This memo summarizes the findings of a transportation and parking analysis for a redevelopment project on S. Park Street between Haywood Drive and Delaplaine Court in the City of Madison, WI. The development comprises 103 apartment units and 2,000 square feet of office space on the first floor. The project contains 84 underground residential parking spaces with two driveway accesses on Haywood Drive. The main access on Haywood Drive will connect with the underground parking. The second drive on Haywood will be for delivery and access for 11 at-grade parking stalls.

The project site plan and layout is shown in Figure 1.

Traffic

As part of the traffic analysis, we were requested to evaluate the number of trips generated by the development, the assignment of trips into and out of the development, and traffic turning volumes onto Brooks Street and S. Park Street from both Haywood Drive and Delaplaine Court.

Both trip generation projections and traffic counts were determined during the afternoon peak hours since that is the time in which the street system is at peak demand. The projected peak hour trips are shown in the table in Figure 2. The total number of trips projected is 35 trips during the morning peak hour and 44 trips during the afternoon peak hour. The table also shows how those trips are broken out between inbound and outbound trips during each of the two peak hour time periods based on the ITE Trip Generation Manual 9th Addition. While the trip generation will most likely be less than the recommended trip generation due to the target clientele, availability of transit, and biking opportunities, the trip generation numbers are so small compared with existing adjacent traffic volumes that the higher rates were used as a “worst case” scenario.

Existing available traffic volumes, in terms of daily counts, in the area are shown in Figure 3. These include daily traffic counts (2013) on the two adjacent streets including S. Park Street and Haywood. PM traffic turning movement counts were taken at the intersections of Delaplaine and Haywood at both S. Park Street and Brooks Street. The results of these counts is shown in Figure 3 also for the afternoon peak hour (4:15 – 5:15 PM). The detailed results of the counts are shown in Appendix A.

Figure 3 also shows the traffic control on the local streets in the area. All the street intersections that are included in the traffic study are stop controlled. As noted, the Delaplaine Court/S. Park Street intersection is restricted for outbound vehicles turning out onto S. Park Street.
The projected trips into and out of the development driveways were distributed for the PM peak hour since that time period shows the highest trip demand for the development. All access is from Haywood Drive because it has full access to both the surface and underground parking. There is no vehicular access onto Delaplaine Court. The assigned trip distribution for the afternoon peak hour is shown in Figure 4.

This distribution is based on existing traffic count turning movements (i.e. gravity model). Since the development has no impact on Delaplaine Court, has very little impact on Haywood Drive and its intersections, and all intersections are controlled with two way stops on the minor street, we did not perform a Level of Service analysis (LOS) at any of the impacted intersections.

Parking, Transit, Pedestrians, and Bicycles

There will be a total of 98 bike storage spaces provided on the site. Additional bike storage spaces will be provided near the development’s entrance and another 98 bike storage spaces will be provided within the facility. There is an existing transit stop on S. Park Street, a block away in front of the hospital. There are also bus stops across the street on S. Park Street as well as on Erin Street. There are a total of 6 bus stops within two blocks of the development (Figure 5). There are currently 33 on-street parking spaces on the four streets adjoining the development. However, these parking spaces all have parking limitations. Because Delaplaine Court is a narrow street, (26 feet in width) parking is only allowed on the south side of the street but is restricted to daytime only. On the other hand, Haywood Drive is 38 feet wide and has a total of 15 two hour parking spaces available. In addition to 84 underground parking spaces provided for residents, there are also 11 surface parking spaces provided for visitors, office, and short term uses.

Recommendations

Based on this analysis, it does not appear that this development will have any adverse impact on the adjacent neighborhood’s traffic or parking. The additional peak hour traffic volumes are minimal. The amount of parking for the development on site in combination with existing on-street parking restrictions will minimize any impact on existing parking supply and needs. The provision of existing transit, mixed use and services in the area will encourage both walking and transit usage.

In order to enhance and encourage pedestrian safety, we would recommend the following:

1. Provide a painted sidewalk crossing across Haywood and Delaplaine at S. Park Street
2. Upgrade the existing crosswalk on S. Park Street on the north side of Haywood.
3. Provide adequate “no parking” buffers for sight distance at the two new drives on Haywood Drive.
Figure 1
Site Plan

Site Plan

Phase 1
103 Units
84 Underground Parking Stalls
(4-5 Story)

Unit Mix:
- Efficiency: 5
- One Bedroom: 36
- Two Bedroom: 26
- Three Bedroom: 6
- Three Bedroom Flat: 6

Gross Area: 115,464 SF
Net Area: 105,217 SF
Commercial: 10,547 SF

S. Park Street & Haywood Drive
Site Plan
September 28, 2015
### ITE Vehicle Trip Generation Rates

<table>
<thead>
<tr>
<th>Description/ITE Code</th>
<th>Units</th>
<th>ITE Vehicle Trip Generation Rates</th>
<th>Expected Units</th>
<th>Total Generated Trips</th>
<th>Total Distribution of Generated Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Weekday AM PM Pass-By AM In AM Out PM In PM Out Daily AM Hour PM Hour AM In AM Out Pass-By PM In PM Out Pass-By</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office 715</td>
<td>KSF²</td>
<td>26.80 1.80 1.74 89% 11% 15% 85% 2.0</td>
<td>54 4 3</td>
<td>3 0 0 1 3 0</td>
<td></td>
</tr>
<tr>
<td>Residential 223</td>
<td>DU</td>
<td>NA 0.30 0.39 31% 69% 58% 42% 103.0</td>
<td>NA 31 40</td>
<td>10 21 0 23 17 0</td>
<td></td>
</tr>
</tbody>
</table>

**RED Rates** = Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 a.m. or 4 and 6 p.m.

**Green Rates** = Peak Hour of Generator - (estimated from other reports)

NA = Not Available  
KSF² Units of 1,000 square feet  
DU = Dwelling Unit
Figure 3
Peak Hour Traffic Counts (PM)

Legend
34 ➔ Peak Hour Traffic Count
47,900 ➔ Average Weekly Traffic Count
Figure 4
Peak Hour Trip Assignment (PM)

24 trips inbound
20 trips outbound
Figure 5
Parking, Transit & Pedestrians

Legend
- Site
- Study Area
- Available Parking Spaces
- Stop Sign
- Traffic Signal
- Bus Stops
- Bike Lanes
- Crosswalks

Parking Restrictions
- No Parking Any Time
- No Parking (8AM to 6PM)
- 2 Hour Parking (8AM to 6PM)
- 2 Hour Parking (8AM to 4PM, No SSP 4PM to 6PM)
- 2 Hour Parking (8AM to 3PM, No SSP 3PM to 6PM)
- One-Day Street Cleaning Restrictions Only
- 20 Minute Parking (8AM to 6PM)
Appendix A

Traffic Counts
### Traffic Counts (Page 1)

**N/S Park 1024**  
**E/W Delaplaine**  
**Delaplaine Ct & Park St**  
**Control:** Stop Sign on Delaplaine

<table>
<thead>
<tr>
<th>Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:00 PM</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>4:15 PM</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>4:30 PM</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>4:45 PM</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>5:00 PM</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>5:15 PM</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>5:30 PM</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>5:45 PM</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
</tbody>
</table>

**Peak Hour**

<table>
<thead>
<tr>
<th>Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:15-5:15</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>0</td>
<td>0</td>
<td>20</td>
</tr>
</tbody>
</table>

**PM Peak**

<table>
<thead>
<tr>
<th>Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:00 PM</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>4:15 PM</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>4:30 PM</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>4:45 PM</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>5:00 PM</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>5:15 PM</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>5:30 PM</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>0</td>
<td>11</td>
</tr>
<tr>
<td>5:45 PM</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>0</td>
<td>11</td>
</tr>
</tbody>
</table>

**Peak Hour Factor**

<table>
<thead>
<tr>
<th>Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:00-5:00</td>
<td>0</td>
<td>0</td>
<td>13</td>
<td>13</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>5</td>
<td>13</td>
<td>1</td>
<td>13</td>
<td>13</td>
</tr>
</tbody>
</table>

---

**N/S Park 1024**  
**E/W Haywood**  
**Haywood Dr & Park St**  
**Control:** Stop Sign on Haywood

<table>
<thead>
<tr>
<th>Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:00 PM</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>4:15 PM</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>4:30 PM</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>4:45 PM</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>5:00 PM</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>5:15 PM</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>5:30 PM</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>0</td>
<td>11</td>
</tr>
<tr>
<td>5:45 PM</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>0</td>
<td>11</td>
</tr>
</tbody>
</table>

**Peak Hour**

<table>
<thead>
<tr>
<th>Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:00-5:00</td>
<td>0</td>
<td>0</td>
<td>13</td>
<td>13</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>5</td>
<td>13</td>
<td>1</td>
<td>13</td>
<td>13</td>
</tr>
</tbody>
</table>

**Peak Hour Factor**

<table>
<thead>
<tr>
<th>Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:00-5:00</td>
<td>0</td>
<td>0</td>
<td>13</td>
<td>13</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>5</td>
<td>13</td>
<td>1</td>
<td>13</td>
<td>13</td>
</tr>
</tbody>
</table>

---

**Appendix A**
### Traffic Counts (Page 2)

#### PM Peak

<table>
<thead>
<tr>
<th>Start Time</th>
<th>from North (Southbound)</th>
<th>from East (Westbound)</th>
<th>from South (Northbound)</th>
<th>from West (Eastbound)</th>
<th>Intersection Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:00 PM</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>23</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>23</td>
</tr>
<tr>
<td>4:15 PM</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>2</td>
<td>4</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>4:30 PM</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>4:45 PM</td>
<td>10</td>
<td>0</td>
<td>3</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>5:00 PM</td>
<td>10</td>
<td>0</td>
<td>2</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>5:15 PM</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>5:30 PM</td>
<td>4</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>5:45 PM</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

#### Peak Hour

<table>
<thead>
<tr>
<th>from North (Southbound)</th>
<th>from East (Westbound)</th>
<th>from South (Northbound)</th>
<th>from West (Eastbound)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:15-5:15</td>
<td>30</td>
<td>10</td>
<td>12</td>
<td>54</td>
</tr>
</tbody>
</table>

#### Total Approach

<table>
<thead>
<tr>
<th>from North East South West</th>
<th>Peak Hour Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:15 PM 4.15-5.15</td>
<td>0.75 0.78 0.38 0.71</td>
</tr>
</tbody>
</table>

#### Total Approach

<table>
<thead>
<tr>
<th>from North East South West</th>
<th>Peak Hour Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:00-5:00</td>
<td>0.55 0.83 0.63 0.72</td>
</tr>
</tbody>
</table>

---

### Traffic Counts (Page 2)

#### Traffic Counts (Page 2)

#### PM Peak

<table>
<thead>
<tr>
<th>Start Time</th>
<th>from North (Southbound)</th>
<th>from East (Westbound)</th>
<th>from South (Northbound)</th>
<th>from West (Eastbound)</th>
<th>Intersection Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:00 PM</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>4:15 PM</td>
<td>5</td>
<td>3</td>
<td>8</td>
<td>1</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>4:30 PM</td>
<td>4</td>
<td>2</td>
<td>8</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>4:45 PM</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>5:00 PM</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>5:15 PM</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>5:30 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>3</td>
</tr>
</tbody>
</table>

#### Peak Hour

<table>
<thead>
<tr>
<th>from North East South West</th>
<th>Peak Hour Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:00-5:00</td>
<td>0.55 0.83 0.63 0.72</td>
</tr>
</tbody>
</table>

#### Total Approach

<table>
<thead>
<tr>
<th>from North East South West</th>
<th>Peak Hour Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>4:00-5:00</td>
<td>0.55 0.83 0.63 0.72</td>
</tr>
</tbody>
</table>