



City of Waukesha
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Waukesha, WI 53188
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waukesha-wi.gov

City of Waukesha Cover Sheet

Committee: Building and Grounds	Meeting Date: 6/2/2025
ID Number: 25-00896	Ordinance/Resolution Number (if applicable):
Department Submitting: Public Works	Submission Date: 5/16/2025
Agenda Item Title: Review and possible action on converting the intersection of Westowne Ave. and Brad St. to a 4-way stop.	

Issue Before the Council: 6/2/2025. This item was brought forward by Ald. Pieper as a referral to convert the intersection of Westowne Ave. and Brad St. from a 2-way stop to a 4-way stop. The concern is that traffic is traveling at a high rate of speed down Westowne Ave. and the residents are concerned there may be an accident.
Options & Alternatives: 1. Engineering recommends switching the stop control from Brad St. to stopping Westowne Ave. 2. Make the intersection of Brad St. and Westowne Ave. a 4-way stop. 3. No change
Additional Details: Engineering staff will present their findings including guidance from the MUTCD, traffic counts, and crash history.

What is the Strategic Plan Priority this item relates to:

People-centered development

What impact will this item have on the Strategic Plan Priority?

Approving or not approving this item would have an impact on objective one under people-centered development relating to existing mobility, and transportation improvements.

Financial Remarks:

If Alternative #1 is chosen, there would be no cost. The existing stop signs and posts are in good condition and could be reused. If Alternative #2 is chosen, the cost for two new stop signs and posts would be approximately \$250. This would be charged to the 2025 Building and Grounds Special Projects Budget (3310.54141).

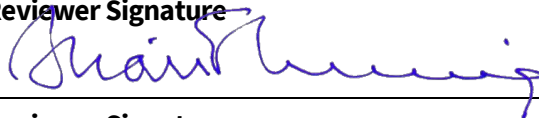
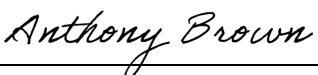
Executive Recommendation:

The Department of Public Works recommends keeping the intersection of Brad St. and Westowne Ave. a 2-way stop, but switch the stop control from Brad St. to stopping Westowne Ave.

Recommended Motion:

I move to approve keeping the intersection of Westowne Ave. and Brad St. a two way stop, but switch the intersection stop control to stopping traffic on Westowne Ave.

Reviewed By:

Reviewer #1 Name & Title	Reviewer Signature
Joseph Ciurro, Finance Director	05/23/2025
Reviewer #1 Name & Title	Reviewer Signature
Brian E. Running, City Attorney	
City Administrator	Reviewer Signature
	05/19/2025

MEMORANDUM

To: Craig D. Ausen, PE, City of Waukesha

From: Alexander Cowan, PE, PTOE

Date: April 11, 2025

Project No.: 24-0447.10

Re: Westowne Avenue & Brad Street
Two-Way Stop to Four-Way Stop Conversion Request

Background

A request was made for the potential conversion of the existing two-way stop-controlled intersection at Westowne Avenue and Brad Street to a four-way stop. Attachment 1 shows the intersection configuration. Westowne Avenue and Brad Street are both unposted 25-mph two-lane roadways. Parking is allowed on both roadways, with the following exceptions:

- Parking prohibited on the north side of Brad Street east of Westowne Avenue.
- Parking restricted from 7pm-2am on Westowne Avenue immediately north of Brad Street.

Crash History

A review of the WisDOT Community Maps tool suggests the most recent reported intersection crash occurred in January, 2025. This crash involved an impaired teen driver and resulted in property damage, but no injuries. No other crashes were reported within the WisDOT Community Maps tool after 2014.

Traffic Volumes

An intersection turning movement count was conducted on Wednesday, March 26, 2025, to understand the magnitude of traffic entering the intersection. The count resulted in the data shown in Attachment 2. Brad Street experiences approximately 355 vehicles per day (vpd) while Westowne Avenue experiences approximately 190 vpd. The majority of traffic within the intersection travels to/from the east leg of Brad Street to access Grandview Boulevard to the east. Traffic entering the intersection from the east accounts for nearly 50% of all traffic. Additionally, nearly 80% of the traffic approaching from the north, west, and south make a turn onto the east leg of Brad Street.

An all-way stop control warrant analysis was evaluated based on the Manual on Uniform Traffic Control Devices (MUTCD) and WisDOT guidance. The results, shown in Attachment 3, suggest that an all-way stop is not warranted based on the traffic volumes. The review does suggest that the intersection meets WisDOT Warrants 1 and 5, which verify all roadway approaches are of a similar classification type and that undue delay will not be created by an all-way stop condition, but these warrants are not grounds within themselves to warrant an all-way stop installation.

Sight Distance

Although sight distance appears to be adequate, trees and vegetation near the intersection present some sight distance obstacles.

Conclusion

Given the lack of a reported crash history and low traffic volumes that do not meet the necessary thresholds, it is not recommended that an all-way stop be installed at the Westowne Avenue intersection with Brad Street. Given traffic volumes along Brad Street are higher than Westowne Avenue, it is recommended that the two-way stop control be adjusted so that free-flow conditions operate along Brad Street and Westowne Avenue be required to stop. This revised control is also consistent with the higher Brad Street through volumes. Should the recommended signing adjustment be made, it is recommended that temporary flags be added to the signs to draw additional attention to the change.



City of Waukesha Property Map



- Legend
- Address Labels
 - Parcels
 - Taxkey Labels
 - City Limits
 - Railroads
 - Water Bodies
 - Landmarks
 - Cemetery
 - County
 - Municipal
 - Hospital
 - Parks
 - School
 - State/Federal

1: 250



41.7 0 20.83 41.7 Feet

Print Date: 3/19/2025
City of Waukesha GIS

This map is a user generated static output from an Internet mapping site and is for reference only. The data found on this site is considered to be correct, but should not be used for engineering or survey applications without verifying the information from officially recorded sources.

Notes:

Intersection Traffic Volume Report

Attachment 2

Count Basics		Version 2023.05.03		Page 1 of 13	
Start Date:	Wednesday, March 26, 2025	Weekday		Schools in Session	
Total Number of Hours Counted:	16	Non-Holiday		No Special Events	

Base Information, Observed (16) Hour and Estimated (24) Hour Volume Summaries

Major St: Westowne Ave.

Minor St: Brad St.

Intersection of: Westowne Ave. & Brad St.

IX_ID:



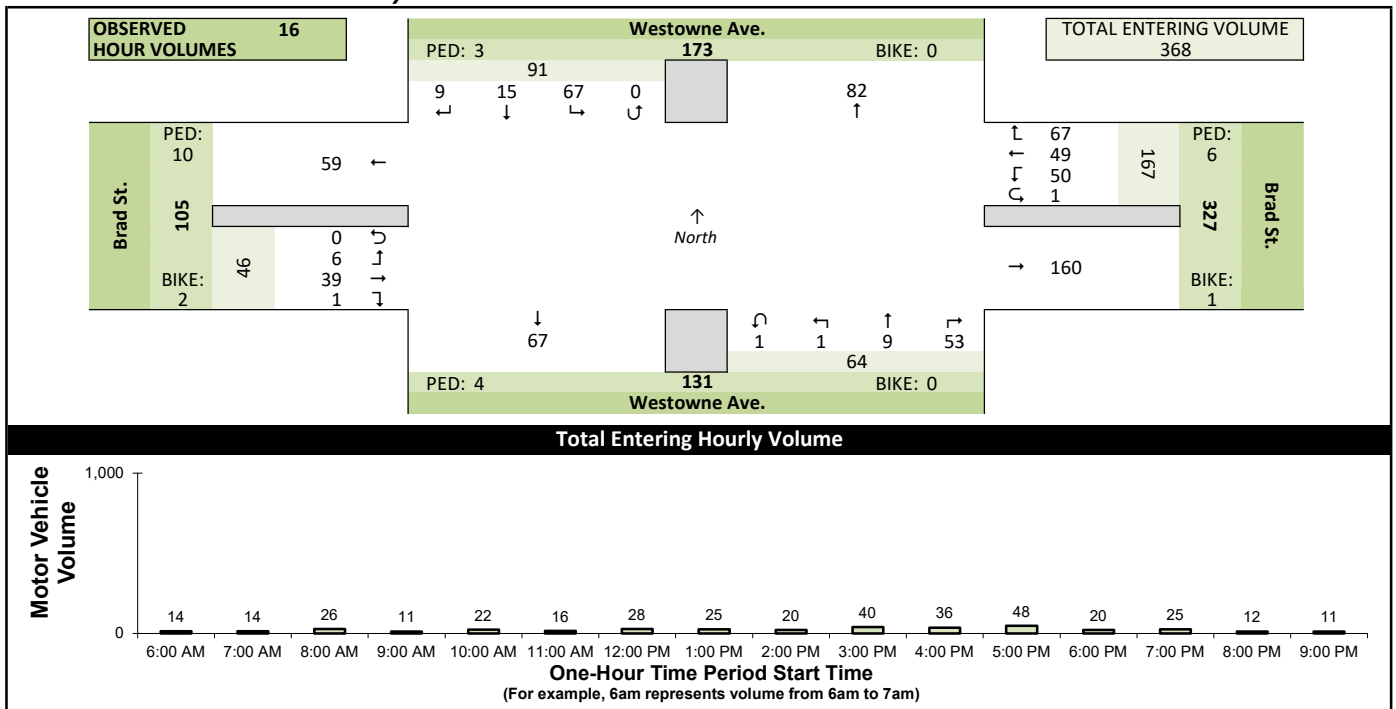
Site Information

Municipality	City of Waukesha
County	67 - Waukesha
WisDOT Region	SE
Traffic Control	Partial Stop Control
Roadway Names	North Direction
North Leg	Westowne Ave.
East Leg	Brad St.
South Leg	Westowne Ave.
West Leg	Brad St.
Special Considerations	
Schools	In Session
Holidays	None
Special Events	None
Special Pedestrians Observed	
Pre-school children	None
Elementary school age children	None
Visually impaired (white cane/helper dog)	None
Elderly/disabled (except wheelchairs)	None
Wheelchairs/electric scooters	None
Other (describe)	None

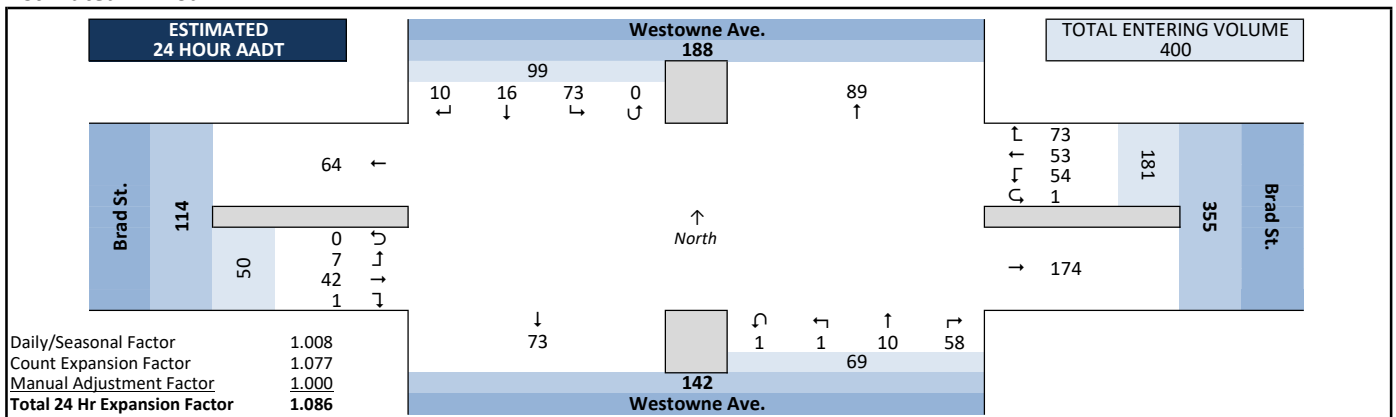
Count Information

Hrs Counted:	06:00 AM-10:00 PM
1st Day of Count	Wednesday, March 26, 2025
Weather	Clear & Dry
AM Peak Period	Wednesday, March 26, 2025
Midday Peak Period	Wednesday, March 26, 2025
PM Peak Period	Wednesday, March 26, 2025
Calculated Peak Hours	
AM	8:00-9:00am
MD	12:45-1:45pm
PM	4:45-5:45pm
Peak Hours Selected for Analysis	
AM	8:00-9:00am
MD	12:45-1:45pm
PM	4:45-5:45pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors
Count Expansion Group	(2) Urban Arterials & Collectors
Daily/Seasonal Adjustment Factor	1.008
Count Expansion Factor	1.077
Company Name	Ayres Associates
Manual Adj.	1.000
Observers	AM Peak Period: Miovision Video Recording Midday Peak Period: Miovision Video Recording PM Peak Period: Miovision Video Recording
Comments	2021 DOT Daily & Seasonal Factors

Observed 16 Hour Volume Summary



Estimated 24 Hour AADT

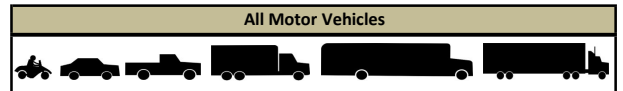


Intersection Traffic Volume Report

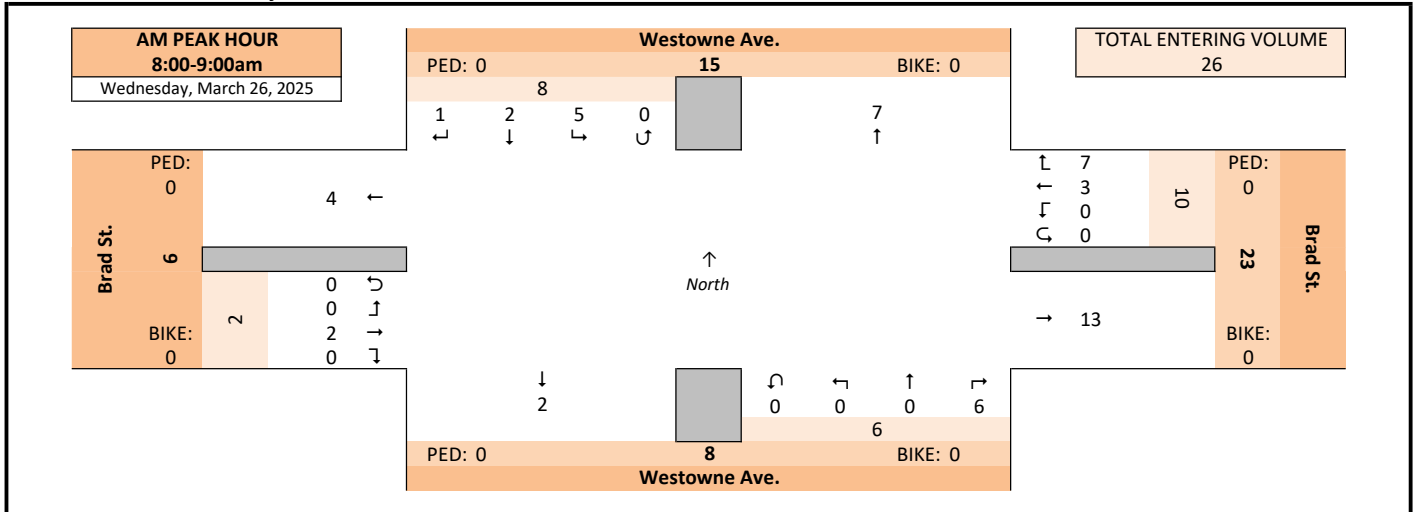
Count Basics			Page 2 of 13
Start Date:	Wednesday, March 26, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	16	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

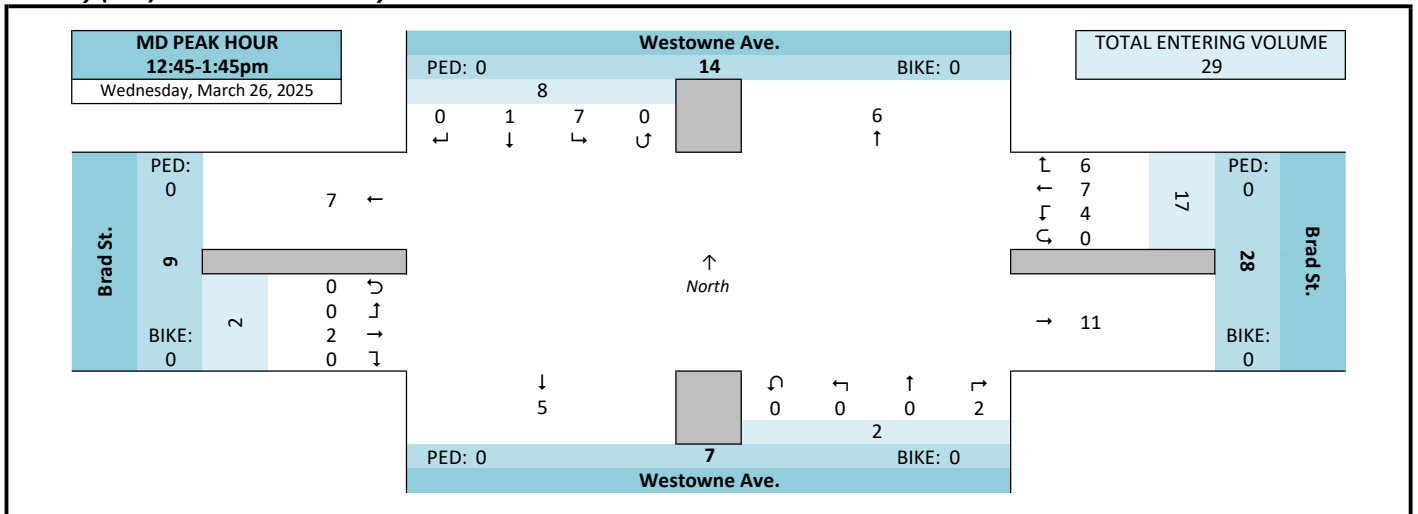
Westowne Ave. & Brad St.



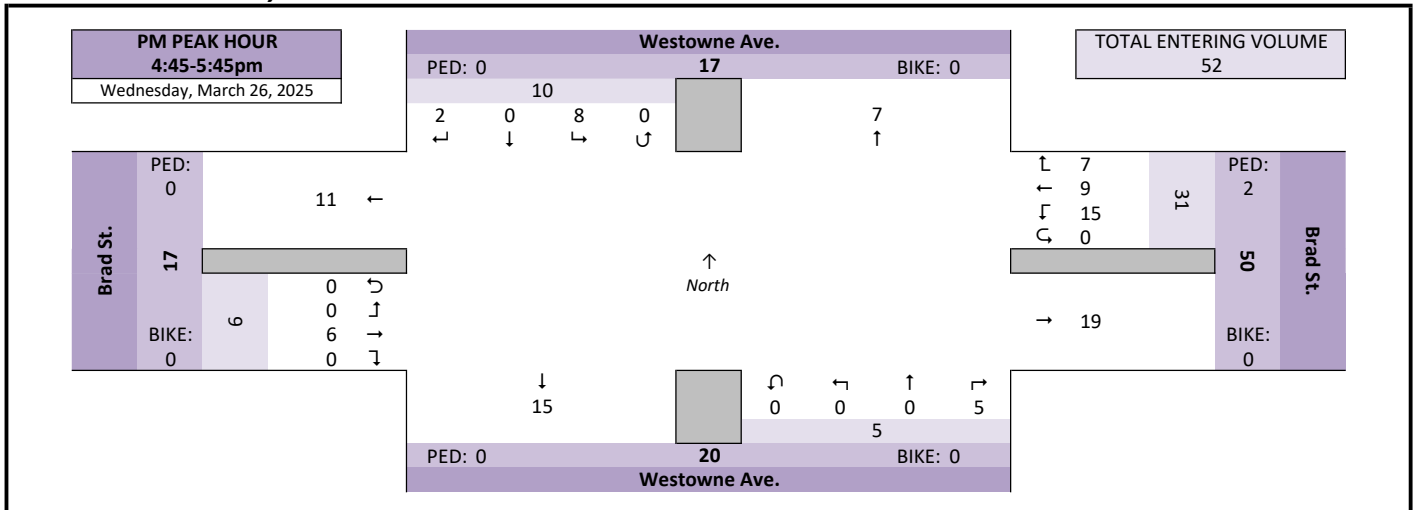
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

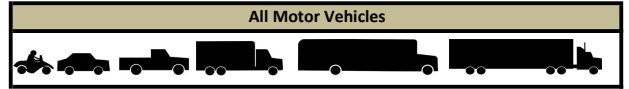


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Wednesday, March 26, 2025	Weekday	Schools in Session
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Peak Hour Volume Summary

Westowne Ave. & Brad St.



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, March 26, 2025		↓					←					↑					→						
		From North					From East					From South					From West						
		Westowne Ave.					Brad St.					Westowne Ave.					Brad St.						
AM Peak Hour	AM Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	
	Start Time																						
	8:00 AM	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	1	5
	8:15 AM	1	0	2	0	3	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	1	6
	8:30 AM	0	1	0	0	1	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	0	7
	8:45 AM	0	1	1	0	2	4	1	0	0	5	1	0	0	0	1	0	0	0	0	0	0	8
	Peak Hour Volume	1	2	5	0	8	7	3	0	0	10	6	0	0	0	6	0	2	0	0	2	26	
	Rounded Hourly Volume	0	0	5	0	5	5	5	0	0	10	5	0	0	0	5	0	0	0	0	0	20	
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)	0.25	0.50	0.62	0.00	0.67	0.44	0.75	0.00	0.00	0.50	0.30	0.00	0.00	0.00	0.30	0.00	0.50	0.00	0.00	0.50	0.81		

Wednesday, March 26, 2025		↴ From North					↶ From East					↴ From South					↷ From West						
Midday (MD) Peak Hour	MD Peak Hour	Westowne Ave.					Brad St.					Westowne Ave.					Brad St.						Totals
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	12:45 PM	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	9	
	1:00 PM	0	0	2	0	2	1	1	2	0	4	1	0	0	0	1	0	0	0	0	0	7	
	1:15 PM	0	1	1	0	2	1	1	2	0	4	1	0	0	0	1	0	0	0	0	0	7	
	1:30 PM	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	6	
	Peak Hour Volume	0	1	7	0	8	6	7	4	0	17	2	0	0	0	2	0	2	0	0	2	29	
	Rounded Hourly Volume	0	0	5	0	5	5	5	5	0	15	0	0	0	0	0	0	0	0	0	0	20	
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	3.4	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	3.4		
Peak Hour Factor (PHF)	0.00	0.25	0.58	0.00	0.67	0.75	0.44	0.50	0.00	0.71	0.50	0.00	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.25	0.81		

Wednesday, March 26, 2025		↴					↶					↴					↷							
		From North					From East					From South					From West							
PM Peak Hour	PM Peak Hour	Westowne Ave.					Brad St.					Westowne Ave.					Brad St.							
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals		
	4:45 PM	0	0	1	0	1	1	4	1	0	6	0	0	0	0	0	0	0	3	0	0	0	3	10
	5:00 PM	1	0	1	0	2	0	3	4	0	7	2	0	0	0	2	0	1	0	0	0	1	12	
	5:15 PM	1	0	1	0	2	5	1	4	0	10	3	0	0	0	3	0	1	0	0	0	1	16	
	5:30 PM	0	0	5	0	5	1	1	6	0	8	0	0	0	0	0	0	1	0	0	0	1	14	
	Peak Hour Volume	2	0	8	0	10	7	9	15	0	31	5	0	0	0	5	0	6	0	0	6	52		
	Rounded Hourly Volume	0	0	10	0	10	5	10	15	0	30	5	0	0	0	5	0	5	0	0	5	50		
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9		
Peak Hour Factor (PHF)	0.50	0.00	0.40	0.00	0.50	0.35	0.56	0.62	0.00	0.77	0.42	0.00	0.00	0.00	0.42	0.00	0.50	0.00	0.00	0.50	0.81			

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
 		North Approach			East Approach			South Approach			West Approach			
15-Minute Start Time		Westowne Ave.			Brad St.			Westowne Ave.			Brad St.			
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	2	0	2	0	0	0	0	0	0	2

Intersection Traffic Volume Report

Count Basics		Page 4 of 13	
Start Date:	Wednesday, March 26, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	16	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

Westowne Ave. & Brad St.

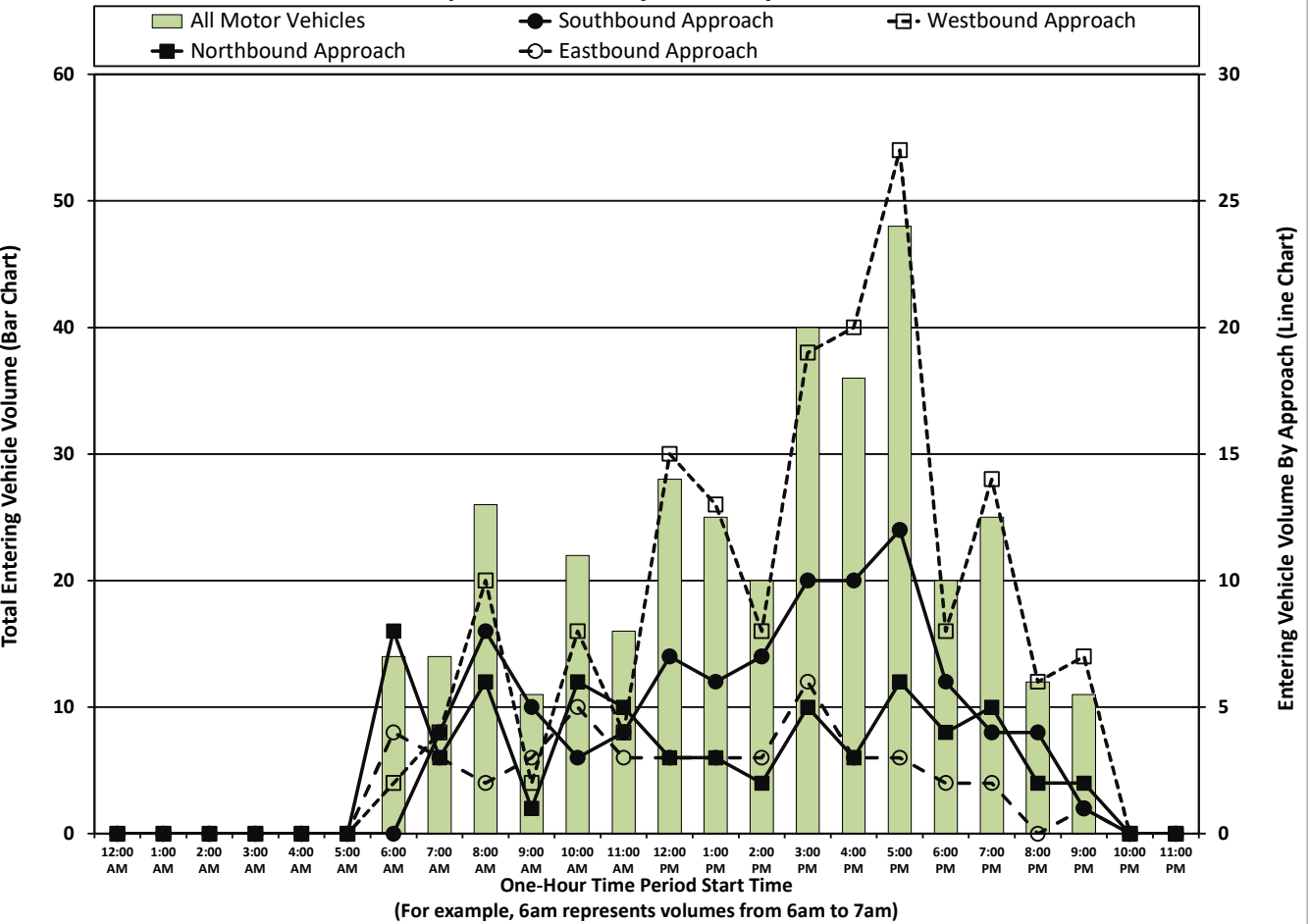
All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North Westowne Ave.					From East Brad St.					From South Westowne Ave.					From West Brad St.					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
																							E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 AM	0	0	0	0	0	0	0	2	0	2	7	1	0	0	8	0	4	0	0	4	14	6	8
	7:00 AM	1	0	3	0	4	1	2	1	0	4	3	0	0	0	3	0	3	0	0	3	14	7	7
	8:00 AM	1	2	5	0	8	7	3	0	0	10	6	0	0	0	6	0	2	0	0	2	26	12	14
	9:00 AM	0	1	4	0	5	0	1	1	0	2	0	1	0	0	1	0	2	1	0	3	11	5	6
MD	10:00 AM	1	0	2	0	3	4	2	2	0	8	5	1	0	0	6	0	4	1	0	5	22	13	9
	11:00 AM	1	1	2	0	4	3	0	0	1	4	5	0	0	0	5	0	2	1	0	3	16	7	9
	12:00 PM	0	0	7	0	7	6	8	1	0	15	3	0	0	0	3	0	2	1	0	3	28	18	10
	1:00 PM	0	1	5	0	6	4	4	5	0	13	3	0	0	0	3	0	3	0	0	3	25	16	9
	2:00 PM	0	0	7	0	7	3	4	1	0	8	1	1	0	0	2	1	1	1	0	3	20	11	9
PM	3:00 PM	1	4	5	0	10	9	3	7	0	19	3	1	1	0	5	0	6	0	0	6	40	25	15
	4:00 PM	1	1	8	0	10	8	7	5	0	20	1	2	0	0	3	0	3	0	0	3	36	23	13
	5:00 PM	2	0	10	0	12	6	7	14	0	27	6	0	0	0	6	0	3	0	0	3	48	30	18
	6:00 PM	1	1	4	0	6	3	3	2	0	8	4	0	0	0	4	0	2	0	0	2	20	10	10
	7:00 PM	0	2	2	0	4	7	1	6	0	14	4	1	0	0	5	0	1	1	0	2	25	16	9
	8:00 PM	0	2	2	0	4	2	2	2	0	6	1	0	0	1	2	0	0	0	0	0	12	6	6
	9:00 PM	0	0	1	0	1	4	2	1	0	7	1	1	0	0	2	0	1	0	0	1	11	8	3
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		9	15	67	0	91	67	49	50	1	167	53	9	1	1	64	1	39	6	0	46	368	213	155

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics				Page 5 of 13	
Start Date:	Wednesday, March 26, 2025	Weekday	Schools in Session		
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15-Minute Motor Vehicle Data

Westowne Ave. & Brad St.



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF			
	Westowne Ave.					Brad St.					Westowne Ave.					Brad St.										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
AM Peak Period	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	6:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3	14	0.58		
	6:15 AM	0	0	0	0	0	0	0	2	2	1	0	0	0	1	3	0	0	0	0	3	12	0.50			
	6:30 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	4	10	0.63			
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	12	0.50			
	7:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14	0.58			
	7:15 AM	1	0	1	0	2	0	0	0	0	1	0	0	0	1	0	1	0	0	1	4	18	0.75			
	7:30 AM	0	0	1	0	1	0	1	1	2	1	0	0	0	1	0	2	0	0	2	6	20	0.83			
	7:45 AM	0	0	1	0	1	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3	21	0.75			
	8:00 AM	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	1	0	0	1	5	26	0.81			
	8:15 AM	1	0	2	0	3	1	1	0	0	2	0	0	0	0	0	1	0	0	1	6	25	0.78			
	8:30 AM	0	1	0	0	1	1	0	0	0	1	5	0	0	5	0	0	0	0	0	7	20	0.63			
	8:45 AM	0	1	1	0	2	4	1	0	0	5	1	0	0	0	1	0	0	0	0	8					
Midday Peak Period	9:00 AM	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	4					
	9:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
	9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
	9:45 AM	0	1	2	0	3	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	26	0.65			
	10:00 AM	0	0	0	0	0	3	0	0	0	3	0	1	0	1	0	0	0	0	0	4	22	0.55			
	10:15 AM	0	0	1	0	1	1	2	0	0	3	1	0	0	1	0	1	0	0	1	6	22	0.55			
	10:30 AM	0	0	1	0	1	0	0	1	0	1	4	0	0	4	0	3	1	0	4	10	23	0.58			
	10:45 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	16	0.57			
	11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	4	16	0.57			
	11:15 AM	1	0	1	0	2	1	0	0	1	2	2	0	0	2	2	1	0	0	1	7	19	0.68			
	11:30 AM	0	0	1	0	1	1	0	0	0	1	1	0	0	1	0	0	0	0	0	3	19	0.68			
	11:45 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	21	0.75			
	12:00 PM	0	0	2	0	2	1	2	0	0	3	1	0	0	1	0	1	0	0	1	7	28	0.78			
	12:15 PM	0	0	0	0	0	1	2	1	0	4	2	0	0	2	0	0	1	0	1	7	28	0.78			
	12:30 PM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	1	0	0	1	5	28	0.78			
PM Peak Period	12:45 PM	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	0	0	0	0	9	29	0.81			
	1:00 PM	0	0	2	0	2	1	1	2	0	4	1	0	0	0	1	0	0	0	0	7	25	0.89			
	1:15 PM	0	1	1	0	2	1	1	2	0	4	1	0	0	0	1	0	0	0	0	7	22	0.79			
	1:30 PM	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	2	0	0	2	6	20	0.83			
	1:45 PM	0	0	1	0	1	0	1	1	0	2	1	0	0	0	1	0	0	0	1	5	18	0.90			
	2:00 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	20	0.71			
	2:15 PM	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	5	28	0.58			
	2:30 PM	0	0	1	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	4	29	0.60			
	2:45 PM	0	0	2	0	2	1	1	1	0	3	0	0	0	0	0	1	1	0	0	2	36	0.75			
	3:00 PM	0	1	0	0	1	4	2	3	0	9	0	1	0	0	1	0	1	0	0	12	40	0.83			
	3:15 PM	0	1	1	0	2	3	0	1	0	4	0	0	0	0	0	0	0	0	0	6	37	0.84			
	3:30 PM	0	1	1	0	2	1	1	2	0	4	2	0	0	0	2	0	3	0	0	3	44	0.85			
	3:45 PM	1	1	3	0	5	1	0	1	0	2	1	0	1	0	2	0	2	0	0	2	37	0.71			
	4:00 PM	0	1	2	0	3	3	1	1	0	5	0	1	0	0	1	0	0	0	0	9	36	0.69			
	4:15 PM	1	0	3	0	4	2	2	3	0	7	1	1	0	0	2	0	0	0	0	13	39	0.75			
	4:30 PM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	42	0.66			
	4:45 PM	0	0	1	0	1	1	4	1	0	6	0	0	0	0	0	3	0	0	3	10	52	0.81			
Post PM Peak Period	5:00 PM	1	0	1	0	2	0	3	4	0	7	2	0	0	0	2	0	1	0	0	12	48	0.75			
	5:15 PM	1	0	1	0	2	5	1	4	0	10	3	0	0	0	3	1	0	0	1	16	46	0.72			
	5:30 PM	0	0	5	0	5	1	1	6	0	8	0	0	0	0	0	1	0	0	1	14	32	0.57			
	5:45 PM	0	0	3	0																					

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Wednesday, March 26, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	16	Non-Holiday	No Special Events

15-Minute Automobile Data

Westowne Ave. & Brad St.



15-Minute Automobile Data

15-Minute Start Time	15-Minute Time Period	From North Westowne Ave.					From East Brad St.					From South Westowne Ave.					From West Brad St.					15-Min Totals	Hourly Sum		
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3	14		
	6:15 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	1	0	3	0	0	0	3	6	12		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	4	10			
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	12			
	7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14		
	7:15 AM	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	4	18		
	7:30 AM	0	0	1	0	1	0	1	1	0	2	1	0	0	0	1	0	2	0	0	2	6	20		
	7:45 AM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	3	21			
	8:00 AM	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	5	26		
	8:15 AM	1	0	2	0	3	1	1	0	0	2	0	0	0	0	0	1	0	0	1	6	25			
	8:30 AM	0	1	0	0	1	1	0	0	0	1	5	0	0	0	5	0	0	0	0	7	20			
	8:45 AM	0	1	1	0	2	4	1	0	0	5	1	0	0	0	1	0	0	0	0	8				
	9:00 AM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4			
	9:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	9:45 AM	0	1	2	0	3	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	6	25		
	10:00 AM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	0	0	0	0	4	21			
	10:15 AM	0	0	1	0	1	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	6	21		
	10:30 AM	0	0	1	0	1	0	0	1	0	1	4	0	0	0	4	0	3	0	0	3	9	22		
	10:45 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	16			
	11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	1	0	2	4	16		
	11:15 AM	1	0	1	0	2	1	0	0	1	2	2	0	0	0	2	0	1	0	0	1	7	19		
	11:30 AM	0	0	1	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	3	19			
	11:45 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	21			
	12:00 PM	0	0	2	0	2	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	7	28		
	12:15 PM	0	0	0	0	0	1	2	1	0	4	2	0	0	0	2	0	0	1	0	1	7	27		
	12:30 PM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	5	27		
	12:45 PM	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	0	0	0	0	9	28			
	1:00 PM	0	0	2	0	2	1	1	2	0	4	0	0	0	0	0	0	0	0	0	6	24			
	1:15 PM	0	1	1	0	2	1	1	2	0	4	1	0	0	0	1	0	0	0	0	7	22			
	1:30 PM	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	6	20		
	1:45 PM	0	0	1	0	1	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	5	18		
	2:00 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	4	20		
	2:15 PM	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	5	28			
	2:30 PM	0	0	1	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	4	29			
	2:45 PM	0	0	2	0	2	1	1	1	0	3	0	0	0	0	0	1	1	0	0	2	7	36		
	3:00 PM	0	1	0	0	1	4	2	3	0	9	0	1	0	0	1	0	1	0	0	1	12	40		
	3:15 PM	0	1	1	0	2	3	0	1	0	4	0	0	0	0	0	0	0	0	0	6	37			
	3:30 PM	0	1	1	0	2	1	1	2	0	4	2	0	0	0	2	0	3	0	0	3	11	44		
	3:45 PM	1	1	3	0	5	1	0	1	0	2	1	0	1	0	2	0	2	0	0	2	11	37		
	4:00 PM	0	1	2	0	3	3	1	1	0	5	0	1	0	0	1	0	0	0	0	9	36			
	4:15 PM	1	0	3	0	4	2	2	3	0	7	1	1	0	0	2	0	0	0	0	13	39			
	4:30 PM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	42			
	4:45 PM	0	0	1	0	1	1	4	1	0	6	0	0	0	0	0	0	3	0	0	3	10	51		
	5:00 PM	1	0	1	0	2	0	3	4	0	7	2	0	0	0	2	0	1	0	0	1	12	47		
	5:15 PM	1	0	1	0	2	5	1	4	0	10	3	0	0	0	3	0	1	0	0	1	16	45		
	5:30 PM	0	0	5	0	5	1	1	5	0	7	0	0	0	0	0	0	1	0	0	1	13	31		
	5:45 PM	0	0	3	0	3	0	2	0	0	2	1	0	0	0	1	0	0	0	0	6	21			
	6:00 PM	0	0	3	0	3	1	1	2	0	4	1	0	0	0	1	0	2	0	0	2	10	19		
	6:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	17			
	6:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	3	22			

Count Basics		Page 7 of 13
Start Date: Wednesday, March 26, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 16	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses

[illegible][illegible]

Intersection Traffic Volume Report

Count Basics		Page 8 of 13	
Start Date:	Wednesday, March 26, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 16		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Westowne Ave. & Brad St.



15-Minute Semi-Truck Data

[illegible]

Peak Hour Semi-Truck Volume Summary

Peak Hour Semi-Truck Volume Summary																					
Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	Westowne Ave.					Brad St.				Westowne Ave.					Brad St.						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

15-Minute Heavy Vehicle Data

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

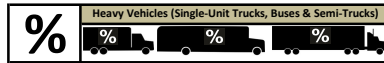
Time Period	Westowne A			
Start Time	Right	Thru	Left	U

Peak Hour Heavy Vehicle Volume Summary

Peak Hour Heavy Vehicle Volume Summary																					
Hourly Time Period	From North					From East					From South					From West					Total Hourly
	Westowne Ave.					Brad St.					Westowne Ave.					Brad St.					
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
PM 4:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0

15-Minute Heavy Vehicle Percentages

Westowne Ave. & Brad St.

[illegible]

Hourly Time Period	From North										From East					From South					From West					Hourly Heavy Vehicle Percent
	Westowne Ave.					Brad St.					Westowne Ave.					Brad St.										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
AM 8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD 12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM 4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

Count Basics			Page 11 of 13	
Start Date:	Wednesday, March 26, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	16	Non-Holiday	No Special Events	

15-Minute Pedestrian and Bicyclist Data

Westowne Ave. & Brad St.



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum	
	Westowne Ave.			Brad St.			Westowne Ave.			Brad St.					
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total			
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	3
	10:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	6
	10:30 AM	0	0	0	0	0	0	0	0	1	0	1	1	7	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00 AM	0	0	0	0	0	0	1	0	1	3	0	3	4	6
	11:15 AM	0	0	0	0	0	0	0	0	2	0	2	2	3	3
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	2
	12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	5:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	5
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:45 PM	0	0	0	1	0	1	0	0	0	2	2	3	4	3
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:30 PM	0	0	0	1	1	2	0	0	0	0	0	0	1	7	
6:45 PM	0	0	0	1	0	1	3	0	3	0	0	0	4	6	
7:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	2	
7:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	3	0	3	6	1	7	4	0	4	10	2	12	26		

Special Pedestrians

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

Attachment 3

ASWC Warrant Criteria - Westowne Avenue & Brad Street

MUTCD No

WisDOT Yes

4/7/2025

MUTCD

1, 5

Met?	Criteria																																																																																																																																																																										
No	A. Is a signal justified? No																																																																																																																																																																										
No	B. # of crashes in a 12 month period that can be corrected by multi-way stop control: 1																																																																																																																																																																										
No	C. Minimum Volumes - Major road approach volume (total of both) at least 300 vph for min 8 hours? - Combined ped, bike, and veh volume on minor approach (total of both) at least 200 units per hour for the same 8 hours as criteria C-1? - If the 85th percentile speed on the major road exceeds 40 mph, may use 70% of the values in C-1 and C-2 Major Street 85th percentile mph: 30 <table border="1"> <thead> <tr> <th>Time Period</th> <th>From</th> <th>To</th> <th>Major Road: Both App.</th> <th>Minor Road: Both App. (VPH)</th> <th>C-1</th> <th>C-2</th> <th>Both Met?</th> <th>D (80%)</th> <th>Both Met?</th> </tr> </thead> <tbody> <tr><td>1</td><td>6:00</td><td>7:00</td><td>6</td><td>8</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>2</td><td>7:00</td><td>8:00</td><td>7</td><td>7</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>3</td><td>8:00</td><td>9:00</td><td>12</td><td>14</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>4</td><td>9:00</td><td>10:00</td><td>5</td><td>6</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>5</td><td>10:00</td><td>11:00</td><td>13</td><td>9</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>6</td><td>11:00</td><td>12:00</td><td>7</td><td>9</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>7</td><td>12:00</td><td>13:00</td><td>18</td><td>10</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>8</td><td>13:00</td><td>14:00</td><td>16</td><td>9</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>9</td><td>14:00</td><td>15:00</td><td>11</td><td>9</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>10</td><td>15:00</td><td>16:00</td><td>25</td><td>15</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>11</td><td>16:00</td><td>17:00</td><td>23</td><td>13</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>12</td><td>17:00</td><td>18:00</td><td>30</td><td>18</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>13</td><td>18:00</td><td>19:00</td><td>10</td><td>10</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>14</td><td>19:00</td><td>20:00</td><td>16</td><td>9</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>15</td><td>20:00</td><td>21:00</td><td>6</td><td>6</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> <tr><td>16</td><td>21:00</td><td>22:00</td><td>8</td><td>3</td><td>No</td><td>No</td><td>No</td><td>No</td><td>No</td></tr> </tbody> </table>	Time Period	From	To	Major Road: Both App.	Minor Road: Both App. (VPH)	C-1	C-2	Both Met?	D (80%)	Both Met?	1	6:00	7:00	6	8	No	No	No	No	No	2	7:00	8:00	7	7	No	No	No	No	No	3	8:00	9:00	12	14	No	No	No	No	No	4	9:00	10:00	5	6	No	No	No	No	No	5	10:00	11:00	13	9	No	No	No	No	No	6	11:00	12:00	7	9	No	No	No	No	No	7	12:00	13:00	18	10	No	No	No	No	No	8	13:00	14:00	16	9	No	No	No	No	No	9	14:00	15:00	11	9	No	No	No	No	No	10	15:00	16:00	25	15	No	No	No	No	No	11	16:00	17:00	23	13	No	No	No	No	No	12	17:00	18:00	30	18	No	No	No	No	No	13	18:00	19:00	10	10	No	No	No	No	No	14	19:00	20:00	16	9	No	No	No	No	No	15	20:00	21:00	6	6	No	No	No	No	No	16	21:00	22:00	8	3	No	No	No	No	No
Time Period	From	To	Major Road: Both App.	Minor Road: Both App. (VPH)	C-1	C-2	Both Met?	D (80%)	Both Met?																																																																																																																																																																		
1	6:00	7:00	6	8	No	No	No	No	No																																																																																																																																																																		
2	7:00	8:00	7	7	No	No	No	No	No																																																																																																																																																																		
3	8:00	9:00	12	14	No	No	No	No	No																																																																																																																																																																		
4	9:00	10:00	5	6	No	No	No	No	No																																																																																																																																																																		
5	10:00	11:00	13	9	No	No	No	No	No																																																																																																																																																																		
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7	12:00	13:00	18	10	No	No	No	No	No																																																																																																																																																																		
8	13:00	14:00	16	9	No	No	No	No	No																																																																																																																																																																		
9	14:00	15:00	11	9	No	No	No	No	No																																																																																																																																																																		
10	15:00	16:00	25	15	No	No	No	No	No																																																																																																																																																																		
11	16:00	17:00	23	13	No	No	No	No	No																																																																																																																																																																		
12	17:00	18:00	30	18	No	No	No	No	No																																																																																																																																																																		
13	18:00	19:00	10	10	No	No	No	No	No																																																																																																																																																																		
14	19:00	20:00	16	9	No	No	No	No	No																																																																																																																																																																		
15	20:00	21:00	6	6	No	No	No	No	No																																																																																																																																																																		
16	21:00	22:00	8	3	No	No	No	No	No																																																																																																																																																																		
No	D. Use when previous criteria have not been met: If 80% minimum values of Criteria B, C-1, and C-2 (C-3 excluded) are satisfied, warrant is met.																																																																																																																																																																										

WisDOT

Met?	Criteria										
Yes	1 Functional Highway Classification <table border="1"> <thead> <tr> <th>Approach</th> <th>Classification</th> </tr> </thead> <tbody> <tr><td>1: (SB)</td><td>Local Road</td></tr> <tr><td>2: (WB)</td><td>Local Road</td></tr> <tr><td>3: (NB)</td><td>Local Road</td></tr> <tr><td>4: (EB)</td><td>Local Road</td></tr> </tbody> </table>	Approach	Classification	1: (SB)	Local Road	2: (WB)	Local Road	3: (NB)	Local Road	4: (EB)	Local Road
Approach	Classification										
1: (SB)	Local Road										
2: (WB)	Local Road										
3: (NB)	Local Road										
4: (EB)	Local Road										
No	2 Average Daily Traffic <table border="1"> <thead> <tr> <th>Approach</th> <th>AADT</th> </tr> </thead> <tbody> <tr><td>Minor 1</td><td>69</td></tr> <tr><td>Minor 2</td><td>99</td></tr> <tr><td>Major 1</td><td>50</td></tr> <tr><td>Major 2</td><td>181</td></tr> </tbody> </table>	Approach	AADT	Minor 1	69	Minor 2	99	Major 1	50	Major 2	181
Approach	AADT										
Minor 1	69										
Minor 2	99										
Major 1	50										
Major 2	181										
No	3 Crash History # of crashes in a 12 month period that can be corrected by multi-way stop control: 1 Expected to significantly reduce the overall severity of future crashes? No										
	4 Alternatives Refer to TGM 13-26-5 Section D.										
Yes	5 Mobility Impact Will the high-volume "through" street experience significant delays for the benefit of reducing delays for a low-volume side street? No										
	6 Right Turn Inclusion Refer to WisDOT TSDM 2-3-2										