#2024-55
401 Country Club Road – Text Amendment and Special Use Permit
Project Review for Planning and Zoning Commission

Meeting Date:	May 15, 2024 continued to July 8, 2024
Request:	Text Amendment to Article 2 and 10 for a Community and Art Center and a Special Use Permit to allow a Community and Art Center.
Location:	401 Country Club Road
Acreage:	Approximately 10 acres
Existing Zoning:	R-1 Single Family Residential
Surrounding Properties:	North: R-1 Single Family Residential South: R-1 Single Family Residential East: R-1 Single Family Residential West: R-1 Single Family Residential
Staff Contact:	Elizabeth Maxwell (815.356.3615)

Background:

- In 2004, Lakeside Legacy was granted a Special Use Permit for an Institutional Use. When the Unified Development Ordinance (UDO) was adopted in 2009, Institutional Use was no longer a listed use in the UDO.
    - This special use limited the inside uses to art focused uses (visual arts, performing arts, horticulture arts, and culinary arts).
    - This special use granted four annual fundraising events.
- The Dole received Special Event approval in 2021, which allowed parking on the grass for their Farmers Markets.
- In 2022, Lakeside Legacy was granted an amendment to their Special Use Permit to allow community focused annual events and music venues for Dole Porch Music, Farmers Market, Music under the Trees, and the Listening Room outside music.
- The current request is for a Text Amendment to create a new use category in the UDO for a Community and Art Center and for a Special Use Permit for a Community and Art Center.
- The petitioner has drafted a text amendment to the UDO as detailed below:

Article 2

Section 2-300 Permitted Uses Table

CIVIC																		
Community Facilities																		
		F	E	RE	R-1	R-2	R-3A	R-3B	R-O	O	B-1	B-2	B-4	M-L	M	W	Use Criteria	NAICS
Community Facilities	Community and Art Center	S	S	S	S													

Section 2-400 Limited and Special Use Criteria

Special Use Permit Criteria specific to Community and Art Center:

1. The subject property must be a minimum of eight acres in area.
2. Office spaces/room rentals may be used for the following uses:
    a. Instruction in music, musical instruments, home crafts and arts and dance;
    b. Tutoring;
    c. Workrooms of dressmakers, seamstresses and tailors;
    d. Workrooms for home crafts, crafts and trade people, including but not limited to model making, rug weaving, lapidary work and cabinet making;
    e. Workrooms for culinary arts;
    f. Limited personal services, including, but not limited to, cosmetology, beauty salon, and barber shop;
    g. Studios offering professional services including, but not limited to, architects, consultants, physical therapists, counselors, culinary specialists, engineers, insurance agents, lawyers, accountants, urban planners, non-for-profits.;
    h. Studios of artists, authors, composers, photographers, sculptors.

3. Indoor Live Music: If live music is to be played, in-wall sound-barriers or other means to prevent sound from traveling beyond the property lines of the subject property must be provided. Any amplified sound as measured at the closest property line of the closest adjoining property, must not exceed 55 decibels where adjoining residential property and 65 decibels where adjoining nonresidential property.

4. Outdoor Events:
    a. Outdoor events must be limited to the areas designated in the approved site plan.
    b. Amplified music for events cannot occur after 10:00 p.m. due to the adjacent residential neighborhood.

c. Outdoor events must end by 11:00 p.m.
d. Provide annual notification to the City of planned community events to be held in the outdoor areas by March 31st of each year. For community outdoor events that are first planned after March 31st of any year, notification must be given to the City not less than 45 days prior to the event. The notifications of outdoor events shall include a site plan for staff to review the barrier, entrance and exiting setup.
e. No more than two outdoor events are permitted per week.

5. Temporary special event parking shall be allowed on a non-approved surface. Additional event parking may be provided offsite through agreements with third parties.

Article 10 Definitions

"Civic Use" (as opposed to "institutional use") and within the subcategory of "Community facilities"

> "Community and Art Center". A community and art center is a civic use that that serves as a focal point and activity center for the community with an emphasis on visual arts, performing arts, art instruction, horticultural arts, and culinary arts, community outreach and support for local non-profit organizations. These uses may include areas for art exhibits and performance space, as well as studio and office spaces. A community and art center may also provide indoor and outdoor space for community gatherings and events, which may include ancillary banquet uses in connection with such events.

Revised Information:

Background

- The petition was heard at the May 15, 2024 meeting. There were a number of people that spoke in favor and opposed to the request. Most of the opposition was directed to the traffic that the Farmers Market brings.
- The Commission had concerns with the number of sites that could apply for this use and wanted further restrictions put on it and fewer office uses allowed.

Changes

- The petitioner removed many office uses from the proposed studio uses.
- The City did two on-site traffic analyses, as well as supplemental traffic counts. The traffic summary is listed in the next section.
- Staff looked at other properties of 8 acres or greater which are zoned Estate, Residential Estate, or R-1 for other possible locations at which a Community and Art Center could be located. These properties are identified in Exhibit A, which is attached.

Traffic Analysis

- The requested Special Use Permit includes outdoor events. Historically the Farmers Market has generated the largest influx of traffic.

- Hampton, Lenzini and Renwick (HLR), one of the City's approved traffic consultants, completed a Traffic Study which focused on traffic volumes, traffic analysis, traffic observations and recommendations to manage traffic operations during the Farmers Market.
- From an average person's perspective, the volume of traffic on a street is subjective and varies from person to person (*qualitative measure*). Transportation engineers collect and analyze traffic data to determine whether the traffic is exceeding the carrying capacity of a street and to estimate delay (*quantitated analysis*).
- The capacity of a two-lane roadway from a transportation engineering standpoint is in the range of 1,200 to 1,400 vehicles per hour (total of both directions).
- In a residential neighborhood, the quantitative, calculated capacity and level of service of a street is higher than what a resident may, or may not, want to accept from a quality of life perspective. Geographic location can also affect one's perspective (Crystal Lake compared to Algonquin, Hoffman Estates, Libertyville, etc.).
- The traffic volumes on the area streets during the Sunday Farmers Market represents a very high increase compared to a non-Farmers Market Sunday (approximately 300% increase.) Residents on the surrounding streets perceive the very high increase in the volume of traffic on a Farmers Market Sunday as a negative as outlined in the public comment and testimony provided.
- The traffic analysis in the Dole Traffic Study indicates that the area roads operate well below capacity. The delay experienced at the Country Club Road and Golf Road intersection is very low (10 – 13 seconds). The highest two-way hourly volume counted to date is approximately 450 vehicles per hour on Country Club Road between Lake Avenue and Ringling Road. This volume is well below the capacity of a two-lane street (1,200 – 1,400 vehicles per hour – total both lanes).
- Recent measures implemented during the Farmers Market have significantly reduced instances of queuing on the adjacent streets (particularly Golf Road), and parking on adjacent streets. New parking management measures taken on the Dole grounds and the triangle lot have almost eliminated patrons leaving the parking areas via random locations (moving ropes) and have greatly decreased confusion related to circulation in all of the grass lots (including the triangle lot.) The capacity and efficiency of the grassed lots have increased.
- The Traffic Management Plan included in the traffic study identifies measures and requirement for entry lanes, exit lanes, parking prohibitions, and staffing for parking areas and entry/exit management.

Development Analysis:

General

- Request: The petitioner is requesting a Text Amendment to create the use category for Community and Art Center. The proposed use category would be a special use in certain zoning districts. The petition is also requesting a Special Use Permit for the use.
- Zoning: The site is zoned R-1 Single Family. When this use was initially proposed and approved, Institutional Uses were allowed in the R-1 zoning district with a Special Use.

The new use category of Community and Art Center is proposed as a Special Use in the R-1 zoning district.

- Land Use: The land use map shows the area as Public/Semi-Public. This land use designation is appropriate for this use.

Comprehensive Land Use Plan 2030 Vision Summary Review:

The Comprehensive Plan designates the subject property as Public/Semi Public, which allows for existing and future public and private service providers. The following goals are applicable to this request:

Land Use – Public/Semi-Public

Goal: Provide area for high quality public and semi-public facilities, such as schools, libraries, municipal facilities and private service providers, throughout the city to support the diverse and evolving needs of people in the city.

This can be accomplished with the following supporting action:

Supporting Action: The City shall support the school districts, library, park district, neighboring municipalities, private service providers and other public and semi-public agencies.

Success Indicators: The number of zoning approvals for public/semi-public public projects.

Quality of Life

Goal: Encourage a diversity of high quality housing in appropriate locations throughout the City that supports a variety of lifestyles and invigorates community character.

Supporting Actions – Foster the cultural arts.

Success Indicators – Support for Lakeside Legacy Arts Park.

Findings of Fact:

SPECIAL USE PERMIT

The petitioner has requested a Special Use Permit to allow a Community and Art Center. Special Uses require a separate review because of their potential to impact surrounding properties and the orderly development of the City. Section 2-400 B of the Unified Development Ordinance establishes standard for all Special Uses in Crystal Lake. The criteria are as follows:

1. That the proposed use is necessary or desirable, at the location involved, to provide a service or facility which will further the public convenience and contribute to the general welfare of the neighborhood or community.

   ☐ *Meets* ☐ *Does not meet*

2. That the proposed use will not be detrimental to the value of other properties or

improvements in the vicinity.

☐ *Meets* ☐ *Does not meet*

3. That the proposed use will comply with the regulations of the zoning district in which it is located and this Ordinance generally, including, but not limited to, all applicable yard and bulk regulations, parking and loading regulations, sign control regulations, watershed, wetlands, and floodplain regulations, Building and Fire Codes and all other applicable City Ordinances.

   ☐ *Meets* ☐ *Does not meet*

4. That the proposed use will not negatively impact the existing off-site traffic circulation; will adequately address on-site traffic circulation; will provide adequate on-site parking facilities; and, if required, will contribute financially, in proportion to its impact, to upgrading roadway and parking systems.

   ☐ *Meets* ☐ *Does not meet*

5. That the proposed use will not negatively impact existing public utilities and municipal service delivery systems and, if required, will contribute financially, in proportion to its impact, to the upgrading of public utility systems and municipal service delivery system.

   ☐ *Meets* ☐ *Does not meet*

6. That the proposed use will not impact negatively on the environment by creating air, noise, or water pollution; ground contamination; or unsightly views.

   ☐ *Meets* ☐ *Does not meet*

7. That the proposed use will maintain, where possible, existing mature vegetation; provide adequate screening to residential properties; provide landscaping in forms of ground covers, trees and shrubs; and provide architecture, which is aesthetically appealing, compatible or complementary to surrounding properties and acceptable by community standards, as further detailed in Article 4, Development and Design Standards.

   ☐ *Meets* ☐ *Does not meet*

8. That the proposed use will meet standards and requirements established by jurisdictions other than the City such as federal, state or county statutes requiring licensing procedures or health/safety inspections, and submit written evidence thereof.

   ☐ *Meets* ☐ *Does not meet*

9. That the proposed use shall conform to any stipulations or conditions approved as part of a special use permit issued for such use.

   ☐ *Meets* ☐ *Does not meet*

10. That the proposed use shall conform to the standards established for specific special uses as provided in this section.

☐ *Meets* ☐ *Does not meet*

Public Input:

- For the initial May 15th meeting, the City received five emails/letters not in support of The Dole and a package from a group representing 25+ homeowners. The City also received over 220 emails/letters in support of The Dole from neighbors, residents, visitors, and businesses.
- Public comment at the May 15th Planning and Zoning Commission meeting centered around land use (how is the property being used) and outdoor events (frequency and impact on the area).
- Additional public comment has been received including a petition with 105 signatures supporting the Farmers Market and a presentation by the opposing neighbors.

Recommended Conditions:

If a motion to recommend approval of the petitioner's request is made, it should be with the following conditions:

1. Approved plans, reflecting staff and advisory board recommendations, as approved by the City Council:
   A. Application (LeCoque, received 03/05/24)
   B. Site Plan (Lakeside Legacy Foundation, undated, received 04/25/24)
   C. 2024 Temporary Parking Map (Hampton, Lenzini and Renwick, dated 04/22/24, received 04/23/24)
   D. The Dole Traffic Study (Hampton, Lenzini and Renwick, dated 06/27/24, received 07/1/24)

2. Failure to provide notice as detailed in criterion 4 of the special use permit criteria may result in the event being cancelled or a notice of violation being sent. Repeated violations may result in the possible modification or revocation of the Special Use Permit.

3. No more than two outdoor events are permitted per week.

4. The outdoor Farmers Market events and other similar large scale events, shall implement the Traffic Management Recommendations as outlined in the Hampton, Lenzini and Renwick Traffic Study dated June 27, 2024. This plan shall be reviewed annually with City staff.
   A. The Dole on-site parking (Parking Area #2 and #3) should have at least two parking attendant lanes collecting parking fees to prevent vehicles from queueing onto Golf Road. Additionally, there needs to be a dedicated lane for vehicles leaving the lot as well as a lane for walking pedestrians to separate them from vehicles. These lanes should be a hard surface approved by the City. Lastly, a dedicated attendant should be provided for both areas to assist with management of the lot.

B. The Triangle Parking Lot (Parking Area #1) located near Lake Avenue and Country Club Road should have at least two parking attendants to assist with management of the lot.
C. The South Elementary School (Parking Area #4) parking lot should be monitored by a parking attendant for vehicles queuing on-site waiting for available parking spots as well as to direct motorists into and out of the lot.
D. Additional bicycle accommodations should be made available on the west entrances into the farmers market.
E. The Dole staff should monitor the no parking areas surrounding the property to ensure proper enforcement. Additionally, Dole staff should monitor all parking lot areas throughout the event so that any adjustments can be made if necessary.
F. A dedicated pick-up/drop-off area should be established along Ringling Road so that no vehicles are stopping on Country Club Road.
G. City staff and Lakeside Legacy staff should meet twice each year to discuss traffic management plan expectations (before the season starts) and review observed operations (at the end of the season) and suggest modifications.

5. A temporary surface will be permitted for the exit lane on Golf Course Road. The exit must be improved to a paved surface prior to the start of the Farmers Market in 2025.

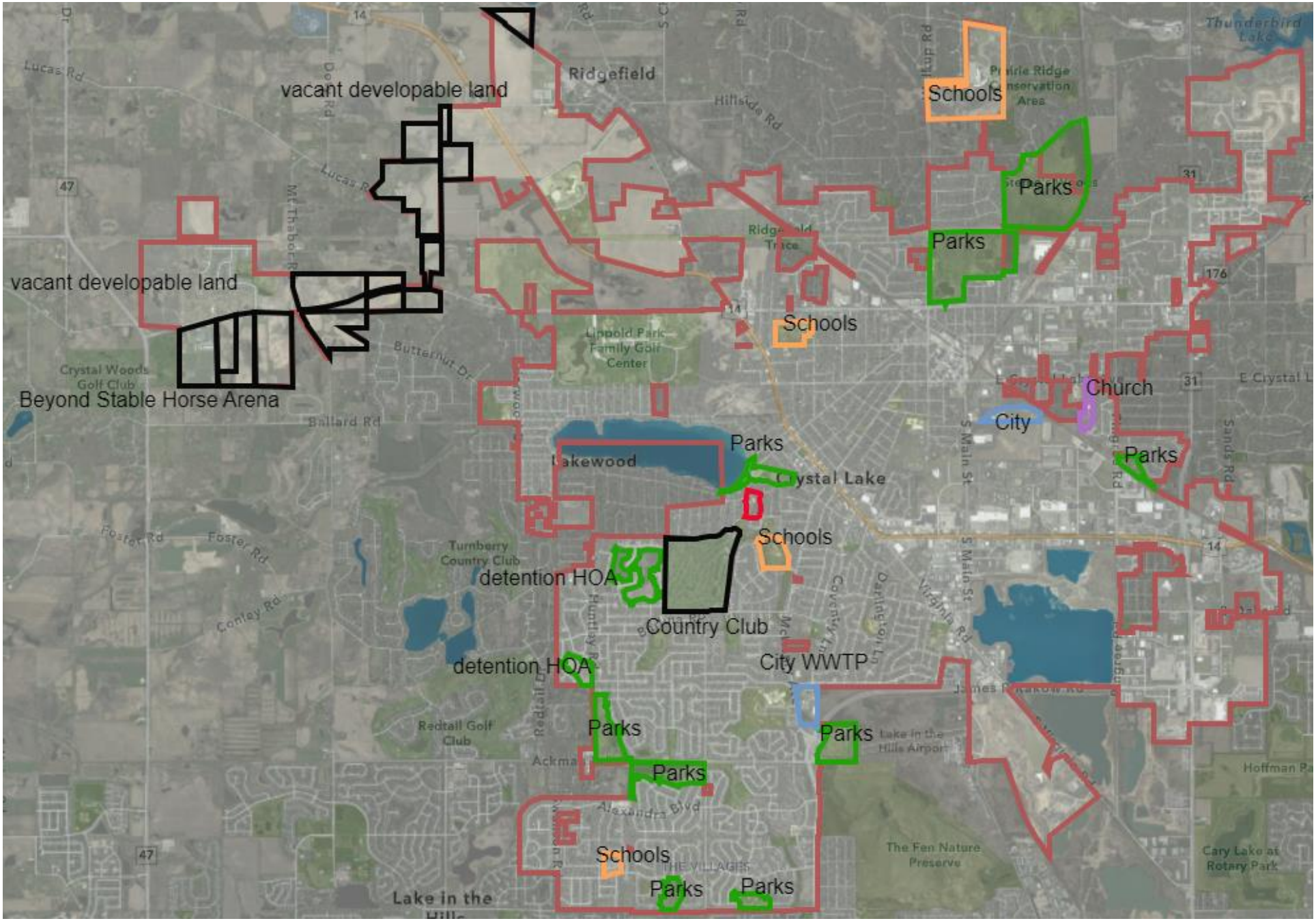
6. Revise the site plan for the outdoor event spaces based on the recommendation in The Dole Traffic Study, Exhibit 2.

7. Indoor events are permitted for a Community and Arts Center.

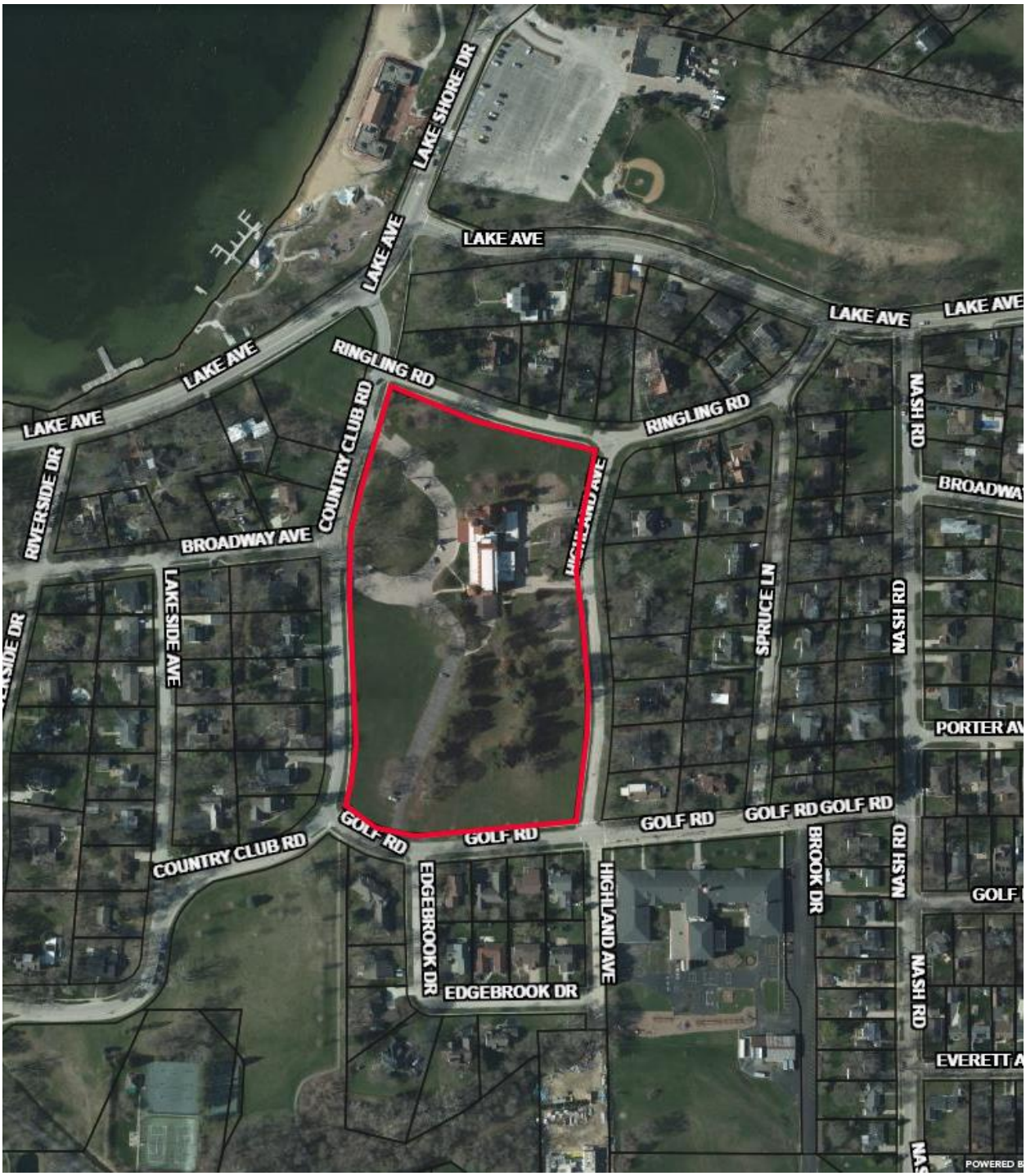
8. Large scale community events such as Lakeside Festival are not restricted to the approved site plan but are required to go through the Special Event approval process annually.

9. The petitioner shall address all of the review comments and requirements of Community Development, Public Works and Engineering Departments and the City's approved traffic consultant.

EXHIBIT A


vacant developable land
vacant developable land
Beyond Stable Horse Arena
Ridgefield
Schools
Parks
Parks
Schools
Church
City
Parks
Parks
Lakewood
Crystal Lake
Schools
detention HOA
Country Club
detention HOA
City WWTP
Parks
Parks
Parks
Schools
Parks
Parks
Lucas Rd
Hillside Rd
Butternut Dr
Ballard Rd
Foster Rd
Conley Rd
Alexander Blvd
Lake in the Hills
Cary Lake at Rotary Park
The Fen Nature Preserve
Redtail Golf Club
Turnberry Country Club
Crystal Woods Golf Club
Lippold Park Family Golf Center
Prairie Ridge Conservation Area
Thunderbird Lake
Lake in the Hills Airport
S Main St
Virginia Rd
Sands Rd
Huntley Rd
Redtail Dr
Mt Thabor Rd
Dean Rd
Ridgefield Trace
Hoffman Pa
E Crystal L
James R Krakow Rd

PIQ Map
401 Country Club Road



City of Crystal Lake
Development Application

Office Use Only
File # _____

Project Title: Lakeside Legacy Foundation Text Amendment and SUP

Action Requested

__ **Annexation**
__ **Comprehensive Plan Amendment**
__ **Conceptual PUD Review**
__ **Final PUD**
__ **Final PUD Amendment**
__ **Final Plat of Subdivision**
__ **Preliminary PUD**
__ **Preliminary Plat of Subdivision**
__ **Rezoning**
X **Special Use Permit**
__ **Variation**
X **Other** - Text Amendment

Petitioner Information

Name: Lakeside Legacy Foundation
Address: 401 Country Club Road
Crystal Lake, IL 60014
Phone: 312-860-5662
Fax: _____
E-mail: JLeCoque@thedole.org

Owner Information (if different)

Name: _____
Address: _____
_____
Phone: _____
Fax: _____
E-mail: _____

Property Information

Project Description: Petitioner is requesting a Text Amendment to add a Special Use category for a Community and Art Center to the UDO in certain zoning classifications. A copy of the proposed text of the Amendment is attached to this Application. Along with the adoption of the Text Amendment, Petitioner is requesting a Special Use for a Community and Art Center for the subject property.

Project Address/Location: The Dole is located at 401 Country Club Road, Crystal Lake, Illinois. Attached is a drawing of the subject property, indicating parking areas (new and existing) and the proposed areas for the outdoor activities at the subject property.

PIN Number(s): 19-06-451-004

Development Team

Please include address, phone, fax and e-mail

Developer: _____

Architect: _____

Attorney: Lisa M. Waggoner, Esq., Four North Walkup Avenue,Crystal Lake, IL 60014; 815-477-0830(phone); 815-477-0834 (fax); lwaggoner@waggonerlawfirm.com

Engineer: _____

Landscape Architect: _____

Planner: _____

Surveyor: _____

Other: _____

Signatures

Lakeside Legacy Foundation
By:

_____

PETITIONER: Print and Sign name (*if different from owner*) **Date**

As owner of the property in question, I hereby authorize the seeking of the above requested action.

Lisa M. Waggoner ,attorney and agent 3/4/24

OWNER: Print and Sign name **Date**

NOTE: If the property is held in trust, the trust officer must sign this petition as owner. In addition, the trust officer must provide a letter that names all beneficiaries of the trust.

LEGAL NOTICE BEFORE THE PLANNING AND ZONING COMMISSION OF THE CITY OF CRYSTAL LAKE, MCHENRY COUNTY, ILLINOIS

IN THE MATTER OF THE PETITION OF Lakeside Legacy Foundation

LEGAL NOTICE

Notice is hereby given in compliance with the Unified Development Ordinance (UDO) of the City of Crystal Lake, Illinois that a public hearing will be held before the Planning and Zoning Commission for the purposes of seeking UDO Text Amendments to make changes to Article 2 and Article 10, and a Special Use Permit for the subject property commonly known as 401 Country Club Road, Crystal Lake Illinois, 60014, PIN: 19-06-451-004 (the "Dole").

A public hearing before the Planning and Zoning Commission on the request to amend the Unified Development Ordinance for "Community and Art Center" and a Special Use Permit to allow a Community and Art Center in the R-1 zoning district for The Dole, pursuant to Article 2, Article 9 and Article 10. Plans for this project can be viewed at the City of Crystal Lake Planning and Economic Development Department at City Hall.

A public hearing before the Planning and Zoning Commission for this request will be held at 7:00 p.m. on Wednesday, May 15, 2024, at the Crystal Lake City Hall, 100 West Woodstock Street, at which time and place any person determining to be heard may be present.

Jeff Greenman, Chairperson

Planning and Zoning Commission

City of Crystal Lake

(Published in the Northwest Herald on April 30, 2024) 2161509

Proposed Text Amendment to UDO

CIVIC																		
Community Facilities																		
		F	E	RE	R-1	R-2	R-3A	R-3B	R-O	O	B-1	B-2	B-4	M-L	M	W	Use Criteria	NAICS
Community Facilities	Community and Art Center	S	S	S	S													

"Civic Use" (as opposed to "institutional use") and within the subcategory of "Community facilities"

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Special Use Permit Criteria specific to Community and Art Center:

1. The subject property must be a minimum of eight acres in area.
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    c. Workrooms of dressmakers, seamstresses and tailors;
    d. Workrooms for home crafts, crafts and trade people, including but not limited to model making, rug weaving, lapidary work and cabinet making;
    e. Workrooms for culinary arts;
    f. Limited personal services, including, but not limited to, cosmetology, beauty salon, and barber shop;
    g. Studios offering professional services including, but not limited to, architects, consultants, physical therapists, counselors, culinary specialists, engineers, insurance agents, lawyers, accountants, urban planners, non-for-profits.;
    h. Studios of artists, authors, composers, photographers, sculptors.

3. Indoor Live Music: If live music is to be played, in-wall sound-barriers or other means to prevent sound from traveling beyond the property lines of the subject property must be provided. Any amplified sound as measured at the closest property line of the closest

adjoining property, must not exceed 55 decibels where adjoining residential property and 65 decibels where adjoining nonresidential property.

4. Outdoor Events:
    a. Outdoor events must be limited to the areas designated in the approved site plan.
    b. Amplified music cannot occur after 10:00 p.m. for the events due to the adjacent residential neighborhood.
    c. Outdoor events must end by 11:00 p.m.
    d. Provide annual notification to the City of planned community events to be held in the outdoor areas by March 31st of each year. For community outdoor events that are first planned after March 31st of any year, notification must be given to the City not less than 45 days prior to the event. The notifications of outdoor events shall include a site plan for staff to review the barrier, entrance and exiting setup.
    e. No more than two outdoor events are permitted per week.

5. Temporary special event parking shall be allowed on a non-approved surface. Additional event parking may be provided offsite through agreements with third parties.

Engineering Development Review

Crystal Lake

Site Address:	401 Country Club Road	*Project Name:*	Farmer's Market
Review Status:	Approved with Conditions	*Date:*	June 27, 2024
Review:	#1	*Reviewer:*	MM/AW

Background

The requested Special Use Permit for the Lakeside Legacy includes a request to host outdoor events. Historically, the Farmers Market+ at the Dole (Farmers Market) has generated the most traffic during their outdoor events. Anecdotal information, visual observations, and resident complaints during last year's markets generally focused on high traffic volumes, traffic backups, parking on adjacent streets, unsafe driver behavior, and tracking of mud on the City streets from patrons exiting the grassed parking area at random locations. In prior years, the Farmers Market did not appear to provide a high level of traffic management or parking assistance at either the triangle lot or their main grassed area.

The consultant Traffic Study (attached) focuses on traffic volumes, traffic analysis, traffic observations and recommendations to manage traffic operations during the Farmers Market. Traffic volumes on the surrounding streets during the Farmers Market peak between 10:00 am and 12:00 pm. After 12:00 pm, the traffic volumes decrease.

Traffic Volumes and Traffic Analyses

From an average person's perspective, the volume of traffic on a street is subjective and varies from person to person (***qualitative*** measure). Transportation engineers collect and analyze traffic data to determine whether the traffic is exceeding the carrying capacity of a street, and to estimate delay (Level of Service-LOS)[1]. This is mostly a ***quantitative*** analysis. If traffic volumes on a facility exceed capacity, delays increase (LOS decreases), speeds decrease and operational issues such as queuing (stacking of vehicles - backups) occur, along with the potential for an increase in driver frustration.

The capacity of a two-lane roadway from a transportation engineering standpoint is in the range of 1,200 to 1,400 vehicles *per hour* (total of both directions). The acceptable LOS delay for a typical roadway in the Chicago Metropolitan area is LOS "D" where motorists experience delays and queuing.

In a residential neighborhood, the quantitative, calculated capacity and LOS of a street is higher than what a resident may, or may not, want to accept from a quality of life perspective. Geographic location can also affect one's perspective (Crystal Lake compared to Algonquin, Hoffman Estates, Libertyville, etc.)

The traffic volumes on the area streets during the Sunday Farmers Market represents a very high increase compared to a non-Farmers Market Sunday (approximately 300% increase.) Residents on the surrounding streets perceive the very high increase in the volume of traffic on a Farmers Market Sunday as a negative as outlined in the public comment and testimony provided.

The traffic analysis in the Dole Traffic Study indicates that the area roads operate well below capacity. The delay experienced at the Country Club Road and Golf Road intersections is very low (10 – 13

seconds). The highest two-way hourly volume counted to date is approximately 450 vehicles per hour on Country Club Road between Lake Avenue and Ringling Road. This volume is well below the capacity of a two-lane street (1,200 – 1,400 vehicles per hour – total both lanes).

Traffic and Parking Management

Recent measures implemented during the Farmers Market have significantly reduced instances of queuing on the adjacent streets (particularly Golf Road), and parking on adjacent streets. New parking management measures taken on the Dole grounds and the triangle lot have almost eliminated patrons leaving the parking areas via random locations (moving ropes) and have greatly decreased confusion related to circulation in all of the grass lots (including the triangle lot.) The capacity and efficiency of the grassed lots have increased.

The Traffic Management Plan included in the traffic study identifies measures and requirement for entry lanes, exit lanes, parking prohibitions, and staffing for parking areas and entry/exit management.

[1] The Highway Capacity Manual (HCM) contains methodologies for estimating capacity and LOS. The HCM is the accepted engineering standard for these analyzes. The HCM is published by the Transportation Research Board, part of the National Academies of Sciences, Engineering and Medicine.

THE DOLE TRAFFIC STUDY

City of Crystal Lake, IL

Hampton, Lenzini and Renwick, Inc.

June 27, 2024



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Appendix:

A Exhibits
B Traffic Count Data – Turning Movement Reports
C Traffic Count Data – Roadway Tube Counter Reports
D HCS Capacity Analysis Reports

Exhibit List:

#1 Traffic Count Locations
#2 Recommended Traffic Management Plan

Prepared By:
Hampton, Lenzini and Renwick, Inc.
1707 N. Randall Road, Suite 100
Elgin, Illinois 60123

*Aerial on Cover Page from the McHenry County Geographic Information System Department

INTRODUCTION

Hampton, Lenzini and Renwick, Inc. (HLR) was tasked with performing a study of the impacts that large events held at The Dole have on the surrounding road network, and propose mitigation measures to address traffic operations on the surrounding streets. The following study provides a summary of existing conditions, traffic characteristics and analysis, and traffic management recommendations.

Project Background

The Dole is located at 401 Country Club Road in the City of Crystal Lake, Illinois. The property is bordered by Ringling Road to the north, Golf Road to the south, Country Club Road to the west, and Highland Avenue to the east. Lakeside Legacy is requesting a Text Amendment and Special Use Permit (SUP) that will allow for indoor and outdoor events at the Dole. The annual Lakeside Festival is not part of the requested SUP and is permitted separately by the City. The requested SUP would allow for the continued operation of the outdoor Farmer's Market event on the Dole grounds from late May through October. The requested SUP expands the footprint of the current SUP south onto the paved parking area south of the Dole buildings. The event takes place from 10:00am to 2:00pm with free admission and vehicle parking on and off site. Those parking on-site for the outdoor event are charged $5.00 per vehicle with handicapped parking offered at no-charge. The event has a variety of vendors, food providers, and live music.

DATA COLLECTION

Traffic Counts

Turning movement traffic counts were performed at the intersections listed below that surround the property. This data was collected on June 2, 2024 and June 9, 2024 from 8:00am – 3:00pm.

- Country Club Road at Lake Avenue
- Country Club Road at Ringling Road
- Country Club Road at Broadway Avenue
- Country Club Road at Golf Road
- Highland Avenue at Ringling Road
- Highland Avenue at Golf Road

Vehicle peak hours were calculated at each intersection from the turning movement data collected, as shown in Table 1 below. These are the peak hours that occurred during the event separated into both collection days. The peak hour is defined as the hour during the collection period in which the intersection experienced the highest vehicle volume. The full tabulation of vehicles, pedestrians, and bicycles counted are included in Appendix B.

Table 1: Traffic Count Peak Hours

Location	Date of Collection	
	June 2, 2024	June 9, 2024
Country Club Road at Lake Avenue	11:00am – 12:00pm	10:30am – 11:30 am
Country Club Road at Ringling Road	10:15am – 11:15am	10:00am – 11:00am
Country Club Road at Broadway Avenue	10:15am – 11:15am	10:45am – 11:45am
Country Club Road at Golf Road	10:30am – 11:30 am	10:45am – 11:45am
Highland Avenue at Ringling Road	11:00am – 12:00pm	10:30am – 11:30 am
Highland Avenue at Golf Road	10:30am – 11:30 am	10:30am – 11:30 am

Additionally, the City placed roadway tube counters at the locations listed below to collect data between May 17, 2024 and June 3, 2024. The goal of these counts was to determine typical traffic volumes prior to the Farmers Market event. The tube counters were also in place to collect data on June 16 and June 23, 2024; however, the Highland Avenue location was not counted due to construction activities along the roadway segment. Additionally, on the June 23, 2024 collection day, there was an error with the 420 Country Club Road counter. The full tabulation of vehicles counted is included in Appendix C. The locations of these tube counters as well as the turning movement video counts are shown on Exhibit 1 in Appendix A. The City will continue to collect traffic data during the 2024 season for the Farmers Market.

- 415 Highland Avenue
- 420 Country Club Road
- 621 Golf Road
- Country Club Road, between Lake Avenue and Ringling Road

Traffic Count Analysis

Using the existing traffic data from the tube counters, a direct comparison was made to the event traffic data from the turning movement counts and additional tube counters to determine the difference in traffic volumes that occurs. During the peak hours of the Market on June 9, 2024 (highest parked attendance to date), two-way traffic volumes on the adjacent streets ranged from approximately 55 vehicles per hour on Highland Avenue to a high of 450 vehicles per hour on Country Club Road. The two-way traffic volume during the peak hour of a typical Sunday on Country Club Road is approximately 124 per hour. The capacity of a two-lane street (maximum carrying volume) is approximately 1,200 – 1,400 vehicles per hour (Illinois Department of Transportation Bureau of Local Roads and Streets Manual, Geometric Design Criteria for urban two-way arterials and collectors). The change in traffic volumes that occurred at each roadway tube counter during the corresponding peak hour is shown in Table 2 below. Exhibits 3 through 6 in Appendix A show a bar chart comparing the hourly volumes for each location.

Table 2: Change in Sunday Traffic Volumes Compared to Average Non-Market Sunday

Location	Typical Non-Market Sunday Peak Hour Volume (Vehicles)	Date of Collection			
		June 2	June 9	June 16	June 23
415 Highland Avenue	16	+300%	+313%	N/A	N/A
420 Country Club Road	124	+170%	+272%	+126%	N/A
621 Golf Road	92	+229%	+295%	+170%	+245%
Country Club Road, between Lake Avenue and Ringling Road	105	+204%	+335%	+208%	+241%

TRAFFIC OPERATIONS

HLR staff were present during the event on both June 2, 2024 and June 9, 2024 to observe roadway operations and parking management. City staff observed traffic and roadway operations on June 16, 2024 and June 23, 2024. The observations are broken down by each day.

June 2, 2024 Observations (Farmers Market Parking allowed at Main Beach)

- Vehicles were parked in the locations listed below. Also included is the largest observed capacity of each lot.
  - The Dole in the grass on the south side of the property (approximately 70% full)
  - Main Beach Parking Lot (approximately 95% full)
  - South Elementary School Parking Lot (100% full)
  - Triangle Lot located near the intersection of Lake Avenue and Country Club Road (100% full)
- The parking areas outside of the Dole property filled up first before the on-site Dole parking areas.
- Parking attendants were located at The Dole, South Elementary School, and the Triangle Lot directing vehicles to available spots.
- Vehicles parking in the on-site parking at the Dole could be parked closer to one another to increase vehicle capacity due to parking attendants.
- The intersection of Lake Avenue and Lakeshore Drive experienced queues of more than twelve vehicles traveling westbound. It should be noted that Dole Avenue southbound is closed between Lakeshore Drive and US Route 14 (Virgina Street). The detour for vehicles traveling southbound directs motorists through this intersection.

- No noted queuing was occurring on the roadways surrounding the Dole property.
- There was a significant amount of pedestrian traffic coming from the Main Beach area as well as near South Elementary School.

June 9, 2024 Observations (Farmers Market Parking prohibited at Main Beach)

- Vehicles were parked in the following locations listed below. Also included is the largest observed capacity of each lot.
    - The Dole in the grass on the south side of the property (approximately 90% full)
    - Driveway between Lundahl Middle School and South Elementary School (100% full)
    - Lundahl Middle School Parking Lot (approximately 70% full)
    - Spruce Lane along roadway (12 vehicles)
    - South Elementary School Parking Lot (100% full)
    - Triangle Lot located near the intersection of Lake Avenue and Country Club Road (100% full)
- Compared to the previous week, no parking was allowed at the Main Beach Parking Lot. City of Crystal Lake Park District Police were patrolling the lot informing motorists of the restrictions.
- The parking areas outside of the Dole property filled up first before the on-site Dole parking areas.
- Parking attendants were located at The Dole, South Elementary School, and the Triangle Lot directing vehicles to available spots. It is noted that the attendant at the Triangle Lot was overwhelmed at times with vehicles not parking in designated areas.
- Vehicles parking in the on-site parking at the Dole could be parked closer to one another to add additional spots due to parking attendants.
- The intersection of Lake Avenue and Lakeshore Drive experienced queues of more than twenty vehicles traveling westbound. It should be noted that Dole Avenue southbound is closed between Lakeshore Drive and US Route 14 (Virgina Street). The detour for vehicles traveling southbound directs motorists through this intersection.
- The intersection of Lake Avenue and Country Club Road had vehicles queued to Dole Avenue (700-feet) traveling southbound to make a left-turn onto Country Club Road. The queues started at the entrance into the Triangle Lot.

- The intersection of Country Club Road and Golf Road experienced queues to Broadway Avenue traveling southbound. The line of vehicles continued onto Golf Road to the driveway onto the Dole property. Conflicts were observed at the Dole entrance between inbound and outbound vehicles as well as pedestrians walking along the driveway.
- In the South Elementary School Parking Lot, vehicles were sitting in the lot waiting for spots to open. At times, four vehicles were sitting in the lot blocking other vehicles from exiting their spots. Additionally, once the lot filled, vehicles began parking along the road towards Lundahl Middle School.

June 16 and June 23, 2024 Observations (Modified entrance/exit configuration at Dole Driveway)

Traffic entering and exiting the pay lot was channelized into two (2) inbound lanes and one (1) outbound lane by utilizing the grass adjacent to the paved driveway. Pedestrians were channelized into a separate "lane" with traffic cones. Two traffic attendants were present to collect parking payments and a traffic attendant was stationed at the Golf Road/Dole driveway intersection.

- Triangle lot (100% full)
- The Dole in grass parking (approximately 60% full)
- South Elementary parking lot (100% full)
- No parking observed on driveway between South Elementary and Lundahl Middle School

The modifications to the driveway, pedestrian "lane" and additional parking attendants reduced delays entering/ exiting the site, improved pedestrian flow and resulted in little to no queuing of traffic on Golf Road.

Capacity Analysis

A capacity analysis was conducted for the intersection of Country Club Road and Golf Road based on the observations recorded on June 9, 2024. An intersection capacity analysis is a tool for measuring how long it takes a vehicle to travel through an intersection and how many vehicles the intersection can handle over an hour time period. This method will give the end user an idea of how many vehicles an intersection can handle before significant delays are experienced.

The intersection was analyzed using Highway Capacity Software (HCS) 8.3. HCS is software that implements methods and procedures from the Highway Capacity Manual that performs both planning and operation level analyses for streets, intersections, freeways, and arterials. A capacity analysis for an intersection is measured in terms of Level of Service (LOS).

Level of Service is a qualitative measure used to analyze roadways and intersections by categorizing traffic flow based on operating characteristics such as speed, delay, travel time, traffic interruption, and safety. There are six levels of service categories LOS A through LOS F where LOS A is described as free-flow traffic with little to no delay for motorists and LOS F occurs when the amount of traffic exceeds the capacity that can be served resulting in high delays. The LOS criteria for signalized intersections are presented in Table 3. Table 4 summarizes the intersection capacity results at the intersection of Country Club Road and Golf Road. The full capacity analysis reports are provided in Appendix D.

Table 3: Level of Service Criteria for Two-Way Stop Controlled Intersections (v/c ≤ 1.0)

Level of Service	Type of Operation Conditions	Vehicle Control Delay (sec/veh)
A	Conditions with little to no delay to motorists.	< 10
B	Desirable level with relatively low delay to motorists.	10 - 15
C	Average delays to motorists, congestion becomes more noticeable.	15 - 25
D	Delays are higher, long vehicle queues are visible.	25 - 35
E	Higher delays, more congestion, poor progression. Longer queues.	35 - 50
F	Unacceptable to most drivers, demand exceeds capacity, high delay values with increasing queue lengths. Other traffic movements impacted.	> 50

Table 4: Capacity Analysis Summary

Country Club Road and Golf Road			
Date of Collection	Movement Delay (sec/veh) & LOS		
	Westbound	Southbound – Left	Southbound - Thru
June 2, 2024	10.2 – B	7.6 – A	0.8 – A
June 9, 2024	12.9 – B	7.8 – A	1.3 – A

As shown in Table 4, the largest experienced delay at the intersection is 12.9 seconds for the westbound approach during the June 9, 2024 event. A LOS of B is a relatively low delay.

TRAFFIC MANAGEMENT RECOMMENDATIONS

Based on the event observations and data collected, a recommended traffic management plan was created showing parking areas, site circulation, entrances and exits, pedestrian accommodations, and no parking restrictions on the surrounding roadways. This plan is shown as Exhibit 2 in the Appendix. Additionally, the following items are recommended for the event management:

- The Dole on-site parking (Parking Area #2 and #3) should have at least two parking attendant lanes collecting parking fees to prevent vehicles queueing onto Golf Road.

Additionally, there needs to be a dedicated lane for vehicles leaving the lot as well as a lane for walking pedestrians to separate them from vehicles. These lanes should be a hard surface approved by the City. Lastly, a dedicated attendant should be provided for both areas to assist with management of the lot.

- The Triangle Parking Lot (Parking Area #1) located near Lake Avenue and Country Club Road should have at least two parking attendants to assist with management of the lot.
- The South Elementary School (Parking Area #4) parking lot should be monitored by a parking attendant for vehicles queuing on-site waiting for available parking spots as well as to direct motorists into and out of the lot.
- Additional bicycle accommodations should be made available on the west entrances into the farmers market.
- The Dole staff should monitor the no parking areas surrounding the property to ensure proper enforcement. Additionally, Dole staff should monitor all parking lot areas throughout the event so that any adjustments can be made if necessary.
- A dedicated pick-up/drop-off area should be established along Ringling Road so that no vehicles are stopping on Country Club Road.
- City staff and Lakeside Legacy staff should meet twice each year to discuss traffic management plan expectations (before the season starts) and review observed operations (at the end of the season) and suggest modifications.
- City staff should continue to collect Sunday traffic data throughout the season and review the data with the traffic consultant.
- The pay collection location on the driveway should remain at its current location. This implies a reduction in the requested event area for the SUP.

Long Term Considerations

The triangle lot is a grassed area owned by the Crystal Lake Park District. It is primarily used for overflow parking during the Lakeside Fest, some Park District events and the Farmers Market. Lakeside Legacy, the Crystal Lake Park District, and the City should investigate the potential to make this area more conducive to parking and provide an entrance from Country Club Road and the exit onto Lake Avenue.

APPENDIX A

EXHIBITS

LEGEND

= ROADWAY TUBE COUNTER

= TURNING MOVEMENT VIDEO COUNT



0 100 200 300

SCALE IN FEET

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Hampton, Lenzini and Renwick, Inc.
Civil Engineers • Structural Engineers
Land Surveyors • Environmental Services
380 TERRA COTTA ROAD, UNIT G
CRYSTAL LAKE, ILLINOIS 60014
184.000959 847.697.6700 www.hlrengineering.com
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

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	DRAWN - NAH	REVISED -
PLOT SCALE = 200.0000 ' / in.	CHECKED - ARM	REVISED -
PLOT DATE = 6/27/2024	DATE - 6/18/2024	REVISED -

CITY OF CRYSTAL LAKE
ILLINOIS

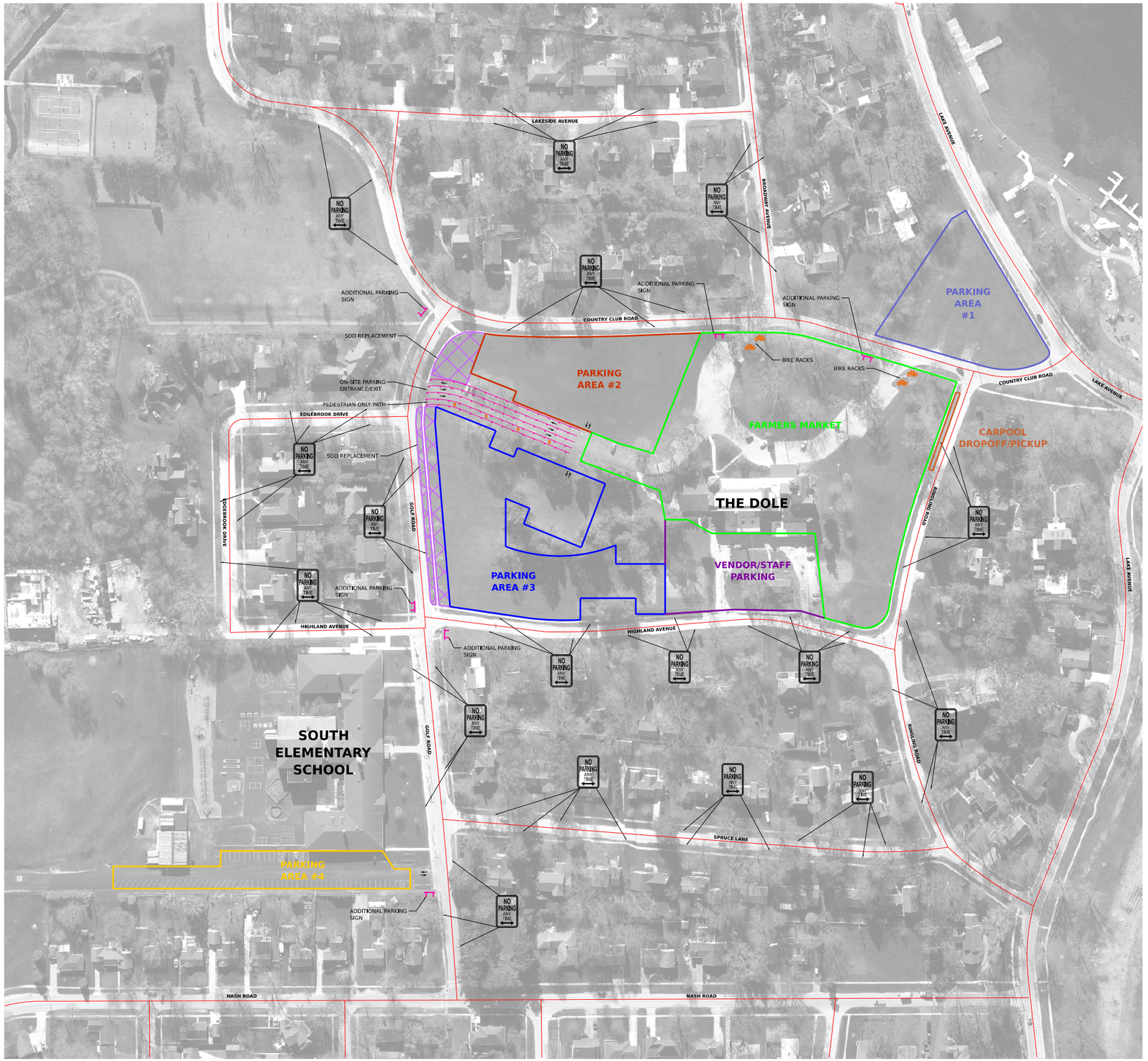
THE DOLE
EXHIBIT 1 – TRAFFIC COUNT LOCATIONS

SCALE: 1" = 200' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		MCHENRY	1	1
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	



SIGN SHALL READ:
"NO PARKING DURING DOLE EVENT"



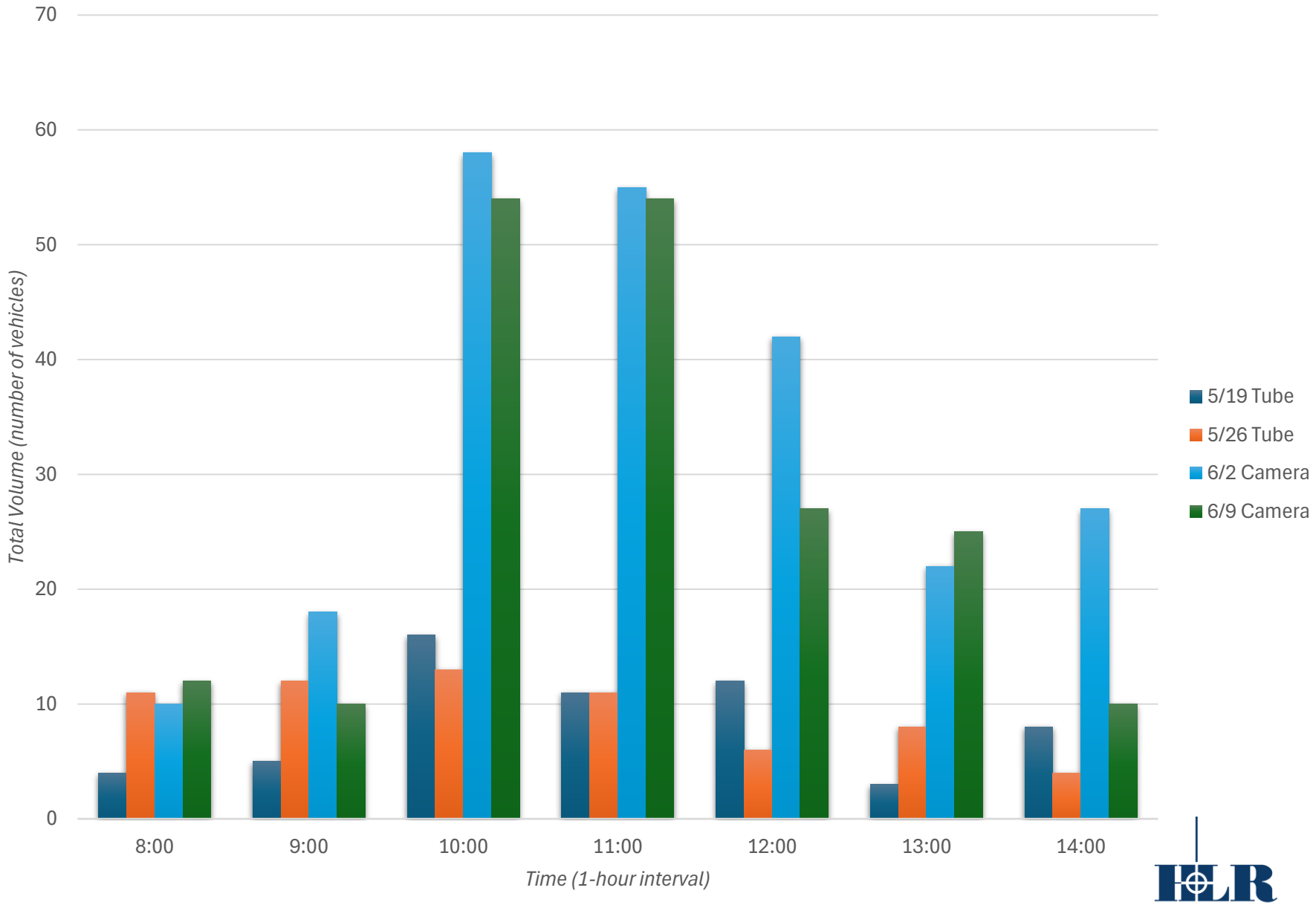
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Hampton, Lenzini and Renwick, Inc. Civil Engineers • Structural Engineers Land Surveyors • Environmental Services 380 TERRA COTTA ROAD, UNIT G CRYSTAL LAKE, ILLINOIS 60014 184.005659 847.697.6700 www.hlrengineering.com ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION	USER NAME = nhalan	DESIGNED - NAH	REVISED -	CITY OF CRYSTAL LAKE ILLINOIS	THE DOLE EXHIBIT 2 – RECOMMENDED TRAFFIC MANAGEMENT PLAN
		DRAWN - NAH	REVISED -		
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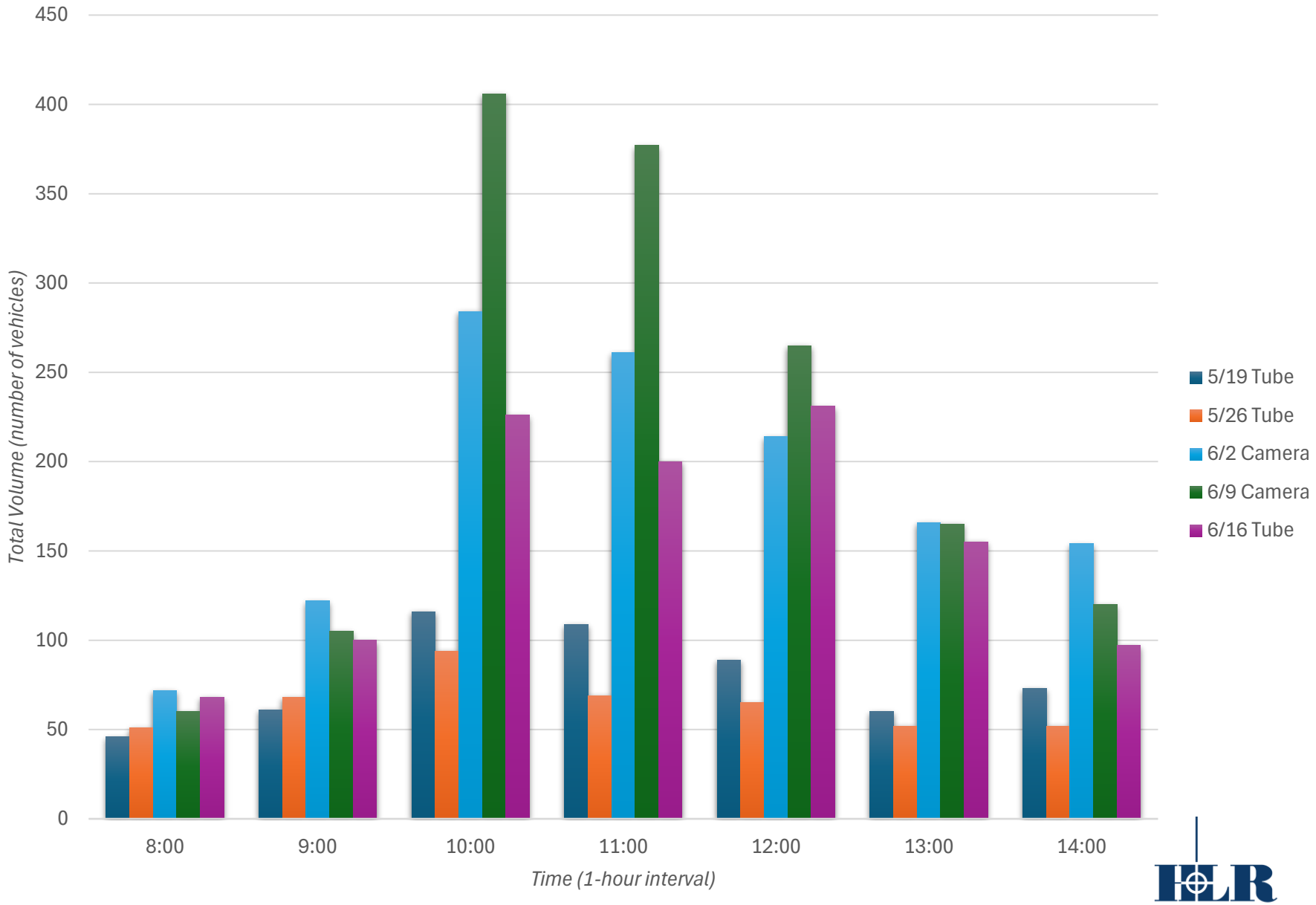
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Exhibit 3: 415 Highland Avenue



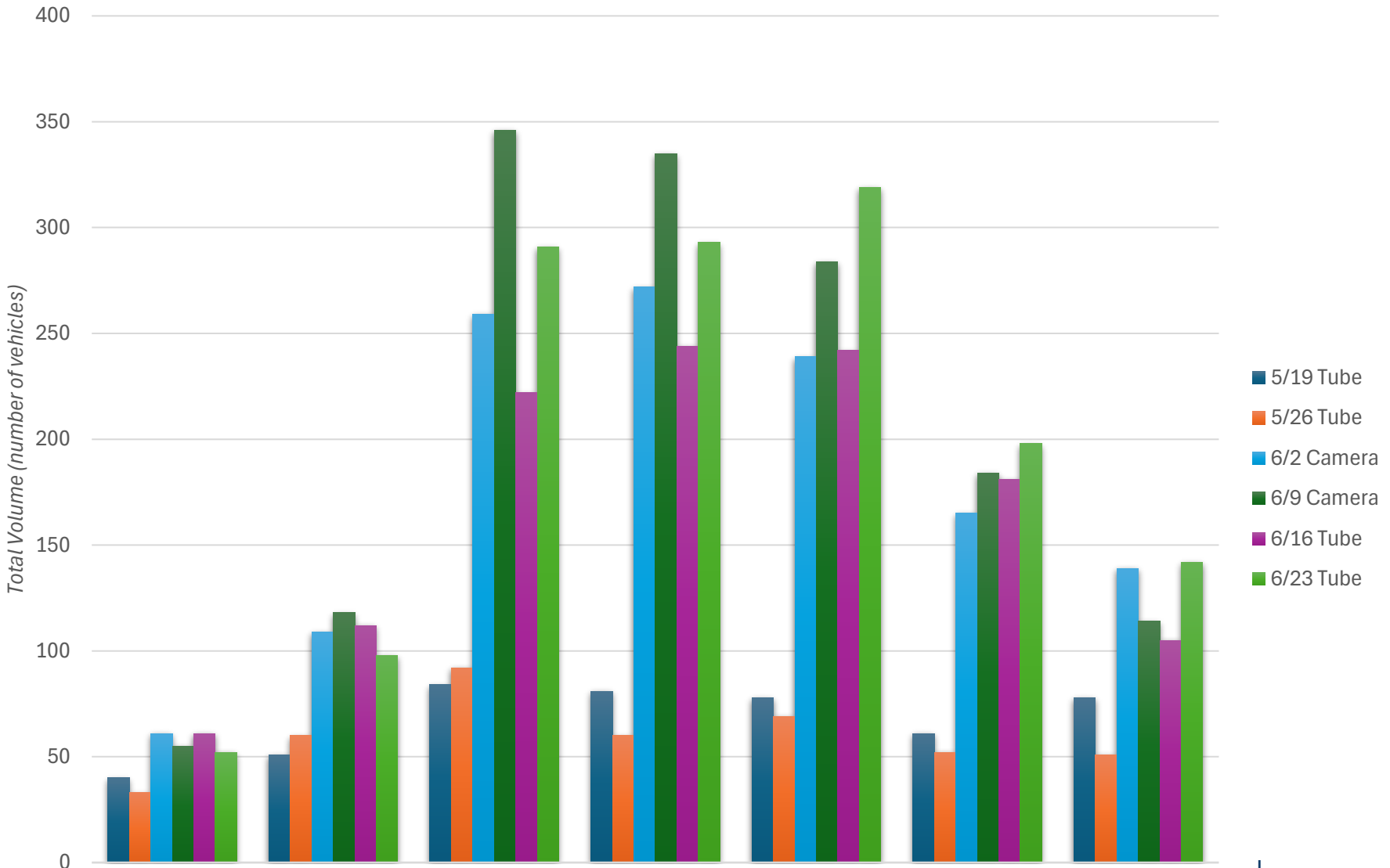
HAMPTON, LENZINI AND RENWICK, INC.

Exhibit 4: 420 Country Club Road



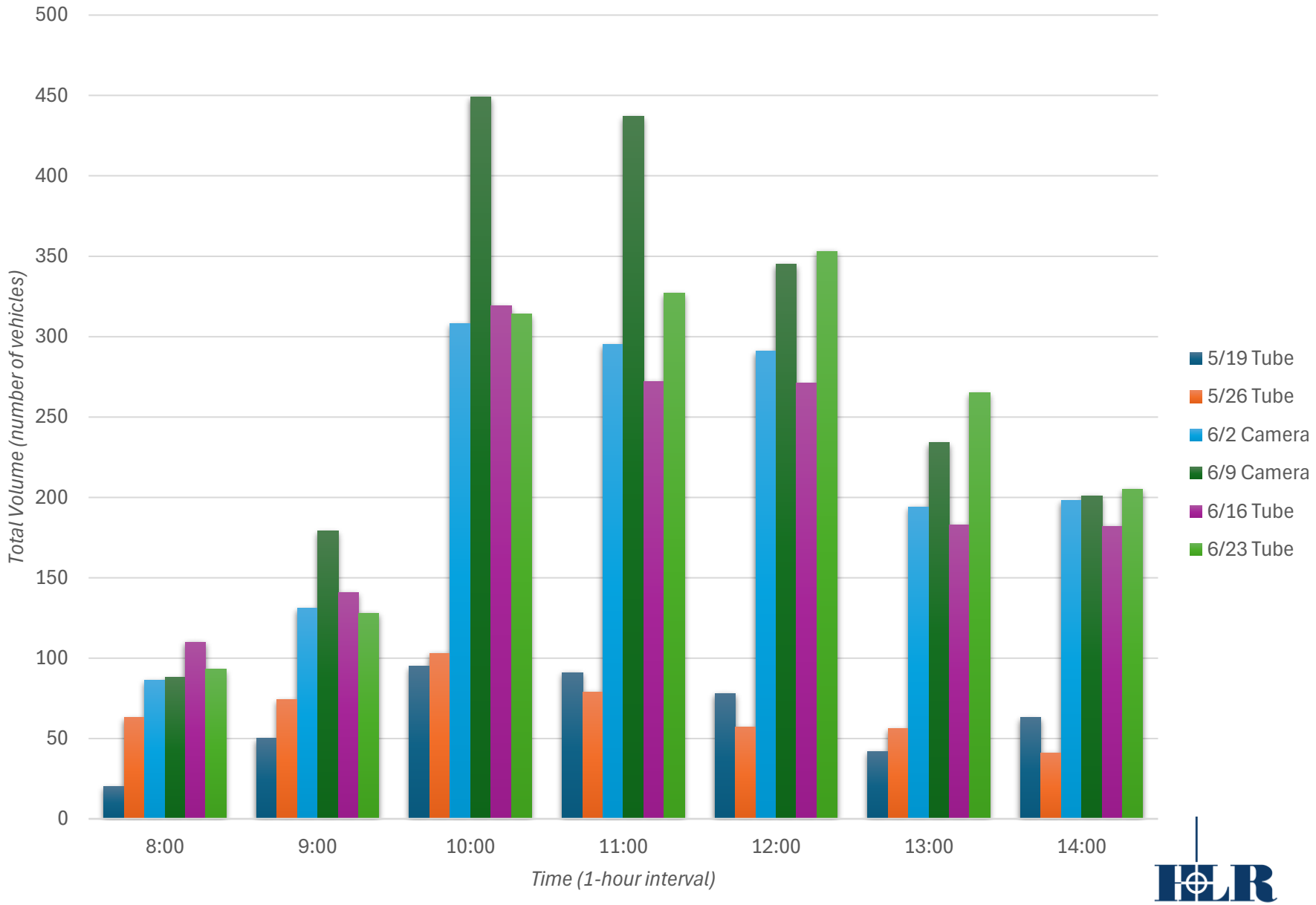
HAMPTON, LENZINI AND RENWICK, INC.

Exhibit 5: 621 Golf Road



HAMPTON, LENZINI AND RENWICK, INC.

Exhibit 6: Country Club Road, between Lake Avenue and Ringling Road



HAMPTON, LENZINI AND RENWICK, INC.

APPENDIX B

TRAFFIC COUNT DATA – TURNING MOVEMENT REPORTS

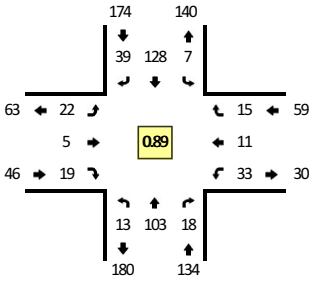
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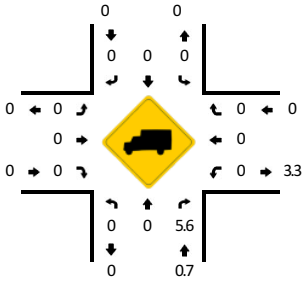
Method for determining peak hour: Total Entering Volume

LOCATION: Country Club Rd -- Ringling Rd
CITY/STATE: Crystal Lake, IL

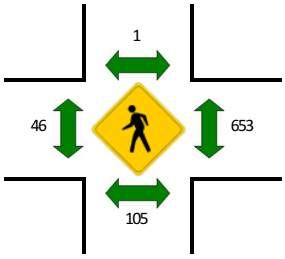
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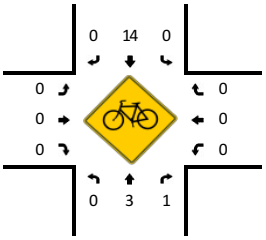


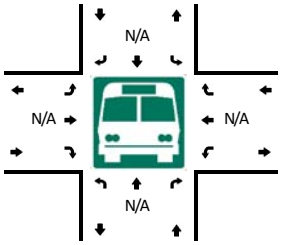


TRUE DATA TO IMPROVE MOBILITY

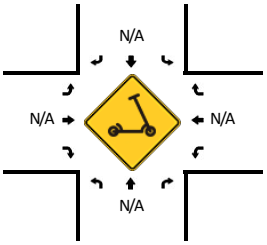












15-Min Count Period Beginning At	Country Club Rd (Northbound)				Country Club Rd (Southbound)				Ringling Rd (Eastbound)				Ringling Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	5	5	0	0	12	0	0	0	0	0	0	4	0	0	0	26	
8:15 AM	0	4	3	0	3	14	0	0	0	0	0	0	2	0	0	0	26	
8:30 AM	0	4	5	0	0	21	0	0	0	0	0	0	4	0	0	0	34	
8:45 AM	0	5	11	1	2	18	0	0	0	0	0	0	7	0	0	0	44	130
9:00 AM	0	5	5	0	0	13	0	0	0	0	0	0	9	0	1	0	33	137
9:15 AM	0	8	5	1	0	17	0	0	0	0	0	0	5	0	3	0	39	150
9:30 AM	0	10	6	0	2	19	0	0	0	0	0	0	11	0	1	0	49	165
9:45 AM	9	9	4	0	0	14	21	0	0	0	0	0	7	9	3	0	76	197
10:00 AM	5	33	2	0	5	25	20	0	2	0	1	0	9	2	3	0	107	271
10:15 AM	0	21	4	0	3	40	6	0	2	0	5	0	7	0	4	0	92	324
10:30 AM	3	25	3	0	1	22	7	0	11	2	9	0	10	6	3	0	102	377
10:45 AM	6	23	6	0	1	29	15	0	7	2	2	0	10	0	2	0	103	404
11:00 AM	4	34	5	0	2	37	11	0	2	1	3	0	6	5	6	0	116	413
11:15 AM	1	21	3	0	0	28	8	0	4	0	4	0	9	8	5	0	91	412
11:30 AM	3	29	2	0	0	29	0	0	6	0	2	0	3	3	5	0	82	392
11:45 AM	2	22	4	0	3	21	6	0	7	1	1	0	13	4	7	0	91	380
12:00 PM	3	25	2	0	3	31	13	1	3	0	2	0	7	1	4	0	95	359
12:15 PM	3	37	1	0	2	21	11	0	6	1	0	0	5	3	4	0	94	362
12:30 PM	1	38	0	0	1	16	9	0	6	0	1	0	6	1	1	0	80	360
12:45 PM	3	24	4	0	3	11	8	0	4	1	1	0	10	2	7	0	78	347
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1:45 PM	0	24	7	0	2	12	1	0	6	0	2	0	9	0	2	0	65	247
2:00 PM	0	28	3	0	2	7	3	0	3	0	2	0	8	1	0	0	57	226
2:15 PM	0	38	4	0	0	11	0	1	1	1	0	0	19	0	1	0	76	251
2:30 PM	0	48	5	0	1	5	0	0	0	0	0	0	11	0	1	0	71	269
2:45 PM	0	34	7	0	0	10	0	0	2	0	1	0	7	1	1	0	63	267

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	136	20	0	8	148	44	0	8	4	12	0	24	20	24	0	464
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		144				0				96				708			948
Bicycles	0	4	0		0	20	0		0	0	0		0	0	0		24
Scooters																	

Comments:

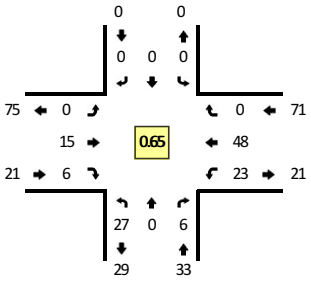
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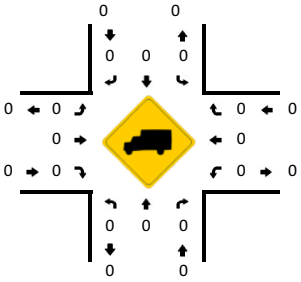
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Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

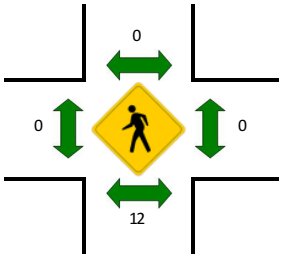
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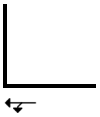


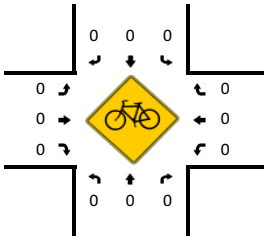


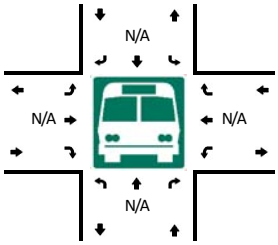
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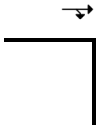


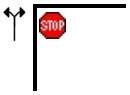


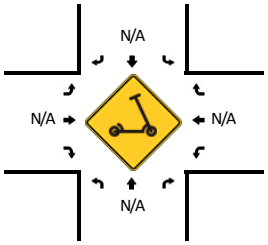












15-Min Count Period Beginning At	Highland Ave (Northbound)				Highland Ave (Southbound)				Ringling Rd (Eastbound)				Ringling Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	1	0	0	0	0	0	0	0	0	1	4	0	1	3	0	0	10	
8:15 AM	0	0	0	0	0	0	0	0	0	1	4	0	1	2	0	0	8	
8:30 AM	0	0	0	0	0	0	0	0	0	2	2	0	1	6	0	0	11	
8:45 AM	1	0	1	0	0	0	0	0	0	2	10	0	3	5	0	0	22	51
9:00 AM	1	0	0	0	0	0	0	0	0	0	5	0	0	9	0	0	15	56
9:15 AM	5	0	0	0	0	0	0	0	0	1	4	0	0	3	0	0	13	61
9:30 AM	2	0	1	0	0	0	0	0	0	6	0	0	3	10	0	0	22	72
9:45 AM	4	0	2	0	0	0	0	0	0	3	1	0	1	16	0	0	27	77
10:00 AM	3	0	1	0	0	0	0	0	0	5	2	0	6	10	0	0	27	89
10:15 AM	1	0	1	0	0	0	0	0	0	5	2	0	6	10	0	0	25	101
10:30 AM	4	0	1	0	0	0	0	0	0	5	1	0	5	14	0	0	30	109
10:45 AM	4	0	2	0	0	0	0	0	0	8	2	0	7	7	0	0	30	112
11:00 AM	9	0	1	0	0	0	0	0	0	5	1	0	6	10	0	0	32	117
11:15 AM	8	0	2	0	0	0	0	0	0	2	2	0	1	12	0	0	27	119
11:30 AM	5	0	1	0	0	0	0	0	0	2	0	0	4	6	0	0	18	107
11:45 AM	5	0	2	0	0	0	0	0	0	6	3	0	12	20	0	0	48	125
12:00 PM	4	0	1	0	0	0	0	0	0	3	1	1	6	7	0	0	23	116
12:15 PM	3	0	3	0	0	0	0	0	0	2	0	0	7	7	0	0	22	111
12:30 PM	2	0	1	0	0	0	0	0	0	1	0	0	5	6	0	0	15	108
12:45 PM	5	0	0	0	0	0	0	0	0	6	1	0	3	12	0	0	27	87
1:00 PM	1	0	1	0	0	0	0	0	0	6	1	0	2	7	0	0	18	82
1:15 PM	2	0	1	0	0	0	0	0	0	3	2	0	1	7	0	0	16	76
1:30 PM	0	0	3	0	0	0	0	0	0	5	0	0	0	3	0	0	11	72
1:45 PM	3	0	2	0	0	0	0	0	0	7	2	0	3	7	0	0	24	69
2:00 PM	2	0	2	0	0	0	0	0	0	5	0	0	5	7	0	0	21	72
2:15 PM	9	0	1	0	0	0	0	0	0	5	0	0	2	12	0	0	29	85
2:30 PM	4	0	1	0	0	0	0	0	0	6	0	0	3	8	0	0	22	96
2:45 PM	3	0	3	0	0	0	0	0	0	4	3	0	0	6	0	0	19	91

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	0	8	0	0	0	0	0	0	24	12	0	48	80	0	0	192
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/6/2024 10:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

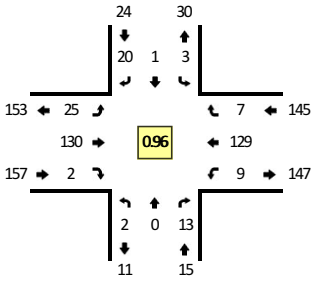
Type of peak hour being reported: Intersection Peak

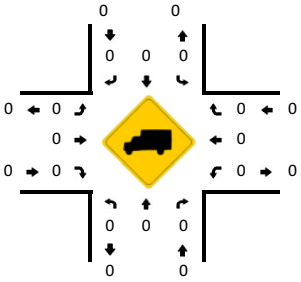
Method for determining peak hour: Total Entering Volume

LOCATION: Highland Ave -- Golf Rd
CITY/STATE: Crystal Lake, IL

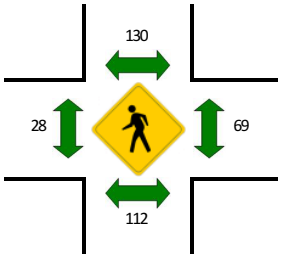
QC JOB #: 16457811
DATE: Sun, Jun 2 2024

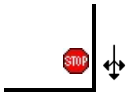
Peak-Hour: 10:30 AM -- 11:30 AM
Peak 15-Min: 11:00 AM -- 11:15 AM

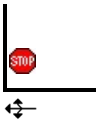


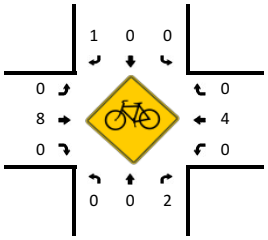


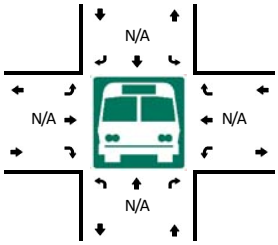
TRUE DATA TO IMPROVE MOBILITY

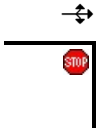


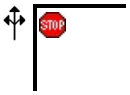


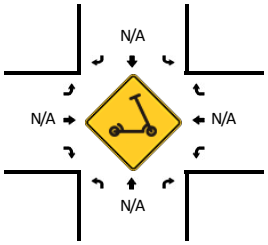












15-Min Count Period Beginning At	Highland Ave (Northbound)				Highland Ave (Southbound)				Golf Rd (Eastbound)				Golf Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	0	0	1	0	0	4	0	0	0	12	1	0	18	
8:15 AM	0	0	0	0	2	0	0	0	1	3	0	0	0	4	3	0	13	
8:30 AM	0	0	0	0	0	0	2	1	0	5	0	0	0	4	1	0	13	
8:45 AM	0	0	0	0	0	0	4	0	0	9	0	0	0	12	0	0	25	69
9:00 AM	0	0	0	0	1	0	1	0	0	3	0	1	0	9	0	0	15	66
9:15 AM	0	0	0	0	1	0	0	0	3	7	0	1	0	11	1	0	24	77
9:30 AM	0	0	0	0	0	0	3	0	2	11	0	0	0	14	2	1	33	97
9:45 AM	1	0	1	0	0	0	3	0	3	4	0	1	1	34	2	0	50	122
10:00 AM	0	0	3	0	3	0	4	0	5	10	0	0	2	35	1	0	63	170
10:15 AM	0	0	5	0	3	0	6	0	3	21	1	4	2	25	0	0	70	216
10:30 AM	0	0	4	0	1	0	5	0	5	27	0	0	3	36	2	0	83	266
10:45 AM	0	0	4	0	1	0	7	0	6	25	0	1	2	38	2	0	86	302
11:00 AM	1	0	3	0	1	1	6	0	6	34	1	0	2	31	2	1	89	328
11:15 AM	1	0	2	0	0	0	2	0	6	44	1	1	1	24	1	0	83	341
11:30 AM	1	0	1	0	1	0	3	0	3	22	0	1	1	28	2	1	64	322
11:45 AM	0	0	2	0	2	2	10	0	7	21	3	1	1	17	1	0	67	303
12:00 PM	1	0	1	0	3	0	4	0	5	34	2	1	0	28	0	0	79	293
12:15 PM	0	0	2	0	1	1	5	0	4	32	1	0	1	19	1	0	67	277
12:30 PM	0	0	1	0	1	0	5	0	3	28	3	1	1	20	0	0	63	276
12:45 PM	0	0	2	0	0	0	3	0	4	17	2	0	1	19	1	0	49	258
1:00 PM	0	2	1	0	2	0	1	0	0	24	3	1	0	21	1	0	56	235
1:15 PM	0	0	1	0	1	0	2	1	1	16	1	1	0	18	0	0	42	210
1:30 PM	0	1	3	0	0	0	0	0	2	19	0	1	2	10	0	0	38	185
1:45 PM	1	0	1	0	1	0	3	0	4	21	0	0	0	18	0	0	49	185
2:00 PM	0	0	0	0	1	0	4	0	2	12	0	0	0	13	0	0	32	161
2:15 PM	0	0	0	0	0	0	8	0	2	27	0	0	0	7	1	0	45	164
2:30 PM	0	0	1	0	1	0	3	0	1	19	0	0	0	14	0	0	39	165
2:45 PM	0	0	0	0	3	0	1	0	1	17	0	0	0	8	0	1	31	147

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	12	0	4	4	24	0	24	136	4	0	8	124	8	4	356
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		120				152				48				76			396
Bicycles	0	0	0		0	0	0		0	12	0		0	0	0		12
Scooters																	

Comments:

Report generated on 6/6/2024 10:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

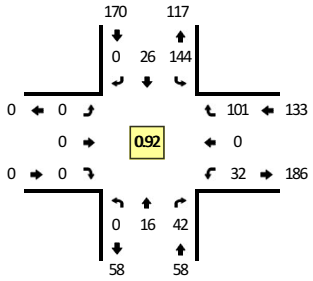
Type of peak hour being reported: Intersection Peak

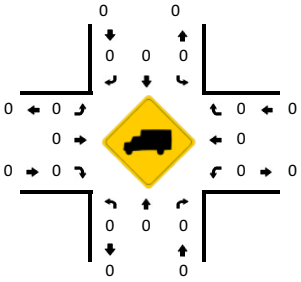
Method for determining peak hour: Total Entering Volume

LOCATION: Country Club Rd -- Golf Rd
CITY/STATE: Crystal Lake, IL

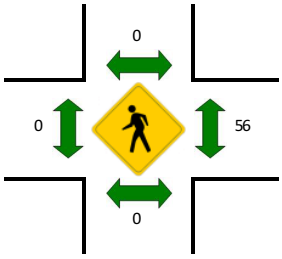
QC JOB #: 16457812
DATE: Sun, Jun 2 2024

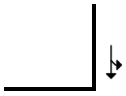
Peak-Hour: 10:30 AM -- 11:30 AM
Peak 15-Min: 10:45 AM -- 11:00 AM

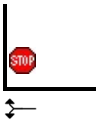


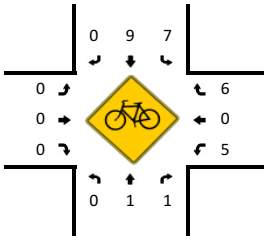


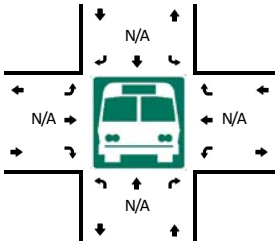
TRUE DATA TO IMPROVE MOBILITY



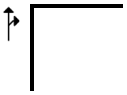


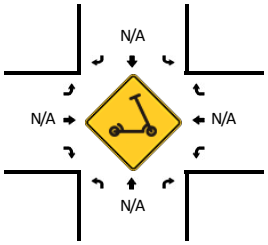












15-Min Count Period Beginning At	Country Club Rd (Northbound)				Country Club Rd (Southbound)				Golf Rd (Eastbound)				Golf Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	3	3	0	1	10	0	0	0	0	0	0	6	0	7	0	30	
8:15 AM	0	2	0	0	4	4	0	0	0	0	0	0	0	0	5	0	15	
8:30 AM	0	2	2	0	5	2	0	0	0	0	0	0	1	0	0	0	12	
8:45 AM	0	4	6	0	5	2	0	0	0	0	0	0	2	0	18	0	37	94
9:00 AM	0	2	3	0	5	0	0	0	0	0	0	0	4	0	10	0	24	88
9:15 AM	0	3	4	0	14	4	0	0	0	0	0	0	2	0	12	0	39	112
9:30 AM	0	4	10	0	12	4	0	0	0	0	0	0	2	0	11	0	43	143
9:45 AM	0	7	10	0	9	6	0	0	0	0	0	0	5	0	20	0	57	163
10:00 AM	0	14	11	0	28	4	0	0	0	0	0	0	8	0	23	0	88	227
10:15 AM	0	4	10	0	41	8	0	0	0	0	0	0	3	0	18	0	84	272
10:30 AM	0	3	6	0	36	5	0	0	0	0	0	0	6	0	24	0	80	309
10:45 AM	0	6	9	0	36	6	0	0	0	0	0	0	9	0	32	0	98	350
11:00 AM	0	2	10	0	37	6	0	0	0	0	0	0	9	0	25	0	89	351
11:15 AM	0	5	17	0	35	9	0	0	0	0	0	0	8	0	20	0	94	361
11:30 AM	0	3	9	0	27	3	0	0	0	0	0	0	9	0	28	0	79	360
11:45 AM	0	4	7	0	24	9	0	0	0	0	0	0	16	0	18	0	78	340
12:00 PM	0	3	8	0	31	6	0	0	0	0	0	0	9	0	32	0	89	340
12:15 PM	0	4	8	0	24	8	0	0	0	0	0	0	9	0	25	0	78	324
12:30 PM	0	2	11	0	15	7	0	0	0	0	0	0	6	0	22	0	63	308
12:45 PM	0	4	11	0	5	11	0	0	0	0	0	0	14	0	18	0	63	293
1:00 PM	0	4	4	0	17	7	0	0	0	0	0	0	7	0	23	0	62	266
1:15 PM	0	3	1	0	10	7	0	0	0	0	0	0	12	0	15	0	48	236
1:30 PM	0	2	7	0	10	10	0	0	0	0	0	0	8	0	11	0	48	221
1:45 PM	0	5	6	0	12	12	0	0	0	0	0	0	14	0	17	0	66	224
2:00 PM	0	8	5	0	6	9	0	0	0	0	0	0	11	0	15	0	54	216
2:15 PM	0	6	11	0	11	9	0	0	0	0	0	0	7	0	15	0	59	227
2:30 PM	0	9	4	0	13	13	0	0	0	0	0	0	14	0	11	0	64	243
2:45 PM	0	7	7	0	4	8	0	0	0	0	0	0	3	0	9	0	38	215

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	24	36	0	144	24	0	0	0	0	0	0	36	0	128	0	392
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				88			88
Bicycles	0	0	0		4	8	0		0	0	0		12	0	0		24
Scooters																	

Comments:

Report generated on 6/6/2024 10:09 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

HAMPTON, LENZINI AND RENWICK, INC.

Date: 6/2/2024
Intersection: Country Club Road at Broadway Avenue
City/State: Crystal Lake, IL
HLR Project #: 24.0125.350

Total Vehicles On Leg					1383
Vehicles Entering Intersection 802			Vehicles Exiting Intersection 581		
Southbound					
Cars	135	583	82	2	5
Heavy	0	0	0	0	0
Total	**135**	**583**	**82**	**2**	**5**

Total Vehicles on Leg	Vehicles Entering Intersection	Eastbound	Cars	Heavy	Total
389	169		10	0	**10**
			0	0	**0**
	Vehicles Exiting Intersection 220		84	0	**84**
			5	0	**5**
			80	0	**80**

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg
17	0	**17**		23	151
0	0	**0**			
6	0	**6**		Vehicles Exiting Intersection 128	
0	0	**0**			
161	49	**210**			

Cars	318	3	85	478	41
Heavy	39	0	0	0	0
Total	**357**	**3**	**85**	**478**	**41**
Northbound					
Vehicles Entering Intersection 607			Vehicles Exiting Intersection 672		
Total Vehicles On Leg			1279		

Date Report Generated: 6/6/2024

HAMPTON, LENZINI AND RENWICK, INC.

Date: 6/2/2024
Intersection: Country Club Road at Broadway Avenue
City/State: Crystal Lake, IL
HLR Project #: 24.0125.350

Single Unit Vehicle Turn Movement Counts

Time	Eastbound					Westbound					Northbound					Southbound				
	U Turns	Left Turns	Thru	Right Turns	Peds	U Turns	Left Turns	Thru	Right Turns	Peds	U Turns	Left Turns	Thru	Right Turns	Peds	U Turns	Left Turns	Thru	Right Turns	Peds
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	1	0	1	0	0	0	0	1	6	0	3	2	5	0	0	4	10	3	0
8:15	0	2	2	1	1	0	0	0	0	4	1	0	3	3	2	0	9	5	2	0
8:30	0	4	1	1	0	0	1	0	0	2	0	0	2	0	1	0	17	6	1	0
8:45	0	1	1	1	0	0	0	0	0	1	0	2	6	14	3	0	15	6	3	0
9:00	0	3	0	1	0	0	0	0	0	3	0	0	7	5	6	0	14	4	5	0
9:15	0	1	0	2	0	0	0	0	0	2	0	1	9	3	0	0	6	16	2	0
9:30	0	2	0	4	0	0	0	0	1	3	0	1	15	0	4	0	5	13	4	0
9:45	0	5	0	2	0	0	0	0	1	12	0	0	28	0	10	0	0	11	3	0
10:00	0	5	0	6	2	0	0	0	0	5	1	3	32	0	21	0	0	27	6	1
10:15	0	4	0	4	0	0	0	0	0	2	1	4	18	0	10	0	0	45	5	0
10:30	0	7	0	7	2	0	0	0	0	3	0	3	24	0	13	1	0	33	7	0
10:45	0	2	0	9	0	0	0	0	1	10	0	6	28	1	16	0	0	34	6	0
11:00	0	2	0	6	0	0	0	0	0	10	0	5	27	0	24	0	0	40	5	0
11:15	0	2	0	3	0	0	0	0	0	9	0	4	20	0	21	0	0	39	4	0
11:30	0	4	0	6	0	0	0	0	0	12	0	8	23	0	14	0	0	24	4	0
11:45	0	4	0	6	0	0	0	0	0	6	0	3	18	0	19	0	0	29	9	0
12:00	0	0	0	1	0	0	0	0	0	2	0	4	31	0	22	0	0	36	7	0
12:15	0	3	0	2	0	0	0	0	0	5	0	1	27	0	29	0	0	29	1	0
12:30	0	2	0	3	0	0	0	0	0	6	0	7	19	0	18	0	0	18	5	0
12:45	0	5	0	1	0	0	0	0	0	13	0	3	18	0	18	0	0	14	11	0
13:00	0	4	0	2	1	0	0	0	0	7	0	8	18	0	11	0	0	23	5	0
13:15	0	6	0	1	4	0	0	0	0	2	0	4	15	0	7	0	0	15	4	4
13:30	0	1	0	1	0	0	0	0	0	11	0	0	13	0	21	1	0	20	3	0
13:45	0	6	0	3	0	0	0	0	0	5	0	4	18	0	5	0	0	21	5	0
14:00	0	2	1	1	0	0	0	0	0	13	0	2	19	2	5	0	1	15	5	0
14:15	0	0	0	2	0	0	1	0	6	4	0	1	16	4	9	0	4	17	8	0
14:30	0	2	0	2	0	0	3	0	3	3	0	5	11	2	6	0	4	20	4	0
14:45	0	4	0	1	0	0	1	0	4	0	0	3	11	2	3	0	3	13	8	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date Report Generated: 6/6/2024

HAMPTON, LENZINI AND RENWICK, INC.

Date: 6/2/2024
Intersection: Country Club Road at Broadway Avenue
City/State: Crystal Lake, IL
HLR Project #: 24.0125.350

Multi Unit Vehicle Turn Movement Counts

Time	Eastbound					Westbound					Northbound					Southbound				
	U Turns	Left Turns	Thru	Right Turns	Bikes	U Turns	Left Turns	Thru	Right Turns	Bikes	U Turns	Left Turns	Thru	Right Turns	Bikes	U Turns	Left Turns	Thru	Right Turns	Bikes
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	7	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	3	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date Report Generated: 6/6/2024

HAMPTON, LENZINI AND RENWICK, INC.

Date: 6/2/2024
Intersection: Lake Avenue at Country Club Road
City/State: Crystal Lake, IL
HLR Project #: 24.0125.360

Total Vehicles On Leg			4063		
Vehicles Entering Intersection 1813			Vehicles Exiting Intersection 2250		
Southbound					
Cars	0	1262	547	1	15
Heavy	0	3	0	0	1
Total	**0**	**1265**	**547**	**1**	**16**

Total Vehicles on Leg	Vehicles Entering Intersection		Cars	Heavy	Total
0	0	**Eastbound**	0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 0		0	0	**0**
			0	0	**0**
			0	0	**0**

Daily Volumes

Cars	Heavy	Total		Vehicles Entering Intersection	Total Vehicles on Leg
678	1	**679**	**Westbound**	775	1503
0	0	**0**			
96	0	**96**		Vehicles Exiting Intersection 728	
0	0	**0**			
52	14	**66**			

Cars	19	0	0	1566	181
Heavy	0	0	0	4	0
Total	**19**	**0**	**0**	**1570**	**181**
Northbound					
Vehicles Entering Intersection 1751			Vehicles Exiting Intersection 1361		
Total Vehicles On Leg			3112		

Date Report Generated: 6/6/2024

HAMPTON, LENZINI AND RENWICK, INC.

Date: 6/2/2024
Intersection: Lake Avenue at Country Club Road
City/State: Crystal Lake, IL
HLR Project #: 24.0125.360

Single Unit Vehicle Turn Movement Counts

Time	Eastbound					Westbound					Northbound					Southbound				
	U Turns	Left Turns	Thru	Right Turns	Peds	U Turns	Left Turns	Thru	Right Turns	Peds	U Turns	Left Turns	Thru	Right Turns	Peds	U Turns	Left Turns	Thru	Right Turns	Peds
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	5	0	0	0	18	1	0	0	10	23	0	0
8:15	0	0	0	0	0	0	0	0	4	0	0	0	32	2	0	0	15	14	0	0
8:30	0	0	0	0	0	0	1	0	3	0	0	0	47	3	0	0	18	23	0	0
8:45	0	0	0	0	0	0	0	0	3	0	0	0	58	4	1	0	17	26	0	0
9:00	0	0	0	0	0	0	4	0	3	1	0	0	44	1	0	0	14	16	0	0
9:15	0	0	0	0	0	0	2	0	9	0	0	0	52	1	0	0	16	37	0	0
9:30	0	0	0	0	0	0	1	0	10	2	0	0	66	5	0	0	17	28	0	0
9:45	0	0	0	0	0	0	0	0	12	0	0	0	71	10	0	0	26	22	0	0
10:00	0	0	0	0	0	0	0	0	35	2	0	0	62	15	0	0	36	43	0	0
10:15	0	0	0	0	0	0	3	0	26	0	0	0	72	12	0	0	38	38	0	0
10:30	0	0	0	0	0	0	4	0	35	0	0	0	65	5	0	0	24	44	0	2
10:45	0	0	0	0	0	0	1	0	30	2	0	0	58	7	0	0	37	47	0	2
11:00	0	0	0	0	0	0	5	0	38	3	0	0	47	15	0	1	35	57	0	0
11:15	0	0	0	0	0	0	7	0	23	0	0	0	57	13	0	0	24	55	0	0
11:30	0	0	0	0	0	0	3	0	38	0	0	0	69	6	2	0	23	57	0	0
11:45	0	0	0	0	0	0	6	0	30	0	0	0	73	8	0	0	21	49	0	0
12:00	0	0	0	0	0	0	5	0	28	0	0	0	54	13	0	0	38	46	0	0
12:15	0	0	0	0	0	0	6	0	41	7	0	0	56	11	2	0	21	48	0	0
12:30	0	0	0	0	0	0	10	0	33	2	0	0	59	12	0	0	15	48	0	1
12:45	0	0	0	0	0	0	7	0	30	5	0	0	64	8	5	0	13	56	0	0
13:00	0	0	0	0	0	0	6	0	30	1	0	0	46	10	2	0	17	70	0	0
13:15	0	0	0	0	0	0	3	0	17	2	0	0	45	6	0	0	13	74	0	0
13:30	0	0	0	0	0	0	1	0	26	4	0	0	62	3	2	0	13	61	0	5
13:45	0	0	0	0	0	0	5	0	28	5	0	0	57	2	0	0	14	59	0	0
14:00	0	0	0	0	0	0	4	0	27	10	0	0	55	4	4	0	9	65	0	0
14:15	0	0	0	0	0	0	6	0	34	0	0	0	68	1	1	0	10	61	0	4
14:30	0	0	0	0	0	0	3	0	45	2	0	0	54	1	0	0	5	47	0	0
14:45	0	0	0	0	0	0	3	0	35	4	0	0	55	2	0	0	8	48	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date Report Generated: 6/6/2024

HAMPTON, LENZINI AND RENWICK, INC.

Date: 6/2/2024
Intersection: Lake Avenue at Country Club Road
City/State: Crystal Lake, IL
HLR Project #: 24.0125.360

Multi Unit Vehicle Turn Movement Counts

Time	Eastbound					Westbound					Northbound					Southbound				
	U Turns	Left Turns	Thru	Right Turns	Bikes	U Turns	Left Turns	Thru	Right Turns	Bikes	U Turns	Left Turns	Thru	Right Turns	Bikes	U Turns	Left Turns	Thru	Right Turns	Bikes
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0
10:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Date Report Generated: 6/6/2024

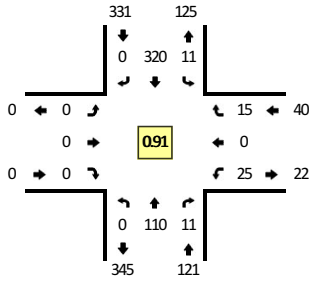
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

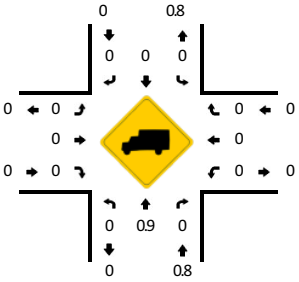
LOCATION: Country Club Rd -- Ringling Rd
CITY/STATE: Crystal Lake, IL

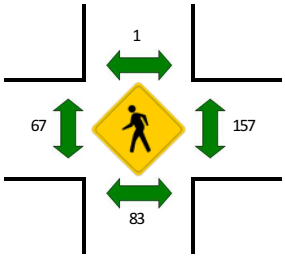
QC JOB #: 16648601
DATE: Sun, Jun 9 2024

Peak-Hour: 10:00 AM -- 11:00 AM
Peak 15-Min: 10:45 AM -- 11:00 AM

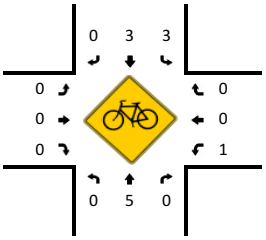


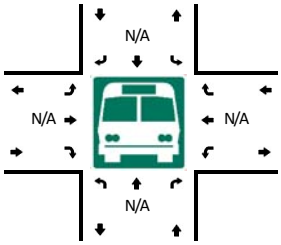




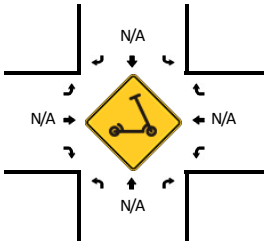












15-Min Count Period Beginning At	Country Club Rd (Northbound)				Country Club Rd (Southbound)				Ringling Rd (Eastbound)				Ringling Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	3	1	0	0	11	0	0	0	0	0	0	2	0	1	0	18	
8:15 AM	0	1	4	0	2	13	0	0	0	0	0	0	1	0	1	0	22	
8:30 AM	0	10	1	1	0	16	0	0	0	0	0	0	4	0	0	0	32	
8:45 AM	0	4	4	0	1	25	0	0	0	0	0	0	5	0	0	0	39	111
9:00 AM	0	5	4	1	0	24	0	0	0	0	0	0	0	0	1	0	35	128
9:15 AM	0	7	6	0	0	15	0	0	0	0	0	0	4	0	0	0	32	138
9:30 AM	0	14	4	0	1	36	0	0	0	0	0	0	1	0	0	0	56	162
9:45 AM	0	11	2	0	1	62	0	0	0	0	0	0	4	0	2	0	82	205
10:00 AM	0	19	3	0	2	89	0	0	0	0	0	0	4	0	3	0	120	290
10:15 AM	0	19	1	0	4	74	0	0	0	0	0	0	7	0	4	0	109	367
10:30 AM	0	40	3	0	3	71	0	0	0	0	0	0	6	0	5	0	128	439
10:45 AM	0	32	4	0	2	86	0	0	0	0	0	0	8	0	3	0	135	492
11:00 AM	0	43	2	0	1	56	0	0	0	0	0	0	9	0	1	0	112	484
11:15 AM	0	41	5	0	1	59	0	0	1	1	0	0	5	0	2	0	115	490
11:30 AM	0	54	7	0	0	60	1	0	0	0	0	0	7	0	1	0	130	492
11:45 AM	0	45	7	0	3	55	0	0	0	0	0	0	11	0	2	0	123	480
12:00 PM	1	59	4	0	0	37	0	0	2	0	0	0	6	0	2	0	111	479
12:15 PM	0	39	2	0	1	46	0	0	1	0	0	0	6	0	0	0	95	459
12:30 PM	0	33	4	0	3	42	0	0	1	0	0	0	5	0	1	0	89	418
12:45 PM	0	42	0	0	3	36	0	1	0	0	0	0	0	0	1	0	83	378
1:00 PM	0	46	2	0	0	22	0	0	0	0	0	0	7	0	2	0	79	346
1:15 PM	0	41	1	0	2	19	0	0	0	0	1	0	7	0	4	0	75	326
1:30 PM	0	38	1	0	0	11	0	1	3	0	0	0	2	0	0	0	56	293
1:45 PM	0	30	2	0	0	9	0	0	3	0	2	0	5	0	0	0	51	261
2:00 PM	0	36	2	0	0	6	1	0	2	0	1	0	3	0	0	0	51	233
2:15 PM	0	59	8	0	0	5	1	0	2	0	0	0	5	0	1	0	81	239
2:30 PM	0	48	2	0	1	5	0	0	1	1	0	0	10	0	4	0	72	255
2:45 PM	0	21	2	0	0	6	1	0	1	0	0	0	4	0	1	0	36	240

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	128	16	0	8	344	0	0	0	0	0	0	32	0	12	0	540
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		80				0				52				152			284
Bicycles	0	8	0		4	0	0		0	0	0		0	0	0		12
Scooters																	

Comments:

Report generated on 6/12/2024 11:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

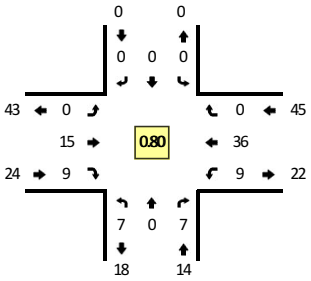
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

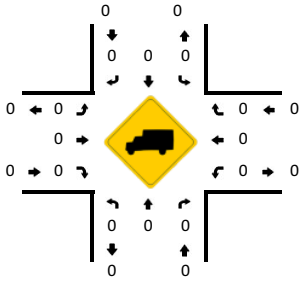
LOCATION: Highland Ave -- Ringling Rd
CITY/STATE: Crystal Lake, IL

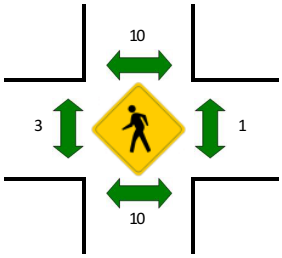
QC JOB #: 16648602
DATE: Sun, Jun 9 2024

Peak-Hour: 10:30 AM -- 11:30 AM
Peak 15-Min: 10:30 AM -- 10:45 AM

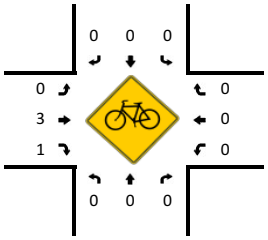


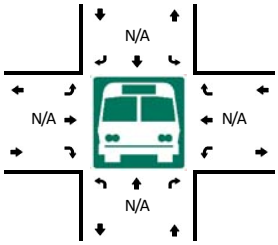




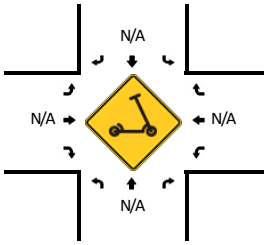












15-Min Count Period Beginning At	Highland Ave (Northbound)				Highland Ave (Southbound)				Ringling Rd (Eastbound)				Ringling Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	0	5	
8:15 AM	0	0	2	0	0	0	0	0	0	1	5	0	3	1	0	0	12	
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0	0	5	
8:45 AM	1	0	1	0	0	0	0	0	0	2	2	0	1	4	0	0	11	33
9:00 AM	1	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	6	34
9:15 AM	1	0	0	0	0	0	0	0	0	3	3	0	0	3	0	0	10	32
9:30 AM	0	0	0	0	0	0	0	0	0	2	2	0	2	1	0	0	7	34
9:45 AM	1	0	1	0	0	0	0	0	0	2	1	0	1	4	0	0	10	33
10:00 AM	2	0	0	0	0	0	0	0	0	1	4	0	2	4	0	0	13	40
10:15 AM	3	0	0	0	0	0	0	0	0	2	3	0	0	7	0	0	15	45
10:30 AM	2	0	1	0	0	0	0	0	0	4	3	0	5	11	0	0	26	64
10:45 AM	1	0	1	0	0	0	0	0	0	4	2	0	1	8	0	0	17	71
11:00 AM	1	0	2	0	0	0	0	0	0	2	2	0	2	9	0	0	18	76
11:15 AM	3	0	3	0	0	0	0	0	0	5	2	0	1	8	0	0	22	83
11:30 AM	0	0	1	0	0	0	0	0	0	6	0	0	2	9	0	0	18	75
11:45 AM	3	0	1	0	0	0	0	0	0	4	6	0	2	9	0	0	25	83
12:00 PM	2	0	0	0	0	0	0	0	0	2	2	0	1	5	0	0	12	77
12:15 PM	1	0	0	0	0	0	0	0	0	2	1	0	1	5	0	0	10	65
12:30 PM	1	0	2	0	0	0	0	0	0	4	2	0	3	6	0	0	18	65
12:45 PM	0	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	5	45
1:00 PM	8	0	2	0	0	0	0	0	0	2	2	0	1	4	0	0	19	52
1:15 PM	4	0	1	0	0	0	0	0	0	2	1	0	1	6	0	0	15	57
1:30 PM	0	0	3	0	0	0	0	0	0	2	0	0	0	2	0	0	7	46
1:45 PM	1	0	1	0	0	0	0	0	0	2	0	0	0	5	0	0	9	50
2:00 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	3	0	0	6	37
2:15 PM	5	0	1	0	0	0	0	0	0	7	0	0	2	1	0	0	16	38
2:30 PM	10	0	5	0	0	0	0	0	0	4	1	0	1	4	0	0	25	56
2:45 PM	2	0	1	0	0	0	0	0	0	2	0	0	0	3	0	0	8	55

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	4	0	0	0	0	0	0	16	12	0	20	44	0	0	104
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		4				20				12				0			36
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/12/2024 11:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

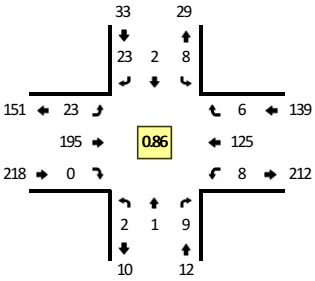
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

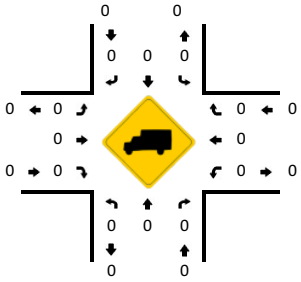
LOCATION: Highland Ave -- Golf Rd
CITY/STATE: Crystal Lake, IL

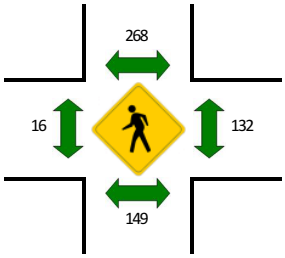
QC JOB #: 16648603
DATE: Sun, Jun 9 2024

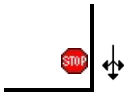
Peak-Hour: 10:30 AM -- 11:30 AM
Peak 15-Min: 10:30 AM -- 10:45 AM

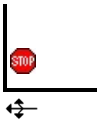


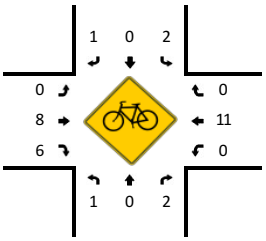


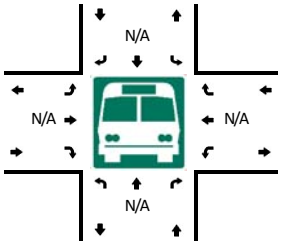


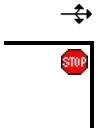


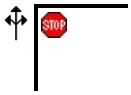


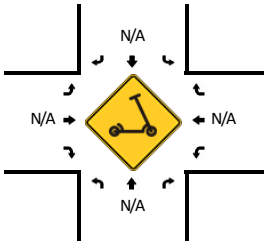












15-Min Count Period Beginning At	Highland Ave (Northbound)				Highland Ave (Southbound)				Golf Rd (Eastbound)				Golf Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	0	0	1	0	1	2	0	0	0	6	3	0	13	
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	7	2	0	10	
8:30 AM	0	0	0	0	1	0	0	0	0	9	0	0	0	7	1	0	18	
8:45 AM	1	0	0	0	0	0	1	0	2	4	0	0	2	13	0	0	23	64
9:00 AM	0	0	1	0	0	0	0	0	2	4	0	0	0	8	0	0	15	66
9:15 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	12	0	0	19	75
9:30 AM	0	0	2	0	1	0	2	0	1	5	1	0	1	18	1	0	32	89
9:45 AM	1	0	3	0	0	0	2	0	0	23	1	1	2	31	0	1	65	131
10:00 AM	0	1	3	0	2	1	2	0	2	30	1	1	1	45	2	1	92	208
10:15 AM	0	1	6	0	0	1	4	0	2	30	0	0	2	40	0	0	86	275
10:30 AM	2	0	0	0	4	1	10	0	7	55	0	1	1	35	1	0	117	360
10:45 AM	0	1	4	0	2	1	3	0	4	41	0	0	3	33	2	0	94	389
11:00 AM	0	0	4	0	0	0	6	0	7	48	0	0	3	33	1	0	102	399
11:15 AM	0	0	1	0	2	0	4	0	4	51	0	0	1	24	2	0	89	402
11:30 AM	2	0	0	0	1	0	2	0	1	36	1	0	1	24	1	0	69	354
11:45 AM	0	0	2	0	7	0	6	0	7	42	0	0	1	37	3	0	105	365
12:00 PM	0	0	2	0	2	0	2	0	3	44	1	0	2	28	0	0	84	347
12:15 PM	0	0	1	0	0	0	2	0	0	29	0	1	0	33	0	0	66	324
12:30 PM	0	0	2	0	1	0	3	0	2	33	0	0	0	27	3	0	71	326
12:45 PM	0	0	1	0	0	0	7	0	2	37	0	0	0	31	0	0	78	299
1:00 PM	0	0	0	0	0	0	3	0	7	32	0	0	0	23	3	0	68	283
1:15 PM	0	1	0	0	2	0	1	0	3	27	0	0	0	19	1	0	54	271
1:30 PM	0	1	0	0	0	0	0	0	2	20	0	0	1	8	0	0	32	232
1:45 PM	0	0	0	0	0	0	0	0	0	22	2	0	1	15	1	0	41	195
2:00 PM	0	0	1	0	0	0	0	0	0	24	0	0	2	7	0	0	34	161
2:15 PM	0	0	0	0	0	0	4	0	0	19	0	0	0	10	0	0	33	140
2:30 PM	0	0	1	0	1	0	2	0	2	12	0	0	0	8	0	0	26	134
2:45 PM	0	0	0	0	1	0	0	0	0	12	0	0	0	14	0	0	27	120

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	0	0	16	4	40	0	28	220	0	4	4	140	4	0	468
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		128				208				16				132			484
Bicycles	0	0	8		0	0	4		0	4	8		0	8	0		32
Scooters																	

Comments:

Report generated on 6/12/2024 11:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

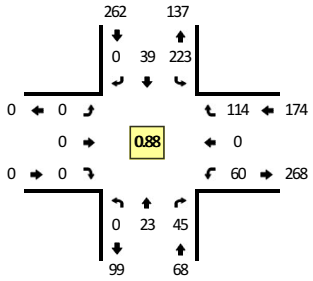
Type of peak hour being reported: Intersection Peak

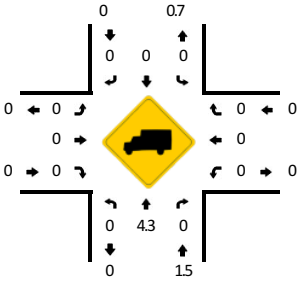
Method for determining peak hour: Total Entering Volume

LOCATION: Country Club Rd -- Golf Rd
CITY/STATE: Crystal Lake, IL

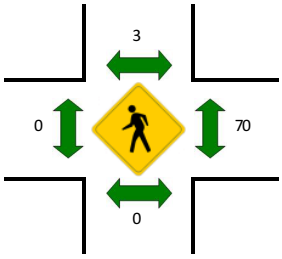
QC JOB #: 16648604
DATE: Sun, Jun 9 2024

Peak-Hour: 10:45 AM -- 11:45 AM
Peak 15-Min: 11:30 AM -- 11:45 AM

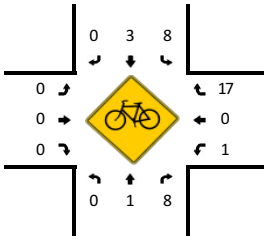


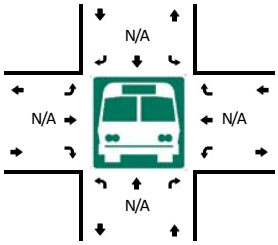


TRUE DATA TO IMPROVE MOBILITY

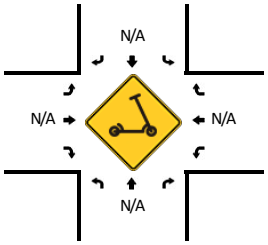












15-Min Count Period Beginning At	Country Club Rd (Northbound)				Country Club Rd (Southbound)				Golf Rd (Eastbound)				Golf Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	4	0	3	0	13	
8:15 AM	0	3	2	0	0	3	0	0	0	0	0	0	2	0	2	0	12	
8:30 AM	0	5	4	0	6	4	0	0	0	0	0	0	1	0	8	0	28	
8:45 AM	0	2	4	0	6	3	0	0	0	0	0	0	5	0	9	0	29	82
9:00 AM	0	3	2	0	7	2	0	0	0	0	0	0	3	0	5	0	22	91
9:15 AM	0	5	5	0	6	3	0	0	0	0	0	0	4	0	6	0	29	108
9:30 AM	0	4	3	0	16	4	0	0	0	0	0	0	2	0	11	0	40	120
9:45 AM	0	6	25	0	13	5	0	0	0	0	0	0	9	0	11	0	69	160
10:00 AM	0	7	10	0	61	7	0	0	0	0	0	0	6	0	16	1	108	246
10:15 AM	0	7	12	0	63	11	0	0	0	0	0	0	13	0	15	0	121	338
10:30 AM	0	8	21	0	65	6	0	0	0	0	0	0	15	0	17	0	132	430
10:45 AM	0	5	7	0	68	17	0	0	0	0	0	0	9	0	21	0	127	488
11:00 AM	0	6	9	0	57	6	0	0	0	0	0	0	14	0	24	0	116	496
11:15 AM	0	2	16	0	51	5	0	0	0	0	0	0	14	0	29	0	117	492
11:30 AM	0	10	13	0	47	11	0	0	0	0	0	0	23	0	40	0	144	504
11:45 AM	0	4	13	0	44	11	0	0	0	0	0	0	16	0	39	0	127	504
12:00 PM	0	10	16	0	26	5	0	0	0	0	0	0	23	0	32	0	112	500
12:15 PM	0	5	5	0	30	5	0	0	0	0	0	0	28	0	35	0	108	491
12:30 PM	0	2	12	0	29	4	0	0	0	0	0	0	25	0	23	1	96	443
12:45 PM	0	2	9	0	28	4	0	0	0	0	0	0	20	0	28	0	91	407
1:00 PM	0	2	15	0	16	2	0	0	0	0	0	0	17	0	28	0	80	375
1:15 PM	0	4	5	0	16	4	0	0	0	0	0	0	15	0	25	0	69	336
1:30 PM	0	5	7	0	6	1	0	0	0	0	0	0	4	0	15	0	38	278
1:45 PM	0	4	4	0	9	4	0	0	0	0	0	0	9	0	19	0	49	236
2:00 PM	0	7	4	0	4	2	0	0	0	0	0	0	9	0	15	0	41	197
2:15 PM	0	4	5	0	9	4	0	0	0	0	0	0	8	0	23	0	53	181
2:30 PM	0	7	3	0	5	11	0	0	0	0	0	0	10	0	6	0	42	185
2:45 PM	0	6	3	0	6	4	0	0	0	0	0	0	9	0	5	0	33	169

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	40	52	0	188	44	0	0	0	0	0	0	92	0	160	0	576
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				48			48
Bicycles	0	0	12		12	0	0		0	0	0		0	0	28		52
Scooters																	

Comments:

Report generated on 6/12/2024 11:41 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

HAMPTON, LENZINI AND RENWICK, INC.

Date: 6/9/2024
Intersection: Country Club Road at Broadway Avenue
City/State: Crystal Lake, IL
HLR Project #: 24.0125.350

Total Vehicles On Leg					1561
Vehicles Entering Intersection 913					Vehicles Exiting Intersection 648
Southbound					
Cars	79	750	81	3	13
Heavy	0	0	0	0	6
Total	**79**	**750**	**81**	**3**	**19**

Total Vehicles on Leg	Vehicles Entering Intersection	Eastbound	Cars	Heavy	Total
303	160		6	0	**6**
			0	0	**0**
	Vehicles Exiting Intersection		65	0	**65**
	143		0	0	**0**
			95	0	**95**

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg
22	0	**22**		28	134
0	0	**0**			
6	0	**6**		Vehicles Exiting Intersection	
0	0	**0**		106	
563	35	**598**			

Cars	415	2	64	557	25
Heavy	117	0	0	1	0
Total	**532**	**2**	**64**	**558**	**25**
Northbound					
Vehicles Entering Intersection 649				Vehicles Exiting Intersection 853	
Total Vehicles On Leg				1502	

Date Report Generated: 6/19/2024

HAMPTON, LENZINI AND RENWICK, INC.

Date: 6/9/2024
Intersection: Country Club Road at Broadway Avenue
City/State: Crystal Lake, IL
HLR Project #: 24.0125.350

Single Unit Vehicle Turn Movement Counts

Time	Eastbound					Westbound					Northbound					Southbound				
	U Turns	Left Turns	Thru	Right Turns	Peds	U Turns	Left Turns	Thru	Right Turns	Peds	U Turns	Left Turns	Thru	Right Turns	Peds	U Turns	Left Turns	Thru	Right Turns	Peds
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	1	0	0	0	0	1	1	0	2	2	2	0	0	9	0	3	0
8:15	0	2	0	0	0	0	0	0	1	0	0	0	1	4	0	0	9	3	1	0
8:30	0	1	0	3	0	0	0	0	0	3	0	1	8	5	0	0	10	7	3	0
8:45	0	4	0	1	1	0	0	0	0	2	0	1	2	8	0	0	21	9	1	1
9:00	0	0	0	2	0	0	1	0	1	1	0	0	4	4	4	1	14	6	1	0
9:15	0	5	0	1	0	0	0	0	0	4	0	2	9	0	3	0	6	7	1	0
9:30	0	3	0	3	0	0	1	0	0	17	0	1	14	0	1	0	2	17	0	0
9:45	0	3	0	2	0	0	0	0	1	55	1	2	15	0	7	0	1	14	3	0
10:00	0	2	0	9	0	0	0	0	0	46	0	1	19	0	22	0	0	73	3	5
10:15	0	0	0	3	0	0	0	0	0	28	0	2	20	0	15	0	0	61	5	0
10:30	0	3	0	6	0	0	0	0	0	16	0	1	23	0	27	0	0	65	2	0
10:45	0	6	0	11	0	0	0	0	0	25	0	4	24	0	40	0	0	83	2	0
11:00	0	5	0	5	0	0	0	0	0	37	0	0	29	0	24	0	0	51	5	0
11:15	0	4	0	9	0	0	0	0	0	41	0	2	30	0	51	0	0	49	3	0
11:30	0	3	0	5	0	0	0	0	0	53	0	5	45	0	29	0	0	51	4	0
11:45	0	1	0	4	3	0	0	0	0	49	0	3	38	0	17	0	0	51	1	3
12:00	0	5	0	2	1	0	0	0	0	33	1	3	41	0	29	0	0	27	2	0
12:15	0	0	0	5	0	0	0	0	0	29	0	5	34	0	22	0	0	29	6	2
12:30	0	1	0	3	1	0	0	0	0	23	0	2	21	0	11	0	0	30	3	0
12:45	0	1	0	3	0	0	0	0	0	10	0	2	28	0	19	0	0	30	3	0
13:00	0	3	0	1	0	0	0	0	0	16	0	6	26	0	13	0	0	16	3	0
13:15	0	4	0	6	0	0	0	0	0	17	0	5	25	0	18	1	0	14	7	0
13:30	0	2	0	1	0	0	0	0	0	13	0	1	19	0	29	0	0	9	2	0
13:45	0	0	0	1	0	0	0	0	0	25	0	3	18	0	9	0	0	14	5	0
14:00	0	1	0	2	0	0	0	0	0	12	0	1	21	0	19	0	0	3	5	2
14:15	0	1	0	0	0	0	3	0	9	5	0	4	21	2	3	1	4	11	0	0
14:30	0	2	0	2	0	0	1	0	9	0	0	3	11	0	1	0	4	13	2	0
14:45	0	3	0	4	0	0	0	0	0	2	0	2	9	0	2	0	1	7	3	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date Report Generated: 6/19/2024

HAMPTON, LENZINI AND RENWICK, INC.

Date: 6/9/2024
Intersection: Country Club Road at Broadway Avenue
City/State: Crystal Lake, IL
HLR Project #: 24.0125.350

Multi Unit Vehicle Turn Movement Counts

Time	Eastbound					Westbound					Northbound					Southbound				
	U Turns	Left Turns	Thru	Right Turns	Bikes	U Turns	Left Turns	Thru	Right Turns	Bikes	U Turns	Left Turns	Thru	Right Turns	Bikes	U Turns	Left Turns	Thru	Right Turns	Bikes
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	11	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	12	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	16	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5	0	0	0	0	4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	16	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	6	0	0	0	0	4	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date Report Generated: 6/19/2024

HAMPTON, LENZINI AND RENWICK, INC.

Date: 6/9/2024
Intersection: Lake Avenue at Country Club Road
City/State: Crystal Lake, IL
HLR Project #: 24.0125.350

Total Vehicles On Leg					4602
Vehicles Entering Intersection 2181					Vehicles Exiting Intersection 2421
Southbound					
Cars	0	1312	868	0	35
Heavy	0	1	0	0	3
Total	**0**	**1313**	**868**	**0**	**38**

Total Vehicles on Leg	Vehicles Entering Intersection	Eastbound	Cars	Heavy	Total
0	0		0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 0		0	0	**0**
			0	0	**0**
			0	0	**0**

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg
774	0	**774**		898	1933
0	0	**0**			
124	0	**124**		Vehicles Exiting Intersection 1035	
0	0	**0**			
47	4	**51**			

Cars	15	0	0	1645	166
Heavy	2	0	0	2	1
Total	**17**	**0**	**0**	**1647**	**167**
Northbound					
Vehicles Entering Intersection 1814				Vehicles Exiting Intersection 1437	
Total Vehicles On Leg				3251	

Date Report Generated: 6/19/2024

HAMPTON, LENZINI AND RENWICK, INC.

Date: 6/9/2024
Intersection: Lake Avenue at Country Club Road
City/State: Crystal Lake, IL
HLR Project #: 24.0125.350

Single Unit Vehicle Turn Movement Counts

Time	Eastbound					Westbound					Northbound					Southbound				
	U Turns	Left Turns	Thru	Right Turns	Peds	U Turns	Left Turns	Thru	Right Turns	Peds	U Turns	Left Turns	Thru	Right Turns	Peds	U Turns	Left Turns	Thru	Right Turns	Peds
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	3	0	0	0	31	0	0	0	11	10	0	0
8:15	0	0	0	0	0	0	1	0	2	0	0	0	24	0	0	0	15	16	0	0
8:30	0	0	0	0	0	0	0	0	10	0	0	0	45	3	0	0	13	20	0	0
8:45	0	0	0	0	0	0	1	0	3	0	0	0	61	2	0	0	24	16	0	0
9:00	0	0	0	0	0	0	1	0	5	0	0	0	32	3	0	0	21	24	0	0
9:15	0	0	0	0	0	0	0	0	7	0	0	0	55	3	0	0	12	38	0	0
9:30	0	0	0	0	0	0	2	0	11	2	0	0	50	8	1	0	29	27	0	0
9:45	0	0	0	0	0	0	1	0	14	4	0	0	50	20	0	0	42	35	0	0
10:00	0	0	0	0	0	0	2	0	18	0	0	0	63	12	2	0	78	32	0	1
10:15	0	0	0	0	0	0	2	0	21	0	0	0	71	10	0	0	69	44	0	11
10:30	0	0	0	0	0	0	2	0	37	0	0	0	68	11	1	0	67	59	0	3
10:45	0	0	0	0	0	0	5	0	32	4	0	0	72	10	0	0	73	60	0	2
11:00	0	0	0	0	0	0	7	0	34	3	0	0	63	4	0	0	56	67	0	2
11:15	0	0	0	0	0	0	11	0	39	0	0	0	60	12	2	0	50	72	0	3
11:30	0	0	0	0	0	0	8	0	47	1	0	0	67	4	5	0	58	54	0	0
11:45	0	0	0	0	0	0	8	0	45	0	0	0	79	8	4	0	46	58	0	6
12:00	0	0	0	0	0	0	12	0	49	0	0	0	51	8	0	0	31	47	0	0
12:15	0	0	0	0	0	0	5	0	35	4	0	0	71	10	0	0	40	55	0	5
12:30	0	0	0	0	0	0	4	0	29	0	0	0	72	7	0	0	34	57	0	0
12:45	0	0	0	0	0	0	6	0	37	0	0	0	59	6	0	0	31	65	0	0
13:00	0	0	0	0	0	0	3	0	47	1	0	0	71	8	0	0	16	62	0	0
13:15	0	0	0	0	0	0	5	0	39	4	0	0	66	5	0	0	16	58	0	2
13:30	0	0	0	0	0	0	7	0	34	8	0	0	55	2	0	0	10	68	0	0
13:45	0	0	0	0	0	0	6	0	27	1	0	0	74	2	0	0	7	60	0	0
14:00	0	0	0	0	0	0	5	0	32	2	0	0	60	1	0	0	6	41	0	0
14:15	0	0	0	0	0	0	15	0	45	1	0	0	52	3	0	0	4	63	0	0
14:30	0	0	0	0	0	0	4	0	49	11	0	0	58	0	0	0	6	53	0	0
14:45	0	0	0	0	0	0	1	0	23	1	0	0	65	4	0	0	3	51	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date Report Generated: 6/19/2024

HAMPTON, LENZINI AND RENWICK, INC.

Date: 6/9/2024
Intersection: Lake Avenue at Country Club Road
City/State: Crystal Lake, IL
HLR Project #: 24.0125.350

Multi Unit Vehicle Turn Movement Counts

Time	Eastbound					Westbound					Northbound					Southbound				
	U Turns	Left Turns	Thru	Right Turns	Bikes	U Turns	Left Turns	Thru	Right Turns	Bikes	U Turns	Left Turns	Thru	Right Turns	Bikes	U Turns	Left Turns	Thru	Right Turns	Bikes
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date Report Generated: 6/19/2024

APPENDIX C

TRAFFIC COUNT DATA – ROADWAY TUBE COUNTER REPORTS

MetroCount Traffic Executive
Vehicle Counts

VehicleCount-134 -- English (ENU)

Datasets:

Site:	**[415 Highland] <25>**
Attribute:	
Direction:	3 - South bound, A trigger first. **Lane:** 0
Survey Duration:	8:20 Friday, May 17, 2024 => 8:22 Monday, June 3, 2024,
Zone:	
File:	Highland 0 2024-06-03 0822.EC0 (Plus)
Identifier:	DC592MYH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**8:21 Friday, May 17, 2024 => 8:22 Monday, June 3, 2024 (17.0011)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = South, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 2973 / 2995 (99.27%)

* Friday, May 17, 2024 - Total=188 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**5**	**15**	**21**	**14**	**9**	**16**	**40**	**12**	**25**	**15**	**3**	**5**	**4**	**2**	**2**	
-	-	-	-	-	-	-	-	-	0	2	3	2	1	3	**13**	5	4	1	0	1	1	1	1	0
-	-	-	-	-	-	-	-	-	0	2	6	5	2	2	5	**11**	2	11	3	0	1	3	1	1	0
-	-	-	-	-	-	-	-	-	0	2	4	11	6	2	4	**8**	2	7	3	3	2	0	0	0	0
-	-	-	-	-	-	-	-	-	0	1	3	2	4	4	4	**8**	3	3	8	0	1	0	0	0	0

PM Peak 1500 - 1600 (40), PM PHF=0.77

* Saturday, May 18, 2024 - Total=127, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**1**	**0**	**0**	**6**	**5**	**6**	**12**	**10**	**20**	**13**	**8**	**6**	**3**	**13**	**4**	**9**	**6**	**1**	**2**	**1**	
0	0	0	1	0	0	0	1	1	0	1	4	**5**	4	2	2	2	5	2	0	1	1	0	1	2
0	0	0	0	0	0	0	3	2	3	1	1	**5**	4	1	1	1	1	0	4	0	0	0	0	0
0	0	0	0	1	0	0	2	1	2	2	2	**5**	2	2	3	0	3	1	3	4	0	1	0	0
0	0	0	0	0	0	0	0	1	1	8	**3**	**5**	3	3	0	0	4	1	2	1	0	1	0	0

AM Peak 1145 - 1245 (18), AM PHF=0.90 PM Peak 1200 - 1300 (20), PM PHF=1.00

* Sunday, May 19, 2024 - Total=91, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**5**	**16**	**11**	**12**	**3**	**8**	**4**	**6**	**7**	**8**	**2**	**2**	**0**	**0**	**1**	
2	0	0	0	0	0	0	0	0	0	**5**	4	**3**	1	3	1	1	1	1	0	1	0	0	1	0
0	0	0	0	0	0	0	0	1	0	**1**	1	**6**	1	3	1	3	3	4	1	0	0	0	0	0
0	0	0	0	0	0	0	0	1	3	**5**	4	**0**	1	2	1	0	1	1	1	1	0	0	0	0
0	0	0	0	0	0	0	0	2	2	**5**	2	**3**	0	0	1	2	2	2	0	0	0	0	0	0

AM Peak 1000 - 1100 (16), AM PHF=0.80 PM Peak 1200 - 1300 (12), PM PHF=0.50

* Monday, May 20, 2024 - Total=224, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**1**	**2**	**4**	**66**	**13**	**7**	**10**	**10**	**15**	**16**	**31**	**3**	**16**	**12**	**8**	**6**	**1**	**1**	**2**	
0	0	0	0	0	0	0	2	1	**6**	2	1	0	4	2	**10**	0	3	2	1	4	1	0	1	0
0	0	0	0	0	1	0	1	**8**	4	3	3	3	3	6	**12**	1	6	3	2	0	0	0	0	0
0	0	0	0	0	0	0	0	**31**	1	0	2	4	4	4	**7**	0	6	3	3	1	0	1	0	0
0	0	0	0	0	0	2	1	**26**	2	2	4	3	4	**4**	2	2	1	4	2	1	0	0	1	0

AM Peak 0815 - 0915 (71), AM PHF=0.57 PM Peak 1445 - 1545 (33), PM PHF=0.69

* Tuesday, May 21, 2024 - Total=248, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**0**	**0**	**0**	**0**	**1**	**6**	**73**	**7**	**14**	**9**	**11**	**17**	**16**	**33**	**10**	**21**	**15**	**3**	**4**	**1**	**1**	**5**	
0	0	0	0	0	0	0	2	**3**	1	4	4	4	11	3	**6**	4	5	2	2	3	1	0	0	1
0	0	0	0	0	0	1	0	**10**	4	4	1	0	1	4	**12**	2	10	4	0	0	0	0	1	0
0	0	0	0	0	0	0	1	**28**	2	3	3	5	1	5	**12**	1	4	2	0	1	0	1	0	1
0	1	0	0	0	0	0	3	**32**	0	3	1	2	4	**4**	3	3	2	7	1	0	0	0	4	0

AM Peak 0800 - 0900 (73), AM PHF=0.57 PM Peak 1445 - 1545 (34), PM PHF=0.71

* Wednesday, May 22, 2024 - Total=261, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**1**	**0**	**0**	**3**	**6**	**71**	**10**	**13**	**9**	**18**	**15**	**14**	**39**	**5**	**20**	**18**	**7**	**6**	**2**	**0**	**2**	
1	0	0	0	0	0	2	2	**4**	3	3	2	9	4	1	**6**	2	4	4	2	1	1	0	1	0
0	0	0	1	0	0	0	2	**10**	4	2	2	4	3	6	**15**	1	8	4	4	0	1	0	0	0
1	0	0	0	0	0	0	0	**25**	2	3	4	2	2	3	**10**	0	5	5	0	1	0	0	0	0
0	0	0	0	0	0	1	2	**32**	1	5	1	3	6	4	**8**	2	3	5	1	4	0	0	1	0

AM Peak 0800 - 0900 (71), AM PHF=0.55 PM Peak 1500 - 1600 (39), PM PHF=0.65

* Thursday, May 23, 2024 - Total=246, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**1**	**0**	**0**	**0**	**4**	**3**	**60**	**11**	**18**	**12**	**12**	**13**	**15**	**28**	**9**	**23**	**14**	**8**	**10**	**3**	**0**	**2**	
0	0	0	0	0	0	1	0	0	**5**	6	3	2	1	3	**3**	2	6	3	3	2	0	0	0	0
0	0	1	0	0	0	0	0	**8**	3	6	3	3	5	3	**10**	2	10	2	3	3	1	0	1	0
0	0	0	0	0	0	1	2	**22**	2	2	3	3	3	2	**11**	5	4	4	2	4	2	0	0	0
0	0	0	0	0	0	2	1	**30**	1	4	3	4	4	**7**	4	0	3	5	0	1	0	0	1	0

AM Peak 0815 - 0915 (65), AM PHF=0.54 PM Peak 1445 - 1545 (31), PM PHF=0.70

* Friday, May 24, 2024 - Total=262, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**1**	**0**	**0**	**1**	**2**	**4**	**61**	**15**	**46**	**29**	**15**	**14**	**9**	**13**	**9**	**18**	**14**	**6**	**2**	**1**	**0**	**2**	
0	0	1	0	0	0	0	2	**9**	5	14	11	2	4	4	1	2	**5**	3	2	1	1	0	1	0
0	0	0	0	0	0	0	1	**15**	2	16	13	5	1	4	4	1	**8**	3	3	0	0	0	0	1
0	0	0	0	0	0	0	1	**14**	3	12	2	5	5	1	4	3	**4**	2	0	1	0	0	1	0
0	0	0	0	0	1	2	0	**23**	5	4	3	3	4	0	4	**3**	1	6	1	0	0	0	0	0

AM Peak 0800 - 0900 (61), AM PHF=0.66 PM Peak 1645 - 1745 (20), PM PHF=0.63

* Saturday, May 25, 2024 - Total=160, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**8**	**17**	**19**	**17**	**14**	**16**	**15**	**11**	**9**	**9**	**9**	**5**	**3**	**2**	**0**	**1**	
0	0	0	0	0	0	0	1	0	2	3	**3**	2	4	**3**	1	3	5	4	1	0	1	0	0	0
1	0	0	1	0	0	0	0	2	5	2	**6**	6	3	**6**	3	1	0	1	1	2	0	0	0	1
0	0	0	0	0	0	1	1	3	9	**5**	4	6	**5**	2	3	1	2	4	2	0	1	0	0	0
0	0	0	0	0	0	0	0	3	1	**9**	4	0	**4**	4	4	4	2	0	1	1	0	0	1	0

AM Peak 1030 - 1130 (23), AM PHF=0.64 PM Peak 1330 - 1430 (18), PM PHF=0.75

* Sunday, May 26, 2024 - Total=88, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**11**	**12**	**13**	**11**	**6**	**8**	**4**	**5**	**5**	**1**	**4**	**2**	**1**	**0**	**0**	**0**	
0	1	0	0	0	0	0	1	3	1	**3**	2	2	**1**	1	3	2	0	0	1	0	0	0	0	0
1	0	0	0	0	0	0	0	2	**3**	2	4	1	**2**	0	1	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	2	**4**	5	1	2	**3**	2	0	1	1	2	0	1	0	0	0	0
0	0	0	0	0	0	0	2	4	**4**	3	4	1	**2**	1	1	2	0	1	1	0	0	0	0	0

AM Peak 0915 - 1015 (14), AM PHF=0.88 PM Peak 1300 - 1400 (8), PM PHF=0.67

* Monday, May 27, 2024 - Total=82, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**	**8**	**13**	**4**	**4**	**8**	**9**	**5**	**10**	**7**	**5**	**1**	**0**	**1**	**0**	
0	0	0	0	0	0	0	0	0	2	0	**2**	0	1	3	2	0	**0**	0	3	0	0	0	0	0
0	1	0	0	0	0	0	1	0	0	4	**3**	1	1	3	5	1	**6**	2	1	1	0	0	0	0
0	0	0	0	0	0	0	1	0	1	0	**6**	1	2	2	0	2	**3**	3	0	0	0	1	0	0
0	0	0	0	0	0	1	0	0	0	**4**	2	2	0	0	2	**2**	1	2	1	0	0	0	0	0

AM Peak 1045 - 1145 (15), AM PHF=0.63 PM Peak 1645 - 1745 (11), PM PHF=0.46

* Tuesday, May 28, 2024 - Total=130, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**0**	**0**	**0**	**0**	**2**	**2**	**13**	**8**	**6**	**11**	**11**	**6**	**7**	**11**	**11**	**17**	**6**	**11**	**6**	**0**	**1**	**0**	
0	0	0	0	0	0	0	2	1	**4**	0	3	1	2	4	4	4	**2**	2	2	0	0	0	0	0
0	0	0	0	0	0	0	0	**3**	1	3	3	4	1	1	4	1	**10**	0	5	3	0	1	0	0
0	0	0	0	0	0	1	0	**1**	2	3	3	5	0	0	0	**5**	2	1	3	2	0	0	0	1
0	1	0	0	0	0	1	0	**8**	1	0	2	1	3	2	3	**1**	3	3	1	1	0	0	0	0

AM Peak 0815 - 0915 (16), AM PHF=0.50 PM Peak 1630 - 1730 (18), PM PHF=0.45

* Wednesday, May 29, 2024 - Total=187, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**1**	**0**	**0**	**0**	**4**	**9**	**11**	**10**	**25**	**8**	**10**	**20**	**9**	**15**	**10**	**21**	**19**	**8**	**2**	**1**	**1**	**2**	
0	0	0	0	0	0	3	4	1	2	**4**	0	3	**11**	4	4	1	3	1	2	1	1	1	1	0
0	0	0	0	0	0	1	3	1	2	**2**	2	2	**5**	3	3	3	10	3	4	1	0	0	1	0
1	0	0	0	0	0	0	0	3	2	**7**	1	1	**2**	0	3	2	5	5	0	0	0	0	0	0
0	0	1	0	0	0	0	2	6	4	**12**	5	**4**	2	2	5	4	3	10	2	0	0	0	0	0

AM Peak 1000 - 1100 (25), AM PHF=0.52 PM Peak 1245 - 1345 (22), PM PHF=0.50

* Thursday, May 30, 2024 - Total=115, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**1**	**0**	**0**	**2**	**2**	**6**	**6**	**5**	**8**	**8**	**4**	**5**	**3**	**14**	**12**	**15**	**8**	**5**	**5**	**4**	**1**	**1**	
0	0	0	0	0	0	1	3	1	2	2	**1**	0	1	1	2	3	**2**	2	3	0	1	0	0	0
0	0	0	0	0	0	0	0	0	1	2	**3**	1	1	1	6	2	**6**	3	1	1	0	0	0	0
0	0	1	0	0	0	1	1	2	2	0	**3**	2	2	0	3	1	**6**	1	1	2	2	0	0	0
0	0	0	0	0	2	0	2	3	0	**4**	1	1	1	1	3	**6**	1	2	0	2	1	1	1	0

AM Peak 1045 - 1145 (11), AM PHF=0.69 PM Peak 1645 - 1745 (20), PM PHF=0.83

* Friday, May 31, 2024 - Total=143, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**1**	**0**	**0**	**1**	**2**	**7**	**3**	**4**	**21**	**9**	**7**	**5**	**19**	**17**	**9**	**17**	**11**	**3**	**2**	**2**	**0**	**3**	
0	0	1	0	0	0	1	0	0	1	**4**	1	3	1	6	1	**4**	1	0	2	1	1	0	1	0
0	0	0	0	0	0	0	0	4	0	1	**8**	3	3	3	4	**4**	1	8	3	0	0	0	0	1	0
0	0	0	0	0	0	0	0	3	2	0	**5**	2	0	0	5	**3**	1	6	3	0	0	1	0	0	1
0	0	0	0	0	0	1	1	0	1	2	**4**	3	1	1	4	**9**	3	2	5	1	1	0	0	1	1

AM Peak 1000 - 1100 (21), AM PHF=0.66 PM Peak 1515 - 1615 (20), PM PHF=0.56

* Saturday, June 1, 2024 - Total=119, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**1**	**0**	**0**	**1**	**0**	**4**	**7**	**5**	**10**	**9**	**6**	**7**	**7**	**13**	**3**	**5**	**11**	**9**	**5**	**9**	**4**	**1**	**0**	
0	0	0	0	0	0	0	0	2	**1**	2	2	0	1	**2**	1	0	2	2	0	3	0	1	0	0
0	0	0	0	0	0	2	4	0	**5**	1	1	3	0	**1**	2	3	3	1	2	0	1	0	0	1
1	1	0	0	1	0	2	1	1	**4**	1	0	3	4	**6**	0	1	3	2	2	5	1	0	0	0
1	0	0	0	0	0	0	2	**2**	0	5	3	1	2	**4**	0	1	3	4	1	1	2	0	0	0

AM Peak 0845 - 0945 (12), AM PHF=0.60 PM Peak 1400 - 1500 (13), PM PHF=0.54

* Sunday, June 2, 2024 - Total=291, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**15**	**23**	**51**	**59**	**39**	**22**	**27**	**8**	**8**	**12**	**7**	**7**	**1**	**1**	**1**	**0**	
0	0	0	0	0	0	0	0	2	2	15	**18**	**12**	7	7	4	4	2	2	2	0	0	0	0	0
1	0	0	0	0	0	0	2	7	5	11	**8**	**11**	4	10	2	1	8	0	4	1	0	0	0	0
0	0	0	0	0	0	1	1	2	7	10	**11**	**8**	3	6	1	2	1	5	1	0	1	1	0	0
0	0	0	0	0	0	0	5	4	9	15	**22**	**8**	8	4	1	1	1	0	0	0	0	0	0	0

AM Peak 1100 - 1200 (59), AM PHF=0.67 PM Peak 1200 - 1300 (39), PM PHF=0.81

* Monday, June 3, 2024 - Total=11 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**1**	**3**	**7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
0	0	0	0	0	0	1	2	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	0	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	0	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

MetroCount Traffic Executive
Vehicle Counts

VehicleCount-131 -- English (ENU)

Datasets:

Site:	**[420 Country Club] <25>**
Attribute:	
Direction:	1 - North bound, A trigger first. **Lane:** 0
Survey Duration:	8:14 Friday, May 17, 2024 => 8:17 Monday, June 3, 2024,
Zone:	
File:	420 country club 0 2024-06-03 0818.EC0 (Plus)
Identifier:	MJ07GG4H MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**8:15 Friday, May 17, 2024 => 8:17 Monday, June 3, 2024 (17.0019)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 20621 / 20711 (99.57%)

* Friday, May 17, 2024 - Total=1156 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85**	**102**	**100**	**116**	**59**	**86**	**149**	**91**	**78**	**101**	**55**	**54**	**35**	**29**	**16**	
-	-	-	-	-	-	-	-	-	27	24	22	28	10	16	**29**	21	13	29	11	13	13	16	4	5
-	-	-	-	-	-	-	-	0	21	26	26	27	23	24	**60**	28	23	22	17	18	7	6	3	0
-	-	-	-	-	-	-	-	0	18	17	24	29	16	18	**36**	21	23	18	10	11	6	4	4	4
-	-	-	-	-	-	-	-	48	19	35	28	32	10	**28**	24	21	19	32	17	12	9	3	5	0

PM Peak 1445 - 1545 (153), PM PHF=0.64

* Saturday, May 18, 2024 - Total=1096, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**12**	**1**	**2**	**1**	**5**	**17**	**50**	**53**	**82**	**83**	**69**	**96**	**69**	**63**	**74**	**87**	**72**	**69**	**47**	**54**	**37**	**34**	**10**	
5	2	1	0	0	1	3	12	10	25	15	**21**	19	**25**	17	15	15	25	19	9	15	7	12	3	8
0	3	0	1	0	0	1	13	9	17	**17**	17	**24**	15	17	20	27	14	11	13	12	10	6	2	7
4	5	0	0	0	1	4	16	14	10	**26**	14	**25**	20	13	19	26	14	15	13	13	12	9	0	5
0	2	0	1	1	3	9	9	20	30	**25**	17	**28**	9	16	20	19	19	24	12	14	8	7	5	0

AM Peak 1015 - 1115 (89), AM PHF=0.86 PM Peak 1215 - 1315 (102), PM PHF=0.91

* Sunday, May 19, 2024 - Total=1030, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**8**	**1**	**0**	**2**	**5**	**12**	**26**	**46**	**61**	**116**	**109**	**89**	**60**	**73**	**73**	**87**	**64**	**59**	**55**	**36**	**16**	**12**	**0**	
8	0	1	0	0	2	0	5	2	19	33	23	**26**	21	21	19	21	19	15	10	9	8	4	0	2
7	1	0	0	2	1	2	3	10	12	22	19	**31**	14	17	14	25	10	15	16	11	4	2	0	0
5	1	0	0	0	1	2	10	15	10	31	**31**	**12**	13	22	25	22	16	14	17	8	2	6	0	0
0	6	0	0	0	1	8	8	19	20	30	**36**	**20**	12	13	15	19	19	15	12	8	2	0	0	0

AM Peak 1130 - 1230 (124), AM PHF=0.86 PM Peak 1200 - 1300 (89), PM PHF=0.72

* Monday, May 20, 2024 - Total=1065, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**3**	**4**	**0**	**0**	**5**	**13**	**47**	**120**	**64**	**65**	**56**	**66**	**65**	**82**	**104**	**76**	**73**	**65**	**55**	**48**	**18**	**17**	**17**	
2	0	0	0	0	1	1	8	17	**28**	11	15	15	17	18	**24**	21	30	16	11	17	6	6	2	1
0	0	0	0	0	1	4	13	**19**	14	16	17	10	14	19	**23**	17	13	22	18	10	5	5	2	1
0	0	2	0	0	1	2	11	**44**	7	23	13	21	20	24	**30**	19	16	15	13	9	6	0	2	0
0	3	2	0	0	2	6	15	**40**	15	15	11	20	14	21	**27**	19	14	12	13	12	1	6	11	0

AM Peak 0815 - 0915 (131), AM PHF=0.74 PM Peak 1500 - 1600 (104), PM PHF=0.87

* Tuesday, May 21, 2024 - Total=1269, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**4**	**3**	**1**	**3**	**4**	**16**	**57**	**118**	**69**	**76**	**76**	**94**	**70**	**105**	**138**	**90**	**98**	**83**	**60**	**43**	**18**	**15**	**26**	
1	1	1	0	1	1	1	10	**25**	18	17	17	30	16	20	**41**	20	23	22	15	12	7	3	6	4
1	2	1	0	0	1	5	16	**18**	25	22	19	21	18	32	**29**	22	34	24	17	9	2	2	8	1
0	0	0	1	2	0	3	17	**46**	20	19	24	20	12	29	**48**	23	20	23	17	11	6	4	3	3
0	1	1	0	0	2	7	14	**29**	6	18	16	23	24	**24**	20	25	21	14	11	11	3	6	9	0

AM Peak 0800 - 0900 (118), AM PHF=0.64 PM Peak 1445 - 1545 (142), PM PHF=0.74

* Wednesday, May 22, 2024 - Total=1252, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**1**	**2**	**0**	**2**	**12**	**21**	**48**	**122**	**71**	**79**	**71**	**72**	**79**	**94**	**132**	**78**	**107**	**80**	**67**	**48**	**32**	**9**	**17**	
4	1	0	0	0	1	3	16	**23**	17	13	16	19	16	19	**29**	15	19	17	16	10	13	3	4	3
1	0	1	0	1	0	5	13	**17**	19	14	18	9	24	28	**33**	25	28	21	11	17	9	0	3	2
3	0	0	0	0	2	4	15	**39**	18	29	18	20	24	22	**43**	20	31	25	21	9	5	2	5	0
0	0	1	0	1	9	9	4	**43**	17	23	19	24	15	25	**27**	18	29	17	19	12	5	4	5	1

AM Peak 0800 - 0900 (122), AM PHF=0.71 PM Peak 1500 - 1600 (132), PM PHF=0.77

* Thursday, May 23, 2024 - Total=1410, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**0**	**0**	**1**	**1**	**8**	**18**	**52**	**108**	**78**	**72**	**73**	**72**	**85**	**101**	**141**	**99**	**146**	**89**	**88**	**86**	**44**	**25**	**17**	
3	0	0	0	0	3	3	8	18	**15**	22	23	22	24	25	26	21	**42**	27	24	9	14	10	5	1
2	0	0	0	1	1	1	15	17	**24**	13	17	14	16	28	45	30	**34**	25	19	28	11	6	4	1
0	0	0	1	0	1	5	15	**34**	20	17	17	19	23	22	41	24	**43**	24	17	28	8	3	2	1
1	0	0	0	0	3	9	14	**39**	19	20	16	17	22	26	29	24	**27**	13	28	21	11	6	6	0

AM Peak 0830 - 0930 (112), AM PHF=0.72 PM Peak 1700 - 1800 (146), PM PHF=0.85

* Friday, May 24, 2024 - Total=1666, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**2**	**4**	**3**	**2**	**9**	**26**	**40**	**154**	**102**	**184**	**197**	**118**	**128**	**109**	**91**	**87**	**97**	**100**	**59**	**65**	**49**	**28**	**9**	
1	0	0	3	0	2	5	7	28	32	40	**44**	21	**30**	35	10	18	27	34	22	17	18	9	3	1
1	1	2	0	0	1	3	9	29	29	59	**80**	32	**42**	34	31	27	18	30	11	15	14	9	2	1
1	0	0	0	1	2	3	14	47	17	**53**	39	**37**	32	26	35	18	20	20	13	21	10	7	2	2
0	1	2	0	1	4	15	10	50	24	**32**	34	**28**	24	14	15	24	32	16	13	12	7	3	2	4

AM Peak 1030 - 1130 (209), AM PHF=0.65 PM Peak 1230 - 1330 (137), PM PHF=0.82

* Saturday, May 25, 2024 - Total=1253, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**5**	**0**	**0**	**3**	**3**	**12**	**42**	**63**	**96**	**89**	**106**	**90**	**99**	**94**	**85**	**94**	**77**	**74**	**66**	**59**	**42**	**31**	**15**	
1	3	0	0	1	0	3	7	17	21	29	**28**	18	**24**	24	23	27	16	19	17	16	17	3	3	3
1	1	0	0	0	1	1	10	15	32	21	**27**	21	**22**	26	21	27	19	21	14	16	7	11	4	4
2	1	0	0	2	1	2	15	18	16	21	**21**	20	**28**	18	21	23	21	15	18	14	8	10	6	5
4	0	0	0	0	1	6	10	13	27	18	**30**	**31**	25	26	20	17	21	19	17	13	10	7	2	0

AM Peak 1100 - 1200 (106), AM PHF=0.88 PM Peak 1245 - 1345 (105), PM PHF=0.85

* Sunday, May 26, 2024 - Total=893, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**3**	**3**	**0**	**1**	**4**	**12**	**32**	**51**	**68**	**94**	**69**	**65**	**52**	**52**	**61**	**64**	**60**	**47**	**33**	**37**	**40**	**20**	**13**	
3	0	1	0	0	0	1	6	12	13	**28**	17	18	12	12	12	**16**	17	14	7	10	11	6	3	3
4	0	1	0	0	2	3	6	10	17	**22**	25	14	13	12	15	**18**	25	11	10	6	13	4	1	1
5	0	1	0	1	2	1	8	13	18	**20**	12	17	12	16	17	**21**	7	11	9	6	10	4	4	0
0	3	0	0	0	0	7	12	16	20	**24**	15	16	15	12	**17**	9	11	11	7	15	6	6	5	1

AM Peak 1000 - 1100 (94), AM PHF=0.84 PM Peak 1545 - 1645 (72), PM PHF=0.86

* Monday, May 27, 2024 - Total=810, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**2**	**4**	**0**	**2**	**2**	**12**	**15**	**28**	**48**	**56**	**69**	**54**	**56**	**83**	**79**	**56**	**52**	**71**	**49**	**34**	**18**	**10**	**5**	
3	0	2	0	0	0	0	3	4	9	18	**24**	9	17	19	**19**	13	12	13	15	10	6	2	2	0
1	0	1	0	1	1	1	3	13	13	12	**16**	17	14	17	**18**	14	19	17	12	11	3	3	1	1
0	2	0	0	1	0	3	4	7	13	13	**16**	14	17	**27**	23	20	13	19	12	5	6	3	0	2
1	0	1	0	0	1	8	5	4	13	**13**	13	14	8	**20**	19	9	8	22	10	8	3	2	2	2

AM Peak 1045 - 1145 (69), AM PHF=0.72 PM Peak 1430 - 1530 (84), PM PHF=0.78

* Tuesday, May 28, 2024 - Total=1022, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**2**	**1**	**2**	**2**	**2**	**17**	**42**	**65**	**74**	**76**	**57**	**71**	**80**	**61**	**65**	**65**	**73**	**56**	**76**	**72**	**23**	**26**	**9**	
0	0	0	1	0	0	3	6	7	**22**	16	16	18	23	13	19	16	19	13	9	**21**	5	13	3	1
1	0	0	1	1	0	2	12	**16**	16	26	10	19	17	20	18	22	27	11	**24**	16	5	8	3	2
2	1	0	0	0	0	6	12	**21**	20	16	12	12	19	15	14	16	9	19	**19**	17	6	1	3	3
2	1	1	0	1	2	6	12	**21**	16	18	19	22	21	13	14	11	18	13	**24**	18	7	4	0	1

AM Peak 0815 - 0915 (80), AM PHF=0.91 PM Peak 1915 - 2015 (88), PM PHF=0.92

* Wednesday, May 29, 2024 - Total=1226, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**3**	**2**	**3**	**4**	**2**	**19**	**36**	**88**	**73**	**69**	**77**	**96**	**86**	**102**	**83**	**105**	**91**	**80**	**85**	**52**	**36**	**19**	**8**	
1	0	0	1	1	0	1	8	20	**19**	18	23	24	16	22	23	**22**	18	24	23	16	8	5	1	1
2	1	0	1	0	0	5	11	6	**24**	18	17	27	28	33	19	**30**	30	22	25	15	14	6	2	1
3	2	0	0	1	0	4	10	**29**	16	14	18	24	22	27	21	**22**	25	16	16	12	5	4	3	3
1	0	2	1	2	2	9	7	**33**	14	19	19	21	20	20	20	**31**	18	18	21	9	9	4	2	2

AM Peak 0830 - 0930 (105), AM PHF=0.80 PM Peak 1600 - 1700 (105), PM PHF=0.85

* Thursday, May 30, 2024 - Total=1279, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**4**	**1**	**3**	**4**	**6**	**19**	**47**	**87**	**63**	**83**	**82**	**103**	**81**	**76**	**120**	**96**	**107**	**85**	**83**	**50**	**39**	**24**	**9**	
1	1	1	0	0	1	1	11	15	22	21	10	**25**	21	8	**22**	20	26	16	18	17	10	11	5	3
1	1	0	1	1	1	5	3	17	17	26	27	**32**	16	28	**38**	21	24	27	19	10	9	4	1	2
3	0	0	1	0	0	4	15	32	15	16	**24**	22	26	17	**30**	33	29	16	29	12	10	4	1	1
2	2	0	1	3	4	9	18	23	9	20	**21**	24	18	23	**30**	22	28	26	17	11	10	5	2	2

AM Peak 1130 - 1230 (102), AM PHF=0.80 PM Peak 1500 - 1600 (120), PM PHF=0.79

* Friday, May 31, 2024 - Total=1304, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**4**	**1**	**2**	**2**	**3**	**29**	**45**	**91**	**69**	**76**	**107**	**73**	**68**	**102**	**126**	**95**	**99**	**71**	**75**	**66**	**42**	**32**	**18**	
3	0	0	0	1	3	2	7	9	16	18	**26**	19	14	30	26	**29**	21	16	25	25	15	9	5	7
2	2	0	1	0	0	5	3	16	17	25	**29**	15	12	22	**33**	20	27	20	12	22	10	10	3	4
1	1	1	0	0	0	10	18	40	22	20	**29**	18	14	28	**37**	24	25	20	18	13	12	5	5	3
2	1	0	1	1	0	12	17	26	14	13	**23**	21	28	22	**30**	22	26	15	20	6	5	8	5	1

AM Peak 1100 - 1200 (107), AM PHF=0.92 PM Peak 1515 - 1615 (129), PM PHF=0.87

* Saturday, June 1, 2024 - Total=865, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**9**	**5**	**1**	**4**	**6**	**11**	**61**	**41**	**47**	**57**	**57**	**45**	**52**	**51**	**46**	**53**	**85**	**61**	**53**	**46**	**34**	**18**	**7**	
7	4	0	1	1	0	3	5	**9**	5	13	11	13	18	10	9	19	10	**22**	13	13	7	1	4	2
4	1	0	0	1	1	3	**18**	5	18	15	18	11	13	20	11	15	**22**	14	15	9	7	9	1	8
3	1	2	0	2	2	2	**19**	11	12	17	20	6	9	10	9	9	**34**	15	13	14	9	4	2	4
1	3	3	0	0	3	3	**19**	16	12	12	8	15	12	11	17	10	**19**	10	12	10	11	4	0	0

AM Peak 0715 - 0815 (65), AM PHF=0.86 PM Peak 1715 - 1815 (97), PM PHF=0.71

* Sunday, June 2, 2024 - Total=1913, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**3**	**1**	**6**	**4**	**10**	**12**	**57**	**76**	**125**	**306**	**274**	**223**	**169**	**159**	**96**	**90**	**72**	**77**	**52**	**48**	**19**	**9**	**11**	
2	0	0	3	2	2	1	7	22	16	74	**81**	**74**	51	39	22	24	9	20	14	12	6	1	5	1
8	1	1	2	0	1	3	7	13	33	**79**	74	**64**	36	42	27	30	23	18	14	15	4	4	3	1
4	0	0	0	1	1	4	15	11	36	**74**	64	**48**	34	45	27	20	21	18	12	11	1	2	2	2
0	2	0	1	1	6	4	28	30	40	**79**	55	**37**	48	33	20	16	19	21	12	10	8	2	1	2

AM Peak 1015 - 1115 (313), AM PHF=0.97 PM Peak 1200 - 1300 (223), PM PHF=0.75

* Monday, June 3, 2024 - Total=64 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**1**	**1**	**1**	**4**	**4**	**19**	**28**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
1	0	0	0	0	0	1	6	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	0	0	1	0	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	1	0	0	0	1	6	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	0	1	1	3	3	7	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

MetroCount Traffic Executive
Vehicle Counts

VehicleCount-133 -- English (ENU)

Datasets:

Site:	**[621 Golf Rd] <25>**
Attribute:	
Direction:	4 - West bound, A trigger first. **Lane:** 0
Survey Duration:	8:17 Friday, May 17, 2024 => 8:20 Monday, June 3, 2024,
Zone:	
File:	Golf rd 0 2024-06-03 0821.EC0 (Plus)
Identifier:	VT352C3J MC5900-X13 (c)MetroCount 09Nov16
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**8:18 Friday, May 17, 2024 => 8:20 Monday, June 3, 2024 (17.002)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = West, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 18829 / 18891 (99.67%)

* Friday, May 17, 2024 - Total=1062 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82**	**90**	**100**	**95**	**76**	**93**	**103**	**95**	**89**	**88**	**46**	**45**	**26**	**19**	**15**	
-	-	-	-	-	-	-	-	-	26	24	21	27	13	16	31	**18**	28	27	13	14	6	8	5	5
-	-	-	-	-	-	-	-	0	18	23	20	25	17	18	10	**35**	20	20	10	18	9	5	2	0
-	-	-	-	-	-	-	-	0	15	17	32	23	21	25	27	**29**	21	16	12	7	7	2	2	1
-	-	-	-	-	-	-	-	22	23	26	27	20	25	34	**35**	13	20	25	11	6	4	4	6	1

PM Peak 1545 - 1645 (117), PM PHF=0.84

* Saturday, May 18, 2024 - Total=1043, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**3**	**1**	**2**	**2**	**7**	**13**	**47**	**57**	**67**	**78**	**69**	**85**	**70**	**76**	**63**	**71**	**81**	**71**	**54**	**49**	**36**	**22**	**12**	
5	1	1	1	0	0	1	15	10	25	19	**20**	18	**30**	21	16	13	23	17	14	12	9	2	4	5
0	2	0	1	0	0	3	12	9	12	**17**	13	**24**	13	19	17	16	20	20	10	10	10	7	4	3
1	0	0	0	2	2	2	8	18	12	**24**	18	**18**	12	19	16	22	16	19	15	13	8	7	2	4
1	0	0	0	0	5	7	12	20	18	**18**	18	**25**	15	17	14	20	22	15	15	14	9	6	2	2

AM Peak 1015 - 1115 (79), AM PHF=0.82 PM Peak 1215 - 1315 (97), PM PHF=0.81

* Sunday, May 19, 2024 - Total=948, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**5**	**1**	**0**	**0**	**9**	**12**	**28**	**40**	**51**	**84**	**81**	**78**	**61**	**78**	**89**	**75**	**66**	**50**	**55**	**40**	**14**	**15**	**2**	
5	1	1	0	0	2	1	4	7	10	22	23	**17**	16	25	**26**	11	16	14	11	10	4	4	1	1
3	1	0	0	0	1	4	2	9	13	15	11	**30**	12	21	**22**	23	9	15	13	12	2	3	1	1
4	1	0	0	0	2	3	11	6	13	20	**25**	18	18	24	**27**	25	19	11	21	10	6	7	0	0
2	2	0	0	0	4	4	11	18	15	27	**22**	13	15	8	**14**	16	22	10	10	8	2	1	0	0

AM Peak 1130 - 1230 (94), AM PHF=0.78 PM Peak 1500 - 1600 (89), PM PHF=0.82

* Monday, May 20, 2024 - Total=1129, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**3**	**4**	**0**	**0**	**11**	**24**	**57**	**153**	**66**	**68**	**79**	**64**	**70**	**80**	**107**	**68**	**61**	**67**	**68**	**39**	**15**	**14**	**9**	
1	0	0	0	0	2	5	11	17	**28**	14	13	20	26	17	**27**	15	25	19	19	7	5	6	2	0
1	0	1	0	0	2	5	13	**17**	16	17	22	10	14	19	**22**	17	13	21	21	9	2	2	1	1
0	0	1	0	0	4	7	22	**48**	14	18	20	14	15	22	**30**	18	10	20	15	11	6	1	2	0
0	3	2	0	0	3	7	11	**71**	8	19	24	20	15	22	**28**	18	13	7	13	12	2	5	4	0

AM Peak 0815 - 0915 (164), AM PHF=0.58 PM Peak 1500 - 1600 (107), PM PHF=0.89

* Tuesday, May 21, 2024 - Total=1263, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**5**	**2**	**1**	**4**	**6**	**23**	**61**	**147**	**59**	**58**	**76**	**96**	**83**	**81**	**123**	**78**	**114**	**91**	**64**	**44**	**20**	**10**	**16**	
0	1	1	0	1	2	2	15	15	**19**	17	22	20	27	22	**25**	23	22	25	12	18	9	1	2	1
1	1	1	0	0	2	10	17	**19**	17	16	17	24	17	20	**29**	23	33	29	15	9	6	1	4	0
0	1	0	1	3	0	7	15	**56**	13	12	19	26	22	24	**41**	17	28	20	19	8	3	3	4	4
0	2	0	0	0	2	4	14	**57**	10	13	18	26	17	15	**28**	15	31	17	18	9	2	5	6	1

AM Peak 0815 - 0915 (151), AM PHF=0.66 PM Peak 1500 - 1600 (123), PM PHF=0.75

* Wednesday, May 22, 2024 - Total=1237, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**1**	**3**	**1**	**2**	**12**	**43**	**76**	**151**	**68**	**64**	**67**	**77**	**94**	**74**	**106**	**85**	**82**	**81**	**57**	**45**	**23**	**8**	**11**	
1	1	0	0	0	1	8	24	**22**	9	13	17	24	20	14	28	**27**	12	20	17	12	8	2	3	0
0	0	2	1	1	1	11	18	**28**	21	14	18	14	20	22	16	**26**	26	23	8	14	6	0	2	0
4	0	1	0	0	1	9	24	**49**	18	19	14	19	31	20	**33**	13	26	24	12	8	6	3	3	0
1	0	0	0	1	9	15	10	**52**	20	18	18	20	23	18	**29**	19	18	14	20	11	3	3	3	0

AM Peak 0800 - 0900 (151), AM PHF=0.73 PM Peak 1530 - 1630 (115), PM PHF=0.87

* Thursday, May 23, 2024 - Total=1310, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**2**	**1**	**1**	**15**	**25**	**57**	**138**	**74**	**77**	**75**	**65**	**82**	**71**	**118**	**95**	**115**	**93**	**82**	**75**	**28**	**9**	**12**	
0	0	0	0	0	4	8	8	14	**19**	30	24	16	20	17	**30**	25	34	21	20	12	10	2	3	1
0	0	1	0	1	3	0	17	19	**20**	12	20	19	15	15	**21**	21	32	21	19	35	7	2	3	2
0	0	1	0	0	2	8	18	**46**	19	16	14	16	29	17	**33**	26	27	33	30	20	4	2	0	2
0	0	0	1	0	6	9	14	**59**	16	19	17	14	18	22	**34**	23	22	18	13	8	7	3	6	0

AM Peak 0830 - 0930 (144), AM PHF=0.61 PM Peak 1500 - 1600 (118), PM PHF=0.87

* Friday, May 24, 2024 - Total=1407, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**2**	**1**	**1**	**2**	**16**	**25**	**60**	**162**	**93**	**132**	**154**	**93**	**105**	**71**	**76**	**79**	**86**	**86**	**50**	**52**	**26**	**18**	**12**	
1	0	1	1	0	2	3	11	20	**25**	38	48	20	**28**	25	16	19	28	28	18	10	4	7	5	0
2	0	0	0	0	3	4	19	**32**	22	37	51	26	**27**	20	27	21	18	26	13	18	6	3	3	2
2	1	0	0	1	4	7	12	**56**	24	28	33	30	**27**	12	22	14	17	11	6	14	12	4	2	1
0	1	0	0	1	7	11	18	**54**	22	29	22	17	**23**	14	11	25	23	21	13	10	4	4	2	4

AM Peak 0815 - 0915 (167), AM PHF=0.75 PM Peak 1300 - 1400 (105), PM PHF=0.94

* Saturday, May 25, 2024 - Total=1107, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**2**	**1**	**3**	**4**	**14**	**13**	**36**	**77**	**77**	**70**	**101**	**87**	**81**	**93**	**71**	**82**	**69**	**59**	**57**	**48**	**22**	**18**	**15**	
0	0	1	1	1	2	5	8	26	22	21	21	**24**	21	**21**	20	22	16	17	15	11	5	4	4	2
2	1	0	2	2	0	1	6	15	21	11	**30**	22	16	**33**	14	25	14	11	18	14	4	10	3	1
1	1	0	0	1	6	4	8	12	22	20	**21**	17	**25**	21	15	21	16	19	15	14	7	3	7	1
4	0	0	0	0	6	3	14	24	12	18	**29**	24	**19**	18	22	14	23	12	9	9	6	1	1	0

AM Peak 1115 - 1215 (104), AM PHF=0.87 PM Peak 1330 - 1430 (98), PM PHF=0.74

* Sunday, May 26, 2024 - Total=776, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**3**	**1**	**0**	**1**	**7**	**10**	**30**	**33**	**60**	**92**	**60**	**69**	**52**	**51**	**57**	**55**	**41**	**30**	**36**	**36**	**24**	**14**	**10**	
2	0	1	0	0	1	2	6	8	10	**24**	14	**19**	12	12	16	17	9	7	11	7	4	1	3	1
1	2	0	0	0	1	2	4	1	19	**21**	20	**16**	12	16	13	13	15	11	10	5	7	4	1	2
1	0	0	0	0	3	2	9	9	14	**25**	14	**20**	16	13	13	19	9	6	7	11	6	3	3	0
0	1	0	0	1	2	4	11	15	17	**22**	12	**14**	12	10	15	6	8	6	8	13	7	6	3	1

AM Peak 1000 - 1100 (92), AM PHF=0.92 PM Peak 1200 - 1300 (69), PM PHF=0.86

* Monday, May 27, 2024 - Total=755, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**4**	**3**	**1**	**2**	**3**	**6**	**21**	**22**	**37**	**53**	**70**	**48**	**52**	**84**	**75**	**64**	**52**	**55**	**44**	**29**	**15**	**10**	**1**	
1	0	1	0	1	0	1	5	5	8	11	**14**	11	15	**21**	21	15	6	16	12	7	2	1	0	0
2	1	2	0	1	0	0	5	6	9	11	**17**	8	13	**22**	20	16	23	14	11	8	4	4	0	0
0	0	0	1	0	1	1	6	4	8	14	**21**	17	14	**22**	19	16	13	12	14	7	7	4	0	1
1	3	0	0	0	2	4	5	7	12	17	**18**	12	10	**19**	15	17	10	13	7	7	2	1	1	1

AM Peak 1100 - 1200 (70), AM PHF=0.83 PM Peak 1400 - 1500 (84), PM PHF=0.95

* Tuesday, May 28, 2024 - Total=938, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**3**	**1**	**0**	**3**	**5**	**22**	**32**	**70**	**81**	**55**	**42**	**66**	**64**	**58**	**70**	**69**	**66**	**67**	**68**	**51**	**17**	**21**	**5**	
0	0	0	0	1	0	5	8	6	**26**	10	14	20	16	14	17	15	**17**	13	14	15	2	7	3	2
0	0	0	0	1	2	4	5	18	**16**	15	8	12	19	18	20	19	**27**	18	29	10	6	6	2	2
1	1	0	0	0	1	8	8	17	**30**	14	9	21	13	13	17	**21**	9	20	17	11	7	5	0	1
1	2	1	0	1	2	5	11	**29**	9	16	11	13	16	13	16	**14**	13	16	8	15	2	3	0	0

AM Peak 0845 - 0945 (101), AM PHF=0.84 PM Peak 1630 - 1730 (79), PM PHF=0.73

* Wednesday, May 29, 2024 - Total=1073, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**4**	**2**	**3**	**2**	**14**	**37**	**32**	**78**	**50**	**75**	**73**	**70**	**82**	**87**	**73**	**85**	**82**	**83**	**62**	**38**	**21**	**7**	**8**	
2	2	0	1	1	2	6	10	16	**13**	20	15	17	20	22	19	21	17	**25**	16	13	5	4	3	0
2	0	0	1	0	9	13	6	7	**11**	15	17	21	24	20	25	23	**26**	18	19	11	9	1	2	3
1	2	0	0	0	0	14	9	**24**	9	18	18	13	20	21	18	20	**24**	21	15	9	2	1	3	2
0	0	2	1	1	3	4	7	**31**	17	22	23	19	18	24	11	21	**15**	19	12	5	5	1	0	0

AM Peak 0830 - 0930 (79), AM PHF=0.64 PM Peak 1715 - 1815 (90), PM PHF=0.87

* Thursday, May 30, 2024 - Total=1091, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**4**	**1**	**3**	**3**	**12**	**28**	**40**	**93**	**46**	**50**	**70**	**82**	**63**	**72**	**111**	**93**	**91**	**73**	**58**	**43**	**29**	**13**	**8**	
0	2	0	0	0	3	5	8	**21**	13	12	14	17	15	9	22	**25**	20	12	13	8	7	5	4	2
3	0	0	0	2	1	8	7	**9**	15	13	20	25	16	17	**32**	23	26	24	12	7	5	3	1	3
2	0	1	1	0	4	5	13	**36**	8	19	22	17	20	20	**26**	19	22	18	21	11	10	2	0	0
0	2	0	2	1	4	10	12	**27**	10	6	14	23	12	26	**31**	26	23	19	12	17	7	3	3	2

AM Peak 0800 - 0900 (93), AM PHF=0.65 PM Peak 1515 - 1615 (114), PM PHF=0.89

* Friday, May 31, 2024 - Total=1122, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**4**	**1**	**3**	**3**	**9**	**26**	**42**	**68**	**73**	**69**	**97**	**75**	**64**	**86**	**101**	**85**	**81**	**69**	**56**	**47**	**24**	**18**	**14**	
2	0	1	1	1	4	7	6	11	17	16	**27**	21	13	29	21	**23**	18	15	14	15	12	3	6	2
3	3	0	1	0	1	8	5	12	26	24	**34**	15	15	21	**31**	22	22	22	13	17	6	7	3	3
0	1	0	0	1	1	5	16	24	15	16	**19**	18	15	20	**31**	21	17	18	17	6	3	4	1	2
2	0	0	1	1	3	6	15	21	15	13	**17**	21	21	16	**18**	19	24	14	12	9	3	4	4	3

AM Peak 1100 - 1200 (97), AM PHF=0.71 PM Peak 1515 - 1615 (103), PM PHF=0.83

* Saturday, June 1, 2024 - Total=721, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**4**	**5**	**1**	**4**	**11**	**9**	**48**	**32**	**41**	**50**	**55**	**47**	**35**	**48**	**45**	**33**	**61**	**71**	**36**	**33**	**24**	**11**	**7**	
2	1	0	1	0	2	2	5	8	7	13	**12**	9	9	9	6	9	6	**18**	9	17	5	1	2	4
3	1	0	0	1	3	2	7	3	10	12	**19**	16	8	15	16	9	13	**17**	13	7	6	6	1	4
2	0	1	0	2	5	2	19	8	12	12	**16**	9	10	11	6	6	**20**	15	6	5	8	2	4	2
3	2	4	0	1	1	3	17	13	12	**13**	8	13	8	13	17	9	**22**	21	8	4	5	2	0	3

AM Peak 1045 - 1145 (60), AM PHF=0.79 PM Peak 1730 - 1830 (77), PM PHF=0.88

* Sunday, June 2, 2024 - Total=1761, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**4**	**1**	**0**	**0**	**11**	**14**	**48**	**62**	**116**	**284**	**291**	**244**	**173**	**145**	**70**	**68**	**55**	**53**	**43**	**26**	**18**	**11**	**11**	
4	0	0	0	0	3	3	1	17	15	64	**83**	**77**	50	31	14	20	17	12	10	11	6	2	3	0
4	0	1	0	0	2	1	8	8	23	65	**85**	**61**	40	45	22	18	14	18	12	3	4	5	3	1
2	2	0	0	0	3	4	16	12	30	**77**	59	**61**	33	39	12	20	12	13	9	9	2	3	3	0
3	2	0	0	0	3	6	23	25	48	**78**	64	**45**	50	30	22	10	12	10	12	3	6	1	2	1

AM Peak 1030 - 1130 (323), AM PHF=0.95 PM Peak 1200 - 1300 (244), PM PHF=0.79

* Monday, June 3, 2024 - Total=64 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**5**	**0**	**3**	**1**	**8**	**25**	**20**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
0	0	0	1	0	2	5	7	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	3	0	1	0	0	4	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	0	0	3	8	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	1	0	1	1	3	8	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

MetroCount Traffic Executive
Vehicle Counts

VehicleCount-132 -- English (ENU)

Datasets:

Site:	**[Country Club and Lake Ave] <25>**
Attribute:	
Direction:	1 - North bound, A trigger first. **Lane:** 0
Survey Duration:	8:23 Friday, May 17, 2024 => 8:23 Monday, June 3, 2024,
Zone:	
File:	Country club and Lake 0 2024-06-03 0823.EC0 (Plus)
Identifier:	DC644CQP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**8:24 Friday, May 17, 2024 => 8:23 Monday, June 3, 2024 (16.9994)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 17053 / 17166 (99.34%)

* Friday, May 17, 2024 - Total=956 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**49**	**75**	**91**	**94**	**62**	**72**	**135**	**76**	**76**	**78**	**37**	**44**	**28**	**25**	**14**	
-	-	-	-	-	-	-	-	-	7	21	18	29	16	11	**22**	23	17	21	9	9	12	11	1	3
-	-	-	-	-	-	-	-	0	19	22	22	22	15	17	**44**	27	25	16	14	15	6	9	5	1
-	-	-	-	-	-	-	-	0	15	13	22	20	21	19	**45**	15	17	14	5	9	4	3	5	4
-	-	-	-	-	-	-	-	0	8	19	29	23	10	**25**	24	11	17	27	9	11	6	2	3	0

PM Peak 1445 - 1545 (136), PM PHF=0.76

* Saturday, May 18, 2024 - Total=906, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**5**	**2**	**2**	**1**	**2**	**14**	**35**	**38**	**83**	**84**	**56**	**83**	**58**	**57**	**56**	**61**	**62**	**60**	**35**	**40**	**19**	**34**	**11**	
3	1	1	0	0	0	1	4	7	23	**20**	22	**21**	14	13	18	13	25	18	7	13	2	12	3	8
1	1	0	1	0	0	2	9	8	20	**19**	11	**21**	17	16	11	18	9	11	11	9	8	6	2	7
4	3	1	0	0	1	2	14	11	13	**21**	6	**21**	17	10	15	17	15	13	8	8	7	10	0	4
0	0	0	1	1	1	9	8	12	**27**	24	17	**20**	10	18	12	13	13	18	9	10	2	6	6	0

AM Peak 0945 - 1045 (87), AM PHF=0.81 PM Peak 1200 - 1300 (83), PM PHF=0.99

* Sunday, May 19, 2024 - Total=785, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**6**	**2**	**0**	**2**	**1**	**9**	**17**	**20**	**50**	**95**	**91**	**78**	**42**	**63**	**45**	**59**	**48**	**41**	**49**	**32**	**12**	**4**	**0**	
8	1	1	0	0	1	0	2	2	15	25	19	**25**	11	13	10	15	15	11	9	9	8	2	0	0
7	1	1	0	2	0	1	3	2	9	25	14	**19**	14	14	12	13	9	11	15	12	2	1	0	0
4	0	0	0	0	0	2	6	6	9	25	**28**	**15**	9	19	16	21	13	10	12	6	2	1	0	0
0	4	0	0	0	0	6	6	10	17	20	**30**	**19**	8	17	7	10	11	9	13	5	0	0	0	2

AM Peak 1130 - 1230 (102), AM PHF=0.85 PM Peak 1200 - 1300 (78), PM PHF=0.78

* Monday, May 20, 2024 - Total=848, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**1**	**3**	**0**	**0**	**2**	**9**	**43**	**90**	**43**	**42**	**59**	**51**	**50**	**59**	**83**	**57**	**85**	**63**	**34**	**32**	**15**	**10**	**15**	
0	0	0	0	0	0	1	9	8	**16**	9	19	12	12	13	14	**21**	27	13	10	11	8	4	2	1
0	0	0	0	0	1	2	11	**21**	6	12	14	12	14	17	**23**	15	21	19	13	6	5	4	4	1
0	0	2	0	0	0	1	9	**32**	5	15	16	16	15	12	**24**	8	15	12	6	4	1	0	3	1
2	1	1	0	0	1	5	14	**29**	16	6	10	11	9	17	**22**	13	22	19	5	11	1	2	6	1

AM Peak 0815 - 0915 (98), AM PHF=0.77 PM Peak 1515 - 1615 (90), PM PHF=0.94

* Tuesday, May 21, 2024 - Total=1023, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**2**	**2**	**1**	**2**	**3**	**10**	**56**	**91**	**53**	**44**	**65**	**77**	**63**	**84**	**98**	**70**	**73**	**54**	**59**	**33**	**17**	**28**	**34**	
1	1	1	0	0	0	1	12	17	**15**	11	13	21	12	16	**24**	18	16	15	18	9	5	5	10	4
1	1	0	0	0	2	3	11	13	**19**	12	16	22	24	31	**23**	18	26	13	17	7	4	7	7	2
1	0	0	1	2	0	0	20	**31**	10	13	14	20	9	22	**38**	17	11	13	15	9	5	11	1	3
1	0	1	0	0	1	6	13	**30**	9	8	22	14	18	**15**	13	17	20	13	9	8	3	5	16	2

AM Peak 0830 - 0930 (95), AM PHF=0.77 PM Peak 1445 - 1545 (100), PM PHF=0.66

* Wednesday, May 22, 2024 - Total=1037, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**1**	**1**	**0**	**0**	**7**	**18**	**43**	**98**	**50**	**63**	**54**	**61**	**87**	**77**	**116**	**62**	**92**	**66**	**51**	**33**	**22**	**13**	**11**	
4	1	0	0	0	0	3	9	**18**	12	10	14	17	9	20	**30**	11	17	18	13	9	7	4	1	1
2	0	0	0	0	0	3	14	**14**	9	10	11	10	29	25	**31**	17	27	15	7	10	5	3	2	1
3	0	0	0	0	1	5	13	**36**	13	22	13	15	26	14	**32**	21	25	16	18	5	6	2	4	0
2	0	1	0	0	6	7	7	**30**	16	21	16	19	23	18	**23**	13	23	17	13	9	4	4	4	2

AM Peak 0800 - 0900 (98), AM PHF=0.68 PM Peak 1500 - 1600 (116), PM PHF=0.91

* Thursday, May 23, 2024 - Total=1131, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**4**	**0**	**0**	**2**	**4**	**17**	**43**	**79**	**59**	**66**	**63**	**54**	**53**	**88**	**121**	**76**	**123**	**58**	**68**	**69**	**33**	**27**	**20**	
1	3	0	0	0	2	2	3	14	**14**	22	19	11	16	23	15	**18**	25	18	19	6	11	8	6	0
1	1	0	0	0	1	1	17	14	**16**	10	18	12	8	22	**39**	24	38	15	17	21	10	9	6	1
0	0	0	0	1	1	4	15	**24**	12	17	12	16	11	22	**42**	14	39	13	12	22	2	5	2	2
2	0	0	0	1	0	10	8	**27**	17	17	14	15	18	21	**25**	20	21	12	20	20	10	5	6	0

AM Peak 0830 - 0930 (81), AM PHF=0.75 PM Peak 1515 - 1615 (124), PM PHF=0.74

* Friday, May 24, 2024 - Total=1447, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**3**	**3**	**1**	**1**	**4**	**17**	**36**	**102**	**70**	**139**	**146**	**84**	**100**	**92**	**84**	**72**	**121**	**100**	**62**	**98**	**71**	**27**	**11**	
0	1	0	1	0	0	2	8	14	24	26	**39**	16	19	28	11	11	**39**	37	23	19	22	7	4	3
1	1	1	0	0	0	0	9	22	24	42	**55**	24	30	31	20	21	**25**	23	13	18	18	9	2	1
2	0	0	0	0	2	3	11	28	11	**41**	31	29	30	21	31	9	**21**	21	13	36	19	8	3	2
0	1	2	0	1	2	12	8	38	11	**30**	21	15	21	12	22	31	**36**	19	13	25	12	3	2	0

AM Peak 1030 - 1130 (165), AM PHF=0.75 PM Peak 1700 - 1800 (121), PM PHF=0.78

* Saturday, May 25, 2024 - Total=981, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**4**	**1**	**5**	**2**	**1**	**12**	**30**	**60**	**84**	**72**	**100**	**78**	**72**	**65**	**67**	**55**	**61**	**60**	**48**	**38**	**26**	**21**	**13**	
3	1	0	1	1	0	2	3	15	17	20	**25**	**22**	15	12	14	13	15	17	9	4	10	4	3	3
1	0	1	2	0	0	3	7	20	28	19	**27**	**18**	17	18	18	17	18	14	11	13	4	7	4	4
2	2	0	0	1	0	2	12	14	16	17	**19**	**18**	23	16	17	13	16	10	17	10	5	3	6	4
0	1	0	2	0	1	5	8	11	23	16	**29**	**20**	17	19	18	12	12	19	11	11	7	7	0	0

AM Peak 1100 - 1200 (100), AM PHF=0.86 PM Peak 1200 - 1300 (78), PM PHF=0.89

* Sunday, May 26, 2024 - Total=814, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**3**	**4**	**0**	**1**	**2**	**7**	**30**	**63**	**74**	**103**	**79**	**57**	**56**	**41**	**49**	**50**	**42**	**36**	**26**	**32**	**24**	**13**	**11**	
3	0	0	0	0	0	1	7	17	13	**27**	18	16	**22**	8	9	15	8	17	2	11	6	4	3	3
4	0	2	0	0	1	2	6	10	17	**29**	25	**14**	11	7	19	14	19	5	7	5	10	3	2	1
4	0	1	0	1	1	0	7	17	19	**24**	22	**13**	8	11	11	11	6	8	7	6	4	3	2	0
0	3	1	0	0	0	4	10	19	**25**	23	14	**14**	15	15	10	10	9	6	10	10	4	3	4	1

AM Peak 0945 - 1045 (105), AM PHF=0.91 PM Peak 1215 - 1315 (63), PM PHF=0.72

* Monday, May 27, 2024 - Total=642, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**5**	**3**	**0**	**1**	**1**	**11**	**7**	**29**	**39**	**43**	**51**	**38**	**38**	**46**	**66**	**41**	**45**	**65**	**43**	**37**	**15**	**9**	**4**	
3	0	1	0	0	0	2	0	3	7	13	**18**	9	11	7	12	9	13	9	**16**	8	5	0	1	2
1	1	0	0	0	1	0	2	13	10	6	**12**	7	10	12	17	11	16	**17**	10	16	1	2	1	0
0	2	1	0	1	0	2	2	7	9	**10**	9	8	10	14	17	14	10	**20**	8	8	4	6	0	1
1	2	1	0	0	0	7	3	6	13	**14**	12	14	7	13	20	7	6	**19**	9	5	5	1	2	1

AM Peak 1030 - 1130 (54), AM PHF=0.75 PM Peak 1815 - 1915 (72), PM PHF=0.90

* Tuesday, May 28, 2024 - Total=826, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**3**	**1**	**3**	**3**	**2**	**10**	**27**	**58**	**61**	**63**	**53**	**51**	**43**	**51**	**53**	**54**	**77**	**53**	**67**	**56**	**18**	**10**	**5**	
2	1	0	1	1	0	0	5	5	**25**	15	14	14	14	11	14	17	**17**	8	11	12	5	3	1	1
0	0	0	1	1	0	3	7	3	**13**	16	10	13	8	14	14	14	**31**	10	15	13	5	4	2	1
1	1	0	1	0	0	3	8	**20**	13	12	12	5	12	13	13	14	**7**	18	20	17	2	1	0	2
1	1	1	0	1	2	4	7	**30**	10	20	17	19	9	13	12	9	**22**	17	21	14	6	2	2	1

AM Peak 0830 - 0930 (88), AM PHF=0.73 PM Peak 1700 - 1800 (77), PM PHF=0.62

* Wednesday, May 29, 2024 - Total=967, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**2**	**2**	**1**	**0**	**1**	**17**	**27**	**85**	**53**	**47**	**58**	**72**	**63**	**72**	**83**	**85**	**92**	**63**	**53**	**43**	**24**	**14**	**5**	
1	1	0	1	0	0	0	2	13	**14**	11	17	18	21	18	22	25	**23**	17	13	13	7	4	1	0
1	1	0	0	0	0	3	8	10	**16**	8	14	19	13	22	21	14	**33**	18	20	8	10	4	3	1
2	0	0	0	0	0	6	12	**30**	10	9	10	15	16	15	20	**23**	19	13	7	11	3	3	0	3
1	0	2	0	0	1	8	5	**32**	13	19	17	20	13	17	20	**23**	17	15	13	11	4	3	1	2

AM Peak 0830 - 0930 (92), AM PHF=0.72 PM Peak 1630 - 1730 (102), PM PHF=0.77

* Thursday, May 30, 2024 - Total=1064, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**2**	**1**	**2**	**1**	**4**	**14**	**34**	**96**	**66**	**64**	**60**	**81**	**53**	**67**	**117**	**84**	**103**	**67**	**57**	**34**	**25**	**18**	**8**	
0	0	1	0	0	1	0	7	13	**19**	18	8	20	14	9	**24**	23	25	17	11	12	8	7	2	4
1	1	0	0	1	0	6	3	14	**20**	19	18	28	13	25	**37**	17	34	18	14	7	4	4	4	0
3	0	0	1	0	1	3	11	**38**	17	9	18	16	15	13	**31**	28	23	12	19	9	7	4	1	1
2	1	0	1	0	2	5	13	**31**	10	18	16	17	11	20	**25**	16	21	20	13	6	6	3	1	2

AM Peak 0830 - 0930 (108), AM PHF=0.71 PM Peak 1500 - 1600 (117), PM PHF=0.79

* Friday, May 31, 2024 - Total=1066, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**2**	**1**	**2**	**1**	**3**	**19**	**27**	**74**	**55**	**62**	**91**	**67**	**54**	**82**	**110**	**83**	**82**	**66**	**50**	**57**	**30**	**24**	**17**	
4	0	0	0	0	2	1	2	4	18	11	**17**	13	13	20	**27**	23	14	11	13	22	11	7	3	8
0	1	0	0	0	0	3	0	15	13	21	**26**	14	9	18	**23**	18	32	16	9	20	5	7	4	1
1	0	1	0	0	0	9	10	32	11	17	**22**	23	10	22	**37**	23	14	14	13	10	8	5	5	2
2	1	0	2	1	1	6	15	23	13	13	**26**	17	22	22	**23**	19	22	25	15	5	6	5	5	1

AM Peak 1100 - 1200 (91), AM PHF=0.88 PM Peak 1500 - 1600 (110), PM PHF=0.74

* Saturday, June 1, 2024 - Total=705, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**7**	**5**	**1**	**0**	**6**	**9**	**29**	**35**	**44**	**57**	**64**	**39**	**45**	**54**	**38**	**41**	**57**	**48**	**39**	**34**	**24**	**14**	**3**	
8	1	0	1	0	0	1	3	9	6	15	**14**	12	14	14	11	11	8	**19**	8	10	2	2	1	2
1	1	1	0	0	0	2	9	5	19	12	**16**	10	11	14	9	9	**14**	11	12	5	3	6	0	2
2	3	2	0	0	2	2	11	10	7	19	**18**	7	10	13	10	12	**21**	11	9	10	9	4	2	3
1	2	2	0	0	4	4	6	11	12	11	**16**	10	10	13	8	9	**14**	7	10	9	10	2	0	1

AM Peak 1100 - 1200 (64), AM PHF=0.89 PM Peak 1715 - 1815 (68), PM PHF=0.81

* Sunday, June 2, 2024 - Total=1798, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**2**	**1**	**3**	**1**	**7**	**12**	**47**	**87**	**118**	**259**	**272**	**254**	**189**	**195**	**83**	**57**	**44**	**57**	**38**	**33**	**15**	**9**	**7**	
2	0	0	2	0	1	2	6	17	20	84	**78**	56	**61**	41	20	12	8	12	12	7	3	2	2	2
2	0	1	0	0	1	2	5	21	28	55	**65**	**72**	37	54	23	21	9	10	7	9	6	3	3	1
3	1	0	0	1	0	3	14	25	30	58	**67**	**67**	43	54	24	11	15	19	12	6	2	2	1	2
1	1	0	1	0	5	5	22	24	40	**62**	62	**59**	48	46	16	13	12	16	7	11	4	2	1	2

AM Peak 1045 - 1145 (272), AM PHF=0.87 PM Peak 1215 - 1315 (259), PM PHF=0.90

* Monday, June 3, 2024 - Total=57 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**1**	**1**	**0**	**1**	**2**	**15**	**26**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
2	0	0	0	0	0	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	0	0	0	0	6	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	1	0	0	0	0	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	0	1	0	1	2	5	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

MetroCount Traffic Executive
Vehicle Counts

VehicleCount-141 -- English (ENU)

Datasets:

Site:	**[620 Ringling] <25>**
Attribute:	
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	7:30 Friday, June 14, 2024 => 9:06 Monday, June 17, 2024,
Zone:	
File:	620 Ringling 0 2024-06-17 0906.EC0 (Plus)
Identifier:	DC644CQP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**7:31 Friday, June 14, 2024 => 9:06 Monday, June 17, 2024 (3.06637)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 3951 / 4010 (98.53%)

* Friday, June 14, 2024 - Total=1103 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71**	**72**	**73**	**72**	**86**	**76**	**72**	**123**	**101**	**95**	**54**	**55**	**48**	**50**	**33**	**22**	
-	-	-	-	-	-	-	-	0	20	22	18	23	26	12	**26**	12	16	16	23	17	16	8	10	1
-	-	-	-	-	-	-	-	4	16	27	14	21	14	17	**31**	29	34	15	15	11	9	9	6	6
-	-	-	-	-	-	-	0	37	16	14	17	17	22	19	**35**	26	21	9	7	11	16	9	2	3
-	-	-	-	-	-	-	0	30	20	10	23	25	14	24	**31**	34	24	14	10	9	9	7	4	9

PM Peak 1500 - 1600 (123), PM PHF=0.88

* Saturday, June 15, 2024 - Total=875, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**6**	**4**	**5**	**3**	**2**	**18**	**17**	**40**	**54**	**74**	**71**	**65**	**52**	**69**	**56**	**57**	**59**	**43**	**50**	**53**	**26**	**20**	**12**	
1	1	1	1	0	0	1	2	8	11	14	**20**	18	13	13	**12**	14	10	10	9	15	10	9	4	2
6	5	1	2	1	0	4	6	9	14	18	**19**	18	10	17	**21**	19	8	13	23	14	5	4	5	4
3	0	0	2	0	1	3	4	6	10	**16**	15	17	14	**13**	13	10	22	11	8	9	8	2	3	0
9	0	2	0	2	1	10	5	17	19	**26**	17	12	15	**26**	10	14	19	9	10	15	3	5	0	0

AM Peak 1030 - 1130 (81), AM PHF=0.78 PM Peak 1430 - 1530 (72), PM PHF=0.69

* Sunday, June 16, 2024 - Total=1853, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**4**	**4**	**1**	**5**	**5**	**17**	**27**	**110**	**141**	**319**	**272**	**271**	**183**	**182**	**56**	**65**	**55**	**45**	**27**	**29**	**18**	**6**	**5**	
2	1	3	0	1	3	4	4	16	23	**71**	53	**71**	61	41	14	11	18	16	7	8	7	2	1	2
4	1	0	1	1	0	5	8	29	26	**73**	74	**70**	39	76	11	13	14	8	8	10	5	0	1	1
0	0	1	0	0	0	3	7	33	38	**77**	74	**66**	45	40	18	22	8	14	8	11	4	2	3	0
0	2	0	0	3	2	5	8	32	54	**98**	71	**64**	38	25	13	19	15	7	4	0	2	2	0	1

AM Peak 1000 - 1100 (319), AM PHF=0.81 PM Peak 1200 - 1300 (271), PM PHF=0.95

* Monday, June 17, 2024 - Total=120 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**1**	**2**	**3**	**1**	**9**	**18**	**42**	**40**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
2	0	1	0	1	2	5	7	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	1	0	0	0	4	3	12	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	2	0	0	3	18	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	1	1	0	3	7	5	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

MetroCount Traffic Executive
Vehicle Counts

VehicleCount-140 -- English (ENU)

Datasets:

Site:	**[420 Country Club] <25>**
Attribute:	
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	7:23 Friday, June 14, 2024 => 9:01 Monday, June 17, 2024,
Zone:	
File:	420 Country Club 0 2024-06-17 0902.EC0 (Plus)
Identifier:	MJ07GG4H MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**7:24 Friday, June 14, 2024 => 9:01 Monday, June 17, 2024 (3.0677)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 3713 / 3717 (99.89%)

* Friday, June 14, 2024 - Total=1174 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80**	**67**	**79**	**73**	**82**	**83**	**90**	**123**	**104**	**99**	**65**	**60**	**53**	**51**	**33**	**32**	
-	-	-	-	-	-	-	-	1	17	23	19	24	33	17	25	**24**	24	17	22	19	14	11	16	2
-	-	-	-	-	-	-	0	22	19	20	12	22	18	25	24	**26**	29	16	16	9	11	10	7	4
-	-	-	-	-	-	-	0	27	16	20	13	16	19	22	**45**	28	18	17	10	10	18	4	3	3
-	-	-	-	-	-	-	0	30	15	16	29	20	13	26	**29**	26	28	15	12	15	8	8	6	5

PM Peak 1530 - 1630 (124), PM PHF=0.69

* Saturday, June 15, 2024 - Total=942, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**3**	**1**	**5**	**4**	**3**	**18**	**28**	**37**	**70**	**66**	**89**	**63**	**64**	**88**	**59**	**57**	**63**	**45**	**52**	**46**	**37**	**20**	**10**	
2	2	0	1	1	0	1	5	6	10	13	18	**25**	16	**23**	17	14	14	15	13	15	13	10	2	4
4	0	0	2	1	0	3	6	7	19	16	**21**	15	11	**22**	16	16	13	9	20	10	10	3	5	2
3	1	0	2	0	2	4	7	6	10	8	**23**	14	16	**18**	16	10	20	11	8	7	10	2	2	2
5	0	1	0	2	1	10	10	18	31	29	**27**	9	21	**25**	10	17	16	10	11	14	4	5	1	1

AM Peak 1115 - 1215 (96), AM PHF=0.89 PM Peak 1400 - 1500 (88), PM PHF=0.88

* Sunday, June 16, 2024 - Total=1475, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**3**	**6**	**2**	**5**	**6**	**23**	**26**	**68**	**100**	**226**	**200**	**231**	**155**	**97**	**49**	**64**	**48**	**49**	**37**	**31**	**29**	**5**	**6**	
4	0	4	0	1	2	6	4	11	25	38	**58**	**63**	47	26	11	13	19	16	9	5	10	0	1	1
2	1	1	2	1	2	5	7	16	26	**57**	47	**49**	34	34	11	15	10	9	13	7	7	2	2	2
2	0	1	0	1	0	1	7	18	19	**62**	50	**54**	39	17	14	25	9	14	13	15	10	2	3	0
1	2	0	0	2	2	11	8	23	30	**69**	45	**65**	35	20	13	11	10	10	2	4	2	1	0	1

AM Peak 1015 - 1115 (246), AM PHF=0.89 PM Peak 1200 - 1300 (231), PM PHF=0.89

* Monday, June 17, 2024 - Total=122 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**2**	**3**	**3**	**4**	**11**	**19**	**50**	**26**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
1	0	1	1	1	2	2	7	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	2	0	0	0	4	3	17	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	2	1	0	5	18	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	2	0	2	5	9	8	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

MetroCount Traffic Executive
Vehicle Counts

VehicleCount-142 -- English (ENU)

Datasets:

Site:	**[621 Golf] <25>**
Attribute:	
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	7:26 Friday, June 14, 2024 => 9:04 Monday, June 17, 2024,
Zone:	
File:	621 Golf 0 2024-06-17 0904.EC0 (Plus)
Identifier:	VT352C3J MC5900-X13 (c)MetroCount 09Nov16
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**7:27 Friday, June 14, 2024 => 9:04 Monday, June 17, 2024 (3.0677)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 3821 / 3857 (99.07%)

* Friday, June 14, 2024 - Total=1155 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**76**	**82**	**90**	**83**	**81**	**88**	**86**	**108**	**98**	**102**	**76**	**61**	**52**	**36**	**17**	**19**	
-	-	-	-	-	-	-	-	0	22	16	21	28	24	18	**24**	22	22	17	14	13	10	7	8	6
-	-	-	-	-	-	-	0	16	22	20	16	14	23	25	**26**	29	35	16	16	12	9	2	5	0
-	-	-	-	-	-	-	0	23	17	28	24	21	28	17	**35**	24	22	25	17	10	11	4	4	1
-	-	-	-	-	-	-	0	37	21	26	22	18	13	**26**	23	23	23	18	14	17	6	4	2	1

PM Peak 1445 - 1545 (111), PM PHF=0.79

* Saturday, June 15, 2024 - Total=967, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**2**	**1**	**4**	**5**	**9**	**17**	**25**	**47**	**55**	**70**	**85**	**78**	**72**	**82**	**57**	**60**	**71**	**60**	**49**	**42**	**38**	**21**	**9**	
6	2	0	1	1	2	3	7	9	11	10	18	**20**	13	**28**	13	19	25	14	10	15	11	9	5	6
0	0	0	2	1	1	7	2	6	12	14	19	**19**	21	**22**	18	12	15	14	13	10	9	4	0	2
1	0	0	1	2	3	2	5	14	18	19	21	**22**	**22**	15	17	14	16	14	13	8	9	2	2	3
1	0	1	0	1	3	5	11	18	14	27	**27**	17	**16**	17	9	15	15	18	13	9	9	6	2	1

AM Peak 1145 - 1245 (88), AM PHF=0.81 PM Peak 1330 - 1430 (88), PM PHF=0.79

* Sunday, June 16, 2024 - Total=1575, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**2**	**2**	**3**	**5**	**8**	**25**	**37**	**61**	**112**	**222**	**244**	**242**	**181**	**105**	**51**	**64**	**47**	**39**	**35**	**31**	**30**	**10**	**7**	
6	1	1	1	1	2	10	3	12	28	48	**75**	**77**	60	35	12	12	18	8	10	5	10	4	1	0
2	1	1	2	1	2	3	9	16	24	61	**63**	**54**	45	37	11	14	7	10	14	8	5	2	1	1
3	0	0	0	1	2	2	13	13	21	**55**	55	**57**	34	18	13	23	11	8	4	13	12	4	5	0
1	0	0	0	2	2	10	12	20	39	**58**	51	**54**	42	15	15	15	11	13	7	5	3	0	0	0

AM Peak 1030 - 1130 (251), AM PHF=0.84 PM Peak 1200 - 1300 (242), PM PHF=0.79

* Monday, June 17, 2024 - Total=124 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**3**	**1**	**3**	**3**	**15**	**21**	**50**	**27**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
0	1	0	1	0	3	7	12	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	2	0	1	0	6	2	10	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	1	1	1	3	16	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	1	0	2	5	9	12	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

MetroCount Traffic Executive
Vehicle Counts

VehicleCount-152 -- English (ENU)

Datasets:

Site:	**[620 ringling] <25>**
Attribute:	
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	9:59 Friday, June 21, 2024 => 10:25 Monday, June 24, 2024,
Zone:	
File:	620 ringling 0 2024-06-24 1026.EC0 (Plus)
Identifier:	DC644CQP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Friday, June 21, 2024 => 10:25 Monday, June 24, 2024 (3.01799)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 4164 / 4259 (97.77%)

* Friday, June 21, 2024 - Total=982 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**11**	**117**	**110**	**120**	**76**	**132**	**99**	**84**	**46**	**53**	**57**	**41**	**20**	**16**	
-	-	-	-	-	-	-	-	-	-	0	31	27	43	27	**44**	21	22	11	18	10	13	7	4	2
-	-	-	-	-	-	-	-	-	-	0	30	28	26	14	**39**	30	26	18	12	13	12	5	3	1
-	-	-	-	-	-	-	-	-	-	0	30	28	33	17	**22**	16	21	7	11	17	9	3	4	0
-	-	-	-	-	-	-	-	-	-	11	26	27	18	18	**27**	32	15	10	12	17	7	5	5	2

PM Peak 1500 - 1600 (132), PM PHF=0.75

* Saturday, June 22, 2024 - Total=917, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**2**	**5**	**3**	**1**	**5**	**11**	**33**	**46**	**77**	**77**	**79**	**51**	**71**	**85**	**72**	**45**	**73**	**38**	**30**	**47**	**29**	**22**	**10**	
2	1	2	0	0	1	1	6	8	19	**28**	18	13	22	18	**30**	11	19	8	8	10	12	5	8	1
1	0	2	2	0	1	4	10	12	14	**23**	13	15	19	17	**15**	11	18	8	9	13	6	1	0	4
0	1	1	1	0	2	0	6	10	**27**	14	20	13	12	14	**20**	13	25	9	9	17	5	7	2	2
2	0	0	0	1	1	6	11	16	**17**	12	28	10	18	**36**	7	10	11	13	4	7	6	9	0	3

AM Peak 0930 - 1030 (95), AM PHF=0.85 PM Peak 1445 - 1545 (101), PM PHF=0.70

* Sunday, June 23, 2024 - Total=2110, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**4**	**3**	**3**	**4**	**3**	**16**	**34**	**93**	**128**	**314**	**327**	**353**	**265**	**205**	**71**	**51**	**42**	**49**	**56**	**34**	**33**	**8**	**4**	
1	1	2	0	2	0	3	3	10	21	71	84	**107**	79	43	29	13	13	12	11	6	12	5	1	2
4	2	1	1	0	1	3	10	24	24	82	81	**81**	66	66	14	9	9	14	10	9	10	2	2	3
2	0	0	1	1	2	2	7	23	40	73	74	**77**	60	68	18	12	13	14	14	9	4	1	0	0
3	1	0	1	1	0	8	14	36	43	88	**88**	**88**	60	28	10	17	7	9	21	10	7	0	1	1

AM Peak 1145 - 1245 (353), AM PHF=0.82 PM Peak 1200 - 1300 (353), PM PHF=0.82

* Monday, June 24, 2024 - Total=155 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**0**	**3**	**0**	**0**	**7**	**16**	**29**	**71**	**23**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
2	0	1	0	0	3	2	3	8	23	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	0	1	0	0	1	4	9	7	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	1	4	10	29	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	1	0	0	2	6	7	27	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

MetroCount Traffic Executive
Vehicle Counts

VehicleCount-153 -- English (ENU)

Datasets:

Site:	**[621 golf] <25 mph>**
Attribute:	
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	10:06 Friday, June 21, 2024 => 10:24 Monday, June 24, 2024,
Zone:	
File:	621 golf 0 2024-06-24 1025.EC0 (Plus)
Identifier:	VT352C3J MC5900-X13 (c)MetroCount 09Nov16
Algorithm:	Factory default axle (v5.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:07 Friday, June 21, 2024 => 10:24 Monday, June 24, 2024 (3.01245)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 3736 / 3748 (99.68%)

* Friday, June 21, 2024 - Total=806 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**21**	**96**	**105**	**86**	**63**	**89**	**83**	**60**	**56**	**52**	**45**	**19**	**16**	**15**	
-	-	-	-	-	-	-	-	-	-	0	18	**31**	24	15	21	21	19	12	9	16	5	5	8	1
-	-	-	-	-	-	-	-	-	-	0	25	**25**	20	18	23	23	15	19	14	8	4	3	4	2
-	-	-	-	-	-	-	-	-	-	2	19	**29**	20	18	22	21	10	12	14	12	3	4	2	2
-	-	-	-	-	-	-	-	-	-	19	34	**20**	22	12	23	18	16	13	15	9	7	4	1	2

PM Peak 1200 - 1300 (105), PM PHF=0.85

* Saturday, June 22, 2024 - Total=899, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**3**	**4**	**1**	**5**	**11**	**14**	**34**	**46**	**58**	**64**	**66**	**69**	**71**	**90**	**64**	**58**	**64**	**50**	**27**	**40**	**28**	**17**	**8**	
1	1	2	0	0	1	3	8	9	13	18	9	**18**	20	**32**	20	14	12	15	7	16	13	2	3	3
2	0	1	1	1	2	4	8	12	14	15	15	**20**	23	**23**	17	12	20	10	10	7	6	5	2	1
2	1	1	0	2	3	3	4	11	15	20	**19**	18	18	**13**	13	14	15	12	7	12	4	4	1	2
2	1	0	0	2	5	4	14	14	16	11	**23**	13	10	**22**	14	18	17	13	3	5	5	6	2	1

AM Peak 1130 - 1230 (80), AM PHF=0.87 PM Peak 1400 - 1500 (90), PM PHF=0.70

* Sunday, June 23, 2024 - Total=1855, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**6**	**5**	**3**	**6**	**10**	**9**	**37**	**52**	**98**	**291**	**293**	**319**	**198**	**142**	**60**	**59**	**62**	**62**	**49**	**45**	**25**	**12**	**5**	
3	4	1	0	1	1	1	3	13	21	59	**85**	**100**	51	42	9	14	16	14	15	8	7	3	2	0
1	1	2	1	0	1	0	10	10	16	79	**83**	**72**	49	45	20	17	15	15	12	14	6	6	1	4
2	1	1	1	1	5	2	9	9	26	**73**	70	**73**	48	34	15	12	16	17	12	10	6	2	1	1
1	0	1	1	4	3	6	15	20	35	**80**	55	**74**	50	21	16	16	15	16	10	13	6	1	1	0

AM Peak 1030 - 1130 (321), AM PHF=0.94 PM Peak 1200 - 1300 (319), PM PHF=0.80

* Monday, June 24, 2024 - Total=176 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**3**	**3**	**1**	**0**	**10**	**23**	**38**	**72**	**21**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
0	0	1	1	0	1	5	7	12	16	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	1	1	0	0	2	4	7	11	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	0	0	0	3	10	12	22	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	2	1	0	0	4	4	12	27	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX D

HCS CAPACITY ANALYSIS REPORTS

HCS Two-Way Stop-Control Report

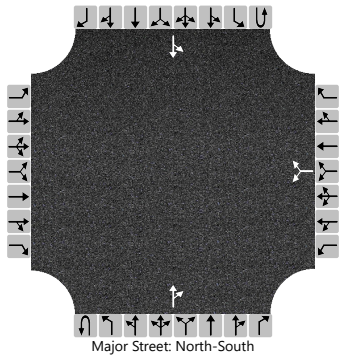
General Information

Analyst	N.Halan
Agency/Co.	Hampton Lenzini & Renwick
Date Performed	6/2/2024
Analysis Year	2024
Time Analyzed	10:45am - 11:45am
Intersection Orientation	North-South
Project Description	24.0125.350

Site Information

Intersection	Country Club Road at Golf Road
Jurisdiction	Crystal Lake, City of
East/West Street	Golf Road
North/South Street	Country Club Road
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						32		101			16	42		144	26	
Percent Heavy Vehicles (%)						0		3						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.23						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.33						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							151							164		
Capacity, c (veh/h)							846							1549		
v/c Ratio							0.18							0.11		
95% Queue Length, Q_{95} (veh)							0.6							0.4		
95% Queue Length, Q_{95} (ft)							15.3							10.0		
Control Delay (s/veh)							10.2							7.6	0.8	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						10.2								6.6		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

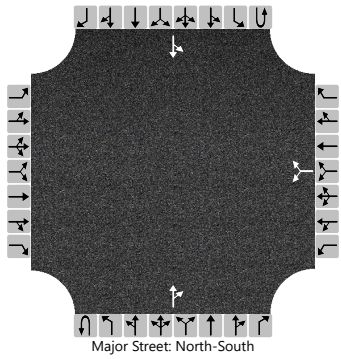
General Information

Analyst	N.Halan
Agency/Co.	Hampton Lenzini & Renwick
Date Performed	6/9/2024
Analysis Year	2024
Time Analyzed	10:45am - 11:45am
Intersection Orientation	North-South
Project Description	24.0125.350

Site Information

Intersection	Country Club Road at Golf Road
Jurisdiction	Crystal Lake, City of
East/West Street	Golf Road
North/South Street	Country Club Road
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						60		114			23	45		223	39	
Percent Heavy Vehicles (%)						0		3						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.23						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.33						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							198							253		
Capacity, c (veh/h)							650							1534		
v/c Ratio							0.30							0.17		
95% Queue Length, Q_{95} (veh)							1.3							0.6		
95% Queue Length, Q_{95} (ft)							33.0							15.0		
Control Delay (s/veh)							12.9							7.8	1.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						12.9								6.8		
Approach LOS						B								A		

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SCALE IN FEET

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Hampton, Lenzini and Renwick, Inc. Civil Engineers • Structural Engineers Land Surveyors • Environmental Services 380 TERRA COTTA ROAD, UNIT G CRYSTAL LAKE, ILLINOIS 60014 184.000959 847.697.6700 www.hlrengineering.com ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION	USER NAME = nhalan	DESIGNED - NAH	REVISED -
		DRAWN - NAH	REVISED -
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CITY OF CRYSTAL LAKE
ILLINOIS

THE DOLE
OFF–SITE PARKING MANAGEMENT

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		MCHENRY	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

CRYSTAL LAKE PLANNING AND ZONING COMMISSION
WEDNESDAY, MAY 15, 2024
HELD AT THE CRYSTAL LAKE CITY COUNCIL CHAMBERS

The meeting was called to order by Mr. Greenman at 7:00 p.m.

CALL TO ORDER
On roll call, members, Greenman, Gronow, Mason, Repholz, Skluzacek, and Teetsov were present. Member Smith was absent.

Elizabeth Maxwell, City Planner, was present from Staff.

Mr. Greenman said this meeting is being recorded for broadcast and future playback on the City's cable channel. He led the group in the Pledge of Allegiance.

2024-55 LAKESIDE LEGACY FOUNDATION – THE DOLE – 401 COUNTRY CLUB ROAD – TEXT AMENDMENT AND SPECIAL USE PERMIT – PUBLIC HEARING
Text Amendment to Article 2 and Article 10 of the Unified Development Ordinance for a Community and Art Center and a Special Use Permit for a Community and Art Center in the R-1 zoning district.

Jay LeCoque, representative from The Dole and Lisa Waggoner, attorney were present to represent the petition. Also in attendance were members of the Board, Dennis Barszcz, Chip Whitman, and Ron Russell. Ms. Waggoner stated there are two Special Use that currently govern this property, the first from 2004 and the second in 2022.

Mr. LeCoque gave the history of the property discussing its use as a country club, hosting events for over 100 years. The building fell into disrepair and was purchased in 2002 to be demolished. Activists started the Save the Dole and raised funds to purchase back the historic mansion and restore it. Today, the Lakeside Legacy Foundation is tasked for maintaining that history. They have made updates to the lakeside portion of the building including fixing the windows, replacing glass and interior repairs. He explained that this is not an event hour, they do not do weddings or baby showers. They host events that support the local community. They have the farmer's market, they get donations for the food pantry, they hold events for the schools, music concerts for the community. They work with other 501C3 groups on their events to help raise money. The events are needed to raise money to provide care of the mansion and to other nonprofits in their missions for the community. They have also planted back Oaks where many have died, these are trees that only the next generation is going to enjoy.

They have heard the concerns and reduced the number of vendors for the farmers market. It was over 100 and now back to approximately 80. They have created a green grass buffer around the perimeter of the parking area to reduce any dust blowing toward the neighbors. They are adding volunteers to help organize the traffic circulation and parking. They will be removing the ropes every Sunday. They have and will continue to work with the City on the parking plan.

Ms. Waggoner noted the community support they received as evident by the over 200 emails and letter that were sent to the City supporting the market and activities at The Dole.

Mr. Greenman opened the public hearing and noted there were members signed up that represented a larger group. He asked these representative to speak first.

Kelly Akerberg, representing the Service League. The Service League provides direct outreach to the community in need. The Farmer's Market has been a shining gem. The league provides staff to help the market. $50,000 in revenue has been given back to the neighbors. She noted that with progress comes growing pains. She noted many of the neighbors contacted her saying the opposing side made repeated stops at homes, used scare tactics and misinformation to get people to sign. She asked the commission to read the support letter and how many residents support this. The space had been dormant for too long, so to see activity at this place is great. The revenue is being put back into the mansion to save it.

Paul Leech, 567 Ringling, said he represents the business community where we need to save these types of buildings. The Dole should be applauded for what they are doing. He and his family walk to the farmer's market and it is a great outing. They meet people, socialize and enjoy the day.

Joe Wanda, represents the farmer's and his grandmother that lives at 641 Oak Street. This has been great for the farmers. They have a place to sell their products and get exposure for farming.

Corey Landry, 490 Edgebrook, represents 25 households in the area. He had a presentation, which staff noted is in the electronic packet material, but cannot be displayed due to the technical difficulties. He cited the intensity, frequency and traffic at the Dole has affected the neighbors. There are issues with parking and parking circulation around the site. The farmer's market started as quaint. It is now a flea market and he read a definition. He went through the findings of fact. This is too much now, the live music, more people and it is every weekend. He has been voicing his concerns for eight (8) months that they are exceeding the plan boundary.

No more people were representing groups and so individuals spoke.

Debbie Goodale, 1252 Walnut Glen, is in support of the use. It makes the area more desirable. She is a realtor and presented information about the values in this neighborhood. This use and their events support local town economy. You can make true social connections at these events.

Rachel Winterling, 241 Dole Avenue, she is a business owner and this farmer's market gives an avenue for market place in the community. Everyone knows that in the summer the traffic for the Main Beach is crazy, it is to be expected. This market is one day a week in the morning and offers so much and that is more than the impact of traffic. Kids meet their friends there, they can ride their bikes. In the winter these things slow down so it is for a short period.

Peter and Elizabeth Grubbe, 10107 Alden Road, are farmers. They were invited by Illinois Organic Vegetation group to be vendors back in 2021. It was extremely important for them to get their foot in the door to secure their livelihood. One-third of their produce is being sold through the market.

Alyson and Ryan Gadon, 661 Broadway Ave, stated they enjoy the festivities that The Dole puts on. They need more staff and safety to keep up with the size. There is a lot of trash around and vehicles parked in front of the homes.

Debra Ander, represents her parents at 611 Golf Road, and said she has lived in Crystal Lake her whole life and went to The Dole for classes. Her parents helped out at The Dole, gave money and time to support their mission of preservation. They do not want the activities to stop. They have concerns of the frequency, size and intensity. It just needs to be managed better. They just stated doing these things then asked for the change. They should have the full traffic study completed before asking for this. There was a kid struck by a drunk driver. They don't want to shut the whole thing down, they just need rules. She is disappointed they are moving away from the arts program.

Jay and Carol Fayer, 603 Golf Road, they live on the south side and they want to save The Dole. There is a problem with traffic and wants everyone to work together.

Douglas Kananen, 664 Country Club Road, questioned why they want to change the UDO when there are already uses they could fall under. He wants them to show them how they will handle the traffic. He has a special needs son and he cannot go outside to walk the dog with the traffic.

Dave Mazurk, 656 Broadway Ave., lives across the street. He is concerned with the enormity of the farmer's market and why is there drinking and driving supported.

Tom Gill, 395 Highland Ave., The Dole is all good, a good mission. The farmer's market is the concern.

Ron Russell, 820 Country Club Road, is a huge fan of what the Board has done to invest in the community. This is a rare site that supports small businesses and nonprofits.

Nancy DePalma, 430 Country Club Road, said the New Year's Eve event has been the best ever. There is traffic around The Dole. Last August her grandson ran into the street. She did sign the petition. Any concerns she has had, she has called Jay and within two days it was done.

Connie Frerichs, 415 Highland Ave. She has lived here for 44 years and loves it. She is concerned with the proposed changes. She noticed the newspaper advertised a D47 play day, that school has over 7,000 students. What happens if they all show up with their parents.

Joe Safin, 437 Highland Ave, liked the quiet street and garden space on The Dole property. There is a parking problem. There should be no parking on the streets.

Bill Low, 441 Highland Ave, how can they ask for this without the full traffic study. There is traffic and with the water main construction project it will be worse.

Kelly Henssmann, 104 Oak St, the increased traffic for these events is for the greater good. It is like a church on Sunday. The people can park on the public street. She is in support of The Dole. People should walk and ride their bikes here to reduce the cars. The concerns she heard are mostly based on fear.

There being no further public wishing to speak, Mr. Greenman closed the public hearing.

Staff summarized the request regarding the text amendment and the special use.

Ms. Waggoner said this new request is encapsulating the two existing special use permits into one, they are not expanding the use, there is more office than art users in the existing studio space. It will not be more intense. If this was still a country club it would bring in lots of traffic and events.

Mr. LeCoque, said the size of the market is nowhere near the size of the fest. He met with the neighbors and he listened. He increased the green space, they reduced the farmer's vendors, they are getting more staff. He said they would do it and they have done it. They are working to be a good neighbor.

Mike Magnuson, Director of Public Works, spoke about the traffic study. This is a unique situation. Typically traffic studies are done for vacant properties to speculate on what the traffic patterns would be. These are already known. The circulation and parking on site needs to be better managed. The traffic study will look at how to manage the traffic. The conditions of approval will require then to comply with the recommendations. He suggests adding a condition until the traffic counts can be completed that they work with staff on a traffic management plan.

Mr. Greenman turned it over to the Commission.

Ms. Repholz asked how the language was created. Staff explained that The Dole suggested some language and then staff modified it to fit with the UDO. She wanted the language to be more specific to limit the number of properties that would be eligible. She suggested it be limited to historic properties and 501c3.

Mr. Skluzacek had no questions right now.

Ms. Mason thanked the public for attending and thanked the petitioner for clarifying the events that are taking place. She would like a condition added about a traffic management study.

Ms. Teetsov thanked everyone for coming. She noted that the commission does their due diligence. She is not comfortable with the text amendment. She would like more information about the parking and would want them to collaborate with the neighbors. The definition is too broad that describes being an incubator. She asked the petitioner when they update their event calendar. She would like them to prioritize art uses. Mr. LeCoque noted they have lots of artists and local businesses in their spaces. They have some open suites, which each are about 400 square feet.

Mr. Gronow said that from the comments, everyone enjoys what is taking place at The Dole and he applauds Lakeside for the work done on the property. He believes it is premature to discuss this. Staff will need to do more work on the text amendment then they can review the special use. This is a special property and he does not want to see it changed.

Mr. Greenman summarized what he heard. He notes what The Dole does as an organization is supportive. The success of the programs and events has become a challenge to the residents. He asked the petitioner what they would do to address these concerns. Mr. LeCoque said they have already reduced the footprint and the number of food trucks bringing it back to the original layout. They are leaving a grass strip around the edge of the parking areas to reduce dust and keep green closest to the neighbors. They have requested

more parking attendants so traffic will be better directed. He asked why this was not classified as a performing arts center. Ms. Waggoner said they worked with staff and they suggested the new use. Staff noted that performing arts center is for places like the Raue where they have stage actors and live shows, The Dole is not a performing arts center. Mr. Greenman said he would be comfortable moving forward and believe The Dole is closer to meeting the neighbors' concerns than they think. He has heard the residents and thinks they can manage the site to address the concerns.

Ms. Repholz said there is no urgency as they are not losing any events. She wants more time and to look at other models.

Mr. Gronow said this is premature. He wants them to promote the arts and limit the percentage of office uses.

Ms. Waggoner said they can make some adjustments to the text amendment and suggested a continuation to the June 19th Planning and Zoning Commission meeting.

Ms. Teetsov made a motion to continue the item to the June 19th Planning and Zoning Commission meeting. Ms. Mason seconded the motion. On voice vote all members voted aye. Motion passed.

ADJOURNMENT

Ms. Teetsov made a motion to adjourn the meeting. Mr. Gronow seconded the motion. On voice vote, all members voted aye. The meeting was adjourned at 10:44 p.m.