	4	4	0
32	16:34:21	16:34:34	3	0	2	0	1	4	3	1
33	16:35:10	16:35:42	4	0	1	1	2	6	6	0
34	16:36:08	16:36:34	11	1	3	0	7	2	1	1
35	16:37:41	16:38:26	5	0	3	0	2	2	1	1
36	16:39:01	16:39:20	7	0	0	1	6	11	11	0
37	16:40:27	16:41:09	6	2	4	0	0	9	9	0
38	16:41:54	16:42:19	3	0	1	0	2	1	1	0
39	16:42:44	16:43:10	9	0	5	0	4	6	6	0
40	16:43:44	16:44:03	3	1	1	0	1	2	2	0
41	16:44:27	16:44:59	6	0	5	0	1	4	4	0
42	16:45:18	16:46:09	12	0	11	0	1	4	4	0
43	16:46:34	16:46:51	3	0	2	0	1	5	5	0
44	16:47:22	16:47:40	3	0	1	0	2	1	1	0
45	16:48:03	16:48:29	8	0	2	2	4	2	2	0
46	16:49:03	16:49:16	2	0	0	0	2	2	1	1
47	16:49:43	16:50:11	5	0	2	0	3	2	2	0
48	16:50:38	16:50:51	3	0	1	0	2	1	1	0
49	16:51:17	16:51:42	4	0	1	0	3	2	2	0
50	16:52:25	16:53:01	8	0	4	0	4	3	3	0
51	16:53:25	16:53:47	7	0	7	0	0	5	5	0
52	16:54:34	16:55:10	6	1	4	0	1	1	1	0
53	16:55:34	16:56:07	5	0	1	0	4	2	2	0
54	16:56:39	16:56:50	6	0	1	0	5	2	1	1
55	16:57:26	16:57:46	4	0	1	0	3	0	0	0
56	16:48:32	16:58:51	9	0	4	0	5	2	2	0
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Site Information

Location ID:	79
Region:	NC
County:	Marathon
RT Roadway:	IH 39 Off-Ramp
Cross Roadway:	Bus 51

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected/Permitted

Count Information

Video Date:	Wed 7/28/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:12	7:00:24	9	0	1	4	4	9	9	0
2	7:01:34	7:01:50	5	1	0	1	3	16	16	0
3	7:03:05	7:03:18	10	1	0	2	7	13	13	0
4	7:05:50	7:06:03	12	2	2	4	4	5	5	0
5	7:07:15	7:07:35	14	2	5	1	6	7	7	0
6	7:08:39	7:09:01	9	2	3	0	4	6	6	0
7	7:10:06	7:10:23	13	2	3	2	6	13	13	0
8	7:13:11	7:13:25	6	0	2	2	2	14	14	0
9	7:14:55	7:15:05	9	0	0	3	6	9	9	0
10	7:16:34	7:16:46	6	0	0	1	5	13	13	0
11	7:18:15	7:18:28	5	1	0	0	4	10	10	0
12	7:19:55	7:20:14	10	1	3	2	4	17	17	0
13	7:21:26	7:21:45	4	0	3	0	1	14	14	0
14	7:22:50	7:23:08	5	1	0	1	3	6	6	0
15	7:24:16	7:24:35	6	0	1	2	3	15	15	0
16	7:25:47	7:26:00	9	0	1	1	7	6	6	0
17	7:27:05	7:27:24	9	1	2	4	2	8	8	0
18	7:28:30	7:28:46	7	0	2	1	4	7	7	0
19	7:29:56	7:30:11	8	1	0	2	5	6	6	0
20	7:31:20	7:31:33	13	0	1	1	11	23	23	0
21	7:34:10	7:34:30	13	3	3	1	6	12	12	0
22	7:35:35	7:36:02	8	1	4	1	2	16	16	0
23	7:37:00	7:37:20	6	0	2	1	3	13	13	0
24	7:38:25	7:38:43	3	1	1	0	1	8	8	0
25	7:39:50	7:40:17	12	3	3	2	4	16	16	0
26	7:41:16	7:41:43	13	2	8	0	3	13	13	0
27	7:42:40	7:43:02	12	2	4	1	5	13	13	0
28	7:44:05	7:44:18	7	0	1	2	4	11	11	0
29	7:45:30	7:45:56	12	5	3	1	3	8	8	0
30	7:47:02	7:47:16	9	0	2	1	6	6	6	0
31	7:48:20	7:48:37	7	2	0	0	5	13	13	0
32	7:49:45	7:50:06	8	2	2	0	4	14	14	0
33	7:51:10	7:51:35	11	1	3	1	6	9	9	0
34	7:52:35	7:52:56	12	4	4	1	3	3	3	0
35	7:54:00	7:54:23	11	1	7	1	2	10	10	0
36	7:55:25	7:55:41	7	1	0	2	4	16	16	0
37	7:56:49	7:57:12	9	1	3	3	2	13	13	0
38	7:58:15	7:58:35	7	2	1	2	2	12	12	0
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Site Information

Location ID:	80
Region:	NC
County:	Portage
RT Roadway:	IH 39 Off-Ramp
Cross Roadway:	STH 66/Main St

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	40

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 7/28/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:22	16:01:02	12	1	5	1	5	26	26	0
2	16:02:12	16:02:47	15	4	7	0	4	28	28	0
3	16:04:02	16:04:41	22	5	8	5	4	22	22	0
4	16:05:54	16:06:05	7	0	2	2	3	26	26	0
5	16:07:42	16:08:18	18	5	7	1	5	42	42	0
6	16:09:31	16:10:00	14	7	6	0	1	36	36	0
7	16:11:23	16:11:58	21	5	10	2	4	27	27	0
8	16:13:14	16:13:48	19	3	9	2	5	31	31	0
9	16:15:02	16:15:19	16	3	5	1	7	25	25	0
10	16:16:52	16:17:05	9	1	4	1	3	31	31	0
11	16:18:41	16:19:18	20	8	8	2	2	39	39	0
12	16:20:32	16:20:57	19	2	6	4	7	25	25	0
13	16:22:30	16:22:58	11	2	3	1	5	18	18	0
14	16:24:13	16:24:48	30	7	15	1	7	24	24	0
15	16:26:02	16:26:21	15	3	4	2	6	29	29	0
16	16:27:54	16:28:18	21	3	6	3	9	16	16	0
17	16:30:05	16:30:17	7	1	4	1	1	22	22	0
18	16:31:33	16:32:06	24	8	9	3	4	31	31	0
19	16:33:22	16:33:48	9	3	5	0	1	32	32	0
20	16:35:12	16:35:50	11	4	5	1	1	33	33	0
21	16:37:03	16:37:39	14	1	9	1	3	26	26	0
22	16:38:52	16:39:28	16	4	8	0	4	30	30	0
23	16:40:42	16:41:19	15	5	5	2	3	31	31	0
24	16:42:32	16:43:08	8	3	3	0	2	35	35	0
25	16:44:22	16:44:58	14	0	5	3	6	25	25	0
26	16:46:12	16:46:48	15	1	5	3	6	24	24	0
27	16:48:02	16:48:38	14	5	8	0	1	24	24	0
28	16:49:53	16:50:28	19	7	10	0	2	29	29	0
29	16:51:42	16:52:10	16	3	8	0	5	27	27	0
30	16:53:32	16:53:46	26	1	3	5	17	46	46	0
31	16:57:12	16:57:36	14	4	3	2	5	17	17	0
32										
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Site Information

Location ID:	80
Region:	NC
County:	Portage
RT Roadway:	IH 39 Off-Ramp
Cross Roadway:	STH 66/Main St

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	40

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 7/28/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* <small>(see note)</small>
1		7:00:00	3	0		3	8	8	0
2	7:02:00	7:02:11	0	0		0	5	5	0
3	7:04:30	7:04:40	2	1		1	3	3	0
4	7:05:56	7:06:07	0	0		0	11	11	0
5	7:08:36	7:09:05	3	2		1	3	3	0
6	7:09:37	7:09:51	6	1		5	5	5	0
7	7:13:32	7:13:43	0	0		0	4	4	0
8	7:14:03	7:14:15	2	1		1	3	3	0
9	7:14:32	7:14:46	3	0		3	7	7	0
10	7:17:47	7:18:01	0	0		0	5	5	0
11	7:19:22	7:19:33	2	1		1	4	4	0
12	7:21:24	7:21:38	0	0		0	4	4	0
13	7:23:06	7:23:17	0	0		0	1	1	0
14	7:23:37	7:23:48	1	0		1	4	4	0
15	7:24:19	7:24:33	0	0		0	1	1	0
16	7:25:00	7:25:11	0	0		0	3	3	0
17	7:25:52	7:26:03	2	0		2	4	4	0
18	7:28:08	7:28:20	2	0		2	7	7	0
19	7:29:55	7:30:08	1	0		1	7	7	0
20	7:31:49	7:32:01	1	0		1	15	15	0
21	7:34:18	7:34:31	0	0		0	4	4	0
22	7:35:28	7:35:40	0	0		0	2	2	0
23	7:36:03	7:36:14	2	0		2	2	2	0
24	7:37:11	7:37:23	4	0		4	10	10	0
25	7:40:03	7:40:14	1	0		1	5	5	0
26	7:41:36	7:41:47	0	0		0	1	1	0
27	7:42:08	7:42:22	3	2		1	1	1	0
28	7:42:42	7:42:53	1	0		1	6	6	0
29	7:43:59	7:44:11	1	0		1	5	5	0
30	7:45:18	7:45:31	0	0		0	2	2	0
31	7:46:02	7:46:13	1	0		1	4	4	0
32	7:46:51	7:47:03	0	0		0	7	7	0
33	7:48:00	7:48:12	1	0		1	7	7	0
34	7:48:55	7:49:07	2	0		2	4	4	0
35	7:50:25	7:50:36	0	0		0	6	6	0
36	7:51:19	7:51:31	0	0		0	2	2	0
37	7:52:05	7:52:18	8	2		6	17	17	0
38	7:55:25	7:55:35	0	0		0	8	8	0
39	7:56:12	7:56:27	2	0		2	4	4	0
40	7:56:58	7:57:08	1	1		0	3	3	0
41	7:57:31	7:57:43	2	0		2	11	11	0
42	7:59:52		0	0			0		0
43	8:00:00						0		0
44							0		0
45							0		0
46							0		0
47							0		0
48							0		0
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Site Information

Location ID:	85
Region:	SW
County:	Sauk
RT Roadway:	IH 94 Off-Ramp
Cross Roadway:	STH 23

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 2/25/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		4:00:00	4	0		4	24	24	0
2	4:03:01	4:03:21	1	0		1	14	14	0
3	4:04:25	4:04:36	2	1		1	11	11	0
4	4:05:47	4:05:59	4	0		4	15	15	0
5	4:07:10	4:07:23	2	0		2	7	7	0
6	4:08:36	4:08:46	5	0		5	3	3	0
7	4:10:00	4:10:10	2	0		2	5	5	0
8	4:11:24	4:11:38	10	3		7	23	23	0
9	4:15:35	4:15:47	11	0		11	38	38	0
10	4:19:49	4:20:04	4	1		3	9	9	0
11	4:21:12	4:21:24	1	0		1	8	8	0
12	4:22:35	4:22:46	0	0		0	11	11	0
13	4:23:59	4:24:21	8	3		5	20	20	0
14	4:26:47	4:26:59	2	0		2	14	14	0
15	4:28:12	4:28:33	7	0		7	27	27	0
16	4:31:02	4:31:11	2	1		1	13	13	0
17	4:32:24	4:32:34	2	0		2	8	8	0
18	4:33:47	4:33:59	2	0		2	7	7	0
19	4:35:14	4:35:34	3	3		0	4	4	0
20	4:36:39	4:36:47	5	1		4	23	23	0
21	4:39:25	4:39:36	11	3		8	12	12	0
22	4:40:47	4:41:01	7	2		5	21	21	0
23	4:43:35	4:43:46	4	1		3	27	27	0
24	4:46:23	4:46:37	2	1		1	10	10	0
25	4:47:46	4:47:58	6	0		6	20	20	0
26	4:50:37	4:50:47	1	0		1	14	14	0
27	4:52:07	4:52:21	9	2		7	22	22	0
28	4:54:47	4:54:58	3	0		3	19	19	0
29	4:57:36	4:57:46	3	0		3	14	14	0
30		5:00:00					0		0
31							0		0
32							0		0
33							0		0
34							0		0
35							0		0
36							0		0
37							0		0
38							0		0
39							0		0
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Site Information

Location ID:	85
Region:	SW
County:	Sauk
RT Roadway:	IH 94 Off-Ramp
Cross Roadway:	STH 23

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Mon 2/24/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:00	7:00:13	2	2		0	0	0	
2	7:00:26	7:02:40	5	4		1	0	0	
3	7:02:56	7:04:09	2	1		1	0	0	
4	7:04:25	7:06:49	8	7		1	0	0	
5	7:07:21	7:07:51	2	2		0	1	1	
6	7:08:18	7:11:43	7	5		2	0	0	
7	7:11:58	7:12:15	0	0		0	0	0	
8	7:12:31	7:12:46	2	0		2	0	0	
9	7:13:01	7:16:00	4	3		1	0	0	
10	7:16:17	7:17:34	4	4		0	0	0	
11	7:17:49	7:19:37	3	2		1	0	0	
12	7:19:54	7:21:16	7	7		0	0	0	
13	7:21:34	7:21:50	1	0		1	0	0	
14	7:22:05	7:22:31	2	1		1	0	0	
15	7:22:49	7:23:13	2	2		0	0	0	
16	7:23:27	7:24:04	2	2		0	0	0	
17	7:24:19	7:26:21	8	7		1	0	0	
18	7:26:36	7:28:08	3	3		0	1	1	
19	7:28:40	7:30:03	3	3		0	0	0	
20	7:30:17	7:32:29	7	7		0	0	0	
21	7:32:48	7:33:41	4	2		2	0	0	
22	7:33:56	7:34:16	1	1		0	0	0	
23	7:34:31	7:35:24	3	2		1	0	0	
24	7:35:39	7:38:15	4	4		0	0	0	
25	7:38:30	7:39:48	5	4		1	0	0	
26	7:40:03	7:40:22	3	3		0	0	0	
27	7:40:38	7:40:55	0	0		0	0	0	
28	7:41:09	7:42:12	2	2		0	0	0	
29	7:42:27	7:43:30	2	2		0	1	1	
30	7:43:57	7:44:14	2	2		0	1	1	
31	7:44:40	7:45:04	2	2		0	0	0	
32	7:45:20	7:46:12	7	6		1	0	0	
33	7:46:28	7:47:07	5	5		0	0	0	
34	7:47:23	7:48:37	6	6		0	0	0	
35	7:48:53	7:49:32	3	3		0	0	0	
36	7:49:47	7:50:18	1	1		0	0	0	
37	7:50:34	7:53:36	5	5		0	1	1	
38	7:54:02	7:54:24	0	0		0	0	0	
39	7:54:42	7:55:09	0	0		0	0	0	
40	7:55:23	7:55:43	0	0		0	0	0	
41	7:55:59	7:58:05	2	2		0	0	0	
42	7:58:21	7:59:19	1	1		0	0	0	
43	7:59:36		1	1		0	0	0	
44	8:00:00								
45									
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Site Information

Location ID:	86
Region:	SW
County:	Sauk
RT Roadway:	STH 23
Cross Roadway:	IH 94 On-Ramp

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected/Permitted

Count Information

Video Date:	Tue 2/25/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:00:00	4:01:01	5	5		0	0	0	
2	4:01:37	4:02:35	4	3		1	0	0	
3	4:02:50	4:03:59	2	2		0	0	0	
4	4:04:14	4:05:23	3	3		0	0	0	
5	4:05:38	4:06:47	6	5		1	0	0	
6	4:07:02	4:08:11	4	4		0	0	0	
7	4:08:25	4:09:36	7	7		0	0	0	
8	4:09:54	4:13:46	4	4		0	0	0	
9	4:14:01	4:17:59	11	11		0	0	0	
10	4:18:20	4:19:24	1	1		0	0	0	
11	4:19:39	4:20:47	5	5		0	0	0	
12	4:21:01	4:22:11	3	3		0	0	0	
13	4:22:36	4:24:59	3	3		0	0	0	
14	4:25:14	4:26:23	1	1		0	0	0	
15	4:26:48	4:29:11	7	7		0	0	0	
16	4:29:26	4:30:35	4	4		0	0	0	
17	4:30:49	4:31:59	3	3		0	0	0	
18	4:32:13	4:33:26	3	3		0	0	0	
19	4:33:48	4:34:47	1	0		1	0	1	
20	4:35:12	4:37:36	5	5		0	0	0	
21	4:37:51	4:38:59	2	2		0	0	0	
22	4:39:14	4:41:49	7	7		0	0	0	
23	4:42:02	4:44:35	4	4		0	0	0	
24	4:44:53	4:45:59	5	5		0	0	0	
25	4:46:13	4:48:47	7	7		0	0	0	
26	4:49:03	4:50:22	0	0		0	0	0	
27	4:50:36	4:52:29	5	5		0	0	0	
28	4:53:13	4:55:46	3	2		1	0	0	
29	4:56:02	5:00:00	10	10		0	0	0	
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Site Information

Location ID:	86
Region:	SW
County:	Sauk
RT Roadway:	STH 23
Cross Roadway:	IH 94 On-Ramp

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected/Permitted

Count Information

Video Date:	Mon 2/24/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:00	7:00:12	0	0		0	2	2	0
2	7:02:04	7:02:14	1	0		1	2	2	0
3	7:02:52	7:03:00	0	0		0	0	0	0
4	7:03:22	7:03:32	0	0		0	3	3	0
5	7:04:03	7:04:15	0	0		0	0	0	0
6	7:04:35	7:04:46	0	0		0	0	0	0
7	7:05:22	7:05:33	0	0		0	4	4	0
8	7:06:37	7:06:47	0	0		0	3	3	0
9	7:08:13	7:08:25	1	1		0	7	7	0
10	7:10:26	7:10:37	1	0		1	2	2	0
11	7:10:58	7:11:13	0	0		0	6	6	0
12	7:12:23	7:12:35	0	0		0	0	0	0
13	7:12:54	7:13:07	0	0		0	3	3	0
14	7:13:41	7:13:54	0	0		0	4	4	0
15	7:14:31	7:14:42	1	0		1	0	0	0
16	7:15:23	7:15:34	2	0		2	18	18	0
17	7:18:48	7:18:59	0	0		0	2	2	0
18	7:19:21	7:19:33	1	0		1	2	2	0
19	7:20:32	7:20:46	0	0		0	1	1	0
20	7:21:17	7:21:29	0	0		0	3	3	0
21	7:22:02	7:22:13	0	0		0	3	3	0
22	7:22:47	7:23:05	2	1		1	6	6	0
23	7:23:49	7:23:59	0	0		0	2	2	0
24	7:24:24	7:24:36	0	0		0	4	4	0
25	7:25:34	7:25:42	1	0		1	4	4	0
26	7:27:39	7:27:52	0	0		0	4	4	0
27	7:28:27	7:28:41	0	0		0	2	2	0
28	7:29:44	7:29:56	1	0		1	3	3	0
29	7:31:00	7:31:10	0	0		0	6	6	0
30	7:32:15	7:32:26	2	0		2	2	2	0
31	7:33:09	7:33:20	1	0		1	6	6	0
32	7:34:34	7:34:45	0	0		0	5	5	0
33	7:36:06	7:36:17	0	0		0	5	5	0
34	7:38:01	7:38:14	0	0		0	2	2	0
35	7:38:57	7:39:09	2	2		0	1	1	0
36	7:39:43	7:39:54	0	0		0	5	5	0
37	7:40:25	7:40:36	0	0		0	4	4	0
38	7:41:12	7:41:27	0	0		0	5	5	0
39	7:41:58	7:42:11	0	0		0	4	4	0
40	7:42:35	7:42:46	0	0		0	2	2	0
41	7:43:06	7:43:18	1	0		1	12	12	0
42	7:44:51	7:45:03	0	0		0	3	3	0
43	7:45:26	7:45:41	1	0		1	6	6	0
44	7:46:31	7:46:47	0	0		0	2	2	0
45	7:47:16	7:47:31	0	0		0	3	3	0
46	7:47:56	7:48:08	1	0		1	0	0	0
47	7:48:30	7:48:39	0	0		0	13	13	0
48	7:49:36	7:49:47	0	0		0	5	5	0
49	7:50:30	7:50:42	2	1		1	6	6	0
50	7:51:24	7:51:35	1	0		1	6	6	0
51	7:52:05	7:52:19	2	0		2	13	13	0
52	7:54:43	7:54:55	2	1		1	4	4	0
53	7:55:27	7:55:42	0	0		0	5	5	0
54	7:56:18	7:56:40	1	0		1	14	14	0
55	7:58:58	7:59:12	0	0		0	1	1	0
56	7:59:33	7:59:46	0	0		0	3	3	0
57		8:00:00							
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Site Information

Location ID:	87
Region:	SW
County:	Sauk
RT Roadway:	IH 94 Off-Ramp
Cross Roadway:	STH 23

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 2/25/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)		Total	Thru Movement	Left-Turn Movement* (see note)
1		4:00:00	0	0		0	7	7	0	
2	4:00:58	4:01:10	1	0		1	6	6	0	
3	4:02:17	4:02:32	0	0		0	13	13	0	
4	4:03:42	4:03:55	2	0		2	5	5	0	
5	4:05:06	4:05:18	0	0		0	9	9	0	
6	4:06:31	4:06:41	0	0		0	6	6	0	
7	4:07:53	4:08:05	1	1		0	7	7	0	
8	4:09:17	4:09:28	0	0		0	9	9	0	
9	4:10:41	4:10:55	1	0		1	12	12	0	
10	4:12:05	4:12:17	1	0		1	6	6	0	
11	4:13:29	4:13:46	1	0		1	6	6	0	
12	4:14:53	4:15:10	0	0		0	12	12	0	
13	4:16:17	4:16:31	0	0		0	4	4	0	
14	4:17:43	4:17:53	0	0		0	2	2	0	
15	4:19:05	4:19:23	1	1		0	6	6	0	
16	4:20:29	4:20:40	1	0		1	14	14	0	
17	4:21:54	4:22:08	0	0		0	3	3	0	
18	4:23:17	4:23:30	0	0		0	7	7	0	
19	4:24:41	4:24:53	0	0		0	7	7	0	
20	4:26:05	4:26:20	0	0		0	10	10	0	
21	4:27:29	4:27:46	1	0		1	10	10	0	
22	4:28:53	4:29:10	1	0		1	6	6	0	
23	4:30:17	4:30:55	0	0		0	8	8	0	
24	4:31:43	4:31:53	0	0		0	8	8	0	
25	4:33:06	4:33:17	1	0		1	11	11	0	
26	4:35:53	4:36:14	2	0		2	12	12	0	
27	4:37:18	4:37:29	0	0		0	7	7	0	
28	4:38:43	4:38:58	0	0		0	4	4	0	
29	4:40:05	4:40:16	0	0		0	9	9	0	
30	4:41:29	4:41:45	0	0		0	3	3	0	
31	4:42:54	4:43:05	0	0		0	9	9	0	
32	4:44:17	4:44:33	0	0		0	4	4	0	
33	4:45:42	4:45:56	1	0		1	12	12	0	
34	4:47:05	4:47:20	0	0		0	7	7	0	
35	4:48:29	4:48:40	1	0		1	9	9	0	
36	4:49:53	4:50:14	0	0		0	9	9	0	
37	4:52:41	4:52:57	0	0		0	6	6	0	
38	4:54:05	4:54:20	1	1		0	3	3	0	
39	4:55:29	4:54:42	0	0		0	8	8	0	
40	4:56:55	4:57:07	0	0		0	6	6	0	
41	4:58:17	4:58:32	0	0		0	5	5	0	
42	4:59:40	4:59:58	0	0		0	0	0	0	
43		5:00:00					0	0	0	
44							0	0	0	
45							0	0	0	
46							0	0	0	
47							0	0	0	
48							0	0	0	
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Site Information

Location ID:	87
Region:	SW
County:	Sauk
RT Roadway:	IH 94 Off-Ramp
Cross Roadway:	STH 23

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Mon 2/24/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)		Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:00	7:00:26	0	0		0	0	0	0	
2	7:00:49	7:02:36	0	0		0	1	1	0	
3	7:02:51	7:03:24	1	0		1	0	0	0	
4	7:03:38	7:03:53	0	0		0	1	0	1	
5	7:04:21	7:04:37	0	0		0	0	0	0	
6	7:04:52	7:05:09	0	0		0	0	0	0	
7	7:05:23	7:05:56	0	0		0	0	0	0	
8	7:06:10	7:07:10	1	1		0	0	0	0	
9	7:07:24	7:08:48	0	0		0	0	0	0	
10	7:09:05	7:10:58	0	0		0	0	0	0	
11	7:11:14	7:11:32	0	0		0	0	0	0	
12	7:12:01	7:12:54	0	0		0	0	0	0	
13	7:13:12	7:13:28	0	0		0	0	0	0	
14	7:13:46	7:14:15	0	0		0	0	0	0	
15	7:14:30	7:15:03	1	0		1	0	0	0	
16	7:15:20	7:15:56	0	0		0	0	0	0	
17	7:16:12	7:19:21	2	2		0	0	0	0	
18	7:19:37	7:19:54	0	0		0	0	0	0	
19	7:20:09	7:21:05	2	2		0	0	0	0	
20	7:21:22	7:21:50	1	1		0	2	0	2	
21	7:22:19	7:22:36	0	0		0	2	0	2	
22	7:23:04	7:23:20	0	0		0	2	0	2	
23	7:23:54	7:24:21	0	0		0	0	0	0	
24	7:24:36	7:24:57	1	1		0	0	0	0	
25	7:25:13	7:26:04	1	1		0	3	0	3	
26	7:26:34	7:28:14	1	0		1	2	0	2	
27	7:28:42	7:28:59	1	0		1	0	0	0	
28	7:29:19	7:30:17	1	1		0	0	0	0	
29	7:30:33	7:31:32	1	1		0	0	0	0	
30	7:31:48	7:32:48	1	1		0	0	0	0	
31	7:33:04	7:33:41	1	1		0	1	0	1	
32	7:34:09	7:35:08	1	0		1	2	0	2	
33	7:35:36	7:36:39	0	0		0	1	0	1	
34	7:37:07	7:38:34	1	1		0	3	0	3	
35	7:39:10	7:39:29	0	0		0	2	0	2	
36	7:40:00	7:40:16	0	0		0	1	0	1	
37	7:40:42	7:40:58	0	0		0	2	0	2	
38	7:41:29	7:41:45	0	0		0	1	0	1	
39	7:42:17	7:42:32	0	0		0	0	0	0	
40	7:42:49	7:43:09	0	0		0	0	0	0	
41	7:43:23	7:43:40	0	0		0	0	0	0	
42	7:43:55	7:45:25	1	1		0	0	0	0	
43	7:45:41	7:45:59	0	0		0	0	0	0	
44	7:46:29	7:47:04	0	0		0	0	0	0	
45	7:47:24	7:47:49	0	0		0	0	0	0	
46	7:48:08	7:48:30	0	0		0	0	0	0	
47	7:48:46	7:49:01	0	0		0	0	0	0	
48	7:49:16	7:50:09	0	0		0	0	0	0	
49	7:50:25	7:51:03	0	0		0	0	0	0	
50	7:51:19	7:51:57	1	1		0	0	0	0	
51	7:52:12	7:52:28	2	1		1	1	0	1	
52	7:53:09	7:55:15	2	2		0	1	0	1	
53	7:55:45	7:56:01	0	0		0	0	0	0	
54	7:56:20	7:56:51	1	1		0	0	0	0	
55	7:57:18	7:59:33	1	1		0	0	0	0	
56	7:59:50		0	0		0	0	0	0	
57	8:00:00									
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Site Information

Location ID:	88
Region:	SW
County:	Sauk
RT Roadway:	STH 23
Cross Roadway:	IH 94 On-Ramp

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	NB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected/Permitted

Count Information

Video Date:	Thu 8/6/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)	On Red (RTOR)	On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:12:55	4:14:02	0	0	0	0	0	0	
2	4:14:22	4:15:28	5	5	0	3	0	3	
3	4:16:04	4:16:50	3	3	0	0	0	0	
4	4:17:09	4:18:15	2	2	0	1	0	1	
5	4:18:42	4:19:39	1	0	1	0	0	0	
6	4:20:01	4:21:02	2	1	1	0	0	0	
7	4:21:18	4:22:25	3	3	0	0	0	0	
8	4:22:45	4:23:53	0	0	0	0	0	0	
9	4:24:09	4:25:14	0	0	0	0	0	0	
10	4:25:32	4:26:39	0	0	0	0	0	0	
11	4:26:58	4:28:02	1	1	0	0	0	0	
12	4:28:24	4:29:26	0	0	0	0	0	0	
13	4:29:47	4:30:50	0	0	0	1	1	0	
14	4:31:23	4:32:15	1	0	1	1	1	0	
15	4:32:30	4:33:39	0	0	0	0	0	0	
16	4:33:56	4:36:26	3	3	0	0	0	0	
17	4:37:03	4:37:50	0	0	0	0	0	0	
18	4:38:06	4:39:15	4	3	1	0	0	0	
19	4:39:35	4:40:39	0	0	0	0	0	0	
20	4:41:05	4:42:02	2	2	0	0	0	0	
21	4:42:23	4:43:28	1	1	0	1	0	1	
22	4:43:53	4:44:49	0	0	0	1	0	1	
23	4:45:21	4:46:15	2	2	0	0	0	0	
24	4:46:33	4:47:38	2	2	0	0	0	0	
25	4:47:58	4:49:02	2	2	0	0	0	0	
26	4:49:18	4:50:27	3	3	0	0	0	0	
27	4:50:52	4:53:15	2	2	0	2	0	2	
28	4:53:48	4:54:40	1	0	1	3	0	3	
29	4:55:11	4:56:02	0	0	0	0	0	0	
30	4:56:20	4:57:26	2	2	0	0	0	0	
31	4:57:44	4:58:51	4	3	1	0	0	0	
32	4:59:10		0	0	0	0	0	0	
33	5:00:00					0	0	0	
34									
35									
36									
37									
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Site Information

Location ID:	88
Region:	SW
County:	Sauk
RT Roadway:	STH 23
Cross Roadway:	IH 94 On-Ramp

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	NB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected/Permitted

Count Information

Video Date:	Thu 8/6/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		7:00:00	1	0		1	0	0	0
2	7:00:12	7:00:25	0	0		0	2	2	0
3	7:00:59	7:01:17	0	0		0	0	0	0
4	7:01:56	7:02:07	1	0		1	1	1	0
5	7:02:32	7:02:47	0	0		0	4	4	0
6	7:03:25	7:03:45	2	0		2	1	1	0
7	7:04:17	7:04:28	1	0		1	1	1	0
8	7:05:32	7:05:44	0	0		0	2	2	0
9	7:06:13	7:06:25	0	0		0	2	2	0
10	7:06:55	7:07:07	0	0		0	4	4	0
11	7:08:05	7:08:16	0	0		0	3	3	0
12	7:09:36	7:09:48	0	0		0	4	4	0
13	7:10:43	7:10:57	0	0		0	2	2	0
14	7:11:31	7:11:42	1	0		1	5	5	0
15	7:13:04	7:13:16	1	0		1	0	0	0
16	7:13:39	7:13:50	1	0		1	0	0	0
17	7:14:15	7:14:27	0	0		0	1	1	0
18	7:14:57	7:15:09	1	0		1	0	0	0
19	7:16:45	7:17:05	3	1		2	1	1	0
20	7:18:06	7:18:02	0	0		0	0	0	0
21	7:18:42	7:18:53	0	0		0	1	1	0
22	7:19:27	7:19:40	1	1		0	1	1	0
23	7:20:37	7:20:54	0	0		0	5	5	0
24	7:21:44	7:21:58	1	0		1	6	6	0
25	7:23:53	7:24:06	0	0		0	1	1	0
26	7:25:15	7:25:39	2	1		1	4	4	0
27	7:26:19	7:26:30	0	0		0	4	4	0
28	7:27:58	7:28:08	0	0		0	1	1	0
29	7:28:57	7:29:08	1	1		0	0	0	0
30	7:29:38	7:29:49	1	1		0	1	1	0
31	7:30:14	7:30:24	0	0		0	2	2	0
32	7:31:20	7:31:32	1	1		0	3	3	0
33	7:32:11	7:32:32	3	3		0	4	4	0
34	7:33:16	7:33:27	0	0		0	0	0	0
35	7:33:52	7:34:08	1	1		0	2	2	0
36	7:34:32	7:34:46	3	1		2	0	0	0
37	7:36:01	7:36:11	0	0		0	1	1	0
38	7:36:45	7:36:56	1	0		1	2	2	0
39	7:37:40	7:37:51	1	0		1	1	1	0
40	7:38:31	7:38:41	0	0		0	1	1	0
41	7:39:24	7:39:38	1	0		1	3	3	0
42	7:40:20	7:40:31	0	0		0	1	1	0
43	7:40:55	7:41:07	0	0		0	2	2	0
44	7:41:31	7:41:59	1	0		1	6	6	0
45	7:42:50	7:43:00	0	0		0	2	2	0
46	7:43:49	7:44:02	1	1		0	7	7	0
47	7:44:56	7:45:11	2	0		2	5	5	0
48	7:46:50	7:47:00	2	0		2	3	3	0
49	7:47:46	7:48:07	0	0		0	3	3	0
50	7:48:59	7:49:10	0	0		0	0	0	0
51	7:49:34	7:49:46	0	0		0	0	0	0
52	7:50:08	7:50:21	1	0		1	4	4	0
53	7:50:45	7:50:55	1	0		1	2	2	0
54	7:51:30	7:51:46	1	1		0	3	3	0
55	7:52:10	7:52:20	0	0		0	1	1	0
56	7:52:49	7:53:03	1	0		1	1	1	0
57	7:53:26	7:53:42	2	1		1	2	2	0
58	7:54:14	7:54:26	0	0		0	0	0	0
59	7:54:51	7:55:02	0	0		0	0	0	0
60	7:55:26	7:55:37	0	0		0	1	1	0
61	7:56:06	7:56:18	1	1		0	4	4	0
62	7:56:41	7:56:56	3	2		1	0	0	0
63	7:57:18	7:57:29	0	0		0	6	6	0
64	7:58:36	7:58:56	1	1		0	2	2	0
65	7:59:21	7:59:38	1	1		0	1	1	0
66	8:00:01								
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Site Information

Location ID:	89
Region:	SW
County:	Monroe
RT Roadway:	IH 94 Off-Ramp
Cross Roadway:	STH 21/McCoy Blvd

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Thu 8/6/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)	On Red (RTOR)	On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		4:00:00		0		1	10	10	0
2	4:00:42	4:01:00	4	3		1	7	7	0
3	4:01:25	4:01:44	3	2		1	6	6	0
4	4:03:18	4:03:32	1	1		0	6	6	0
5	4:04:10	4:04:31	3	3		0	7	7	0
6	4:05:17	4:05:36	4	2		2	5	5	0
7	4:06:05	4:06:18	1	1		0	3	3	0
8	4:07:23	4:07:40	0	0		0	5	5	0
9	4:08:08	4:08:22	0	0		0	5	5	0
10	4:09:14	4:09:45	1	1		0	5	5	0
11	4:10:13	4:10:25	0	0		0	1	1	0
12	4:10:53	4:11:05	1	0		1	9	9	0
13	4:11:49	4:12:11	1	1		0	5	5	0
14	4:12:37	4:13:08	0	0		0	2	2	0
15	4:13:31	4:14:04	0	0		0	4	4	0
16	4:14:28	4:14:41	1	0		1	2	2	0
17	4:15:06	4:15:19	1	0		1	1	1	0
18	4:15:46	4:16:05	0	0		0	2	2	0
19	4:16:27	4:16:49	1	0		1	4	4	0
20	4:17:40	4:17:53	0	0		0	0	0	0
21	4:18:25	4:18:38	2	1		1	3	3	0
22	4:19:25	4:19:36	2	0		2	2	2	0
23	4:20:03	4:20:20	2	1		1	8	8	0
24	4:21:49	4:22:04	0	0		0	6	6	0
25	4:22:37	4:22:51	0	0		0	2	2	0
26	4:23:35	4:23:49	1	0		1	3	3	0
27	4:24:49	4:25:01	0	0		0	2	2	0
28	4:25:24	4:25:36	1	0		1	2	2	0
29	4:26:18	4:26:35	0	0		0	2	2	0
30	4:27:06	4:27:24	2	0		2	8	8	0
31	4:28:45	4:28:57	1	0		1	2	2	0
32	4:29:36	4:29:51	1	0		1	5	5	0
33	4:30:30	4:30:43	1	0		1	0	0	0
34	4:31:13	4:31:25	0	0		0	3	3	0
35	4:31:52	4:32:06	2	1		1	5	5	0
36	4:32:33	4:32:47	0	0		0	2	2	0
37	4:33:33	4:33:54	1	1		0	2	2	0
38	4:34:17	4:34:30	0	0		0	1	1	0
39	4:34:59	4:35:11	0	0		0	3	3	0
40	4:36:21	4:36:33	0	0		0	3	3	0
41	4:36:56	4:37:17	0	0		0	0	0	0
42	4:37:44	4:37:56	0	0		0	3	3	0
43	4:38:25	4:38:39	0	0		0	3	3	0
44	4:39:28	4:39:47	2	0		2	1	1	0
45	4:40:24	4:40:55	3	1		2	3	3	0
46	4:41:18	4:41:38	0	0		0	8	8	0
47	4:42:43	4:42:55	1	0		1	5	5	0
48	4:44:13	4:44:26	2	0		2	6	6	0
49	4:45:18	4:45:30	0	0		0	1	1	0
50	4:45:52	4:46:07	0	0		0	0	0	0
51	4:46:36	4:46:51	0	0		0	10	10	0
52	4:47:31	4:47:44	1	0		1	4	4	0
53	4:48:18	4:48:30	3	0		3	8	8	0
54	4:49:18	4:49:31	2	1		1	6	6	0
55	4:50:47	4:50:58	0	0		0	9	9	0
56	4:52:01	4:52:19	2	1		1	3	3	0
57	4:52:44	4:52:55	0	0		0	0	0	0
58	4:53:18	4:53:30	1	0		1	5	5	0
59	4:54:13	4:54:32	2	2		0	2	2	0
60	4:55:01	4:55:15	2	0		2	5	5	0
61	4:56:17	4:56:29	0	0		0	4	4	0
62	4:57:04	4:57:17	2	0		2	3	3	0
63	4:58:14	4:58:26	1	0		1	5	5	0
64	4:59:39	4:59:51	0	0		0	3	3	0
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Site Information

Location ID:	89
Region:	SW
County:	Monroe
RT Roadway:	IH 94 Off-Ramp
Cross Roadway:	STH 21/McCoy Blvd

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	---

Count Information

Video Date:	Thu 8/6/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:00	7:00:45	3	0	0	2	1	5	5	0
2	7:01:41	7:02:05	0	0	0	0	0	4	0	4
3	7:02:36	7:03:04	8	2	4	1	1	4	4	0
4	7:04:00	7:04:31	9	0	0	4	5	4	0	4
5	7:05:02	7:05:33	10	4	5	0	1	6	6	0
6	7:06:31	7:07:08	3	1	1	0	1	8	0	8
7	7:07:40	7:08:03	7	1	0	3	3	18	18	0
8	7:09:00	7:09:27	2	1	0	1	0	11	0	11
9	7:10:02	7:10:34	9	2	0	2	5	12	12	0
10	7:11:30	7:12:07	4	1	0	2	1	4	0	4
11	7:12:38	7:13:03	7	2	1	0	4	22	22	0
12	7:14:01	7:14:43	7	2	2	3	0	8	0	8
13	7:15:13	7:15:41	0	0	0	0	0	21	21	0
14	7:16:30	7:17:09	10	4	4	1	1	7	0	7
15	7:17:50	7:18:28	2	0	2	0	0	19	19	0
16	7:19:00	7:19:23	0	0	0	0	0	7	0	7
17	7:20:05	7:20:34	8	0	0	2	6	18	18	0
18	7:21:32	7:22:02	4	0	0	2	2	5	0	5
19	7:22:31	7:23:04	9	2	3	2	2	14	14	0
20	7:24:00	7:24:35	12	0	0	6	6	10	0	10
21	7:25:18	7:26:05	0	0	0	0	0	11	11	0
22	7:26:36	7:27:22	4	3	0	1	0	11	0	11
23	7:27:52	7:28:19	4	0	0	1	3	10	10	0
24	7:29:00	7:29:24	4	2	0	1	1	12	0	12
25	7:30:03	7:30:34	12	4	6	2	0	8	8	0
26	7:31:31	7:32:20	6	0	6	0	0	5	0	5
27	7:32:49	7:33:20	3	0	0	0	3	17	17	0
28	7:34:00	7:34:22	4	1	1	2	0	2	0	2
29	7:34:56	7:35:17	3	1	1	0	1	16	16	0
30	7:36:31	7:37:20	10	3	3	1	3	15	0	15
31	7:37:50	7:38:27	7	1	4	0	2	11	11	0
32	7:39:00	7:39:35	4	1	2	0	1	9	0	9
33	7:40:16	7:40:38	4	0	1	1	2	17	17	0
34	7:41:30	7:42:06	0	0	0	0	0	0	0	0
35	7:42:35	7:43:04	9	3	5	1	0	15	15	0
36	7:44:00	7:44:34	0	0	0	0	0	10	0	10
37	7:45:11	7:45:59	3	2	0	1	0	18	18	0
38	7:46:38	7:47:22	4	1	2	1	0	14	0	14
39	7:47:52	7:48:35	5	0	1	1	3	27	27	0
40	7:49:11	7:49:47	5	2	3	0	0	9	0	9
41	7:50:22	7:51:02	12	6	3	1	2	13	13	0
42	7:51:35	7:52:13	4	0	0	3	1	13	0	13
43	7:52:45	7:53:34	6	0	5	0	1	13	13	0
44	7:54:10	7:54:41	5	0	1	1	3	9	0	9
45	7:55:23	7:55:58	2	0	1	0	1	14	14	0
46	7:56:36	7:57:16	9	1	7	1	0	6	0	6
47	7:57:47	7:58:25	6	0	0	0	6	16	16	0
48	7:59:02	7:59:31	6	1	3	0	2	9	0	9
49		8:00:00								
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Site Information

Location ID:	91
Region:	SE
County:	Waukesha
RT Roadway:	USH 18/Bluemound Rd
Cross Roadway:	CTH O/Moorland Rd

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected Only

Count Information

Video Date:	Tue 3/3/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Formulas for cycle length and green time are different than other tabs for this site due to the split phasing.

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		4:00:00	4			2	2	1	1	0
2	4:00:23	4:00:53	8	3	3	1	1	18	0	18
3	4:01:30	4:02:03	17	3	4	3	7	14	14	0
4	4:02:49	4:03:16	4	0	1	0	3	16	0	16
5	4:04:03	4:04:29	13	5	5	0	3	14	14	0
6	4:05:11	4:05:47	16	1	11	2	2	18	0	18
7	4:06:32	4:06:56	12	2	6	3	1	21	21	0
8	4:07:41	4:08:17	13	10	3	0	0	13	0	13
9	4:08:54	4:09:41	12	8	2	0	2	25	25	0
10	4:10:22	4:10:56	2	0	1	0	1	20	0	20
11	4:11:28	4:11:59	22	11	9	2	0	21	21	0
12	4:12:41	4:13:26	21	9	10	1	1	11	0	11
13	4:14:02	4:14:30	10	0	1	4	5	19	19	0
14	4:15:12	4:15:47	9	5	3	0	1	17	0	17
15	4:16:32	4:16:55	12	2	4	3	3	19	19	0
16	4:17:48	4:18:20	9	2	0	4	3	15	0	15
17	4:19:00	4:19:23	3	2	0	0	1	17	17	0
18	4:20:18	4:20:56	14	8	6	0	0	8	0	8
19	4:21:27	4:22:01	19	3	5	3	8	18	18	0
20	4:22:51	4:23:28	24	13	9	1	1	14	0	14
21	4:24:00	4:24:34	15	9	6	0	0	14	14	0
22	4:25:10	4:25:46	10	4	0	3	3	14	0	14
23	4:26:30	4:27:06	9	4	2	2	1	19	19	0
24	4:27:43	4:28:24	16	10	5	0	1	9	0	9
25	4:29:14	4:29:43	14	2	5	3	4	19	19	0
26	4:30:23	4:30:53	8	2	0	2	4	7	0	7
27	4:31:31	4:31:51	7	1	3	1	2	11	11	0
28	4:32:41	4:33:25	12	3	4	2	3	14	0	14
29	4:33:55	4:34:23	14	4	3	3	4	17	17	0
30	4:35:10	4:35:47	8	4	4	0	0	12	0	12
31	4:36:25	4:37:05	16	5	6	2	3	19	19	0
32	4:37:42	4:38:17	10	3	1	2	4	18	0	18
33	4:39:02	4:39:41	8	5	3	0	0	30	30	0
34	4:40:16	4:40:52	12	2	6	0	4	15	0	15
35	4:41:32	4:41:49	13	0	0	5	8	17	17	0
36	4:42:44	4:43:19	11	6	5	0	0	20	0	20
37	4:43:56	4:44:28	10	8	1	1	0	24	24	0
38	4:45:19	4:45:39	5	0	0	2	3	16	0	16
39	4:46:28	4:47:11	29	10	17	1	1	20	20	0
40	4:47:46	4:48:27	13	2	10	1	0	8	0	8
41	4:48:58	4:49:41	13	3	3	4	3	19	19	0
42	4:50:11	4:50:55	12	5	6	0	1	14	0	14
43	4:51:32	4:52:02	13	2	9	0	2	19	19	0
44	4:52:41	4:53:17	6	2	1	0	3	14	0	14
45	4:54:01	4:54:32	4	2	1	0	1	21	21	0
46	4:55:13	4:55:49	21	10	11	0	0	11	0	11
47	4:56:28	4:56:58	12	2	2	5	3	11	11	0
48	4:57:41	4:58:18	5	0	0	2	3	19	0	19
49	4:59:03	4:59:41	10	5	5	0	0	10	10	0
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Site Information

Location ID:	91
Region:	SE
County:	Waukesha
RT Roadway:	USH 18/Bluemound Rd
Cross Roadway:	CTH O/Moorland Rd

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected Only

Count Information

Video Date:	Tue 3/3/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Formulas for cycle length and green time are different than other tabs for this site due to the split phasing.

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:41	7:04:24	27	18	7	2	0	13	13	
2	7:05:12	7:06:54	16	9	5	0	2	10	10	
3	7:08:07	7:10:24	36	27	4	4	1	13	13	
4	7:11:27	7:13:30	33	16	5	10	2	5	5	
5	7:14:48	7:16:45	35	18	3	13	1	13	13	
6	7:17:56	7:19:39	37	18	6	12	1	7	7	
7	7:20:43	7:22:46	26	22	4	0	0	14	14	
8	7:23:50	7:25:47	35	20	4	8	3	12	12	
9	7:26:49	7:29:08	32	23	6	3	0	16	16	
10	7:30:29	7:32:34	35	23	5	6	1	4	4	
11	7:33:56	7:36:05	41	22	5	13	1	13	13	
12	7:37:25	7:39:34	29	22	4	2	1	18	18	
13	7:40:35	7:42:30	37	20	4	7	6	16	16	
14	7:43:34	7:46:02	45	29	7	9	0	31	31	
15	7:47:21	7:49:45	65	33	10	14	8	18	18	
16	7:51:20	7:53:36	37	23	6	4	4	17	17	
17	7:54:49	7:57:22	59	38	11	6	4	19	19	
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Site Information

Location ID:	92
Region:	SW
County:	Milwaukee
RT Roadway:	STH 190/Capitol Drive
Cross Roadway:	124th Street

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected Only

Count Information

Video Date:	Tue 3/3/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cannot differentiate conflicting thru and left-turn movement vehicles on the video.

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:17	16:02:46	15	8	5	0	2	23	23	
2	16:03:53	16:06:45	21	11	8	0	2	23	23	
3	16:07:58	16:10:40	27	17	10	0	0	35	35	
4	16:12:07	16:14:44	22	5	5	7	5	31	31	
5	16:16:31	16:18:31	16	7	7	1	1	33	33	
6	16:19:51	16:22:25	15	9	5	0	1	20	20	
7	16:23:40	16:26:29	19	9	9	0	1	32	32	
8	16:27:37	16:30:21	19	9	5	0	5	36	36	
9	16:31:53	16:34:27	21	11	4	3	3	30	30	
10	16:35:40	16:38:23	16	9	4	2	1	37	37	
11	16:39:41	16:42:13	15	7	3	0	5	24	24	
12	16:43:36	16:46:15	21	6	6	7	2	23	23	
13	16:48:01	16:49:53	21	9	4	4	4	25	25	
14	16:51:21	16:54:02	19	8	6	0	5	25	25	
15	16:55:17	16:57:42	23	14	6	1	2	22	22	
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Site Information

Location ID:	92
Region:	SW
County:	Milwaukee
RT Roadway:	STH 190/Capitol Drive
Cross Roadway:	124th Street

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected Only

Count Information

Video Date:	Thu 3/5/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Cannot differentiate conflicting thru and left-turn movement vehicles on the video.

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:02:07	7:03:50	22	3	18	0	1	3	1	2
2	7:04:27	7:06:27	24	5	16	0	3	3	3	0
3	7:06:47	7:08:30	23	8	13	1	1	6	5	1
4	7:09:09	7:11:07	24	1	23	0	0	12	12	0
5	7:11:36	7:13:10	25	3	19	1	2	3	1	2
6	7:13:48	7:15:47	30	1	28	0	1	7	7	0
7	7:16:18	7:17:50	25	7	15	0	3	7	6	1
8	7:18:36	7:20:10	28	7	18	1	2	6	5	1
9	7:20:51	7:22:47	31	8	23	0	0	1	1	0
10	7:23:07	7:25:07	29	5	24	0	0	7	7	0
11	7:25:28	7:27:27	27	4	23	0	0	4	4	0
12	7:27:47	7:29:30	33	6	25	0	2	9	8	1
13	7:30:12	7:32:07	31	5	26	0	0	5	5	0
14	7:32:28	7:34:27	27	6	21	0	0	3	3	0
15	7:34:47	7:36:47	36	9	27	0	0	17	17	0
16	7:37:22	7:38:50	34	6	26	0	2	7	6	1
17	7:39:27	7:41:27	29	6	23	0	0	6	6	0
18	7:41:52	7:43:30	41	7	32	1	1	11	8	3
19	7:44:39	7:45:57	42	4	33	0	5	9	7	2
20	7:46:37	7:48:10	31	5	23	0	3	10	9	1
21	7:48:56	7:50:30	38	10	27	0	1	10	8	2
22	7:51:20	7:53:07	38	8	30	0	0	10	10	0
23	7:53:40	7:55:27	33	7	25	0	1	6	6	0
24	7:55:53	7:57:30	50	11	33	1	5	11	10	1
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Site Information

Location ID:	93
Region:	SW
County:	Waukesha
RT Roadway:	STH 164
Cross Roadway:	Main Street

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	30

Conflicting Left-Turn Information

Direction:	SB
Control:	Protected Only

Count Information

Video Date:	Tue 3/3/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:16	16:00:49	2	0	2	0	0	3	0	3
2	16:01:08	16:02:36	11	1	10	0	0	12	12	0
3	16:03:06	16:03:49	2	0	2	0	0	5	0	5
4	16:04:11	16:05:16	22	4	15	0	3	17	17	0
5	16:05:50	16:06:23	2	0	2	0	0	1	0	1
6	16:06:38	16:07:56	18	2	13	0	3	19	19	0
7	16:08:48	16:10:38	19	1	16	0	2	2	2	0
8	16:11:06	16:11:33	1	0	1	0	0	1	0	1
9	16:11:48	16:13:16	18	1	15	1	1	9	9	0
10	16:13:43	16:14:26	4	0	4	0	0	1	0	1
11	16:14:41	16:15:56	22	3	12	1	6	12	12	0
12	16:16:28	16:17:10	10	1	9	0	0	1	0	1
13	16:17:28	16:18:36	15	0	10	0	5	5	5	0
14	16:19:00	16:19:33	5	2	3	0	0	1	0	1
15	16:19:49	16:21:16	17	1	11	1	4	9	9	0
16	16:21:42	16:22:09	7	3	4	0	0	1	0	1
17	16:22:25	16:23:56	19	5	12	0	2	4	4	0
18	16:24:24	16:25:03	6	0	5	0	1	1	1	0
19	16:25:21	16:26:36	14	1	9	1	3	4	4	0
20	16:26:57	16:27:40	1	0	1	0	0	2	0	2
21	16:27:55	16:29:16	14	1	12	0	1	2	2	0
22	16:29:40	16:30:23	1	0	1	0	0	1	0	1
23	16:30:41	16:31:56	17	2	11	1	3	14	14	0
24	16:32:24	16:32:55	8	2	6	0	0	1	0	1
25	16:33:14	16:34:36	13	4	7	0	2	10	10	0
26	16:35:09	16:35:47	2	1	1	0	0	1	0	1
27	16:36:02	16:37:16	14	1	9	0	4	3	3	0
28	16:37:41	16:39:56	22	3	16	1	2	9	9	0
29	16:40:25	16:42:36	32	3	24	0	5	11	11	0
30	16:43:07	16:43:39	2	2	0	0	0	5	0	5
31	16:44:02	16:45:16	20	0	10	3	7	8	8	0
32	16:46:08	16:46:49	0	0	0	0	0	1	0	1
33	16:47:05	16:48:05	21	3	13	1	4	8	8	0
34	16:48:32	16:49:12	7	0	7	0	0	1	0	1
35	16:49:31	16:50:36	17	4	12	0	1	10	10	0
36	16:51:10	16:51:50	0	0	0	0	0	1	0	1
37	16:52:06	16:53:16	19	1	14	0	4	7	7	0
38	16:53:38	16:54:06	1	0	1	0	0	1	0	1
39	16:54:21	16:55:55	21	1	14	2	4	7	7	0
40	16:56:18	16:56:49	15	1	14	0	0	3	0	3
41	16:57:04	16:58:36	19	1	14	0	4	9	9	0
42	16:59:04	16:59:24	3	0	3	0	0	3	0	3
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Site Information

Location ID:	93
Region:	SW
County:	Waukesha
RT Roadway:	STH 164
Cross Roadway:	Main Street

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	30

Conflicting Left-Turn Information

Direction:	SB
Control:	Protected Only

Count Information

Video Date:	Tue 3/3/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:25	7:02:12	5	0	3	0	2	29	24	5
2	7:03:25	7:04:13	4	1	3	0	0	21	14	7
3	7:05:25	7:06:05	4	0	4	0	0	27	24	3
4	7:07:23	7:08:03	1	0	0	0	1	26	21	5
5	7:09:28	7:09:52	7	2	3	0	2	28	20	8
6	7:11:28	7:12:16	3	1	2	0	0	23	17	6
7	7:13:24	7:14:05	1	0	0	0	1	17	14	3
8	7:15:22	7:16:15	6	1	4	0	1	15	10	5
9	7:17:26	7:18:14	5	0	1	1	3	34	24	10
10	7:19:28	7:19:52	3	0	0	1	2	22	13	9
11	7:21:28	7:22:19	2	0	2	0	0	28	23	5
12	7:23:22	7:24:14	5	0	4	0	1	17	15	2
13	7:25:22	7:26:15	4	0	1	0	3	26	18	8
14	7:27:26	7:28:07	7	1	6	0	0	24	18	6
15	7:29:26	7:30:10	5	1	4	0	0	26	22	4
16	7:31:27	7:32:06	3	0	1	0	2	25	14	11
17	7:33:28	7:34:10	8	2	4	0	2	16	10	6
18	7:35:28	7:36:07	4	0	2	0	2	33	24	9
19	7:37:28	7:38:08	10	1	6	1	2	27	20	7
20	7:39:26	7:40:06	7	0	0	0	7	32	25	7
21	7:41:22	7:42:10	7	0	1	1	5	49	43	6
22	7:43:28	7:44:07	6	1	3	0	2	22	13	9
23	7:45:28	7:46:06	11	1	2	2	6	27	24	3
24	7:47:24	7:48:18	9	2	7	0	0	32	22	10
25	7:49:28	7:50:19	10	1	8	0	1	39	29	10
26	7:51:28	7:52:19	2	0	2	0	0	23	19	4
27	7:53:22	7:54:10	10	2	5	2	1	30	28	2
28	7:55:22	7:56:10	7	0	4	0	3	37	29	8
29	7:57:28	7:58:13	8	0	4	1	3	25	19	6
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Site Information

Location ID:	94
Region:	SE
County:	Kenosha
RT Roadway:	STH 31/Green Bay Rd
Cross Roadway:	STH 50

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	40

Conflicting Left-Turn Information

Direction:	NB
Control:	Protected Only

Count Information

Video Date:	Wed 8/4/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:01:50	16:02:52	8	0	6	0	2	22	16	6
2	16:03:58	16:04:59	9	1	1	0	7	31	23	8
3	16:06:05	16:07:04	4	0	3	0	1	35	24	11
4	16:08:12	16:09:09	3	0	1	0	2	36	26	10
5	16:10:17	16:11:04	14	2	4	2	6	24	20	4
6	16:12:17	16:13:19	11	0	6	0	5	38	23	15
7	16:14:28	16:15:14	9	1	2	1	5	38	31	7
8	16:16:27	16:17:26	7	1	4	0	2	33	21	12
9	16:18:37	16:19:28	6	0	4	0	2	44	33	11
10	16:20:42	16:21:28	6	0	3	2	1	37	29	8
11	16:22:47	16:23:41	8	0	6	0	2	35	22	13
12	16:24:52	16:25:50	6	0	6	0	0	38	26	12
13	16:26:58	16:27:55	3	0	3	0	0	37	25	12
14	16:29:03	16:29:57	9	1	7	0	1	32	28	4
15	16:31:03	16:31:58	3	0	3	0	0	35	27	8
16	16:33:12	16:34:09	5	0	4	0	1	26	18	8
17	16:35:17	16:36:15	8	0	7	0	1	42	31	11
18	16:37:22	16:38:14	12	1	10	0	1	32	27	5
19	16:39:24	16:40:22	9	1	4	0	4	30	15	15
20	16:41:33	16:42:30	10	1	8	0	1	31	27	4
21	16:43:32	16:44:26	9	0	4	0	5	34	29	5
22	16:45:37	16:46:40	9	0	4	0	5	34	18	16
23	16:47:48	16:48:44	9	0	5	1	3	24	15	9
24	16:49:53	16:50:44	10	1	6	0	3	46	34	12
25	16:51:58	16:52:55	11	0	7	0	4	35	24	11
26	16:54:03	16:55:00	6	0	3	0	3	38	29	9
27	16:56:07	16:57:05	5	2	1	1	1	42	28	14
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Site Information

Location ID:	94
Region:	SE
County:	Kenosha
RT Roadway:	STH 31/Green Bay Rd
Cross Roadway:	STH 50

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	40

Conflicting Left-Turn Information

Direction:	NB
Control:	Protected Only

Count Information

Video Date:	Wed 8/4/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:58	7:02:00	5	0	1	2	2	16	16	0
2	7:03:06	7:03:59	2	1	0	0	1	21	21	0
3	7:05:16	7:06:08	4	2	1	0	1	14	14	0
4	7:07:29	7:08:20	5	0	2	1	2	10	10	0
5	7:09:21	7:10:42	3	1	0	0	2	18	18	0
6	7:11:49	7:12:17	1	0	0	0	1	14	14	0
7	7:13:41	7:15:00	2	0	2	0	0	33	33	0
8	7:16:10	7:16:28	2	0	2	0	0	0	0	0
9	7:16:51	7:17:52	6	0	1	1	4	28	28	0
10	7:19:38	7:20:40	8	2	4	0	2	27	27	0
11	7:22:14	7:23:08	3	0	2	0	1	26	26	0
12	7:24:44	7:25:53	6	2	1	0	3	19	19	0
13	7:26:56	7:27:40	5	0	1	2	2	17	17	0
14	7:29:10	7:30:02	4	0	1	0	3	22	22	0
15	7:31:18	7:32:11	5	0	1	0	4	12	12	0
16	7:33:30	7:34:12	9	1	2	0	6	19	19	0
17	7:35:39	7:36:18	4	0	3	0	1	0	0	0
18	7:36:41	7:37:38	2	0	1	0	1	39	39	0
19	7:39:35	7:40:38	4	1	3	0	0	21	21	0
20	7:42:03	7:42:55	10	0	5	3	2	24	24	0
21	7:44:19	7:45:21	7	2	0	4	1	30	30	0
22	7:46:26	7:47:35	6	1	3	0	2	15	15	0
23	7:48:40	7:49:46	6	0	2	3	1	23	23	0
24	7:50:47	7:51:28	2	0	0	1	1	23	23	0
25	7:52:59	7:54:02	7	0	5	1	1	13	13	0
26	7:55:06	7:56:05	5	1	3	0	1	22	22	0
27	7:57:18	7:58:13	6	1	5	0	0	19	19	0
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Site Information

Location ID:	95
Region:	SE
County:	Milwaukee
RT Roadway:	Rawson Avenue
Cross Roadway:	STH 241/27th Street

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	40

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected Only

Count Information

Video Date:	Tue 3/3/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Video didn't allow separating left-turn and thru conflicts

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:00:24	4:01:21	16	3	6	1	6	26	26	0
2	4:02:32	4:03:34	10	0	5	0	5	18	18	0
3	4:04:46	4:05:41	13	0	7	0	6	36	36	0
4	4:06:55	4:07:56	17	2	10	1	4	24	24	0
5	4:09:05	4:09:54	10	6	3	0	1	48	48	0
6	4:11:15	4:12:03	18	3	13	0	2	40	40	0
7	4:13:25	4:14:19	10	1	3	0	6	33	33	0
8	4:15:35	4:16:29	10	3	2	1	4	28	28	0
9	4:17:42	4:18:38	12	1	7	0	4	29	29	0
10	4:19:53	4:20:52	8	3	3	0	2	19	19	0
11	4:22:01	4:22:46	10	0	7	0	3	33	33	0
12	4:24:15	4:25:05	11	4	2	1	4	24	24	0
13	4:26:25	4:27:15	14	0	1	6	7	18	18	0
14	4:28:30	4:29:29	16	3	9	2	2	19	19	0
15	4:30:40	4:31:44	15	2	10	0	3	21	21	0
16	4:32:51	4:33:49	6	1	4	0	1	26	26	0
17	4:35:00	4:36:05	10	1	3	2	4	21	21	0
18	4:37:15	4:38:09	13	3	5	1	4	25	25	0
19	4:39:20	4:40:17	9	0	6	0	3	29	29	0
20	4:41:33	4:42:23	11	4	3	0	4	38	38	0
21	4:43:45	4:44:36	9	4	2	3	0	37	37	0
22	4:45:55	4:46:54	15	5	1	4	5	32	32	0
23	4:48:01	4:49:00	6	0	3	1	2	21	21	0
24	4:50:11	4:51:12	8	2	3	0	3	28	28	0
25	4:52:22	4:53:23	7	2	3	2	0	26	26	0
26	4:54:33	4:55:32	8	0	4	0	4	24	24	0
27	4:56:45	4:57:38	8	1	5	0	2	27	27	0
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Site Information

Location ID:	95
Region:	SE
County:	Milwaukee
RT Roadway:	Rawson Avenue
Cross Roadway:	STH 241/27th Street

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	40

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected Only

Count Information

Video Date:	Tue 3/3/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:05	7:00:26	12	3	3	4	2	8	8	0
2	7:01:24	7:01:50	7	1	3	2	1	16	16	0
3	7:02:50	7:03:27	15	6	3	4	2	11	11	0
4	7:04:20	7:04:45	6	0	0	2	4	17	17	0
5	7:05:50	7:06:21	11	5	2	1	3	16	16	0
6	7:07:20	7:07:41	7	0	1	3	3	23	23	0
7	7:08:50	7:09:20	19	6	4	1	8	29	29	0
8	7:11:50	7:12:17	9	2	2	2	3	15	15	0
9	7:13:20	7:13:37	4	0	1	1	2	18	18	0
10	7:14:50	7:15:18	10	3	2	2	3	20	20	0
11	7:16:20	7:16:57	15	4	6	3	2	16	16	0
12	7:17:50	7:18:11	10	2	2	3	3	13	13	0
13	7:19:20	7:19:36	8	0	0	4	4	16	16	0
14	7:20:50	7:21:27	11	1	5	1	4	9	9	0
15	7:22:20	7:22:47	11	3	2	4	2	18	18	0
16	7:23:50	7:24:27	8	1	3	2	2	14	14	0
17	7:25:20	7:25:57	16	5	6	2	3	23	23	0
18	7:26:50	7:27:23	10	1	5	2	2	24	24	0
19	7:28:20	7:28:44	18	4	5	4	5	18	18	0
20	7:29:50	7:30:09	7	0	1	3	3	13	13	0
21	7:31:20	7:31:57	19	8	6	3	2	12	12	0
22	7:32:50	7:33:24	9	2	0	4	3	11	11	0
23	7:34:20	7:34:41	6	1	2	3	0	16	16	0
24	7:35:50	7:36:09	13	4	3	2	4	19	19	0
25	7:37:20	7:37:40	9	2	1	3	3	21	21	0
26	7:38:50	7:39:08	9	2	1	3	3	17	17	0
27	7:40:20	7:40:38	12	2	2	3	5	23	23	0
28	7:41:50	7:42:14	14	8	1	0	5	24	24	0
29	7:43:20	7:43:57	26	8	8	5	5	16	16	0
30	7:44:50	7:45:27	21	8	6	3	4	21	21	0
31	7:46:20	7:46:45	7	3	1	2	1	16	16	0
32	7:47:50	7:48:13	14	0	0	9	5	12	12	0
33	7:49:20	7:49:37	16	0	0	9	7	14	14	0
34	7:50:50	7:51:16	13	6	3	2	2	18	18	0
35	7:52:20	7:52:57	16	7	4	2	3	13	13	0
36	7:53:50	7:54:22	19	5	4	5	5	22	22	0
37	7:55:20	7:55:40	18	1	2	6	9	21	21	0
38	7:56:50	7:57:27	17	5	4	4	4	19	19	0
39	7:58:20	7:58:57	17	6	4	3	4	14	14	0
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Site Information

Location ID:	96
Region:	SE
County:	Washington
RT Roadway:	IH 41 Off-Ramp
Cross Roadway:	STH 167/Lannon Road

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 3/3/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:53	7:01:06	11	0	0	3	8	32	32	0
2	7:02:45	7:02:59	8	1	1	1	5	31	31	0
3	7:04:52	7:05:26	7	0	3	0	4	17	17	0
4	7:06:48	7:07:06	11	1	1	1	8	42	42	0
5	7:09:15	7:09:37	9	2	0	2	5	20	20	0
6	7:11:06	7:11:26	6	0	0	2	4	21	21	0
7	7:13:07	7:13:29	11	0	1	2	8	24	24	0
8	7:15:04	7:15:29	12	2	0	5	5	28	28	0
9	7:17:07	7:17:22	7	0	0	2	5	23	23	0
10	7:19:02	7:19:24	6	0	1	0	5	29	29	0
11	7:20:59	7:21:26	9	0	1	2	6	33	33	0
12	7:23:05	7:23:22	7	0	1	1	5	25	25	0
13	7:25:08	7:25:32	6	0	2	1	3	22	22	0
14	7:27:06	7:27:22	13	1	3	4	5	41	41	0
15	7:29:12	7:29:28	9	0	1	2	6	17	17	0
16	7:30:46	7:30:58	10	1	2	1	6	28	28	0
17	7:33:05	7:33:26	16	3	4	4	5	26	26	0
18	7:34:45	7:35:02	12	2	1	3	6	20	20	0
19	7:36:49	7:37:22	7	1	0	0	6	26	26	0
20	7:39:01	7:39:22	9	0	1	3	5	28	28	0
21	7:41:01	7:41:28	14	1	1	6	6	33	33	0
22	7:43:10	7:43:33	11	1	1	4	5	35	35	0
23	7:44:48	7:45:22	11	2	2	3	4	33	33	0
24	7:47:09	7:47:33	15	1	6	4	4	31	31	0
25	7:49:09	7:49:24	12	0	1	3	8	25	25	0
26	7:50:46	7:51:04	14	0	1	5	8	32	32	0
27	7:52:53	7:53:23	19	1	5	7	6	35	35	0
28	7:55:06	7:55:24	15	1	1	2	11	54	54	0
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Site Information

Location ID:	99
Region:	SE
County:	Milwaukee
RT Roadway:	IH 894 Off-Ramp
Cross Roadway:	STH 59/Greenfield Ave

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 3/3/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:01:01	4:01:23	9	1	2	1	5	30	30	0
2	4:03:05	4:03:20	9	1	2	0	6	25	25	0
3	4:04:59	4:05:14	11	1	0	1	9	23	23	0
4	4:06:45	4:07:14	16	0	3	0	13	29	29	0
5	4:09:15	4:09:29	9	0	1	1	7	25	25	0
6	4:10:45	4:11:14	17	2	4	1	10	18	18	0
7	4:12:59	4:13:14	13	1	3	1	8	20	20	0
8	4:14:47	4:15:14	16	2	4	0	10	34	34	0
9	4:16:46	4:17:13	13	0	4	3	6	23	23	0
10	4:18:52	4:19:08	7	0	1	1	5	26	26	0
11	4:20:48	4:21:18	18	2	4	0	12	30	30	0
12	4:23:08	4:23:21	12	1	1	1	9	13	13	0
13	4:24:54	4:25:20	12	0	2	3	7	38	38	0
14	4:27:05	4:27:29	19	3	3	3	10	21	21	0
15	4:28:59	4:29:29	6	1	2	1	2	24	24	0
16	4:30:59	4:31:22	10	1	2	1	6	33	33	0
17	4:32:44	4:33:14	9	0	1	2	6	36	36	0
18	4:34:59	4:35:28	14	2	4	1	7	15	15	0
19	4:36:44	4:36:59	15	2	2	0	11	38	38	0
20	4:38:48	4:39:15	14	2	3	3	6	32	32	0
21	4:40:46	4:41:14	9	0	3	0	6	19	19	0
22	4:42:44	4:43:14	9	1	4	0	4	55	55	0
23	4:45:00	4:45:22	11	0	3	3	5	19	19	0
24	4:46:59	4:47:22	15	0	5	1	9	31	31	0
25	4:49:04	4:49:21	6	0	0	2	4	29	29	0
26	4:51:04	4:51:28	9	0	2	3	4	36	36	0
27	4:53:14	4:53:29	8	0	0	2	6	11	11	0
28	4:54:47	4:55:14	12	1	1	2	8	42	42	0
29	4:57:07	4:57:28	5	1	1	0	3	20	20	0
30										
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Site Information

Location ID:	99
Region:	SE
County:	Milwaukee
RT Roadway:	IH 894 Off-Ramp
Cross Roadway:	STH 59/Greenfield Ave

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Thu 3/5/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)	On Red (RTOR)		Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:03	7:02:10	2	1	1	0	0	0	
2	7:02:34	7:03:05	0	0	0	1	0	1	
3	7:03:34	7:04:30	1	1	0	0	0	0	
4	7:05:06	7:05:54	0	0	0	1	0	1	
5	7:06:24	7:07:30	0	0	0	0	0	0	
6	7:07:48	7:08:50	0	0	0	0	0	0	
7	7:09:16	7:10:10	3	3	0	0	0	0	
8	7:10:30	7:11:17	1	0	1	0	0	0	
9	7:11:46	7:12:50	6	3	3	0	0	0	
10	7:13:14	7:15:30	2	1	1	0	0	0	
11	7:15:57	7:18:10	1	1	0	0	0	0	
12	7:18:37	7:19:30	3	1	2	0	0	0	
13	7:19:51	7:20:25	2	0	2	3	0	3	
14	7:20:59	7:22:10	0	0	0	0	0	0	
15	7:22:37	7:23:30	0	0	0	0	0	0	
16	7:23:48	7:24:50	2	1	1	0	0	0	
17	7:25:17	7:26:10	0	0	0	0	0	0	
18	7:26:28	7:27:30	1	1	0	0	0	0	
19	7:27:55	7:28:50	2	2	0	0	0	0	
20	7:29:09	7:30:10	0	0	0	0	0	0	
21	7:30:28	7:31:05	3	1	2	0	0	0	
22	7:31:17	7:32:50	2	1	1	0	0	0	
23	7:33:12	7:33:45	3	1	2	1	0	1	
24	7:34:14	7:35:30	1	1	0	0	0	0	
25	7:35:57	7:36:51	4	3	1	0	0	0	
26	7:37:08	7:38:10	1	1	0	0	0	0	
27	7:38:29	7:39:05	1	1	0	1	0	1	
28	7:39:34	7:40:26	5	2	3	3	0	3	
29	7:41:10	7:42:10	2	2	0	0	0	0	
30	7:42:29	7:43:30	1	1	0	0	0	0	
31	7:43:57	7:44:25	3	2	1	3	0	3	
32	7:45:02	7:46:10	2	0	2	0	0	0	
33	7:46:37	7:47:30	2	2	0	0	0	0	
34	7:47:52	7:48:50	2	2	0	0	0	0	
35	7:49:17	7:50:10	4	3	1	0	0	0	
36	7:50:37	7:51:30	0	0	0	0	0	0	
37	7:51:53	7:52:37	2	0	2	0	0	0	
38	7:53:08	7:53:46	3	2	1	0	0	0	
39	7:54:14	7:55:30	2	2	0	0	0	0	
40	7:55:57	7:56:25	2	1	1	6	0	6	
41	7:57:15	7:58:11	3	3	0	0	0	0	
42	7:58:32	7:59:08	1	0	1	0	0	0	
43									
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Site Information

Location ID:	100
Region:	SE
County:	Washington
RT Roadway:	STH 33/Washington St
Cross Roadway:	STH 45 On-Ramp

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	NB
Median:	Undivided
Posted Speed Limit:	65

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected/Permitted

Count Information

Video Date:	Tue 3/3/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:57	7:02:01	12	11		1	6	0	6
2	7:02:35	7:03:21	6	4		2	7	0	7
3	7:03:55	7:04:41	4	3		1	4	0	4
4	7:04:54	7:06:01	10	3		7	9	0	9
5	7:06:39	7:07:27	11	9		2	5	0	5
6	7:07:56	7:09:01	12	12		0	0	0	0
7	7:09:19	7:10:01	1	1		0	8	0	8
8	7:10:17	7:11:21	17	12		5	7	0	7
9	7:11:57	7:12:41	9	5		4	5	0	5
10	7:13:17	7:14:01	5	2		3	2	0	2
11	7:14:32	7:15:41	13	10		3	1	0	1
12	7:16:00	7:16:41	3	2		1	8	0	8
13	7:17:21	7:18:01	8	4		4	8	0	8
14	7:18:36	7:19:21	16	9		7	8	0	8
15	7:19:57	7:20:43	6	4		2	5	0	5
16	7:21:13	7:22:01	10	6		4	12	0	12
17	7:22:40	7:23:22	12	8		4	5	0	5
18	7:23:52	7:24:41	11	10		1	7	0	7
19	7:25:16	7:26:01	7	6		1	7	0	7
20	7:26:19	7:27:26	15	12		3	2	0	2
21	7:27:56	7:28:42	7	7		0	3	0	3
22	7:29:16	7:30:01	2	2		0	3	0	3
23	7:30:17	7:31:21	14	8		6	10	0	10
24	7:32:07	7:32:41	7	4		3	11	0	11
25	7:33:23	7:34:01	5	3		2	9	0	9
26	7:34:41	7:35:21	8	7		1	8	0	8
27	7:36:06	7:36:41	5	1		4	9	0	9
28	7:37:28	7:38:03	5	4		1	8	0	8
29	7:38:36	7:39:21	8	5		3	2	0	2
30	7:40:04	7:40:50	6	3		3	3	0	3
31	7:41:21	7:42:02	13	11		2	10	0	10
32	7:42:39	7:43:24	7	2		5	3	0	3
33	7:43:54	7:44:41	6	2		4	5	0	5
34	7:45:15	7:46:01	4	3		1	2	0	2
35	7:46:32	7:47:23	11	6		5	4	0	4
36	7:48:02	7:48:42	5	4		1	4	0	4
37	7:49:12	7:50:09	4	3		1	4	0	4
38	7:50:38	7:51:25	6	2		4	2	0	2
39	7:52:03	7:52:41	7	5		2	7	0	7
40	7:53:25	7:54:01	6	5		1	6	0	6
41	7:54:33	7:55:21	13	10		3	7	0	7
42	7:55:57	7:56:41	4	4		0	4	0	4
43	7:56:53	7:58:21	9	7		2	0	0	0
44	7:58:39	7:59:23	5	5		0	6	0	6
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Site Information

Location ID:	101
Region:	SE
County:	Washington
RT Roadway:	STH 33/Washington St
Cross Roadway:	STH 45 On-Ramp

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Undivided
Posted Speed Limit:	65

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected/Permitted

Count Information

Video Date:	Tue 3/3/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)	On Red (RTOR)	On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:01:25	16:02:03	10	5		5	4	0	4
2	16:02:37	16:03:39	7	5		2	0	0	0
3	16:04:01	16:04:59	7	6		1	0	0	0
4	16:05:20	16:06:03	7	5		2	7	0	7
5	16:06:38	16:07:23	5	4		1	4	0	4
6	16:07:36	16:08:43	11	7		4	2	0	2
7	16:09:18	16:10:19	4	4		0	0	0	0
8	16:10:38	16:11:39	6	3		3	0	0	0
9	16:12:03	16:12:43	6	3		3	5	0	5
10	16:13:18	16:14:03	4	4		0	1	0	1
11	16:14:46	16:15:40	2	2		0	0	0	0
12	16:15:58	16:16:44	4	3		1	1	0	1
13	16:17:18	16:18:19	7	6		1	0	0	0
14	16:18:38	16:19:54	7	5		2	0	0	0
15	16:20:12	16:20:44	9	4		5	5	0	5
16	16:21:17	16:22:04	10	7		3	3	0	3
17	16:22:38	16:23:25	4	3		1	4	0	4
18	16:23:37	16:24:59	6	4		2	0	0	0
19	16:25:20	16:26:22	6	6		0	0	0	0
20	16:26:40	16:27:39	7	5		2	0	0	0
21	16:28:08	16:28:59	6	4		2	0	0	0
22	16:29:17	16:30:19	5	3		2	0	0	0
23	16:30:37	16:31:25	4	3		1	0	0	0
24	16:31:54	16:32:59	7	5		2	0	0	0
25	16:33:19	16:34:04	10	8		2	3	0	3
26	16:34:40	16:35:39	6	3		3	0	0	0
27	16:35:57	16:36:59	9	6		3	0	0	0
28	16:37:22	16:38:04	6	3		3	7	0	7
29	16:38:37	16:39:39	7	6		1	0	0	0
30	16:39:57	16:40:44	4	4		0	4	0	4
31	16:40:56	16:42:19	6	5		1	0	0	0
32	16:42:40	16:43:25	10	8		2	7	0	7
33	16:43:57	16:44:44	12	8		4	5	0	5
34	16:45:16	16:46:04	4	4		0	4	0	4
35	16:46:16	16:47:39	9	8		1	0	0	0
36	16:48:01	16:48:44	10	7		3	3	0	3
37	16:49:13	16:50:18	2	2		0	0	0	0
38	16:50:44	16:51:24	3	3		0	4	0	4
39	16:51:37	16:52:59	6	6		0	0	0	0
40	16:53:26	16:54:04	12	8		4	4	0	4
41	16:54:36	16:55:52	6	5		1	0	0	0
42	16:56:11	16:56:58	3	0		3	0	0	0
43	16:57:21	16:58:04	5	3		2	4	0	4
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Site Information

Location ID:	101
Region:	SE
County:	Washington
RT Roadway:	STH 33/Washington St
Cross Roadway:	STH 45 On-Ramp

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Undivided
Posted Speed Limit:	65

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected/Permitted

Count Information

Video Date:	Thu 3/5/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:02	7:00:29	8	2	1	2	3	18	18	0
2	7:01:37	7:01:51	9	0	0	3	6	20	20	0
3	7:03:12	7:03:26	12	1	1	7	3	20	20	0
4	7:04:47	7:05:05	25	5	5	6	9	18	18	0
5	7:06:23	7:06:37	13	1	4	3	5	21	21	0
6	7:07:57	7:08:26	22	11	7	3	1	36	36	0
7	7:09:32	7:10:01	18	3	9	2	4	21	21	0
8	7:11:07	7:11:27	15	6	1	3	5	32	32	0
9	7:12:42	7:13:11	21	10	3	2	6	25	25	0
10	7:14:17	7:14:31	20	3	2	7	8	33	33	0
11	7:15:53	7:16:06	23	4	0	10	9	24	24	0
12	7:17:28	7:17:46	17	5	3	4	5	34	34	0
13	7:19:02	7:19:31	18	12	4	2	0	25	25	0
14	7:20:37	7:21:06	24	5	5	7	7	24	24	0
15	7:22:12	7:22:35	20	6	2	6	6	35	35	0
16	7:23:47	7:24:16	33	13	10	6	4	33	33	0
17	7:25:23	7:25:43	12	2	3	3	4	41	41	0
18	7:26:57	7:27:25	33	11	11	5	6	30	30	0
19	7:28:32	7:28:51	19	4	4	6	5	31	31	0
20	7:30:07	7:30:31	18	9	5	3	1	35	35	0
21	7:31:42	7:32:11	38	15	13	5	5	31	31	0
22	7:33:18	7:33:34	21	3	3	5	10	31	31	0
23	7:34:52	7:35:21	22	8	2	6	6	22	22	0
24	7:36:28	7:36:56	15	5	0	5	5	38	38	0
25	7:38:02	7:38:27	35	8	6	11	10	39	39	0
26	7:39:58	7:40:21	29	10	9	5	5	35	35	0
27	7:41:12	7:41:41	18	5	6	2	5	28	28	0
28	7:42:47	7:43:16	34	14	9	3	8	38	38	0
29	7:44:22	7:44:47	22	9	1	5	7	30	30	0
30	7:45:57	7:46:26	28	12	3	5	8	38	38	0
31	7:47:32	7:48:01	20	6	6	4	4	36	36	0
32	7:49:08	7:49:32	26	8	7	6	5	38	38	0
33	7:50:42	7:51:11	29	10	6	6	7	26	26	0
34	7:52:17	7:52:46	31	9	7	7	8	29	29	0
35	7:53:52	7:54:21	15	4	4	4	3	34	34	0
36	7:55:28	7:55:56	26	10	6	3	7	39	39	0
37	7:57:02	7:57:31	29	10	9	5	5	35	35	0
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Site Information

Location ID:	105
Region:	SW
County:	Dane
RT Roadway:	Junction Road Connector
Cross Roadway:	Mineral Point Rd

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 3/10/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:25	16:00:45	18	1	3	9	5	21	21	0
2	16:02:05	16:02:25	11	2	1	2	6	22	22	0
3	16:03:45	16:04:05	14	2	1	6	5	20	20	0
4	16:05:25	16:05:38	9	0	0	8	1	11	11	0
5	16:07:05	16:07:25	11	2	4	4	1	26	26	0
6	16:08:45	16:09:03	8	0	0	6	2	28	28	0
7	16:10:25	16:10:42	12	0	0	4	8	24	24	0
8	16:12:05	16:12:23	14	0	0	9	5	29	29	0
9	16:13:45	16:14:06	19	10	5	2	2	20	20	0
10	16:15:25	16:15:44	8	3	0	2	3	20	20	0
11	16:17:05	16:17:24	10	1	2	2	5	26	26	0
12	16:18:45	16:19:05	11	1	2	4	4	28	28	0
13	16:20:25	16:20:40	21	2	3	9	7	17	17	0
14	16:22:05	16:22:25	9	0	0	4	5	33	33	0
15	16:23:45	16:24:03	14	2	3	5	4	38	38	0
16	16:25:25	16:25:46	10	1	0	7	2	24	24	0
17	16:27:05	16:27:23	14	5	2	4	3	28	28	0
18	16:28:45	16:29:05	13	2	0	7	4	16	16	0
19	16:30:25	16:30:39	14	1	0	9	4	27	27	0
20	16:32:05	16:32:20	10	0	0	7	3	31	31	0
21	16:33:45	16:34:06	18	9	1	4	4	29	29	0
22	16:35:25	16:35:43	10	0	0	7	3	19	19	0
23	16:37:06	16:37:25	12	1	1	6	4	31	31	0
24	16:39:07	16:39:25	8	5	3	0	0	25	25	0
25	16:40:26	16:40:46	11	2	1	5	3	37	37	0
26	16:42:06	16:42:26	25	3	7	9	6	20	20	0
27	16:43:46	16:44:04	21	2	0	10	9	29	29	0
28	16:45:26	16:45:46	14	8	2	2	2	28	28	0
29	16:47:06	16:47:22	18	4	2	8	4	27	27	0
30	16:48:46	16:49:06	12	0	0	8	4	18	18	0
31	16:50:26	16:50:44	14	0	0	7	7	28	28	0
32	16:52:06	16:52:26	17	1	3	5	8	24	24	0
33	16:53:46	16:54:06	13	6	4	1	2	28	28	0
34	16:55:26	16:55:46	24	9	3	8	4	16	16	0
35	16:57:06	16:57:21	16	0	0	8	8	31	31	0
36										
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Site Information

Location ID:	105
Region:	SW
County:	Dane
RT Roadway:	Junction Road Connector
Cross Roadway:	Mineral Point Rd

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 3/10/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:26	7:01:12	9	3	3	1	2	36	36	0
2	7:02:04	7:03:09	0	0	0	0	0	41	41	0
3	7:03:54	7:04:56	14	4	8	1	1	48	48	0
4	7:05:44	7:06:43	16	4	7	1	4	29	29	0
5	7:07:34	7:08:20	4	0	2	1	1	60	60	0
6	7:09:24	7:10:10	11	2	6	2	1	36	36	0
7	7:11:14	7:11:59	10	4	6	0	0	62	62	0
8	7:13:04	7:14:05	9	4	5	0	0	56	56	0
9	7:14:54	7:15:58	13	3	9	0	1	52	52	0
10	7:16:44	7:17:49	9	6	3	0	0	60	60	0
11	7:18:34	7:19:37	9	4	4	0	1	57	57	0
12	7:20:24	7:21:34	8	3	5	0	0	48	48	0
13	7:22:14	7:32:02	11	4	7	0	0	67	67	0
14	7:24:04	7:25:10	14	6	8	0	0	48	48	0
15	7:25:54	7:27:00	15	6	9	0	0	57	57	0
16	7:27:44	7:28:46	5	3	2	0	0	61	61	0
17	7:29:34	7:30:19	9	4	5	0	0	74	74	0
18	7:31:24	7:32:33	5	1	4	0	0	50	50	0
19	7:33:14	7:34:20	9	3	6	0	0	62	62	0
20	7:35:04	7:36:10	11	6	5	0	0	55	55	0
21	7:36:54	7:37:52	10	6	4	0	0	70	70	0
22	7:38:44	7:39:51	13	7	6	0	0	53	53	0
23	7:40:34	7:41:40	8	2	6	0	0	52	52	0
24	7:42:24	7:43:11	13	4	9	0	0	67	67	0
25	7:44:14	7:45:22	11	3	8	0	0	59	59	0
26	7:46:04	7:47:09	9	3	6	0	0	56	56	0
27	7:47:54	7:49:00	14	7	7	0	0	55	55	0
28	7:49:44	7:50:52	17	7	10	0	0	51	51	0
29	7:51:34	7:52:40	7	2	4	1	0	55	55	0
30	7:53:24	7:54:30	12	6	5	0	1	57	57	0
31	7:55:14	7:56:03	5	2	3	0	0	72	72	0
32	7:57:04	7:58:10	8	3	5	0	0	48	48	0
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Site Information

Location ID:	106
Region:	SW
County:	Dane
RT Roadway:	Broom St
Cross Roadway:	USH 151/John Nolen Drive

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 3/10/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:01:12	4:02:03	13	1	5	2	5	34	34	0
2	4:03:02	4:04:00	14	8	6	0	0	54	54	0
3	4:04:52	4:05:43	15	3	11	0	1	53	53	0
4	4:06:42	4:07:41	33	16	16	0	1	41	41	0
5	4:08:32	4:09:28	25	11	13	1	0	47	47	0
6	4:10:22	4:11:22	28	13	14	1	0	44	44	0
7	4:12:12	4:13:12	21	7	14	0	0	49	49	0
8	4:14:02	4:14:57	34	17	17	0	0	41	41	0
9	4:15:52	4:16:44	26	14	12	0	0	37	37	0
10	4:17:42	4:18:41	25	12	13	0	0	44	44	0
11	4:19:32	4:20:25	15	5	10	0	0	45	45	0
12	4:21:22	4:22:20	21	7	11	1	2	44	44	0
13	4:23:12	4:24:12	25	9	16	0	0	44	44	0
14	4:25:02	4:26:01	25	8	16	1	0	40	40	0
15	4:26:52	4:27:51	26	8	17	1	0	43	43	0
16	4:28:42	4:29:36	20	8	12	0	0	44	44	0
17	4:30:32	4:31:32	22	6	16	0	0	44	44	0
18	4:32:22	4:33:14	25	14	11	0	0	34	34	0
19	4:34:12	4:35:12	21	9	12	0	0	41	41	0
20	4:36:02	4:37:02	38	15	22	0	1	37	37	0
21	4:37:52	4:38:52	35	18	17	0	0	33	33	0
22	4:39:42	4:40:33	32	16	16	0	0	36	36	0
23	4:41:32	4:42:30	37	17	18	1	1	37	37	0
24	4:43:22	4:44:23	29	13	16	0	0	38	38	0
25	4:45:12	4:46:06	37	17	19	1	0	43	43	0
26	4:47:02	4:48:02	32	15	17	0	0	39	39	0
27	4:48:52	4:49:52	29	11	17	0	1	38	38	0
28	4:50:42	4:51:40	16	6	10	0	0	49	49	0
29	4:52:32	4:53:31	21	8	13	0	0	47	47	0
30	4:54:22	4:55:22	19	7	12	0	0	56	56	0
31	4:56:12	4:57:07	26	12	14	0	0	41	41	0
32	4:58:02	4:58:57	36	17	19	0	0	35	35	0
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Site Information

Location ID:	106
Region:	SW
County:	Dane
RT Roadway:	Broom St
Cross Roadway:	USH 151/John Nolen Drive

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 3/11/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:39	7:01:27	44	17	14	5	8	22	0	22
2	7:02:49	7:03:38	19	8	4	3	4	33	0	33
3	7:04:59	7:05:47	32	13	13	1	5	38	0	38
4	7:07:09	7:07:58	32	15	11	2	4	36	1	35
5	7:09:19	7:10:08	41	14	19	5	3	37	0	37
6	7:11:29	7:12:18	38	14	17	3	4	40	3	37
7	7:13:39	7:14:28	34	11	18	2	3	40	0	40
8	7:15:49	7:16:38	41	16	20	0	5	39	1	38
9	7:17:59	7:18:48	32	12	17	2	1	40	0	40
10	7:20:09	7:20:58	35	11	17	4	3	40	1	39
11	7:22:19	7:23:08	46	12	18	5	11	38	2	36
12	7:24:29	7:25:18	45	16	18	5	6	44	0	44
13	7:26:39	7:27:28	30	11	16	1	2	42	1	41
14	7:28:49	7:29:38	27	9	16	1	1	42	1	41
15	7:30:59	7:31:48	34	8	18	4	4	34	3	31
16	7:33:09	7:33:58	35	9	16	3	7	33	2	31
17	7:35:19	7:36:08	33	12	16	0	5	40	1	39
18	7:37:29	7:38:18	43	19	20	2	2	32	1	31
19	7:39:39	7:40:28	27	13	13	1	0	43	1	42
20	7:41:49	7:42:38	22	7	10	3	2	38	6	32
21	7:43:59	7:44:48	39	11	15	4	9	32	2	30
22	7:46:09	7:46:58	35	13	16	1	5	31	0	31
23	7:48:19	7:49:08	31	16	13	2	0	35	0	35
24	7:50:29	7:51:18	35	15	15	2	3	35	0	35
25	7:52:39	7:53:28	22	8	9	3	2	27	0	27
26	7:54:49	7:55:38	28	8	10	4	6	36	2	34
27	7:56:59	7:57:48	38	13	17	3	5	34	0	34
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Site Information

Location ID:	107
Region:	SW
County:	Dane
RT Roadway:	USH 51/Stoughton Road
Cross Roadway:	USH 12/18 (Beltline)

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Undivided
Posted Speed Limit:	55

Conflicting Left-Turn Information

Direction:	NB
Control:	Protected Only

Count Information

Video Date:	Tue 3/10/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:15	16:01:20	37	13	20	2	2	11	0	11
2	16:02:25	16:03:30	49	20	20	3	6	16	0	16
3	16:04:35	16:05:40	42	17	19	1	5	20	1	19
4	16:06:45	16:07:50	58	25	28	1	4	18	0	18
5	16:08:55	16:10:01	56	19	25	8	4	17	0	17
6	16:11:05	16:12:10	55	24	27	2	2	22	0	22
7	16:13:15	16:14:21	64	25	30	3	6	19	0	19
8	16:15:25	16:16:31	54	25	26	1	2	15	0	15
9	16:17:35	16:18:41	47	18	26	1	2	29	0	29
10	16:19:45	16:20:51	49	18	16	7	8	16	0	16
11	16:21:55	16:23:01	51	17	29	2	3	19	0	19
12	16:24:05	16:25:11	51	21	25	1	4	19	0	19
13	16:26:15	16:27:21	54	25	27	1	1	16	0	16
14	16:28:25	16:29:31	52	19	22	7	4	14	1	13
15	16:30:35	16:31:41	54	25	20	4	5	15	0	15
16	16:32:45	16:33:51	51	19	18	6	8	22	0	22
17	16:34:56	16:36:01	46	20	26	0	0	23	0	23
18	16:37:06	16:38:11	52	20	28	1	3	25	1	24
19	16:39:16	16:40:21	56	24	23	2	7	16	0	16
20	16:41:26	16:42:31	54	19	27	4	4	17	0	17
21	16:43:36	16:44:41	52	23	26	1	2	20	0	20
22	16:45:46	16:46:51	59	25	26	3	5	15	0	15
23	16:47:56	16:49:01	44	19	23	1	1	20	0	20
24	16:50:06	16:51:11	48	20	23	3	2	15	0	15
25	16:52:16	16:53:21	50	24	24	0	2	21	0	21
26	16:54:26	16:55:31	43	15	22	2	4	11	1	10
27	16:56:36	16:57:41	54	20	26	3	5	17	0	17
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Site Information

Location ID:	107
Region:	SW
County:	Dane
RT Roadway:	USH 51/Stoughton Road
Cross Roadway:	USH 12/18 (Beltline)

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Undivided
Posted Speed Limit:	55

Conflicting Left-Turn Information

Direction:	NB
Control:	Protected Only

Count Information

Video Date:	Tue 3/10/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:27	7:01:14	14	2	2	5	5	10	10	0
2	7:02:37	7:03:24	10	3	3	0	4	12	12	0
3	7:04:47	7:05:34	12	1	2	2	7	14	14	0
4	7:06:57	7:07:44	14	3	3	2	6	18	18	0
5	7:09:07	7:09:54	10	1	1	3	5	17	17	0
6	7:11:17	7:12:04	8	1	2	2	3	11	11	0
7	7:13:27	7:14:14	8	0	6	1	1	15	15	0
8	7:15:32	7:16:24	7	2	2	0	3	18	18	0
9	7:17:46	7:18:34	14	0	4	3	7	15	15	0
10	7:19:57	7:20:44	11	5	1	2	3	16	16	0
11	7:22:05	7:22:54	11	0	2	4	5	18	18	0
12	7:24:17	7:25:04	10	0	1	5	4	23	23	0
13	7:26:27	7:27:14	6	0	2	2	2	23	23	0
14	7:28:37	7:29:24	10	2	2	3	3	19	19	0
15	7:30:47	7:31:34	6	1	0	2	3	23	23	0
16	7:32:58	7:33:44	6	2	0	1	3	17	17	0
17	7:34:56	7:35:54	9	1	1	3	4	9	9	0
18	7:37:13	7:38:04	10	1	1	3	5	20	20	0
19	7:39:23	7:40:14	14	2	3	4	5	20	20	0
20	7:41:38	7:42:24	9	0	1	4	4	18	18	0
21	7:43:48	7:44:34	10	2	4	1	3	21	21	0
22	7:45:58	7:46:44	18	1	7	3	7	25	25	0
23	7:48:08	7:48:54	11	1	3	3	4	23	23	0
24	7:50:18	7:51:04	15	4	6	1	4	30	30	0
25	7:52:28	7:53:14	19	1	7	5	6	23	23	0
26	7:54:38	7:55:24	11	1	3	3	4	14	14	0
27	7:56:48	7:57:34	14	3	4	5	2	19	19	0
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Site Information

Location ID:	108
Region:	SW
County:	Dane
RT Roadway:	USH 12/18 (Beltline)
Cross Roadway:	USH 51/Stoughton Road

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 3/17/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:02:02	16:02:54	10	0	3	2	5	33	33	0
2	16:04:15	16:05:04	16	2	4	4	6	21	21	0
3	16:06:25	16:07:14	20	1	4	7	8	21	21	0
4	16:08:35	16:09:24	27	4	4	7	12	19	19	0
5	16:10:44	16:11:34	10	0	2	3	5	30	30	0
6	16:12:55	16:13:44	23	3	9	3	8	22	22	0
7	16:15:05	16:15:54	24	4	8	4	8	25	25	0
8	16:17:12	16:18:04	26	3	9	7	7	28	28	0
9	16:19:25	16:20:14	20	2	5	6	7	30	30	0
10	16:21:31	16:22:24	17	2	4	6	5	31	31	0
11	16:23:45	16:24:34	20	3	7	4	6	18	18	0
12	16:25:55	16:26:44	19	2	9	2	6	28	28	0
13	16:28:05	16:28:54	16	5	1	4	6	27	27	0
14	16:30:15	16:31:04	15	1	2	5	7	21	21	0
15	16:32:25	16:33:14	16	2	5	4	5	15	15	0
16	16:34:35	16:35:24	23	4	6	6	7	25	25	0
17	16:36:45	16:37:34	27	4	7	7	9	22	22	0
18	16:38:53	16:39:44	19	2	4	2	11	28	28	0
19	16:41:05	16:41:54	17	2	3	4	8	26	26	0
20	16:43:14	16:44:04	23	2	7	5	9	38	38	0
21	16:45:25	16:46:14	32	7	12	4	9	26	26	0
22	16:47:35	16:48:24	32	5	9	8	10	30	30	0
23	16:49:45	16:50:34	36	5	13	8	10	29	29	0
24	16:51:55	16:52:44	20	5	5	4	6	27	27	0
25	16:54:05	16:54:54	21	3	7	4	7	25	25	0
26	16:56:15	16:57:04	23	4	7	3	9	29	29	0
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Site Information

Location ID:	108
Region:	SW
County:	Dane
RT Roadway:	USH 12/18 (Beltline)
Cross Roadway:	USH 51/Stoughton Road

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 3/18/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:38	7:01:06	11	1	2	2	6	51	51	0
2	7:02:48	7:03:18	15	2	7	3	3	53	53	0
3	7:04:58	7:05:28	13	2	7	1	3	60	60	0
4	7:07:09	7:07:38	13	4	6	2	1	39	39	0
5	7:09:18	7:09:48	16	1	12	2	1	81	81	0
6	7:11:28	7:11:58	25	4	6	5	10	63	63	0
7	7:13:39	7:14:08	17	4	10	0	3	78	78	0
8	7:15:49	7:16:18	23	6	8	3	6	60	60	0
9	7:17:59	7:18:28	9	1	5	0	3	66	66	0
10	7:20:09	7:20:38	25	6	10	5	4	70	70	0
11	7:22:19	7:22:48	23	7	10	2	4	75	75	0
12	7:24:29	7:24:58	17	4	5	3	5	69	69	0
13	7:26:38	7:27:08	27	10	10	3	4	89	89	0
14	7:28:49	7:29:18	13	6	6	0	1	81	81	0
15	7:30:58	7:31:28	23	13	9	1	0	83	83	0
16	7:33:08	7:33:38	16	10	6	0	0	91	91	0
17	7:35:18	7:35:48	26	6	11	5	4	77	77	0
18	7:37:29	7:37:58	11	2	5	1	3	75	75	0
19	7:39:38	7:40:08	22	2	11	4	5	75	75	0
20	7:41:48	7:42:18	27	6	12	4	5	75	75	0
21	7:43:58	7:44:28	22	5	13	1	3	85	85	0
22	7:46:08	7:46:38	25	11	13	1	0	84	84	0
23	7:48:18	7:48:48	30	12	12	2	4	79	79	0
24	7:50:28	7:50:58	23	6	13	1	3	89	89	0
25	7:52:38	7:53:08	20	6	12	0	2	78	78	0
26	7:54:48	7:55:18	25	6	12	3	4	76	76	0
27	7:56:58	7:57:28	26	6	11	2	7	74	74	0
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Site Information

Location ID:	109
Region:	SW
County:	Dane
RT Roadway:	USH 12/18 (Beltline)
Cross Roadway:	USH 51/Stoughton Road

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 3/10/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:23	16:00:47	9	0	3	2	4	45	45	0
2	16:02:32	16:02:56	4	0	2	0	2	39	39	0
3	16:04:43	16:05:07	9	0	0	0	9	44	44	0
4	16:06:53	16:07:17	6	1	3	1	1	41	41	0
5	16:09:03	16:09:27	3	0	1	0	2	40	40	0
6	16:11:13	16:11:37	11	0	2	3	6	29	29	0
7	16:13:23	16:13:47	10	0	0	5	5	43	43	0
8	16:15:33	16:15:57	6	1	0	1	4	35	35	0
9	16:17:43	16:18:07	8	0	1	1	6	45	45	0
10	16:19:53	16:20:17	11	0	2	3	6	42	42	0
11	16:22:03	16:22:27	13	2	0	6	5	37	37	0
12	16:24:13	16:24:37	6	0	2	0	4	20	20	0
13	16:26:23	16:26:47	6	1	1	2	2	34	34	0
14	16:28:33	16:28:57	9	4	2	2	1	31	31	0
15	16:30:43	16:31:06	11	1	1	1	8	36	36	0
16	16:32:53	16:33:17	10	0	1	3	6	39	39	0
17	16:35:03	16:35:27	11	1	0	2	8	51	51	0
18	16:37:13	16:37:37	10	1	3	0	6	59	59	0
19	16:39:23	16:39:47	10	0	0	0	10	40	40	0
20	16:41:33	16:41:57	8	0	1	0	7	38	38	0
21	16:43:43	16:44:07	9	1	1	3	4	42	42	0
22	16:45:53	16:46:17	9	0	1	4	4	41	41	0
23	16:48:03	16:48:27	8	0	1	2	5	51	51	0
24	16:50:13	16:50:37	14	3	3	2	6	42	42	0
25	16:52:23	16:52:47	5	0	0	3	2	50	50	0
26	16:54:33	16:54:57	11	2	2	4	3	57	57	0
27	16:56:43	16:57:07	8	1	4	0	3	42	42	0
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Site Information

Location ID:	109
Region:	SW
County:	Dane
RT Roadway:	USH 12/18 (Beltline)
Cross Roadway:	USH 51/Stoughton Road

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	45

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 3/11/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:44	7:02:00	1	0		1	7	0	7
2	7:02:24	7:03:59	3	3		0	8	0	8
3	7:04:26	7:05:58	3	1		2	17	0	17
4	7:06:34	7:08:09	2	0		2	10	0	10
5	7:08:38	7:10:09	2	0		2	10	0	10
6	7:10:42	7:12:06	3	1		2	8	0	8
7	7:12:31	7:14:05	5	3		2	17	0	17
8	7:14:41	7:16:09	4	2		2	17	0	17
9	7:16:45	7:18:08	1	1		0	13	0	13
10	7:18:41	7:20:08	5	2		3	6	0	6
11	7:20:35	7:22:08	6	3		3	22	0	22
12	7:22:44	7:24:09	3	0		3	17	0	17
13	7:24:45	7:26:09	4	0		4	16	0	16
14	7:26:45	7:28:08	3	2		1	16	0	16
15	7:28:42	7:30:07	4	2		2	20	0	20
16	7:30:45	7:32:09	3	0		3	12	0	12
17	7:32:45	7:33:56	2	0		2	12	0	12
18	7:34:29	7:36:08	5	1		4	13	0	13
19	7:36:41	7:38:09	6	4		2	16	0	16
20	7:38:43	7:40:09	3	0		3	20	0	20
21	7:40:45	7:42:09	2	0		2	23	0	23
22	7:42:45	7:44:08	3	3		0	14	0	14
23	7:44:40	7:46:09	7	4		3	15	0	15
24	7:46:42	7:48:09	8	4		4	16	0	16
25	7:48:45	7:50:09	5	2		3	19	0	19
26	7:50:45	7:52:09	4	3		1	6	0	6
27	7:52:45	7:54:09	3	1		2	28	0	28
28	7:54:45	7:56:09	10	8		2	20	0	20
29	7:56:45	7:58:08	2	0		2	7	0	7
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Site Information

Location ID:	111
Region:	SW
County:	Dane
RT Roadway:	Midvale Blvd
Cross Roadway:	USH 12/14 (Beltline)

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	---
Median:	
Posted Speed Limit:	

Conflicting Left-Turn Information

Direction:	NB
Control:	Permitted Only

Count Information

Video Date:	Tue 3/17/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:37	16:02:18	2	2		0	8	0	8
2	16:02:47	16:04:13	3	1		2	18	0	18
3	16:04:50	16:06:02	5	3		2	4	0	4
4	16:06:41	16:08:18	6	4		2	19	0	19
5	16:08:50	16:09:51	5	2		3	10	0	10
6	16:10:21	16:12:18	7	6		1	20	0	20
7	16:12:50	16:14:10	4	0		4	18	0	18
8	16:14:48	16:16:16	1	1		0	13	0	13
9	16:16:51	16:18:18	1	0		1	12	0	12
10	16:18:50	16:20:12	4	2		2	10	0	10
11	16:20:44	16:22:18	7	5		2	23	0	23
12	16:22:51	16:24:08	2	1		1	8	0	8
13	16:24:38	16:26:08	4	3		1	14	0	14
14	16:26:46	16:28:13	3	3		0	12	0	12
15	16:28:44	16:30:12	6	5		1	17	0	17
16	16:30:43	16:32:18	1	1		0	13	0	13
17	16:32:45	16:34:15	4	2		2	20	0	20
18	16:34:51	16:36:04	6	2		4	20	0	20
19	16:36:51	16:38:19	2	1		1	14	0	14
20	16:38:51	16:40:14	4	3		1	25	0	25
21	16:40:50	16:42:18	3	3		0	16	0	16
22	16:42:51	16:44:18	4	4		0	16	0	16
23	16:44:51	16:46:19	5	5		0	17	0	17
24	16:46:51	16:48:18	3	2		1	17	0	17
25	16:48:51	16:50:19	10	7		3	19	0	19
26	16:50:51	16:52:19	5	5		0	17	0	17
27	16:52:51	16:54:19	5	4		1	13	0	13
28	16:54:51	16:56:14	6	4		2	16	0	16
29	16:56:51	16:58:19	3	3		0	11	0	11
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Site Information

Location ID:	111
Region:	SW
County:	Dane
RT Roadway:	Midvale Blvd
Cross Roadway:	USH 12/14 (Beltline)

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	---
Median:	
Posted Speed Limit:	

Conflicting Left-Turn Information

Direction:	NB
Control:	Permitted Only

Count Information

Video Date:	Tue 3/17/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:53	7:02:23	25	13	10	0	2	2	0	2
2	7:02:43	7:04:22	42	19	23	0	0	6	0	6
3	7:04:43	7:06:21	44	24	20	0	0	6	0	6
4	7:06:44	7:08:31	52	23	22	0	7	2	0	2
5	7:08:56	7:10:31	33	16	15	0	2	4	0	4
6	7:10:51	7:12:29	53	25	22	2	4	1	0	1
7	7:12:49	7:14:28	48	23	21	1	3	5	0	5
8	7:14:49	7:16:32	46	21	19	2	4	6	0	6
9	7:16:57	7:18:31	36	21	11	0	4	4	0	4
10	7:18:56	7:20:31	51	27	20	0	4	3	0	3
11	7:20:51	7:22:32	49	24	22	0	3	5	0	5
12	7:22:52	7:24:32	39	18	17	0	4	4	0	4
13	7:24:58	7:26:31	39	25	14	0	0	5	0	5
14	7:26:52	7:28:32	45	20	21	0	4	1	0	1
15	7:28:58	7:30:30	48	24	21	0	3	9	0	9
16	7:31:04	7:32:32	46	19	24	0	3	5	0	5
17	7:33:05	7:43:20	37	15	20	0	2	5	0	5
18	7:34:41	7:36:32	49	25	22	1	1	2	0	2
19	7:36:52	7:38:32	46	17	27	0	2	9	0	9
20	7:39:06	7:40:32	44	25	17	0	2	3	0	3
21	7:40:54	7:42:32	44	20	22	0	2	11	0	11
22	7:42:59	7:44:31	51	21	27	0	3	9	0	9
23	7:44:57	7:46:32	38	19	17	0	2	3	0	3
24	7:46:53	7:48:32	46	17	24	1	4	3	0	3
25	7:48:59	7:50:32	53	27	23	0	3	5	0	5
26	7:51:06	7:52:32	38	18	15	1	4	4	0	4
27	7:53:06	7:54:32	21	8	13	0	0	8	0	8
28	7:55:00	7:56:32	33	16	14	0	3	5	0	5
29	7:56:53	7:58:31	31	11	19	0	1	2	0	2
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Site Information

Location ID:	112
Region:	SW
County:	Dane
RT Roadway:	USH 18/151/Verona Rd
Cross Roadway:	USH 12/14 (Beltline)

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	---
Median:	
Posted Speed Limit:	

Conflicting Left-Turn Information

Direction:	SB
Control:	Protected Only

Count Information

Video Date:	Tue 3/17/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

No thru movement, only left-turn movement

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:57	16:02:29	19	8	10	0	1	9	0	9
2	16:02:59	16:04:26	23	8	12	0	3	4	0	4
3	16:04:49	16:06:31	33	18	14	0	1	2	0	2
4	16:06:51	16:08:21	22	6	12	0	4	13	0	13
5	16:08:50	16:10:22	31	10	14	0	7	9	0	9
6	16:11:04	16:12:34	27	13	11	1	2	9	0	9
7	16:13:03	16:14:19	21	6	10	1	4	8	0	8
8	16:14:48	16:16:34	35	14	17	0	4	14	0	14
9	16:17:05	16:18:34	18	7	8	1	2	9	0	9
10	16:19:04	16:20:22	23	5	15	0	3	10	0	10
11	16:20:49	16:22:34	22	4	15	1	2	10	0	10
12	16:22:59	16:24:28	25	6	15	0	4	1	0	1
13	16:24:50	16:26:34	28	10	14	0	4	6	0	6
14	16:27:00	16:28:31	15	3	5	3	4	6	0	6
15	16:28:56	16:30:29	34	12	18	2	2	8	0	8
16	16:31:00	16:32:28	26	11	10	1	4	8	0	8
17	16:33:05	16:34:19	20	9	11	0	0	4	0	4
18	16:34:41	16:36:24	27	11	15	0	1	16	0	16
19	16:36:56	16:38:34	26	12	9	0	5	8	0	8
20	16:39:05	16:40:34	26	7	13	1	5	7	0	7
21	16:40:59	16:42:20	26	14	12	0	0	6	0	6
22	16:42:48	16:44:34	39	15	21	0	3	7	0	7
23	16:45:01	16:46:34	19	3	10	2	4	6	0	6
24	16:47:00	16:48:34	17	5	10	0	2	12	0	12
25	16:49:04	16:50:19	33	11	16	0	6	4	0	4
26	16:50:53	16:52:33	39	18	18	1	2	5	0	5
27	16:52:55	16:54:34	24	9	13	1	1	3	0	3
28	16:54:55	16:56:15	24	5	15	0	4	9	0	9
29	16:56:45	16:58:21	35	10	20	1	4	13	0	13
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Site Information

Location ID:	112
Region:	SW
County:	Dane
RT Roadway:	USH 18/151/Verona Rd
Cross Roadway:	USH 12/14 (Beltline)

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	---
Median:	
Posted Speed Limit:	

Conflicting Left-Turn Information

Direction:	SB
Control:	Protected Only

Count Information

Video Date:	Wed 3/18/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:03	7:01:38	3	0	2	0	1	60	16	44
2	7:03:03	7:03:38	11	2	4	1	4	52	10	42
3	7:05:02	7:05:39	9	0	4	0	5	60	15	45
4	7:07:03	7:07:39	6	0	2	0	4	57	11	46
5	7:09:03	7:09:34	15	0	6	0	9	64	14	50
6	7:11:03	7:11:39	12	1	6	0	5	62	13	49
7	7:13:03	7:13:39	12	1	9	0	2	69	26	43
8	7:15:02	7:15:38	10	0	4	0	6	66	19	47
9	7:17:03	7:17:39	16	1	9	0	6	57	19	38
10	7:19:03	7:19:38	14	2	5	2	5	67	18	49
11	7:21:03	7:21:39	6	0	2	0	4	77	24	53
12	7:23:03	7:23:39	13	1	8	0	4	63	13	50
13	7:25:03	7:25:39	17	3	5	1	8	59	17	42
14	7:27:03	7:27:39	10	0	3	0	7	73	25	48
15	7:29:03	7:29:38	13	0	7	0	6	54	13	41
16	7:31:03	7:31:39	6	0	3	0	3	71	28	43
17	7:33:03	7:33:38	14	2	5	0	7	68	24	44
18	7:35:02	7:35:39	10	2	4	0	4	74	23	51
19	7:37:03	7:37:39	22	6	11	0	5	66	22	44
20	7:39:02	7:39:39	21	2	11	0	8	74	34	40
21	7:41:03	7:41:39	22	3	9	0	10	70	26	44
22	7:43:03	7:43:38	23	4	13	0	6	63	23	40
23	7:45:03	7:45:39	18	3	10	0	5	75	33	42
24	7:47:02	7:47:39	20	2	12	0	6	76	29	47
25	7:49:03	7:49:38	18	3	6	2	7	76	28	48
26	7:51:03	7:51:38	16	0	7	1	8	64	26	38
27	7:53:03	7:53:38	15	1	7	1	6	64	24	40
28	7:55:03	7:55:38	15	0	11	0	4	88	40	48
29	7:57:03	7:57:38	15	2	4	0	9	73	25	48
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Site Information

Location ID:	113
Region:	SW
County:	Dane
RT Roadway:	USH 12/18 Off-Ramp
Cross Roadway:	USH 151/Verona Road

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	30

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected Only

Count Information

Video Date:	Wed 7/28/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:01:07	16:01:39	28	7	14	0	7	82	35	47
2	16:03:07	16:03:39	35	10	15	1	9	63	20	43
3	16:05:07	16:05:39	19	3	7	1	8	80	27	53
4	16:07:07	16:07:39	18	1	9	3	5	86	35	51
5	16:09:07	16:09:39	22	1	10	2	9	64	25	39
6	16:11:07	16:11:39	27	4	13	0	10	77	30	47
7	16:13:07	16:13:39	22	1	13	0	8	77	29	48
8	16:15:07	16:15:39	25	2	15	0	8	85	37	48
9	16:17:07	16:17:39	24	3	14	1	6	87	31	56
10	16:19:07	16:19:39	18	5	12	1	0	72	25	47
11	16:21:07	16:21:39	21	6	13	0	2	69	16	53
12	16:23:07	16:23:39	35	7	13	1	14	84	34	50
13	16:25:07	16:25:39	24	2	14	0	8	90	38	52
14	16:27:07	16:27:39	28	5	13	2	8	83	38	45
15	16:29:07	16:29:39	33	3	14	3	13	69	19	50
16	16:31:07	16:31:39	18	3	14	0	1	76	19	57
17	16:33:07	16:33:39	25	6	11	0	8	72	22	50
18	16:35:07	16:35:39	21	3	8	2	8	78	30	48
19	16:37:07	16:37:39	27	7	11	0	9	75	26	49
20	16:39:07	16:39:39	29	5	13	1	10	80	39	41
21	16:41:07	16:41:39	27	5	12	1	9	71	28	43
22	16:43:07	16:43:39	15	3	11	0	1	85	36	49
23	16:45:05	16:45:39	35	9	15	2	9	62	24	38
24	16:47:06	16:47:39	26	5	12	1	8	83	34	49
25	16:49:07	16:49:39	25	4	12	1	8	79	31	48
26	16:51:07	16:51:39	28	5	15	1	7	81	28	53
27	16:53:07	16:53:39	17	0	9	0	8	79	34	45
28	16:55:07	16:55:39	31	9	15	2	5	77	37	40
29	16:57:07	16:57:39	21	1	15	0	5	85	29	56
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Site Information

Location ID:	113
Region:	SW
County:	Dane
RT Roadway:	USH 12/18 Off-Ramp
Cross Roadway:	USH 151/Verona Road

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	30

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected Only

Count Information

Video Date:	Wed 7/28/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:49	7:02:09	7	0	0	0	7	13	11	2
2	7:03:48	7:04:09	6	0	1	0	5	15	14	1
3	7:05:47	7:06:10	11	0	0	1	10	16	15	1
4	7:07:57	7:08:22	7	0	3	0	4	13	10	3
5	7:09:57	7:10:17	11	0	1	0	10	20	19	1
6	7:11:55	7:12:15	10	0	1	0	9	17	16	1
7	7:13:54	7:14:14	5	0	0	0	5	29	27	2
8	7:15:57	7:16:23	11	1	0	0	10	17	17	0
9	7:17:57	7:18:21	11	1	0	0	10	27	25	2
10	7:19:57	7:20:17	10	0	3	0	7	20	16	4
11	7:21:57	7:22:18	2	0	1	0	1	19	15	4
12	7:23:57	7:24:24	5	0	2	0	3	18	17	1
13	7:25:57	7:26:17	5	0	0	1	4	23	22	1
14	7:27:57	7:28:24	10	0	3	0	7	24	22	2
15	7:29:56	7:30:29	7	0	3	0	4	23	22	1
16	7:31:57	7:32:31	5	0	2	0	3	27	27	0
17	7:33:45	7:34:07	4	0	0	0	4	23	21	2
18	7:35:57	7:36:18	6	0	1	0	5	19	17	2
19	7:37:57	7:38:32	12	0	3	0	9	26	21	5
20	7:39:57	7:40:20	4	0	2	0	2	29	28	1
21	7:41:57	7:42:25	11	0	1	0	10	20	20	0
22	7:43:57	7:44:22	9	0	0	0	9	24	23	1
23	7:45:57	7:46:18	5	1	0	1	3	23	22	1
24	7:47:57	7:48:25	4	0	3	0	1	16	15	1
25	7:49:57	7:50:32	16	1	8	0	7	27	21	6
26	7:51:57	7:52:32	9	3	2	0	4	29	21	8
27	7:53:57	7:54:26	6	1	3	0	2	20	17	3
28	7:55:58	7:56:19	8	1	2	0	5	15	11	4
29	7:57:57	7:58:17	4	0	1	0	3	20	12	8
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Site Information

Location ID:	114
Region:	SW
County:	Dane
RT Roadway:	USH 12/14/18/151 (Beltline)
Cross Roadway:	Midvale Blvd

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	30

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected Only

Count Information

Video Date:	Tue 3/17/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Despite being off-ramp, there is a conflicting left-turn movement due to single-point interchange.

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:02:07	16:02:31	3	0	2	0	1	11	8	3
2	16:04:01	16:04:28	6	0	3	0	3	7	5	2
3	16:05:51	16:06:14	7	0	0	0	7	16	9	7
4	16:08:07	16:08:32	1	0	0	0	1	15	13	2
5	16:09:40	16:10:02	3	0	2	0	1	11	7	4
6	16:12:07	16:12:39	9	0	2	1	6	22	20	2
7	16:13:59	16:14:22	5	0	0	0	5	14	11	3
8	16:16:06	16:16:34	5	0	0	0	5	14	10	4
9	16:18:08	16:18:38	4	0	1	0	3	27	21	6
10	16:20:02	16:20:28	8	1	3	0	4	14	13	1
11	16:22:08	16:22:39	6	0	2	2	2	13	10	3
12	16:23:57	16:24:18	6	0	0	0	6	14	8	6
13	16:25:57	16:26:30	3	0	3	0	0	13	10	3
14	16:28:03	16:28:26	14	2	1	2	9	12	10	2
15	16:30:01	16:30:23	5	1	0	0	4	16	8	8
16	16:32:07	16:32:30	4	0	1	0	3	21	12	9
17	16:34:04	16:34:37	7	0	3	0	4	25	23	2
18	16:35:54	16:36:18	11	0	4	1	6	22	19	3
19	16:38:08	16:38:39	5	1	2	0	2	13	9	4
20	16:40:04	16:40:38	12	1	2	1	8	19	13	6
21	16:42:08	16:42:31	5	0	0	0	5	22	14	8
22	16:44:08	16:44:39	9	1	0	0	8	19	15	4
23	16:46:08	16:46:33	7	0	0	1	6	13	9	4
24	16:48:08	16:48:37	5	0	1	0	4	18	14	4
25	16:50:09	16:50:32	8	1	2	0	5	15	10	5
26	16:52:08	16:52:37	5	0	2	1	2	19	17	2
27	16:54:09	16:54:39	9	0	2	1	6	17	15	2
28	16:56:04	16:56:24	3	0	0	0	3	20	18	2
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Site Information

Location ID:	114
Region:	SW
County:	Dane
RT Roadway:	USH 12/14/18/151 (Beltline)
Cross Roadway:	Midvale Blvd

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	30

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected Only

Count Information

Video Date:	Tue 3/17/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Despite being off-ramp, there is a conflicting left-turn movement due to single-point interchange.

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)	On Red (RTOR)		Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:46	7:01:04	2	0	2	6	6	0	
2	7:02:21	7:02:39	1	0	1	15	15	0	
3	7:03:56	7:04:14	0	0	0	6	6	0	
4	7:05:31	7:05:49	4	1	3	10	10	0	
5	7:07:06	7:07:24	5	2	3	12	12	0	
6	7:08:41	7:08:59	1	0	1	13	13	0	
7	7:10:20	7:10:34	5	1	4	9	9	0	
8	7:11:55	7:12:09	2	0	2	12	12	0	
9	7:13:30	7:13:44	3	1	2	9	9	0	
10	7:15:04	7:15:19	3	1	2	13	13	0	
11	7:16:42	7:16:55	3	1	2	17	17	0	
12	7:18:12	7:18:29	8	2	6	12	12	0	
13	7:19:49	7:20:04	0	0	0	17	17	0	
14	7:21:21	7:21:39	2	1	1	17	17	0	
15	7:23:02	7:23:15	5	2	3	21	21	0	
16	7:24:33	7:24:49	0	0	0	9	9	0	
17	7:26:07	7:26:24	5	1	4	21	21	0	
18	7:27:41	7:27:59	1	0	1	13	13	0	
19	7:29:16	7:29:34	1	1	0	10	10	0	
20	7:30:57	7:31:10	6	0	6	20	20	0	
21	7:32:26	7:32:44	0	0	0	22	22	0	
22	7:34:07	7:34:20	4	0	4	20	20	0	
23	7:35:42	7:35:55	7	3	4	14	14	0	
24	7:37:15	7:37:29	4	1	3	22	22	0	
25	7:38:52	7:39:05	1	0	1	16	16	0	
26	7:40:22	7:40:39	3	0	3	26	26	0	
27	7:42:02	7:42:15	4	0	4	22	22	0	
28	7:43:37	7:43:50	7	2	5	22	22	0	
29	7:45:11	7:45:24	4	1	3	21	21	0	
30	7:46:42	7:46:59	4	1	3	25	25	0	
31	7:48:22	7:48:35	1	0	1	20	20	0	
32	7:49:57	7:50:10	4	0	4	15	15	0	
33	7:51:29	7:51:44	3	0	3	20	20	0	
34	7:53:07	7:53:20	9	4	5	19	19	0	
35	7:54:38	7:54:54	7	2	5	17	17	0	
36	7:56:14	7:56:29	2	0	2	16	16	0	
37	7:57:52	7:58:05	5	1	4	13	13	0	
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Site Information

Location ID:	115
Region:	SW
County:	Dane
RT Roadway:	USH 12/14 (Beltline)
Cross Roadway:	Mineral Point Rd

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 3/17/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Red (RTOR)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:31	7:03:12	5	1	2	0	2	6	0	
2	7:03:31	7:05:27	5	0	5	0	0	2	0	
3	7:05:47	7:07:12	1	0	1	0	10	9	1	
4	7:07:49	7:09:12	5	3	1	0	0	7	0	
5	7:09:47	7:11:27	5	1	4	0	0	8	0	
6	7:11:47	7:13:12	2	0	0	1	1	8	0	
7	7:13:31	7:15:12	9	2	6	0	1	2	0	
8	7:15:31	7:17:12	6	0	6	0	0	4	0	
9	7:17:46	7:19:12	5	2	3	0	0	10	0	
10	7:19:46	7:21:13	7	3	3	1	0	9	0	
11	7:21:53	7:23:12	3	0	3	0	0	8	0	
12	7:23:36	7:25:12	8	1	6	0	1	6	0	
13	7:25:37	7:27:27	8	2	5	0	1	10	0	
14	7:27:50	7:29:12	1	0	0	0	1	7	0	
15	7:29:38	7:31:12	6	1	4	0	1	2	0	
16	7:31:31	7:33:13	10	3	4	0	3	12	0	
17	7:33:52	7:35:27	6	1	3	0	2	4	0	
18	7:35:54	7:37:12	4	0	4	0	0	8	0	
19	7:37:46	7:39:27	8	1	6	0	1	3	0	
20	7:39:47	7:41:13	12	3	6	0	3	4	0	
21	7:41:37	7:43:27	8	1	6	0	1	7	0	
22	7:43:47	7:45:13	8	2	4	1	1	7	0	
23	7:45:51	7:47:13	5	0	4	0	1	9	0	
24	7:47:53	7:49:12	12	1	8	0	3	5	0	
25	7:49:36	7:51:12	3	1	2	0	0	5	0	
26	7:51:38	7:53:12	12	1	8	0	3	3	0	
27	7:53:46	7:55:12	9	2	6	0	1	4	0	
28	7:55:45	7:57:13	5	1	4	0	0	5	0	
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Site Information

Location ID:	116
Region:	SW
County:	Dane
RT Roadway:	CTH Q/Allen Blvd
Cross Roadway:	CTH M/Century Ave

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	SB
Control:	Protected Only

Count Information

Video Date:	Tue 3/17/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:01:00	16:01:46	15	1	3	1	10	17	15	2
2	16:03:28	16:03:57	17	2	2	4	9	22	20	2
3	16:05:39	16:06:28	20	5	4	2	9	15	15	0
4	16:07:50	16:08:31	30	7	14	3	6	22	22	0
5	16:10:00	16:10:47	16	1	1	4	10	25	25	0
6	16:12:10	16:12:59	14	2	3	3	6	22	22	0
7	16:14:06	16:14:45	24	6	8	3	7	18	18	0
8	16:15:56	16:16:26	10	0	2	3	5	19	19	0
9	16:17:45	16:18:28	31	9	16	2	4	21	21	0
10	16:19:44	16:20:20	20	6	11	1	2	19	19	0
11	16:21:25	16:22:16	18	5	7	1	5	20	19	1
12	16:23:16	16:23:57	21	3	4	4	10	18	18	0
13	16:25:06	16:25:41	20	2	2	7	9	12	12	0
14	16:27:17	16:27:46	17	2	1	5	9	24	23	1
15	16:29:28	16:30:17	12	2	5	3	2	26	24	2
16	16:31:56	16:32:43	37	7	7	11	12	19	16	3
17	16:34:06	16:34:53	19	1	5	7	6	18	16	2
18	16:36:06	16:36:38	13	1	6	3	3	30	29	1
19	16:37:56	16:38:45	30	3	11	4	12	24	24	0
20	16:40:24	16:41:13	19	2	5	5	7	30	29	1
21	16:42:50	16:43:37	33	5	12	7	9	19	18	1
22	16:45:16	16:45:48	16	4	8	3	1	24	24	0
23	16:47:07	16:47:56	25	6	10	3	6	26	26	0
24	16:48:56	16:49:42	16	3	5	5	3	23	21	2
25	16:50:47	16:51:17	20	1	8	4	7	17	17	0
26	16:52:36	16:53:26	19	2	6	3	8	15	14	1
27	16:55:00	16:55:40	14	0	3	3	8	31	31	0
28	16:57:16	16:57:48	23	6	3	5	9	23	23	0
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Site Information

Location ID:	116
Region:	SW
County:	Dane
RT Roadway:	CTH Q/Allen Blvd
Cross Roadway:	CTH M/Century Ave

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	SB
Control:	Protected Only

Count Information

Video Date:	Tue 3/17/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)	On Red (RTOR)	On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:54	7:01:05	0	0	0	7	7	0	
2	7:03:25	7:03:34	0	0	0	12	12	0	
3	7:06:43	7:06:54	1	0	1	7	7	0	
4	7:07:43	7:07:53	0	0	0	1	1	0	
5	7:08:35	7:08:48	1	0	1	3	3	0	
6	7:09:28	7:09:40	1	1	0	0	0	0	
7	7:10:17	7:10:26	0	0	0	8	8	0	
8	7:12:37	7:12:46	0	0	0	1	1	0	
9	7:13:41	7:13:56	0	0	0	6	6	0	
10	7:14:39	7:14:54	0	0	0	7	7	0	
11	7:16:05	7:16:23	0	0	0	3	3	0	
12	7:17:05	7:17:14	0	0	0	2	2	0	
13	7:17:44	7:17:53	1	0	1	6	6	0	
14	7:18:48	7:18:59	0	0	0	4	4	0	
15	7:20:16	7:20:25	0	0	0	17	17	0	
16	7:23:03	7:23:12	5	1	4	22	22	0	
17	7:28:13	7:28:22	0	0	0	6	6	0	
18	7:29:09	7:29:21	2	0	2	2	2	0	
19	7:30:12	7:30:21	0	0	0	11	11	0	
20	7:31:46	7:31:57	1	0	1	2	2	0	
21	7:32:36	7:32:48	0	0	0	4	4	0	
22	7:33:52	7:34:01	2	0	2	3	3	0	
23	7:34:52	7:35:09	1	0	1	2	2	0	
24	7:36:10	7:36:19	1	0	1	7	7	0	
25	7:38:59	7:39:08	0	0	0	5	5	0	
26	7:39:56	7:40:11	4	1	3	12	12	0	
27	7:44:00	7:44:15	0	0	0	5	5	0	
28	7:44:44	7:44:55	3	0	3	6	6	0	
29	7:46:10	7:46:19	1	0	1	8	8	0	
30	7:47:35	7:47:44	0	0	0	11	11	0	
31	7:49:18	7:49:31	1	1	0	7	7	0	
32	7:50:19	7:50:28	0	0	0	4	4	0	
33	7:51:25	7:51:37	1	0	1	3	3	0	
34	7:52:27	7:52:41	3	0	3	7	7	0	
35	7:54:09	7:54:26	3	1	2	16	16	0	
36	7:56:46	7:56:55	0	0	0	17	17	0	
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Site Information

Location ID:	117
Region:	SW
County:	Dane
RT Roadway:	US 151 Off-Ramp
Cross Roadway:	Main St

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	30

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 3/17/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:49	7:01:12	6	1	0	1	4	13	13	0
2	7:02:29	7:02:50	5	1	0	2	2	10	10	0
3	7:04:09	7:04:25	7	0	0	2	5	3	3	0
4	7:05:49	7:06:05	3	1	0	0	2	10	10	0
5	7:07:29	7:07:44	7	1	1	0	5	9	9	0
6	7:09:09	7:09:33	10	2	1	3	4	9	9	0
7	7:10:49	7:11:13	3	0	1	0	2	7	7	0
8	7:12:29	7:12:55	4	2	0	2	0	6	6	0
9	7:14:09	7:14:27	11	0	0	3	8	6	6	0
10	7:15:49	7:16:15	10	3	2	3	2	14	14	0
11	7:17:29	7:17:55	16	2	3	5	6	6	6	0
12	7:19:09	7:19:24	3	0	1	1	1	11	11	0
13	7:20:49	7:21:13	8	1	2	3	2	10	10	0
14	7:22:29	7:22:55	10	2	1	5	2	11	11	0
15	7:24:09	7:24:31	15	2	1	5	7	9	9	0
16	7:25:49	7:26:13	11	1	2	4	4	11	11	0
17	7:27:29	7:27:55	8	1	0	5	2	3	3	0
18	7:29:09	7:29:29	8	1	0	4	3	6	6	0
19	7:30:49	7:31:15	9	2	2	3	2	11	11	0
20	7:32:29	7:32:50	5	0	0	1	4	8	8	0
21	7:34:09	7:34:30	13	1	2	5	5	11	11	0
22	7:35:49	7:36:15	13	2	2	2	7	8	8	0
23	7:37:29	7:37:52	11	1	0	4	6	11	11	0
24	7:39:09	7:39:35	10	0	2	4	4	7	7	0
25	7:40:49	7:41:14	9	0	0	4	5	13	13	0
26	7:42:29	7:42:55	20	0	1	7	12	10	10	0
27	7:44:09	7:44:35	16	2	2	8	4	13	13	0
28	7:45:49	7:46:15	20	4	2	7	7	12	12	0
29	7:47:29	7:47:55	13	1	1	5	6	11	11	0
30	7:49:09	7:49:35	18	3	2	8	5	16	16	0
31	7:50:49	7:51:15	13	0	1	6	6	5	5	0
32	7:52:29	7:52:55	18	1	5	0	12	14	14	0
33	7:54:09	7:54:35	22	5	4	0	13	9	9	0
34	7:55:49	7:56:15	26	4	5	6	11	1	1	0
35	7:57:29	7:57:55	12	1	1	4	6	13	13	0
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Site Information

Location ID:	118
Region:	NE
County:	Outagamie
RT Roadway:	IH 41 Off-Ramp
Cross Roadway:	STH 125/College Ave

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 7/21/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:40	7:01:01	7	4	0	1	2	12	12	0
2	7:02:21	7:02:42	7	1	1	1	4	7	7	0
3	7:04:01	7:04:19	1	0	1	0	0	7	7	0
4	7:05:41	7:05:59	5	0	0	3	2	11	11	0
5	7:07:21	7:07:39	3	2	0	1	0	11	11	0
6	7:09:01	7:09:16	8	2	1	3	2	10	10	0
7	7:10:41	7:11:01	6	1	1	1	3	11	11	0
8	7:12:21	7:12:37	4	0	1	0	3	10	10	0
9	7:14:01	7:14:20	7	2	0	2	3	13	13	0
10	7:15:41	7:15:55	7	0	0	3	4	12	12	0
11	7:17:21	7:17:42	6	1	1	3	1	7	7	0
12	7:19:01	7:19:15	6	2	0	2	2	17	17	0
13	7:20:41	7:20:57	5	0	0	3	2	11	11	0
14	7:22:21	7:22:36	5	0	0	3	2	13	13	0
15	7:24:01	7:24:22	6	3	0	3	0	16	16	0
16	7:25:41	7:26:02	4	0	1	1	2	22	22	0
17	7:27:21	7:27:38	10	1	0	3	6	13	13	0
18	7:29:01	7:29:15	4	0	0	0	4	20	20	0
19	7:30:41	7:31:02	7	3	2	1	1	14	14	0
20	7:32:21	7:32:35	9	0	1	4	4	15	15	0
21	7:34:01	7:34:22	7	3	0	2	2	17	17	0
22	7:35:41	7:35:59	4	2	0	0	2	19	19	0
23	7:37:21	7:37:36	7	1	0	3	3	22	22	0
24	7:39:01	7:39:18	10	3	1	1	5	18	18	0
25	7:40:41	7:41:01	9	1	1	4	3	19	19	0
26	7:42:21	7:42:35	11	1	1	5	4	18	18	0
27	7:44:01	7:44:16	12	1	1	5	5	21	21	0
28	7:45:41	7:46:01	11	1	4	1	5	23	23	0
29	7:47:21	7:47:38	11	2	1	5	3	15	15	0
30	7:49:01	7:49:21	8	1	1	0	6	23	23	0
31	7:50:41	7:50:58	12	3	1	4	4	27	27	0
32	7:52:21	7:52:41	12	2	3	3	4	22	22	0
33	7:54:00	7:54:17	9	2	2	3	2	33	33	0
34	7:55:41	7:55:57	13	2	1	3	7	33	33	0
35	7:57:21	7:57:42	11	2	2	2	5	15	15	0
36										
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Site Information

Location ID:	119
Region:	NE
County:	Outagamie
RT Roadway:	IH 41 Off-Ramp
Cross Roadway:	STH 125/College Ave

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 7/21/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:42	16:00:57	4	2	0	1	1	26	26	0
2	16:02:22	16:02:43	9	1	3	2	3	33	33	0
3	16:04:02	16:04:16	2	1	0	0	1	19	19	0
4	16:05:42	16:06:03	8	3	1	2	2	35	35	0
5	16:07:22	16:07:41	13	2	5	3	3	26	26	0
6	16:09:02	16:09:20	9	1	2	3	3	27	27	0
7	16:10:42	16:11:03	6	2	0	1	3	29	29	0
8	16:12:22	16:12:43	5	0	1	2	2	26	26	0
9	16:14:02	16:14:16	5	0	0	2	3	29	29	0
10	16:15:42	16:16:03	5	1	2	0	2	27	27	0
11	16:17:22	16:17:43	2	0	1	0	1	26	26	0
12	16:19:02	16:19:21	13	1	1	2	9	32	32	0
13	16:20:42	16:21:03	9	3	2	1	3	27	27	0
14	16:22:22	16:22:39	7	2	0	2	3	19	19	0
15	16:24:02	16:24:22	7	0	0	3	4	23	23	0
16	16:25:42	16:26:03	4	1	0	1	2	36	36	0
17	16:27:22	16:27:43	14	0	7	1	6	35	35	0
18	16:29:02	16:29:23	1	0	1	0	0	31	31	0
19	16:30:42	16:31:03	6	2	0	1	3	34	34	0
20	16:32:22	16:32:43	3	0	1	0	2	33	33	0
21	16:34:02	16:34:23	6	0	3	1	2	19	19	0
22	16:35:43	16:35:57	3	0	1	1	1	31	31	0
23	16:37:22	16:37:38	6	0	2	2	2	29	29	0
24	16:39:02	16:39:20	6	1	2	1	2	26	26	0
25	16:40:42	16:41:02	10	0	0	5	5	31	31	0
26	16:42:22	16:42:42	5	2	0	0	3	33	33	0
27	16:44:02	16:44:16	6	0	1	3	2	34	34	0
28	16:45:42	16:45:57	4	0	2	1	1	25	25	0
29	16:47:22	16:47:38	10	1	3	3	3	37	37	0
30	16:49:02	16:49:23	11	0	1	3	7	27	27	0
31	16:50:42	16:51:01	7	1	1	0	5	26	26	0
32	16:52:22	16:52:43	7	0	1	1	5	44	44	0
33	16:54:02	16:54:21	7	2	1	0	4	26	26	0
34	16:55:42	16:56:03	5	1	1	1	2	37	37	0
35	16:57:22	16:57:39	12	1	5	2	4	34	34	0
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Site Information

Location ID:	119
Region:	NE
County:	Outagamie
RT Roadway:	IH 41 Off-Ramp
Cross Roadway:	STH 125/College Ave

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 7/21/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		7:00:00	4			1	3	15	15	0
2	7:01:19	7:01:33	4	0	0	3	1	15	15	0
3	7:02:58	7:03:05	4	0	0	3	1	9	9	0
4	7:04:18	7:04:41	3	2	1	0	0	7	7	0
5	7:05:56	7:06:12	4	2	0	1	1	10	10	0
6	7:07:21	7:07:36	1	1	0	0	0	17	17	0
7	7:08:57	7:09:12	0	0	0	0	0	11	11	0
8	7:10:19	7:10:38	9	2	1	3	3	15	15	0
9	7:11:49	7:12:04	4	1	0	2	1	13	13	0
10	7:13:20	7:13:40	3	0	0	2	1	13	13	0
11	7:14:50	7:15:03	0	0	0	0	0	10	10	0
12	7:16:20	7:16:33	3	0	0	1	2	17	17	0
13	7:17:50	7:18:13	11	6	0	3	2	18	18	0
14	7:19:17	7:19:38	5	2	2	1	0	18	18	0
15	7:20:50	7:21:03	5	0	0	2	3	17	17	0
16	7:22:20	7:22:39	3	2	0	1	0	17	17	0
17	7:23:51	7:24:03	5	0	0	4	1	16	16	0
18	7:25:18	7:25:35	3	0	0	2	1	19	19	0
19	7:26:49	7:27:04	3	1	1	0	1	19	19	0
20	7:28:17	7:28:35	3	0	0	2	1	18	18	0
21	7:29:50	7:30:04	3	2	0	1	0	15	15	0
22	7:31:21	7:31:33	7	0	1	4	2	16	16	0
23	7:32:48	7:33:03	4	0	0	3	1	21	21	0
24	7:34:17	7:34:40	5	0	0	2	3	15	15	0
25	7:35:48	7:36:07	7	2	3	1	1	9	9	0
26	7:37:17	7:37:33	4	1	0	3	0	15	15	0
27	7:38:48	7:39:03	5	0	0	3	2	17	17	0
28	7:40:18	7:40:39	3	1	0	0	2	12	12	0
29	7:41:47	7:42:13	2	1	0	0	1	13	13	0
30	7:43:20	7:43:41	7	3	1	2	1	18	18	0
31	7:44:49	7:45:08	8	2	1	3	2	11	11	0
32	7:46:19	7:46:33	6	1	0	3	2	16	16	0
33	7:47:48	7:48:08	5	1	1	1	2	20	20	0
34	7:49:20	7:49:33	1	0	0	1	0	16	16	0
35	7:50:48	7:51:06	5	0	3	2	0	21	21	0
36	7:52:15	7:52:33	9	3	0	3	3	17	17	0
37	7:53:48	7:54:05	3	2	0	0	1	24	24	0
38	7:55:17	7:55:34	5	2	1	1	1	18	18	0
39	7:56:49	7:57:06	4	2	1	0	1	17	17	0
40	7:58:15	7:58:43	4	1	1	2	0	12	12	0
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Site Information

Location ID:	120
Region:	NE
County:	Sheboygan
RT Roadway:	IH 43 Off-Ramp
Cross Roadway:	STH 28

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	SB
Control:	

Count Information

Video Date:	Thu 7/15/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		4:00:00	3	0	0	2	1	17	17	0
2	4:01:12	4:01:43	6	2	1	1	2	22	22	0
3	4:02:41	4:03:13	8	0	1	2	5	25	25	0
4	4:04:21	4:04:43	6	0	3	1	2	19	19	0
5	4:05:41	4:06:15	3	1	1	0	1	23	23	0
6	4:07:15	4:07:44	7	2	0	2	3	17	17	0
7	4:08:41	4:09:13	5	2	0	1	2	19	19	0
8	4:10:14	4:10:45	4	1	3	0	0	25	25	0
9	4:11:41	4:12:13	1	0	1	0	0	24	24	0
10	4:13:13	4:13:43	1	1	0	0	0	17	17	0
11	4:14:44	4:15:13	2	0	1	0	1	26	26	0
12	4:16:13	4:16:44	6	2	2	1	1	22	22	0
13	4:17:41	4:18:14	4	0	1	0	3	16	16	0
14	4:19:09	4:19:47	4	2	0	2	0	26	26	0
15	4:20:40	4:20:58	6	1	0	2	3	15	15	0
16	4:22:11	4:22:29	4	3	0	0	1	19	19	0
17	4:23:42	4:24:04	5	1	2	0	2	14	14	0
18	4:25:13	4:25:37	3	2	0	1	0	21	21	0
19	4:26:40	4:26:58	4	2	0	1	1	21	21	0
20	4:28:10	4:28:27	4	2	1	1	0	21	21	0
21	4:29:41	4:30:04	3	0	0	1	2	22	22	0
22	4:31:12	4:31:40	3	1	0	1	1	20	20	0
23	4:32:40	4:32:58	6	0	0	3	3	18	18	0
24	4:34:11	4:34:34	2	1	0	1	0	22	22	0
25	4:35:41	4:36:07	7	0	2	2	3	25	25	0
26	4:37:08	4:37:36	6	3	0	1	2	17	17	0
27	4:38:44	4:39:01	3	0	1	0	2	15	15	0
28	4:40:11	4:40:27	1	0	0	1	0	30	30	0
29	4:41:39	4:41:56	4	1	0	2	1	21	21	0
30	4:43:10	4:43:33	4	3	0	0	1	24	24	0
31	4:44:41	4:45:08	3	1	2	0	0	18	18	0
32	4:46:12	4:46:27	2	1	0	1	0	26	26	0
33	4:47:39	4:47:58	5	1	0	1	3	22	22	0
34	4:49:12	4:49:27	2	0	0	1	1	17	17	0
35	4:50:40	4:51:03	10	5	1	2	2	18	18	0
36	4:52:11	4:52:32	10	1	1	2	6	17	17	0
37	4:53:40	4:53:55	5	3	0	1	1	23	23	0
38	4:55:14	4:55:26	6	1	1	1	3	28	28	0
39	4:56:41	4:56:58	4	0	3	1	0	14	14	0
40	4:58:15	4:58:32	6	1	1	1	3	17	17	0
41	4:59:40	4:59:57	4	1	1	1	1	0	0	0
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Site Information

Location ID:	120
Region:	NE
County:	Sheboygan
RT Roadway:	IH 43 Off-Ramp
Cross Roadway:	STH 28

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	SB
Control:	

Count Information

Video Date:	Tue 7/13/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)	On Red (RTOR)		Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:02	7:01:30	0	0	0	2	1	1	
2	7:02:32	7:03:00	3	2	1	3	0	3	
3	7:04:02	7:04:30	0	0	0	1	0	1	
4	7:05:32	7:06:00	1	0	1	6	0	6	
5	7:07:02	7:07:30	2	2	0	2	0	2	
6	7:08:32	7:09:00	2	0	2	2	0	2	
7	7:10:02	7:10:30	1	1	0	2	0	2	
8	7:11:32	7:12:00	0	0	0	6	0	6	
9	7:13:02	7:13:30	3	0	3	4	1	3	
10	7:14:32	7:15:00	1	1	0	3	0	3	
11	7:16:02	7:16:30	1	0	1	3	0	3	
12	7:17:32	7:18:00	0	0	0	5	0	5	
13	7:19:02	7:19:30	1	0	1	2	0	2	
14	7:20:32	7:21:00	1	0	1	5	0	5	
15	7:22:02	7:22:30	1	0	1	3	0	3	
16	7:23:32	7:24:00	0	0	0	3	0	3	
17	7:25:02	7:25:30	0	0	0	4	0	4	
18	7:26:32	7:27:00	2	0	2	3	0	3	
19	7:28:02	7:28:30	1	1	0	3	0	3	
20	7:29:32	7:30:00	0	0	0	0	0	0	
21	7:31:02	7:31:30	1	0	1	6	0	6	
22	7:32:32	7:33:00	0	0	0	3	0	3	
23	7:34:02	7:34:30	1	1	0	3	0	3	
24	7:35:32	7:36:00	1	0	1	4	0	4	
25	7:37:02	7:37:30	1	0	1	2	0	2	
26	7:38:32	7:39:00	0	0	0	6	0	6	
27	7:40:02	7:40:30	1	1	0	2	0	2	
28	7:41:32	7:42:00	0	0	0	6	0	6	
29	7:43:02	7:43:30	2	2	0	2	0	2	
30	7:44:32	7:45:00	0	0	0	2	0	2	
31	7:46:02	7:46:30	3	0	3	5	0	5	
32	7:47:32	7:48:00	2	0	2	1	0	1	
33	7:49:02	7:49:30	3	1	2	3	0	3	
34	7:50:32	7:51:00	1	0	1	2	0	2	
35	7:52:02	7:52:30	0	0	0	3	0	3	
36	7:53:32	7:54:00	1	0	1	5	0	5	
37	7:55:02	7:55:30	0	0	0	3	0	3	
38	7:56:32	7:57:00	0	0	0	2	0	2	
39	7:58:02	7:58:30	1	0	1	1	0	1	
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Site Information

Location ID:	121
Region:	NE
County:	Sheboygan
RT Roadway:	STH 28
Cross Roadway:	IH 43 On-Ramp

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	WB
Control:	Dallas Protected/Permitted

Count Information

Video Date:	Thu 7/15/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:01:08	16:01:36	1	1		0	4	0	4
2	16:02:38	16:03:06	2	0		2	7	0	7
3	16:04:08	16:04:36	1	0		1	6	0	6
4	16:05:38	16:06:06	1	0		1	6	0	6
5	16:07:08	16:07:36	2	0		2	7	0	7
6	16:08:38	16:09:06	5	0		5	3	0	3
7	16:10:08	16:10:36	2	1		1	5	0	5
8	16:11:38	16:12:06	0	0		0	4	0	4
9	16:13:08	16:13:36	4	0		4	2	0	2
10	16:14:38	16:15:06	1	0		1	6	0	6
11	16:16:08	16:16:36	3	0		3	3	0	3
12	16:17:38	16:18:06	4	0		4	5	0	5
13	16:19:08	16:19:36	5	1		4	1	0	1
14	16:20:38	16:21:06	2	0		2	7	0	7
15	16:22:08	16:22:36	2	0		2	2	0	2
16	16:23:38	16:24:06	1	0		1	4	0	4
17	16:25:08	16:25:36	3	1		2	6	0	6
18	16:26:38	16:27:06	2	0		2	4	0	4
19	16:28:08	16:28:36	3	3		0	2	0	2
20	16:29:38	16:30:06	1	0		1	7	0	7
21	16:31:08	16:31:36	2	1		1	2	0	2
22	16:32:38	16:33:06	0	0		0	5	0	5
23	16:34:08	16:34:36	2	0		2	7	0	7
24	16:35:38	16:36:06	2	2		0	2	0	2
25	16:37:08	16:37:36	3	0		3	3	0	3
26	16:38:38	16:39:06	1	1		0	4	0	4
27	16:40:08	16:40:36	0	0		0	9	0	9
28	16:41:38	16:42:06	1	0		1	6	0	6
29	16:43:08	16:43:36	4	4		0	8	0	8
30	16:44:38	16:45:06	0	0		0	6	0	6
31	16:46:08	16:46:36	2	0		2	3	0	3
32	16:47:38	16:48:06	0	0		0	6	0	6
33	16:49:08	16:49:36	0	0		0	3	0	3
34	16:50:38	16:51:06	1	1		0	8	0	8
35	16:52:08	16:52:36	3	1		2	4	0	4
36	16:53:37	16:54:05	2	0		2	2	0	2
37	16:55:07	16:55:35	2	0		2	3	0	3
38	16:56:37	16:57:05	2	0		2	8	0	8
39	16:58:07	16:58:35	4	1		3	4	0	4
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Site Information

Location ID:	121
Region:	NE
County:	Sheboygan
RT Roadway:	STH 28
Cross Roadway:	IH 43 On-Ramp

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	WB
Control:	Dallas Protected/Permitted

Count Information

Video Date:	Tue 7/13/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:04	7:00:25	2	2	0	0	0	6	0	6
2	7:00:49	7:01:03	1	1	0	0	0	5	5	0
3	7:01:35	7:01:55	0	0	0	0	0	7	0	7
4	7:02:19	7:02:33	2	1	0	1	0	4	4	0
5	7:03:04	7:03:18	0	0	0	0	0	2	0	2
6	7:03:38	7:03:52	4	0	0	0	4	7	7	0
7	7:04:34	7:04:45	2	0	0	2	0	3	0	3
8	7:05:04	7:05:20	3	1	2	0	0	8	8	0
9	7:06:04	7:06:21	3	2	0	0	1	7	0	7
10	7:06:44	7:06:58	2	1	1	0	0	9	9	0
11	7:07:34	7:07:52	1	1	0	0	0	9	0	9
12	7:08:15	7:08:30	1	1	0	0	0	6	6	0
13	7:09:04	7:09:25	0	0	0	0	0	7	0	7
14	7:09:50	7:10:03	3	0	0	2	1	6	6	0
15	7:10:34	7:10:51	1	1	0	0	0	7	0	7
16	7:11:16	7:11:32	5	0	0	4	1	6	6	0
17	7:12:04	7:12:25	3	2	0	0	1	5	0	5
18	7:12:49	7:13:03	1	0	0	0	1	2	2	0
19	7:13:35	7:13:55	4	3	1	0	0	10	0	10
20	7:14:19	7:14:33	1	1	0	0	0	10	10	0
21	7:15:04	7:15:21	0	0	0	0	0	6	0	6
22	7:15:45	7:15:59	2	1	0	1	0	5	5	0
23	7:16:34	7:16:51	2	0	0	1	1	7	0	7
24	7:17:15	7:17:29	0	0	0	0	0	9	9	0
25	7:18:04	7:18:26	2	1	0	0	1	5	0	5
26	7:18:48	7:19:05	0	0	0	0	0	8	8	0
27	7:19:34	7:19:55	3	2	1	0	0	3	0	3
28	7:20:19	7:20:35	0	0	0	0	0	12	12	0
29	7:21:04	7:21:25	2	1	0	0	1	6	0	6
30	7:21:49	7:22:02	3	1	1	0	1	5	5	0
31	7:22:37	7:22:51	1	0	0	0	1	6	0	6
32	7:23:14	7:23:31	1	0	0	1	0	9	9	0
33	7:24:04	7:24:25	1	1	0	0	0	5	0	5
34	7:24:49	7:25:03	2	0	1	1	0	12	12	0
35	7:25:34	7:25:49	0	0	0	0	0	1	0	1
36	7:26:06	7:26:30	1	0	0	0	1	10	10	0
37	7:27:05	7:27:25	2	1	1	0	0	6	0	6
38	7:27:48	7:28:02	6	1	4	1	0	9	9	0
39	7:28:34	7:28:45	3	0	2	0	1	7	0	7
40	7:29:09	7:29:26	1	0	1	0	0	7	7	0
41	7:30:04	7:30:25	4	2	0	2	0	5	0	5
42	7:30:48	7:31:03	3	2	1	0	0	9	9	0
43	7:31:34	7:31:47	1	1	0	0	0	3	0	3
44	7:32:09	7:32:23	2	1	0	0	1	9	9	0
45	7:33:04	7:33:25	1	0	1	0	0	5	0	5
46	7:33:49	7:34:03	3	1	0	1	1	10	10	0
47	7:34:34	7:34:52	0	0	0	0	0	5	0	5
48	7:35:15	7:35:30	3	1	1	0	1	6	6	0
49	7:36:04	7:36:26	1	0	1	0	0	8	0	8
50	7:36:49	7:37:03	2	0	1	1	0	6	6	0
51	7:37:34	7:37:55	0	0	0	0	0	9	0	9
52	7:38:19	7:38:33	1	1	0	0	0	9	9	0
53	7:39:05	7:39:17	1	0	1	0	0	5	0	5
54	7:39:40	7:39:54	1	0	0	1	0	6	6	0
55	7:40:34	7:40:48	0	0	0	0	0	8	0	8
56	7:41:13	7:41:26	3	2	0	0	1	12	12	0
57	7:42:04	7:42:25	1	1	0	0	0	6	0	6
58	7:42:49	7:43:03	4	2	0	0	2	13	13	0
59	7:43:34	7:43:50	1	0	1	0	0	6	0	6
60	7:44:14	7:44:31	1	1	0	0	0	8	8	0
61	7:45:04	7:45:25	0	0	0	0	0	4	0	4
62	7:45:49	7:46:06	3	0	0	1	2	11	11	0
63	7:46:34	7:46:55	2	1	1	0	0	9	0	9
64	7:47:19	7:47:34	3	2	0	1	0	9	9	0
65	7:48:04	7:48:20	3	2	0	1	0	7	0	7
66	7:48:44	7:48:58	4	1	2	0	1	8	8	0
67	7:49:34	7:49:49	5	3	0	0	2	5	0	5
68	7:50:13	7:50:27	1	1	0	0	0	7	7	0
69	7:51:04	7:51:25	3	1	2	0	0	5	0	5
70	7:51:49	7:52:04	2	1	0	0	1	9	9	0
71	7:52:34	7:52:55	5	3	2	0	0	7	0	7
72	7:53:19	7:53:34	2	1	0	0	1	11	11	0
73	7:54:04	7:54:14	1	0	0	0	1	6	0	6
74	7:54:38	7:54:54	1	0	0	1	0	10	10	0
75	7:55:34	7:55:55	0	0	0	0	0	4	0	4
76	7:56:16	7:56:35	1	0	0	1	0	10	10	0
77	7:57:04	7:57:22	0	0	0	0	0	3	0	3
78	7:57:44	7:58:01	1	1	0	0	0	11	11	0
79	7:58:34	7:58:45	2	1	0	1	0	2	0	2
80										

Site Information

Location ID:	123
Region:	NE
County:	Sheboygan
RT Roadway:	Taylor Dr
Cross Roadway:	STH 28

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	NB
Control:	Protected Only

Count Information

Video Date:	Thu 7/15/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:01:21	16:00:37	4	1	2	0	1	10	0	10
2	16:01:06	16:01:19	3	1	1	0	1	13	13	0
3	16:01:51	16:02:07	8	5	3	0	0	9	0	9
4	16:02:36	16:02:53	6	2	3	1	0	20	20	0
5	16:03:21	16:03:37	2	0	2	0	0	9	0	9
6	16:04:05	16:04:22	8	4	3	0	1	18	18	0
7	16:04:50	16:05:07	7	3	3	1	0	7	0	7
8	16:05:36	16:05:50	8	4	2	1	1	18	18	0
9	16:06:21	16:06:37	8	5	2	0	1	9	0	9
10	16:07:05	16:07:22	7	4	3	0	0	15	15	0
11	16:07:51	16:08:07	3	1	1	1	0	12	0	12
12	16:08:35	16:08:52	9	2	5	1	1	12	12	0
13	16:09:20	16:09:37	6	3	3	0	0	8	0	8
14	16:10:05	16:10:22	8	3	4	0	1	17	17	0
15	16:10:50	16:11:07	5	1	2	1	1	6	0	6
16	16:11:33	16:11:50	3	3	0	0	0	16	16	0
17	16:12:21	16:12:37	4	2	1	0	1	6	0	6
18	16:13:05	16:13:22	6	5	0	0	1	17	17	0
19	16:13:50	16:14:07	5	2	1	0	2	6	0	6
20	16:14:33	16:14:50	2	0	2	0	0	11	11	0
21	16:15:20	16:15:37	3	1	1	1	0	10	0	10
22	16:16:05	16:16:22	0	0	0	0	0	14	14	0
23	16:16:51	16:17:07	1	1	0	0	0	11	0	11
24	16:17:36	16:17:52	4	2	1	0	1	11	11	0
25	16:18:20	16:18:37	5	4	0	0	1	3	0	3
26	16:18:59	16:19:22	2	2	0	0	0	10	10	0
27	16:19:51	16:20:07	2	1	0	0	1	6	0	6
28	16:20:35	16:20:50	7	4	1	1	1	12	12	0
29	16:21:20	16:21:35	2	0	2	0	0	2	0	2
30	16:21:54	16:22:14	5	2	1	1	1	8	8	0
31	16:22:50	16:23:07	2	0	0	2	0	4	0	4
32	16:23:31	16:23:52	4	1	2	0	1	9	9	0
33	16:24:21	16:24:37	6	3	2	0	1	4	0	4
34	16:24:56	16:25:14	2	0	1	1	0	23	23	0
35	16:25:51	16:26:07	7	3	4	0	0	10	0	10
36	16:26:35	16:26:52	4	1	2	0	1	18	18	0
37	16:27:20	16:27:37	4	1	0	0	3	11	0	11
38	16:28:05	16:28:22	6	3	0	2	1	6	6	0
39	16:28:51	16:29:07	7	4	2	0	1	5	0	5
40	16:29:29	16:29:48	4	2	0	1	1	13	13	0
41	16:30:21	16:30:37	2	0	1	0	1	9	0	9
42	16:31:05	16:31:20	5	1	2	2	0	10	10	0
43	16:31:50	16:32:07	9	5	3	0	1	12	0	12
44	16:32:35	16:32:51	2	1	0	0	1	18	18	0
45	16:33:20	16:33:37	8	3	2	1	2	11	0	11
46	16:34:05	16:34:22	4	1	2	0	1	21	21	0
47	16:34:50	16:35:07	3	3	0	0	0	12	0	12
48	16:35:35	16:35:50	5	1	2	0	2	8	8	0
49	16:36:20	16:36:37	8	6	2	0	0	10	0	10
50	16:37:05	16:37:22	4	2	2	0	0	20	20	0
51	16:37:50	16:38:07	7	4	3	0	0	6	0	6
52	16:38:28	16:38:43	5	2	1	0	2	20	20	0
53	16:39:20	16:39:36	6	4	1	0	1	5	0	5
54	16:40:01	16:40:17	4	2	1	1	0	17	17	0
55	16:40:50	16:41:06	6	4	2	0	0	4	0	4
56	16:41:30	16:41:48	4	2	0	2	0	12	12	0
57	16:42:20	16:42:37	8	5	1	1	1	6	0	6
58	16:42:58	16:43:14	4	1	0	2	1	15	15	0
59	16:43:50	16:44:06	2	2	0	0	0	14	0	14
60	16:44:36	16:44:49	3	1	0	2	0	11	11	0
61	16:45:20	16:45:37	2	1	1	0	0	11	0	11
62	16:46:05	16:46:22	3	2	0	0	1	10	10	0
63	16:46:50	16:47:06	8	3	2	3	0	5	0	5
64	16:47:31	16:47:48	4	0	2	1	1	10	10	0
65	16:48:20	16:48:36	3	2	0	1	0	6	0	6
66	16:49:05	16:49:22	2	0	1	0	1	12	12	0
67	16:49:50	16:50:06	7	3	3	1	0	9	0	9
68	16:50:34	16:50:47	2	0	0	2	0	12	12	0
69	16:51:20	16:51:37	5	1	1	1	2	8	0	8
70	16:52:01	16:52:15	2	1	0	0	1	10	10	0
71	16:52:50	16:53:06	5	2	1	1	1	6	0	6
72	16:53:32	16:53:49	1	0	0	0	1	13	13	0
73	16:54:20	16:54:36	1	1	0	0	0	6	0	6
74	16:55:04	16:55:20	8	3	4	0	1	11	11	0
75	16:55:50	16:56:06	8	6	1	1	0	7	0	7
76	16:56:31	16:56:52	4	3	1	0	0	14	14	0
77	16:57:20	16:57:36	5	2	1	1	1	6	0	6
78	16:58:01	16:58:16	4	0	2	1	1	8	8	0
79	16:58:50	16:59:07	1	1	0	0	0	7	0	7
80										

Site Information

Location ID:	123
Region:	NE
County:	Sheboygan
RT Roadway:	Taylor Dr
Cross Roadway:	STH 28

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	NB
Control:	Protected Only

Count Information

Video Date:	Tue 7/13/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:00:53	7:02:14	3	1		2	0	0	0
2	7:02:40	7:03:56	2	2		0	0	0	0
3	7:04:25	7:05:38	6	4		2	0	0	0
4	7:05:59	7:07:20	7	5		2	0	0	0
5	7:07:39	7:09:02	3	2		1	0	0	0
6	7:09:25	7:10:27	2	0		2	1	0	1
7	7:11:08	7:12:26	6	1		5	0	0	0
8	7:13:00	7:14:08	0	0		0	0	0	0
9	7:14:28	7:15:50	3	3		0	0	0	0
10	7:16:12	7:17:32	6	4		2	0	0	0
11	7:17:56	7:19:14	4	4		0	0	0	0
12	7:19:40	7:20:42	3	2		1	1	0	1
13	7:21:15	7:22:38	4	3		1	0	0	0
14	7:23:00	7:24:20	5	3		2	0	0	0
15	7:24:39	7:25:42	6	3		3	1	0	1
16	7:26:23	7:27:44	5	3		2	0	0	0
17	7:28:08	7:29:26	2	1		1	0	0	0
18	7:29:46	7:30:48	10	8		2	3	0	3
19	7:31:33	7:32:50	3	2		1	0	0	0
20	7:33:13	7:34:12	4	2		2	2	0	2
21	7:34:56	7:36:02	5	5		0	2	1	1
22	7:36:40	7:37:56	1	1		0	0	0	0
23	7:38:19	7:39:18	10	6		4	2	0	2
24	7:40:09	7:41:00	5	5		0	3	0	3
25	7:41:42	7:42:48	6	4		2	1	0	1
26	7:43:32	7:44:33	1	1		0	1	0	1
27	7:45:02	7:46:26	10	7		3	0	0	0
28	7:47:01	7:48:08	4	2		2	0	0	0
29	7:48:34	7:49:50	4	3		1	0	0	0
30	7:50:20	7:51:32	1	1		0	0	0	0
31	7:52:03	7:53:14	7	3		4	0	0	0
32	7:53:42	7:54:38	3	2		1	1	0	1
33	7:55:23	7:56:39	7	4		3	0	0	0
34	7:57:05	7:58:20	4	2		2	0	0	0
35									
36									
37									
38									
39									
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41									
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Site Information

Location ID:	124
Region:	NE
County:	Fond du Lac
RT Roadway:	STH 23/Johnson St
Cross Roadway:	IH 41 On-Ramp

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected/Permitted

Count Information

Video Date:	Wed 7/21/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:01:14	16:02:04	5	4		1	4	0	4
2	16:02:42	16:03:45	13	9		4	3	0	3
3	16:04:42	16:05:47	10	7		3	0	0	0
4	16:06:13	16:07:32	4	3		1	0	0	0
5	16:07:53	16:08:54	8	8		0	7	0	7
6	16:09:41	16:10:33	4	2		2	4	0	4
7	16:11:15	16:12:35	8	6		2	1	0	1
8	16:13:13	16:13:38	7	6		1	5	0	5
9	16:14:37	16:15:59	6	5		1	0	0	0
10	16:16:26	16:17:21	6	5		1	4	0	4
11	16:18:05	16:19:23	10	8		2	0	0	0
12	16:19:48	16:21:06	5	2		3	1	0	1
13	16:21:24	16:22:28	10	4		6	2	0	2
14	16:23:24	16:24:09	4	2		2	3	0	3
15	16:24:57	16:26:12	6	6		0	0	0	0
16	16:26:35	16:27:40	4	4		0	1	0	1
17	16:28:17	16:29:36	8	6		2	0	0	0
18	16:29:58	16:31:19	15	12		3	1	0	1
19	16:31:44	16:32:59	7	4		3	0	0	0
20	16:33:24	16:34:23	9	5		4	1	0	1
21	16:35:09	16:36:03	14	10		4	3	0	3
22	16:36:48	16:37:52	7	5		2	1	0	1
23	16:38:31	16:39:30	10	6		4	2	0	2
24	16:40:17	16:41:09	4	2		2	8	1	7
25	16:41:58	16:42:52	6	5		1	2	0	2
26	16:43:44	16:44:35	3	0		3	6	0	6
27	16:45:19	16:46:35	9	6		3	1	0	1
28	16:47:09	16:47:57	1	1		0	0	0	0
29	16:48:39	16:49:44	6	2		4	1	0	1
30	16:50:31	16:51:21	10	5		5	2	0	2
31	16:52:13	16:53:03	6	3		3	6	0	6
32	16:53:59	16:54:49	6	4		2	2	0	2
33	16:55:29	16:56:28	10	5		5	7	0	7
34	16:57:10	16:58:29	5	3		2	0	0	0
35									
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37									
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Site Information

Location ID:	124
Region:	NE
County:	Fond du Lac
RT Roadway:	STH 23/Johnson St
Cross Roadway:	IH 41 On-Ramp

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	SB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	WB
Control:	Protected/Permitted

Count Information

Video Date:	Wed 7/21/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:35	7:02:53	5	5		0	1	0	1
2	7:03:24	7:04:35	7	6		1	0	0	0
3	7:04:57	7:06:17	1	1		0	1	1	0
4	7:06:38	7:07:59	12	10		2	0	0	0
5	7:08:37	7:09:41	11	10		1	0	0	0
6	7:10:01	7:11:23	8	6		2	1	0	1
7	7:12:10	7:13:05	1	1		0	0	0	0
8	7:13:29	7:14:47	13	13		0	0	0	0
9	7:15:11	7:16:29	6	5		1	0	0	0
10	7:17:02	7:18:12	7	7		0	0	0	0
11	7:18:30	7:19:53	10	8		2	0	0	0
12	7:20:17	7:21:35	10	8		2	0	0	0
13	7:22:09	7:23:17	4	2		2	0	0	0
14	7:23:39	7:24:59	8	8		0	1	0	1
15	7:25:28	7:26:41	4	1		3	1	0	1
16	7:27:14	7:28:23	2	2		0	0	0	0
17	7:28:42	7:30:05	7	6		1	0	0	0
18	7:30:29	7:31:47	13	13		0	0	0	0
19	7:32:10	7:33:29	7	6		1	0	0	0
20	7:34:01	7:35:11	12	12		0	0	0	0
21	7:35:31	7:36:53	11	9		2	3	0	3
22	7:37:40	7:38:35	3	3		0	0	0	0
23	7:39:02	7:40:17	11	7		4	0	0	0
24	7:40:50	7:41:59	4	4		0	0	0	0
25	7:42:20	7:43:41	4	4		0	0	0	0
26	7:44:01	7:45:23	13	12		1	0	0	0
27	7:45:43	7:47:05	9	8		1	0	0	0
28	7:47:34	7:48:48	10	9		1	0	0	0
29	7:49:06	7:50:29	9	9		0	0	0	0
30	7:50:59	7:52:11	4	4		0	0	0	0
31	7:52:36	7:53:53	4	4		0	1	0	1
32	7:54:27	7:55:35	9	7		2	0	0	0
33	7:56:13	7:57:17	4	3		1	0	0	0
34	7:57:40	7:58:59	7	7		0	0	0	0
35									
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Site Information

Location ID:	125
Region:	NE
County:	Fond du Lac
RT Roadway:	STH 23/Johnson St
Cross Roadway:	IH 41 On-Ramp

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	NB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected/Permitted

Count Information

Video Date:	Wed 7/21/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:41	16:01:49	11	10		1	0	0	0
2	16:02:18	16:03:30	7	7		0	0	0	0
3	16:03:59	16:05:13	9	9		0	0	0	0
4	16:05:41	16:06:07	5	3		2	1	0	1
5	16:06:33	16:07:38	7	4		3	0	0	0
6	16:07:58	16:08:50	7	7		0	1	0	1
7	16:09:26	16:10:21	4	3		1	0	0	0
8	16:10:50	16:12:02	13	13		0	0	0	0
9	16:12:38	16:13:43	6	6		0	0	0	0
10	16:14:14	16:15:26	10	8		2	0	0	0
11	16:16:02	16:17:08	15	13		2	0	0	0
12	16:17:35	16:18:50	11	10		1	0	0	0
13	16:19:15	16:20:32	8	7		1	0	0	0
14	16:21:08	16:22:15	5	4		1	0	0	0
15	16:22:37	16:23:56	12	11		1	0	0	0
16	16:24:23	16:25:37	5	4		1	0	0	0
17	16:26:14	16:27:21	7	6		1	1	0	1
18	16:27:55	16:29:02	7	7		0	0	0	0
19	16:29:29	16:30:44	11	8		3	1	0	1
20	16:31:22	16:32:27	9	7		2	0	0	0
21	16:32:56	16:34:08	10	10		0	1	0	1
22	16:34:12	16:35:51	8	8		0	0	0	0
23	16:36:10	16:37:22	6	5		1	0	0	0
24	16:37:55	16:39:14	9	7		2	0	0	0
25	16:39:51	16:40:57	9	8		1	0	0	0
26	16:41:21	16:42:39	9	8		1	0	0	0
27	16:43:07	16:44:20	8	8		0	0	0	0
28	16:44:39	16:46:03	16	13		3	0	0	0
29	16:46:39	16:47:44	15	14		1	0	0	0
30	16:48:05	16:49:26	9	8		1	0	0	0
31	16:49:51	16:51:08	12	11		1	3	0	3
32	16:51:42	16:52:50	15	11		4	3	0	3
33	16:53:35	16:54:32	14	11		3	3	0	3
34	16:55:16	16:56:14	5	4		1	0	0	0
35	16:56:41	16:57:56	5	5		0	0	0	0
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Site Information

Location ID:	125
Region:	NE
County:	Fond du Lac
RT Roadway:	STH 23/Johnson St
Cross Roadway:	IH 41 On-Ramp

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	NB
Median:	Undivided
Posted Speed Limit:	70

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected/Permitted

Count Information

Video Date:	Wed 7/21/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		7:00:00	1	0	0	0	1	7	7	0
2	7:00:32	7:00:52	2	1	0	1	0	12	12	0
3	7:02:13	7:02:31	6	0	1	1	4	15	15	0
4	7:03:55	7:04:10	5	1	0	3	1	8	8	0
5	7:05:37	7:05:53	2	1	1	0	0	10	10	0
6	7:07:19	7:07:33	5	0	0	0	5	17	17	0
7	7:09:01	7:09:32	4	1	1	1	1	15	15	0
8	7:10:43	7:10:57	5	1	0	3	1	14	14	0
9	7:12:25	7:12:56	5	0	2	2	1	21	21	0
10	7:14:07	7:14:25	2	0	1	0	1	11	11	0
11	7:15:49	7:16:06	2	0	0	2	0	20	20	0
12	7:17:32	7:17:58	5	1	1	2	1	19	19	0
13	7:19:13	7:19:27	9	1	1	3	4	11	11	0
14	7:20:55	7:21:14	8	1	1	2	4	16	16	0
15	7:22:37	7:23:02	8	3	0	1	4	16	16	0
16	7:24:19	7:24:35	4	0	0	3	1	10	10	0
17	7:26:01	7:26:13	4	1	1	1	1	15	15	0
18	7:27:43	7:28:00	4	0	1	3	0	20	20	0
19	7:29:25	7:29:37	2	0	0	1	1	25	25	0
20	7:31:07	7:31:24	2	2	0	0	0	22	22	0
21	7:32:50	7:33:06	5	1	0	1	3	18	18	0
22	7:34:31	7:34:58	4	0	1	2	1	19	19	0
23	7:36:13	7:36:27	9	3	1	2	3	19	19	0
24	7:37:54	7:38:24	4	3	0	1	0	16	16	0
25	7:39:36	7:39:57	5	1	1	1	2	19	19	0
26	7:41:19	7:41:45	7	1	0	4	2	17	17	0
27	7:43:01	7:43:15	2	0	0	1	1	28	28	0
28	7:44:43	7:44:59	4	2	0	1	1	17	17	0
29	7:46:25	7:46:39	6	1	1	2	2	25	25	0
30	7:48:07	7:48:30	4	1	0	1	2	20	20	0
31	7:49:50	7:50:03	2	0	0	1	1	20	20	0
32	7:51:31	7:51:55	6	0	1	3	2	21	21	0
33	7:53:12	7:53:33	3	0	1	1	1	17	17	0
34	7:54:55	7:55:11	6	1	1	1	3	19	19	0
35	7:56:36	7:57:08	6	1	1	0	4	17	17	0
36	7:58:18	7:58:37	5	0	1	1	3	11	11	0
37										
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Site Information

Location ID:	126
Region:	NE
County:	Fond du Lac
RT Roadway:	STH 23/Johnson St
Cross Roadway:	IH 41 Off-Ramp

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	SB
Control:	

Count Information

Video Date:	Wed 7/21/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* <small>(see note)</small>
1		4:00:00	2	0	0	1	1	28	28	0
2	4:01:10	4:01:33	6	1	0	3	2	29	29	0
3	4:02:52	4:03:13	1	1	0	0	0	35	35	0
4	4:04:35	4:04:50	1	0	0	0	1	37	37	0
5	4:06:05	4:06:40	10	3	3	2	2	25	25	0
6	4:07:58	4:08:23	7	2	2	1	2	26	26	0
7	4:09:41	4:10:02	7	2	0	3	2	26	26	0
8	4:11:22	4:11:55	10	5	2	1	2	27	27	0
9	4:13:04	4:13:21	9	1	1	2	5	24	24	0
10	4:14:47	4:15:07	10	3	4	1	2	19	19	0
11	4:16:28	4:16:17	4	0	1	1	2	22	22	0
12	4:18:10	4:18:34	10	0	3	4	3	33	33	0
13	4:19:51	4:20:11	7	0	0	3	4	26	26	0
14	4:21:34	4:22:00	6	1	2	1	2	29	29	0
15	4:23:15	4:23:45	3	0	2	1	0	25	25	0
16	4:24:58	4:25:20	4	0	1	0	3	29	29	0
17	4:26:41	4:26:56	6	1	1	0	4	18	18	0
18	4:28:23	4:28:36	3	0	0	1	2	36	36	0
19	4:30:04	4:30:25	8	1	4	1	2	29	29	0
20	4:31:44	4:32:14	5	1	2	0	2	34	34	0
21	4:33:27	4:33:51	6	1	1	2	2	24	24	0
22	4:35:09	4:35:23	9	0	3	3	3	40	40	0
23	4:36:52	4:37:11	10	0	0	4	6	33	33	0
24	4:38:33	4:39:03	8	0	4	2	2	33	33	0
25	4:40:15	4:40:43	9	2	3	1	3	18	18	0
26	4:41:58	4:42:32	9	2	4	1	2	27	27	0
27	4:43:41	4:44:11	11	5	1	1	4	17	17	0
28	4:45:21	4:45:52	7	1	2	0	4	34	34	0
29	4:47:03	4:47:24	4	1	2	0	1	29	29	0
30	4:48:45	4:49:06	11	4	1	6	0	19	19	0
31	4:50:27	4:50:57	8	0	3	2	3	19	19	0
32	4:52:10	4:52:41	4	2	1	0	1	29	29	0
33	4:53:56	4:54:19	8	1	3	0	4	19	19	0
34	4:55:36	4:56:09	12	0	6	1	5	33	33	0
35	4:57:23	4:57:52	7	0	2	1	4	29	29	0
36	4:58:57	4:59:24	3	0	2	0	1	21	21	0
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Site Information

Location ID:	126
Region:	NE
County:	Fond du Lac
RT Roadway:	STH 23/Johnson St
Cross Roadway:	IH 41 Off-Ramp

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	SB
Control:	

Count Information

Video Date:	Tue 7/20/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* <small>(see note)</small>
1	7:00:06	7:00:19	2	0		2	14	14	0
2	7:01:48	7:02:03	1	0		1	15	15	0
3	7:03:31	7:03:50	3	1		2	18	18	0
4	7:05:12	7:05:34	0	0		0	14	14	0
5	7:06:55	7:07:10	3	0		3	10	10	0
6	7:08:37	7:08:50	3	1		2	9	9	0
7	7:10:18	7:10:35	1	1		0	13	13	0
8	7:12:00	7:12:17	1	0		1	6	6	0
9	7:13:42	7:14:10	1	0		1	15	15	0
10	7:15:24	7:15:38	2	0		2	11	11	0
11	7:17:06	7:17:21	1	1		0	14	14	0
12	7:18:48	7:19:07	0	0		0	19	19	0
13	7:20:30	7:20:51	1	0		1	11	11	0
14	7:22:12	7:22:25	2	0		2	10	10	0
15	7:23:54	7:24:11	2	1		1	18	18	0
16	7:25:36	7:25:50	2	0		2	8	8	0
17	7:27:18	7:27:34	1	0		1	10	10	0
18	7:29:00	7:29:18	0	0		0	11	11	0
19	7:30:42	7:30:56	4	0		4	12	12	0
20	7:32:24	7:32:44	0	0		0	11	11	0
21	7:34:06	7:34:24	3	0		3	8	8	0
22	7:35:48	7:36:06	2	0		2	14	14	0
23	7:37:30	7:37:50	0	0		0	13	13	0
24	7:39:12	7:39:30	1	1		0	20	20	0
25	7:40:54	7:41:20	3	1		2	14	14	0
26	7:42:36	7:42:52	1	0		1	15	15	0
27	7:44:18	7:44:42	1	1		0	19	19	0
28	7:46:00	7:46:14	3	2		1	18	18	0
29	7:47:42	7:48:12	5	2		3	13	13	0
30	7:49:24	7:49:44	2	0		2	21	21	0
31	7:51:06	7:51:31	0	0		0	13	13	0
32	7:52:48	7:53:14	4	1		3	22	22	0
33	7:54:30	7:54:52	2	2		0	24	24	0
34	7:56:12	7:56:33	3	1		2	21	21	0
35	7:57:54	7:58:16	0	0		0	22	22	0
36									
37									
38									
39									
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Site Information

Location ID:	127
Region:	NE
County:	Fond du Lac
RT Roadway:	IH 41 Off-Ramp
Cross Roadway:	STH 23/Johnson St

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 7/21/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)		Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:17	16:00:29	2	0		2	35	35	0	
2	16:02:03	16:02:24	3	1		2	26	26	0	
3	16:03:41	16:04:03	3	1		2	27	27	0	
4	16:05:23	16:05:55	3	2		1	31	31	0	
5	16:07:06	16:07:26	3	1		2	29	29	0	
6	16:08:46	16:09:03	2	1		1	34	34	0	
7	16:10:29	16:10:47	0	0		0	31	31	0	
8	16:12:11	16:12:46	4	2		2	37	37	0	
9	16:13:54	16:14:16	6	3		3	29	29	0	
10	16:15:35	16:15:58	2	1		1	23	23	0	
11	16:17:17	16:17:35	4	0		4	24	24	0	
12	16:18:59	16:19:28	0	0		0	20	20	0	
13	16:20:41	16:21:02	10	6		4	33	33	0	
14	16:22:23	16:22:49	5	2		3	31	31	0	
15	16:24:05	16:24:28	9	6		3	19	19	0	
16	16:25:47	16:26:18	8	8		0	26	26	0	
17	16:27:29	16:27:48	6	2		4	16	16	0	
18	16:29:11	16:29:36	4	1		3	25	25	0	
19	16:30:54	16:31:11	4	0		4	25	25	0	
20	16:32:36	16:32:54	1	0		1	30	30	0	
21	16:34:17	16:34:30	0	0		0	27	27	0	
22	16:35:59	16:36:21	7	7		0	30	30	0	
23	16:37:41	16:38:00	4	3		1	22	22	0	
24	16:39:23	16:39:56	5	2		3	31	31	0	
25	16:41:05	16:41:18	3	0		3	31	31	0	
26	16:42:46	16:43:06	2	0		2	24	24	0	
27	16:44:29	16:44:47	1	1		0	40	40	0	
28	16:46:11	16:46:31	3	2		1	27	27	0	
29	16:47:54	16:48:15	2	0		2	30	30	0	
30	16:49:36	16:49:49	5	2		3	34	34	0	
31	16:51:17	16:51:33	5	2		3	34	34	0	
32	16:52:58	16:53:18	0	0		0	36	36	0	
33	16:54:41	16:54:58	3	3		0	23	23	0	
34	16:56:23	16:56:42	4	1		3	28	28	0	
35	16:58:04	16:58:32	3	1		2	20	20	0	
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Site Information

Location ID:	127
Region:	NE
County:	Fond du Lac
RT Roadway:	IH 41 Off-Ramp
Cross Roadway:	STH 23/Johnson St

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Single
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	WB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Tue 7/20/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1		7:00:00	2	0	0	0	2	0	0	0
2	7:00:35	7:00:55	3	0	0	1	2	9	9	0
3	7:02:11	7:02:28	4	0	1	1	2	8	8	0
4	7:03:49	7:04:16	4	2	2	0	0	20	20	0
5	7:05:30	7:05:45	11	0	1	4	6	14	14	0
6	7:07:15	7:07:36	37	2	0	14	21	69	69	0
7	7:17:14	7:17:36	4	1	2	1	0	12	12	0
8	7:18:51	7:19:16	5	0	0	3	2	11	11	0
9	7:20:32	7:20:57	9	3	2	1	3	16	16	0
10	7:22:11	7:22:36	5	0	1	3	1	11	11	0
11	7:23:51	7:24:12	6	1	0	1	4	14	14	0
12	7:25:33	7:25:48	3	0	0	2	1	13	13	0
13	7:27:11	7:27:30	7	0	2	2	3	15	15	0
14	7:28:52	7:29:16	6	1	1	1	3	10	10	0
15	7:30:31	7:30:55	5	1	2	1	1	17	17	0
16	7:32:10	7:32:35	8	3	1	2	2	12	12	0
17	7:33:55	7:34:15	4	1	2	0	1	13	13	0
18	7:35:34	7:35:56	12	4	2	1	5	16	16	0
19	7:37:15	7:37:29	2	0	0	1	1	17	17	0
20	7:38:53	7:39:16	8	1	1	3	3	20	20	0
21	7:40:30	7:40:50	3	0	0	1	2	17	17	0
22	7:42:15	7:42:36	11	1	0	3	7	29	29	0
23	7:45:29	7:45:56	3	1	1	0	1	19	19	0
24	7:47:16	7:47:36	1	0	0	1	0	23	23	0
25	7:48:55	7:49:09	7	2	1	1	3	15	15	0
26	7:50:32	7:50:57	8	2	1	0	5	28	28	0
27	7:52:13	7:52:35	11	0	1	3	7	26	26	0
28	7:53:50	7:54:15	8	0	3	3	2	10	10	0
29	7:55:31	7:55:56	3	0	1	0	2	18	18	0
30	7:57:12	7:57:35	7	1	0	2	4	13	13	0
31	7:58:53	7:59:15	2	1	0	1	0	11	11	0
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Site Information

Location ID:	128
Region:	SE
County:	Kenosha
RT Roadway:	IH 94 Off-Ramp
Cross Roadway:	STH 50

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	SB
Control:	

Count Information

Video Date:	Wed 8/4/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	4:00:00	4:00:28	12	3	0	3	6	14	14	0
2	4:01:33	4:02:09	15	1	4	3	7	13	13	0
3	4:03:25	4:03:52	8	1	3	1	3	17	17	0
4	4:05:14	4:05:54	10	1	4	2	3	10	10	0
5	4:07:05	4:07:45	11	2	3	5	1	30	30	0
6	4:08:53	4:09:35	15	3	3	3	6	22	22	0
7	4:10:48	4:11:19	15	2	4	3	6	17	17	0
8	4:12:37	4:13:00	5	1	1	0	3	20	20	0
9	4:14:26	4:15:07	8	2	4	0	2	14	14	0
10	4:16:18	4:16:45	9	0	2	1	6	19	19	0
11	4:18:05	4:18:46	15	3	4	0	8	8	8	0
12	4:19:57	4:20:34	16	5	1	3	7	20	20	0
13	4:21:48	4:22:10	14	0	2	4	8	21	21	0
14	4:23:35	4:24:02	13	2	3	2	6	13	13	0
15	4:25:23	4:26:06	18	3	4	3	8	20	20	0
16	4:27:13	4:27:45	19	6	4	5	4	27	27	0
17	4:29:06	4:29:38	14	2	2	6	4	20	20	0
18	4:30:53	4:31:36	24	7	6	4	7	15	15	0
19	4:32:48	4:33:13	6	0	0	4	2	19	19	0
20	4:34:33	4:35:01	9	0	1	4	4	11	11	0
21	4:36:29	4:37:10	22	4	7	3	8	19	19	0
22	4:38:18	4:38:44	25	5	6	5	9	19	19	0
23	4:40:08	4:40:29	21	4	0	10	7	19	19	0
24	4:41:56	4:42:35	12	0	8	0	4	12	12	0
25	4:43:47	4:44:26	15	6	4	1	4	20	20	0
26	4:45:36	4:46:13	11	1	4	1	5	22	22	0
27	4:47:28	4:47:57	14	2	3	2	7	19	19	0
28	4:49:17	4:49:42	19	2	6	4	7	19	19	0
29	4:51:06	4:51:38	8	1	2	3	2	16	16	0
30	4:52:54	4:53:33	22	5	7	5	5	20	20	0
31	4:54:47	4:55:13	8	1	0	3	4	23	23	0
32	4:56:36	4:57:06	11	3	3	3	2	25	25	0
33	4:58:23	4:59:06	12	3	4	0	5	19	19	0
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Site Information

Location ID:	128
Region:	SE
County:	Kenosha
RT Roadway:	IH 94 Off-Ramp
Cross Roadway:	STH 50

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	SB
Control:	

Count Information

Video Date:	Wed 8/4/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:29	7:02:12	6	2	3	0	1	11	9	2
2	7:03:05	7:03:51	3	0	1	0	2	8	6	2
3	7:04:33	7:05:24	3	0	3	0	0	5	4	1
4	7:06:10	7:07:24	6	1	3	0	2	15	8	7
5	7:08:10	7:09:04	1	0	0	0	1	13	10	3
6	7:10:03	7:10:48	4	0	1	0	3	15	9	6
7	7:11:36	7:12:39	4	0	2	0	2	14	12	2
8	7:13:26	7:14:00	2	0	0	1	1	9	8	1
9	7:14:45	7:15:42	4	0	0	1	3	14	8	6
10	7:16:47	7:17:45	5	0	1	0	4	17	10	7
11	7:18:41	7:19:26	5	0	1	0	4	10	7	3
12	7:20:08	7:21:02	4	0	2	1	1	18	13	5
13	7:22:13	7:23:32	4	0	4	0	0	10	6	4
14	7:24:26	7:25:32	2	0	0	0	2	11	9	2
15	7:26:20	7:27:26	8	0	4	2	2	24	10	14
16	7:28:37	7:29:46	8	3	4	0	1	10	8	2
17	7:30:39	7:32:20	2	0	2	0	0	17	8	9
18	7:33:25	7:34:48	7	1	6	0	0	19	18	1
19	7:35:47	7:37:14	8	1	6	1	0	19	15	4
20	7:38:10	7:38:59	7	0	4	0	3	13	10	3
21	7:39:48	7:40:48	8	0	3	2	3	18	15	3
22	7:41:46	7:42:48	4	0	1	0	3	8	6	2
23	7:43:37	7:44:25	6	2	1	0	3	16	11	5
24	7:45:27	7:46:55	5	0	4	1	0	16	13	3
25	7:47:42	7:49:11	8	1	6	0	1	16	11	5
26	7:50:05	7:51:06	8	0	4	2	2	20	12	8
27	7:52:18	7:53:37	7	4	3	0	0	16	11	5
28	7:54:26	7:55:09	5	1	2	0	2	20	16	4
29	7:56:25	7:57:53	5	1	0	0	4	10	6	4
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Site Information

Location ID:	132
Region:	SW
County:	Rock
RT Roadway:	USH 14
Cross Roadway:	STH 26/Milton Ave

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	40

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected Only

Count Information

Video Date:	Wed 7/21/2021
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:01:08	16:02:26	11	1	7	1	2	21	8	13
2	16:03:23	16:04:28	6	3	1	0	2	20	13	7
3	16:05:21	16:06:53	13	2	10	1	0	33	19	14
4	16:08:12	16:09:35	12	2	7	1	2	47	29	18
5	16:11:02	16:13:03	14	4	6	0	4	34	26	8
6	16:14:07	16:15:47	11	4	4	0	3	40	29	11
7	16:17:07	16:18:57	12	1	8	0	3	30	11	19
8	16:20:07	16:21:44	7	1	4	1	1	44	29	15
9	16:23:09	16:24:48	7	2	5	0	0	42	33	9
10	16:26:05	16:27:30	10	2	8	0	0	36	25	11
11	16:28:51	16:30:21	10	2	4	1	3	29	20	9
12	16:31:25	16:32:59	7	2	4	0	1	34	29	5
13	16:34:05	16:35:52	10	1	8	0	1	41	28	13
14	16:37:11	16:38:56	12	0	8	1	3	35	21	14
15	16:40:08	16:42:01	10	3	4	0	3	47	28	19
16	16:43:30	16:45:24	20	6	11	1	2	51	32	19
17	16:46:51	16:48:02	11	1	5	2	3	40	23	17
18	16:49:21	16:50:35	12	3	4	1	4	45	33	12
19	16:51:56	16:53:30	11	1	7	1	2	36	25	11
20	16:54:43	16:56:28	8	3	4	0	1	50	37	13
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Site Information

Location ID:	132
Region:	SW
County:	Rock
RT Roadway:	USH 14
Cross Roadway:	STH 26/Milton Ave

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	40

Conflicting Left-Turn Information

Direction:	EB
Control:	Protected Only

Count Information

Video Date:	Wed 7/21/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	7:01:05	7:01:45	4	2	0	0	2	3	0	3
2	7:02:35	7:03:15	4	1	0	1	2	1	0	1
3	7:04:05	7:04:59	0	0	0	0	0	2	0	2
4	7:05:35	7:06:29	0	0	0	0	0	0	0	0
5	7:07:05	7:07:59	6	5	1	0	0	0	0	0
6	7:08:35	7:09:29	4	3	1	0	0	0	0	0
7	7:10:05	7:10:45	3	2	0	0	1	1	0	1
8	7:11:34	7:12:15	3	1	2	0	0	1	0	1
9	7:13:05	7:13:45	0	0	0	0	0	1	0	1
10	7:14:35	7:15:15	5	2	1	0	2	0	0	0
11	7:16:05	7:16:45	5	3	2	0	0	1	0	1
12	7:17:35	7:18:29	3	2	1	0	0	0	0	0
13	7:19:05	7:19:45	7	4	2	0	1	0	0	0
14	7:20:35	7:21:29	1	0	0	0	1	0	0	0
15	7:22:05	7:22:45	3	1	0	0	2	3	0	3
16	7:23:35	7:24:15	7	3	2	1	1	1	0	1
17	7:25:04	7:25:47	3	1	1	1	0	1	0	1
18	7:26:35	7:27:15	6	4	1	0	1	1	0	1
19	7:28:05	7:28:45	4	1	2	1	0	2	0	2
20	7:29:35	7:30:15	4	2	1	0	1	0	0	0
21	7:31:05	7:31:45	5	5	0	0	0	1	0	1
22	7:32:35	7:33:15	3	2	0	1	0	1	0	1
23	7:34:04	7:34:59	7	4	2	0	1	0	0	0
24	7:35:34	7:36:15	3	1	1	1	0	0	0	0
25	7:37:04	7:37:45	5	3	1	1	0	0	0	0
26	7:38:35	7:39:29	6	3	1	1	1	0	0	0
27	7:40:05	7:40:45	7	4	1	1	1	2	0	2
28	7:41:35	7:42:15	6	1	2	1	2	2	0	2
29	7:43:05	7:43:45	4	2	2	0	0	4	0	4
30	7:44:35	7:45:15	5	3	1	0	1	2	0	2
31	7:46:04	7:46:45	4	4	0	0	0	2	0	2
32	7:47:34	7:48:15	7	2	3	2	0	0	0	0
33	7:49:04	7:49:45	5	1	1	1	2	2	0	2
34	7:50:34	7:51:21	7	6	1	0	0	1	0	1
35	7:52:04	7:52:45	6	2	1	1	2	3	0	3
36	7:53:35	7:54:29	4	1	2	0	1	0	0	0
37	7:55:04	7:55:45	4	2	2	0	0	2	0	2
38	7:56:35	7:57:15	5	3	1	1	0	2	0	2
39	7:58:05	7:58:45	3	1	1	0	1	1	0	1
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Site Information

Location ID:	175
Region:	NC
County:	Portage
RT Roadway:	Water St
Cross Roadway:	STH 66/Clark St

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	---
Median:	Divided
Posted Speed Limit:	25

Conflicting Left-Turn Information

Direction:	NB
Control:	Protected/Permitted

Count Information

Video Date:	Wed 8/26/2020
Start Time:	7:00:00 AM
End Time:	8:00:00 AM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:01:10	16:01:48	10	4	4	1	1	3	0	3
2	16:02:40	16:03:17	6	2	3	0	1	1	0	1
3	16:04:10	16:04:47	12	4	6	1	1	2	0	2
4	16:05:40	16:06:18	9	3	3	3	0	0	0	0
5	16:07:10	16:07:47	9	6	2	0	1	0	0	0
6	16:08:40	16:09:17	10	6	2	1	1	0	0	0
7	16:10:10	16:10:47	8	5	2	0	1	1	0	1
8	16:11:40	16:12:17	3	2	1	0	0	1	0	1
9	16:13:10	16:13:48	11	2	4	2	3	1	0	1
10	16:14:40	16:15:17	5	3	1	1	0	0	0	0
11	16:16:10	16:16:47	9	7	1	0	1	1	0	1
12	16:17:40	16:18:17	9	7	0	1	1	0	0	0
13	16:19:10	16:19:47	7	5	1	0	1	0	0	0
14	16:20:40	16:21:34	7	3	1	1	2	0	0	0
15	16:22:10	16:22:47	9	7	0	2	0	3	0	3
16	16:23:41	16:24:17	4	2	1	1	0	1	0	1
17	16:25:10	16:25:47	7	4	3	0	0	1	0	1
18	16:26:40	16:27:34	9	5	1	2	1	1	0	1
19	16:28:10	16:29:04	16	6	5	1	4	2	0	2
20	16:29:40	16:30:19	13	8	3	1	1	0	0	0
21	16:31:10	16:32:04	9	5	3	0	1	1	0	1
22	16:32:40	16:33:17	6	2	2	1	1	1	0	1
23	16:34:10	16:34:47	8	5	2	0	1	0	0	0
24	16:35:40	16:36:17	4	2	0	2	0	0	0	0
25	16:37:10	16:37:47	9	4	3	2	0	0	0	0
26	16:38:40	16:39:17	9	4	3	0	2	0	0	0
27	16:40:10	16:40:47	8	3	3	0	2	2	0	2
28	16:41:40	16:42:18	8	2	0	2	4	2	0	2
29	16:43:10	16:43:47	13	6	3	3	1	4	0	4
30	16:44:40	16:45:18	5	3	2	0	0	2	0	2
31	16:46:10	16:46:47	9	5	2	2	0	2	0	2
32	16:47:40	16:48:17	10	7	0	1	2	0	0	0
33	16:49:10	16:49:48	5	1	2	1	1	2	0	2
34	16:50:40	16:51:34	8	4	2	0	2	1	0	1
35	16:52:10	16:52:47	7	2	3	0	2	3	0	3
36	16:53:40	16:54:17	4	0	2	1	1	0	0	0
37	16:55:10	16:55:47	9	4	2	1	2	2	0	2
38	16:56:40	16:57:17	4	3	1	0	0	2	0	2
39	16:58:10	16:58:47	9	4	3	1	1	1	0	1
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Site Information

Location ID:	175
Region:	NC
County:	Portage
RT Roadway:	Water St
Cross Roadway:	STH 66/Clark St

Right-Turn Geometry/Control

Direction:	SB
Approach Type:	RT at Normal Intersection
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	---
Median:	Divided
Posted Speed Limit:	25

Conflicting Left-Turn Information

Direction:	NB
Control:	Protected/Permitted

Count Information

Video Date:	Wed 8/26/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles		
			Total	On Green (RTOG)		On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:01:15	16:02:26	5	4		1	10	4	6
2	16:03:13	16:04:26	6	4		2	7	4	3
3	16:05:04	16:06:25	5	3		2	24	2	22
4	16:07:49	16:08:25	6	6		0	30	6	24
5	16:09:50	16:10:25	4	2		2	26	1	25
6	16:11:49	16:12:25	7	2		5	18	4	14
7	16:13:35	16:14:25	11	8		3	22	4	18
8	16:15:44	16:16:26	6	5		1	19	1	18
9	16:17:49	16:18:26	8	7		1	7	0	7
10	16:19:13	16:20:25	4	3		1	15	2	13
11	16:21:31	16:22:25	2	1		1	24	3	21
12	16:23:49	16:24:26	8	7		1	20	6	14
13	16:25:36	16:26:26	6	5		1	11	6	5
14	16:27:12	16:28:26	3	2		1	11	4	7
15	16:29:20	16:30:26	6	4		2	21	2	19
16	16:31:37	16:32:26	2	1		1	11	5	6
17	16:33:16	16:34:25	11	9		2	24	4	20
18	16:35:47	16:36:25	4	0		4	24	4	20
19	16:37:49	16:38:25	2	2		0	4	0	4
20	16:39:07	16:40:25	2	2		0	13	6	7
21	16:41:21	16:42:25	6	5		1	17	1	16
22	16:43:50	16:44:26	5	4		1	15	1	14
23	16:45:38	16:46:25	4	2		2	18	6	12
24	16:47:34	16:48:25	5	3		2	25	4	21
25	16:49:49	16:50:25	3	2		1	13	2	11
26	16:51:23	16:52:25	2	2		0	15	5	10
27	16:53:23	16:54:25	2	2		0	9	3	6
28	16:55:09	16:56:25	3	3		0	10	8	2
29	16:57:13	16:58:25	3	3		0	15	7	8
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Site Information

Location ID:	176
Region:	NC
County:	Marathon
RT Roadway:	Bus 51/Grand Ave
Cross Roadway:	STH 29 On-Ramp

Right-Turn Geometry/Control

Direction:	NB
Approach Type:	RT onto Freeway On-Ramp
Single/Dual:	Single
Geometry Type:	Non-Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Ball

Conflicting Thru Information

Direction:	EB
Median:	Divided
Posted Speed Limit:	25

Conflicting Left-Turn Information

Direction:	SB
Control:	Protected/Permitted

Count Information

Video Date:	Wed 8/26/2020
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles				Volume of Conflicting Vehicles			
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:54	16:01:35	7	1	1	0	5	26	26	0
2	16:02:35	16:03:15	27	11	8	1	7	19	19	0
3	16:04:15	16:04:55	10	3	3	1	3	29	29	0
4	16:05:55	16:06:35	10	4	2	2	2	17	17	0
5	16:07:35	16:08:15	14	6	1	3	4	18	18	0
6	16:09:15	16:09:55	11	4	2	0	5	24	24	0
7	16:10:55	16:11:35	20	8	5	3	4	26	26	0
8	16:12:35	16:13:15	17	2	4	5	6	27	27	0
9	16:14:15	16:14:55	19	7	6	3	3	25	25	0
10	16:15:55	16:16:35	11	3	6	0	2	25	25	0
11	16:17:35	16:18:15	12	4	3	1	4	22	22	0
12	16:19:15	16:19:55	18	4	4	5	5	19	19	0
13	16:20:55	16:21:35	10	5	0	1	4	22	22	0
14	16:22:35	16:23:15	11	4	3	3	1	29	29	0
15	16:24:15	16:24:55	10	2	2	3	3	20	20	0
16	16:25:55	16:26:35	15	5	4	3	3	20	20	0
17	16:27:37	16:28:15	23	7	7	4	5	22	22	0
18	16:29:15	16:29:55	8	1	1	2	4	27	27	0
19	16:30:55	16:31:35	19	7	5	4	3	15	15	0
20	16:32:35	16:33:15	19	6	7	2	4	21	21	0
21	16:34:15	16:34:55	18	7	7	1	3	28	28	0
22	16:35:55	16:36:35	20	5	6	5	4	30	30	0
23	16:37:35	16:38:15	12	5	6	0	1	23	23	0
24	16:39:15	16:39:55	22	8	5	5	4	22	22	0
25	16:40:55	16:41:35	11	6	2	1	2	23	23	0
26	16:42:35	16:43:15	12	4	5	0	3	22	22	0
27	16:44:15	16:44:55	15	7	3	2	3	27	27	0
28	16:45:55	16:46:35	14	6	3	2	3	26	26	0
29	16:47:35	16:48:15	15	3	4	2	6	19	19	0
30	16:49:15	16:49:55	13	1	4	4	4	24	24	0
31	16:50:55	16:51:35	22	10	4	4	4	21	21	0
32	16:52:35	16:53:15	22	10	8	1	3	30	30	0
33	16:54:15	16:54:55	10	4	4	2	0	32	32	0
34	16:55:55	16:56:35	18	8	4	0	6	22	22	0
35	16:57:35	16:58:15	22	6	8	3	5	21	21	0
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Site Information

Location ID:	178
Region:	SW
County:	Dane
RT Roadway:	USH 12/Beltline Off-Ramp
Cross Roadway:	Gammon Rd

Right-Turn Geometry/Control

Direction:	EB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	SB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 7/21/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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Cycle #	Time Cycle Changed to Green	Time Cycle Changed to Red	Right Turning Vehicles					Volume of Conflicting Vehicles		
			Total	Left-Lane RT On Green (RTOG)	Right-Lane RT On Green (RTOG)	Left-Lane RT On Red (RTOR)	Right-Lane RT On Red (RTOR)	Total	Thru Movement	Left-Turn Movement* (see note)
1	16:00:41	16:00:57	9	2	1	3	3	33	33	0
2	16:02:21	16:02:37	9	0	3	3	3	39	39	0
3	16:04:00	16:04:17	11	1	2	4	4	38	38	0
4	16:05:41	16:05:57	16	2	5	5	4	31	31	0
5	16:07:21	16:07:37	8	1	0	3	4	36	36	0
6	16:09:01	16:09:17	8	0	2	5	1	34	34	0
7	16:10:41	16:10:57	14	5	1	3	5	46	46	0
8	16:12:21	16:12:37	19	5	4	5	5	28	28	0
9	16:14:01	16:14:17	8	1	2	0	5	40	40	0
10	16:15:40	16:15:57	11	4	0	3	4	34	34	0
11	16:17:21	16:17:37	14	0	3	5	6	32	32	0
12	16:19:01	16:19:17	9	1	0	4	4	39	39	0
13	16:20:41	16:20:57	10	0	0	4	6	38	38	0
14	16:22:20	16:22:37	10	1	3	3	3	28	28	0
15	16:24:01	16:24:17	20	3	0	9	8	20	20	0
16	16:25:41	16:25:57	5	1	0	2	2	33	33	0
17	16:27:21	16:27:37	9	1	2	2	4	40	40	0
18	16:29:01	16:29:17	10	1	1	2	6	31	31	0
19	16:30:41	16:30:57	9	0	1	4	4	37	37	0
20	16:32:21	16:32:38	11	0	1	5	5	29	29	0
21	16:34:01	16:34:17	7	1	0	3	3	33	33	0
22	16:35:41	16:35:57	10	0	0	4	6	37	37	0
23	16:37:21	16:37:37	5	1	0	1	3	33	33	0
24	16:39:01	16:39:17	15	3	1	5	6	44	44	0
25	16:40:41	16:40:57	20	4	1	7	8	41	41	0
26	16:42:21	16:42:37	15	3	6	2	4	36	36	0
27	16:44:01	16:44:07	8	0	0	3	5	46	46	0
28	16:45:41	16:45:57	11	1	1	4	5	36	36	0
29	16:47:21	16:47:37	14	0	2	5	7	28	28	0
30	16:49:01	16:49:17	14	1	2	6	5	35	35	0
31	16:50:41	16:50:57	13	1	1	4	7	27	27	0
32	16:52:21	16:52:37	16	4	3	4	5	38	38	0
33	16:54:01	16:54:17	12	0	1	8	3	30	30	0
34	16:55:41	16:55:57	12	0	1	5	6	28	28	0
35	16:57:21	16:57:37	20	6	3	6	5	35	35	0
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Site Information

Location ID:	179
Region:	SW
County:	Dane
RT Roadway:	USH 12/Beltline Off-Ramp
Cross Roadway:	Gammon Rd

Right-Turn Geometry/Control

Direction:	WB
Approach Type:	RT from Freeway Off-Ramp
Single/Dual:	Dual
Geometry Type:	Channelized
Receiving Lanes:	Merge
Control:	RT Signal w/ Red Arrow

Conflicting Thru Information

Direction:	NB
Median:	Divided
Posted Speed Limit:	35

Conflicting Left-Turn Information

Direction:	---
Control:	

Count Information

Video Date:	Wed 7/21/2021
Start Time:	4:00:00 PM
End Time:	5:00:00 PM

Notes

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APPENDIX E

RIGHT-TURN-ON-RED MULTIVARIABLE REGRESSION ANALYSIS

Global Model

Right-Turn-on-Red Multivariable Nonlinear Regression Analysis

Stop conditions: Iterations: 1000 Convergence: 0.00001
 Function: $(X1*pr1)*(exp(X2*pr2))$

Summary statistics:

Variable	Observations	Obs. with missing data	Obs. without missing data	Minimum	Maximum	Mean	Std. deviation
RTOR Volume	122	0	122	4.000	522.000	126.189	102.758
Total RT Volume	122	0	122	17.000	1382.000	303.393	253.847
%RT Red Time	122	0	122	0.050	0.892	0.605	0.216

Correlation matrix:

Variable	Total RT Volume	%RT Red Time	RTOR Volume
Total RT Volume	1.000	-0.116	0.600
%RT Red Time	-0.116	1.000	0.436
RTOR Volume	0.600	0.436	1.000

Nonlinear regression of variable RTOR Volume

Goodness of fit statistics:

Statistic	Full
Observations	122.000
DF	120.000
SSE	235495.835
MSE	1962.465
RMSE	44.300
AIC	928.982
AICC	929.186
Iterations	8.000

Model parameters:

Parameters	Value	Standard error	Lower bound (95%)	Upper bound (95%)
pr1	0.040	0.007	0.026	0.054
pr2	3.489	0.242	3.009	3.969

Equation of the model:

$$\text{RTOR Volume} = \text{=(Total RT Volume*3.99431353748133E-02)*(exp(\%RT Red Time*3.48853026569231))}$$

Single Right-Turn Lane at Intersection Model Right-Turn-on-Red Multivariable Nonlinear Regression Analysis

Stop conditions: Iterations: 1000 Convergence: 0.00001
 Function: $(X1 * pr1) * (\exp(X2 * pr2))$

Summary statistics:

Variable	Observations	Obs. with missing data	Obs. without missing data	Minimum	Maximum	Mean	Std. deviation
RTOR Volume	43	0	43	4.000	253.000	55.047	51.149
Total RT Volume	43	0	43	23.000	767.000	133.442	138.645
%RT Red Time	43	0	43	0.256	0.850	0.566	0.149

Correlation matrix:

Variable	Total RT Volume	%RT Red Time	RTOR Volume
Total RT Volume	1.000	0.148	0.963
%RT Red Time	0.148	1.000	0.346
RTOR Volume	0.963	0.346	1.000

Nonlinear regression of variable RTOR Volume

Goodness of fit statistics:

Statistic	Full
Observations	43.000
DF	41.000
SSE	4316.798
MSE	105.288
RMSE	10.261
AIC	204.190
AICC	204.805
Iterations	7.000

Model parameters:

Parameters	Value	Standard error	Lower bound (95%)	Upper bound (95%)
pr1	0.181	0.020	0.140	0.221
pr2	1.258	0.174	0.907	1.609

Equation of the model:

$$\text{RTOR Volume} = (\text{Total RT Volume} * 0.180594786432845) * (\exp(\%RT \text{ Red Time} * 1.25839856243471))$$

Single Right-Turn Lane at Interchange Entering Ramp Right-Turn-on-Red Multivariable Nonlinear Regression Analysis

Stop conditions: Iterations: 1000 Convergence: 0.00001
 Function: $(X1*pr1)*(exp(X2*pr2))$

Summary statistics:

Variable	Observations	Obs. with missing data	Obs. without missing data	Minimum	Maximum	Mean	Std. deviation
RTOR Volume	26	0	26	4.000	143.000	48.692	36.600
Total RT Volume	26	0	26	26.000	621.000	177.385	131.616
%RT Red Time	26	0	26	0.142	0.689	0.373	0.156

Correlation matrix:

Variable	Total RT Volume	%RT Red Time	RTOR Volume
Total RT Volume	1.000	0.072	0.742
%RT Red Time	0.072	1.000	0.477
RTOR Volume	0.742	0.477	1.000

Nonlinear regression of variable RTOR Volume

Goodness of fit statistics:

Statistic	Full
Observations	26.000
DF	24.000
SSE	10111.311
MSE	421.305
RMSE	20.526
AIC	161.046
AICC	162.137
Iterations	9.000

Model parameters:

Parameters	Value	Standard error	Lower bound (95%)	Upper bound (95%)
pr1	0.073	0.025	0.022	0.125
pr2	2.906	0.710	1.441	4.371

Equation of the model:

$$\text{RTOR Volume} = \text{=(Total RT Volume*7.33951100148114E-02)*(exp(%RT Red Time*2.90589197840654))}$$

Single Right-Turn Lane at Interchange Exiting Ramp Right-Turn-on-Red Multivariable Nonlinear Regression Analysis

Stop conditions: Iterations: 1000 Convergence: 0.00001
 Function: $(X1*pr1)*(exp(X2*pr2))$

Summary statistics:

Variable	Observations	Obs. with missing data	Obs. without missing data	Minimum	Maximum	Mean	Std. deviation
RTOR Volume	18	0	18	14.000	122.000	52.444	31.324
Total RT Volume	18	0	18	17.000	154.000	71.111	41.214
%RT Red Time	18	0	18	0.709	0.892	0.822	0.046

Correlation matrix:

Variable	Total RT Volume	%RT Red Time	RTOR Volume
Total RT Volume	1.000	-0.211	0.964
%RT Red Time	-0.211	1.000	-0.076
RTOR Volume	0.964	-0.076	1.000

Nonlinear regression of variable RTOR Volume

Goodness of fit statistics:

Statistic	Full
Observations	18.000
DF	16.000
SSE	945.506
MSE	59.094
RMSE	7.687
AIC	77.304
AICC	79.019
Iterations	8.000

Model parameters:

Parameters	Value	Standard error	Lower bound (95%)	Upper bound (95%)
pr1	0.244	0.131	-0.033	0.522
pr2	1.355	0.653	-0.030	2.739

Equation of the model:

$$\text{RTOR Volume} = \text{=(Total RT Volume*0.244230346491885)*(exp(\%RT Red Time*1.35456990105217))}$$

Dual Right-Turn Lanes at Intersection Model Right-Turn-on-Red Multivariable Nonlinear Regression Analysis

Stop conditions: Iterations: 1000 Convergence: 0.00001
 Function: $(X1*pr1)*(exp(X2*pr2))$

Summary statistics:

Variable	Observations	Obs. with missing data	Obs. without missing data	Minimum	Maximum	Mean	Std. deviation
RTOR Volume	30	0	30	19.000	382.000	101.000	90.633
Total RT Volume	30	0	30	114.000	821.000	336.867	210.913
%RT Red Time	30	0	30	0.225	0.810	0.488	0.152

Correlation matrix:

Variable	Total RT Volume	%RT Red Time	RTOR Volume
Total RT Volume	1.000	0.058	0.512
%RT Red Time	0.058	1.000	0.633
RTOR Volume	0.512	0.633	1.000

Nonlinear regression of variable RTOR Volume

Goodness of fit statistics:

Statistic	Full
Observations	30.000
DF	28.000
SSE	57194.577
MSE	2042.663
RMSE	45.196
AIC	232.591
AICC	233.514
Iterations	9.000

Model parameters:

Parameters	Value	Standard error	Lower bound (95%)	Upper bound (95%)
pr1	0.044	0.015	0.013	0.074
pr2	3.335	0.492	2.327	4.344

Equation of the model:

$$\text{RTOR Volume} = \text{=(Total RT Volume*0.043736550645406)*(exp(\%RT Red Time*3.33530764524452))}$$

Dual Right-Turn Lanes at Interchange Entering Ramp Right-Turn-on-Red Multivariable Nonlinear Regression Analysis

Stop conditions: Iterations: 1000 Convergence: 0.00001
 Function: $(X1*pr1)*(exp(X2*pr2))$

Summary statistics:

Variable	Observations	Obs. with missing data	Obs. without missing data	Minimum	Maximum	Mean	Std. deviation
RTOR Volume	4	0	4	84.000	181.000	135.000	48.215
Total RT Volume	4	0	4	757.000	1382.000	1071.000	284.641
%RT Red Time	4	0	4	0.050	0.623	0.352	0.259

Correlation matrix:

Variable	Total RT Volume	%RT Red Time	RTOR Volume
Total RT Volume	1.000	-0.024	0.144
%RT Red Time	-0.024	1.000	0.986
RTOR Volume	0.144	0.986	1.000

Nonlinear regression of variable RTOR Volume

Goodness of fit statistics:

Statistic	Full
Observations	4.000
DF	2.000
SSE	2257.646
MSE	1128.823
RMSE	33.598
AIC	31.343
AICC	0.000
Iterations	8.000

Model parameters:

Parameters	Value	Standard error	Lower bound (95%)	Upper bound (95%)
pr1	0.067	0.024	-0.035	0.169
pr2	1.528	0.701	-1.488	4.544

Equation of the model:

$$\text{RTOR Volume} = \text{=(Total RT Volume*6.68336413879259E-02)*(exp(\%RT Red Time*1.52757173824435))}$$

Dual Right-Turn Lanes at Interchange Exiting Ramp Right-Turn-on-Red Multivariable Nonlinear Regression Analysis

Stop conditions: Iterations: 1000 Convergence: 0.00001
 Function: $(X1*pr1)*(exp(X2*pr2))$

Summary statistics:

Variable	Observations	Obs. with missing data	Obs. without missing data	Minimum	Maximum	Mean	Std. deviation
RTOR Volume	44	0	44	93.000	522.000	218.523	88.108
Total RT Volume	44	0	44	131.000	1158.000	380.273	202.738
%RT Red Time	44	0	44	0.600	0.853	0.755	0.070

Correlation matrix:

Variable	Total RT Volume	%RT Red Time	RTOR Volume
Total RT Volume	1.000	-0.507	0.805
%RT Red Time	-0.507	1.000	-0.205
RTOR Volume	0.805	-0.205	1.000

Nonlinear regression of variable RTOR Volume

Goodness of fit statistics:

Statistic	Full
Observations	44.000
DF	42.000
SSE	105046.932
MSE	2501.117
RMSE	50.011
AIC	348.231
AICC	348.831
Iterations	7.000

Model parameters:

Parameters	Value	Standard error	Lower bound (95%)	Upper bound (95%)
pr1	0.081	0.028	0.025	0.137
pr2	2.595	0.462	1.663	3.526

Equation of the model:

$$\text{RTOR Volume} = \text{=(Total RT Volume*8.07074420423351E-02)*(exp(%RT Red Time*2.59486073534514))}$$