



City of Waukesha
201 Delafield Street
Waukesha, WI 53188
Tel: 262.542.3700
waukesha-wi.gov

City of Waukesha Cover Sheet

Committee: Building and Grounds	Meeting Date: August 4, 2025 cancelled October 6, 2025
ID Number: ID#25-01713	Ordinance/Resolution Number (if applicable):
Name of Submitter: Department of Public Works	Common Council Meeting Date: October 21, 2025
Agenda Item Title: Review and possible action on converting the intersection of Hine Avenue and Dopp Street to a 4-way stop.	

Issue Before the Board/Council: 8/4/2025. This item was brought forward by Ald. Camacho as a referral to convert the intersection of Hine Avenue and Dopp Street from a 2-way stop to a 4-way stop. The concern is that traffic is traveling at a high rate of speed down Dopp Street and residents are concerned there may be an accident.
Options & Alternatives: 1. Engineering recommends no change to this intersection 2. Add two new stop signs for East/West traffic on Dopp Street
Additional Details: Engineering staff will present their findings including guidance from the MUTCD manual, traffic counts, and crash history.



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What is the Strategic Plan Priority this item relates to:

N/A

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

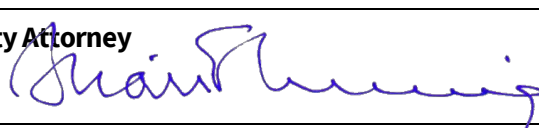
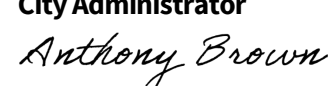
N/A

Financial Remarks:

If alternative #1 is chosen, there would be no cost. If alternate #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).

Suggested Motion:

Reviewed By:

Finance Director	Date Reviewed
City Attorney 	Date Reviewed 1 Aug 2025
City Administrator 	Date Reviewed 07/24/2025

MEMORANDUM

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

From: Alexander Cowan, PE, PTOE

Date: July 9, 2025

Project No.: 24-0447.10

Re: S. Hine Avenue & Dopp 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 S. Hine Avenue and Dopp Street to a four-way stop. Attachment 1 shows the intersection configuration. S. Hine Avenue and Dopp Street are both unposted 25-mph two-lane roadways. S. Hine Avenue operates under stop control at the study intersection. Parking is allowed on both roadways near the intersection.

Crash History

A review of the 2020-2025 intersection crash history was conducted using crash data obtained from the University of Wisconsin-Madison Traffic Operations and Safety Laboratory (UW TOPS Lab). The data suggests that no crashes were reported at the intersection during the five-year period.

Traffic Volumes

An intersection turning movement count was conducted on Wednesday, May 28, 2025, to understand the magnitude of traffic entering the intersection. The count resulted in the data shown in Attachment 2. Dopp Street experiences approximately 860 vehicles per day (vpd) while S. Hine Avenue experiences 270 vpd.

An all-way stop control warrant analysis was evaluated based on 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 significant 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.

Conclusion

Given the lack of a reported crash history, coupled with the low, unbalanced traffic volumes that do not meet the necessary thresholds, it is not recommended that an all-way stop be installed at the S. Hine Avenue intersection with Dopp Street. It is recommended to keep the intersection as currently signed.



City of Waukesha Property Map



0.0 0 0.00 0.0 Miles

Print Date: 7/9/2025
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.



Legend

UAS Image Links

- Photo
- Photosphere
- Video
- <all other values>

Address:

- Parcels
- City Limits
- Railroads
- Water Bodies

Notes:

Attachment 1

Intersection Traffic Volume Report

Count Basics	Version 2023.05.03	Page 1 of 13
Start Date:	Wednesday, May 28, 2025	Weekday
Total Number of Hours Counted: 14	Non-Holiday	Schools in Session
		No Special Events

Base Information, Observed (14) Hour and Estimated (24) Hour Volume Summaries

Major St: Dopp St.
 Minor St: S. Hine Ave.
 Intersection of: Dopp St. & S. Hine Ave.

IX_ID:



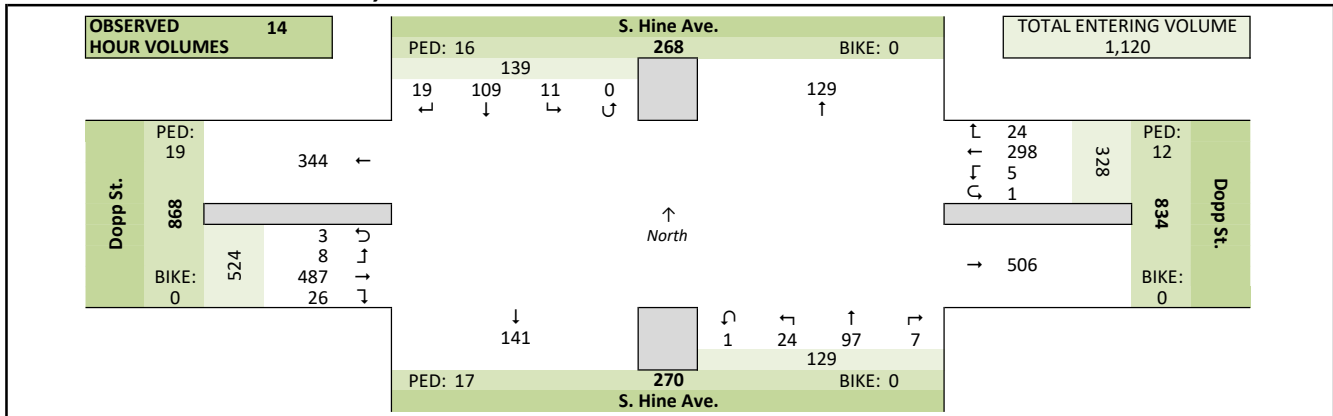
Site Information

Municipality	City of Waukesha
County	67 - Waukesha
Traffic Control	Partial Stop Control
Roadway Names	North Direction
North Leg	S. Hine Ave.
East Leg	Dopp St.
South Leg	S. Hine Ave.
West Leg	Dopp 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

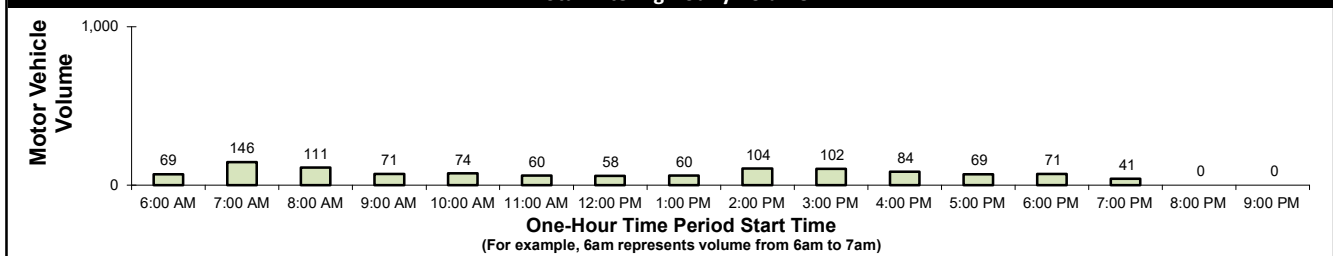
Count Information

Hrs Counted:	06:00 AM-08:00 PM
1st Day of Count	Wednesday, May 28, 2025
AM Peak Period	Wednesday, May 28, 2025
Midday Peak Period	Wednesday, May 28, 2025
PM Peak Period	Wednesday, May 28, 2025
Calculated Peak Hours	
AM	7:00-8:00am
MD	10:00-11:00am
PM	2:30-3:30pm
Peak Hours Selected for Analysis	
AM	7:00-8:00am
MD	10:00-11:00am
PM	2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors
Count Expansion Group	(2) Urban Arterials & Collectors
Daily/Seasonal Adjustment Factor	0.884
Count Expansion Factor	1.125
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

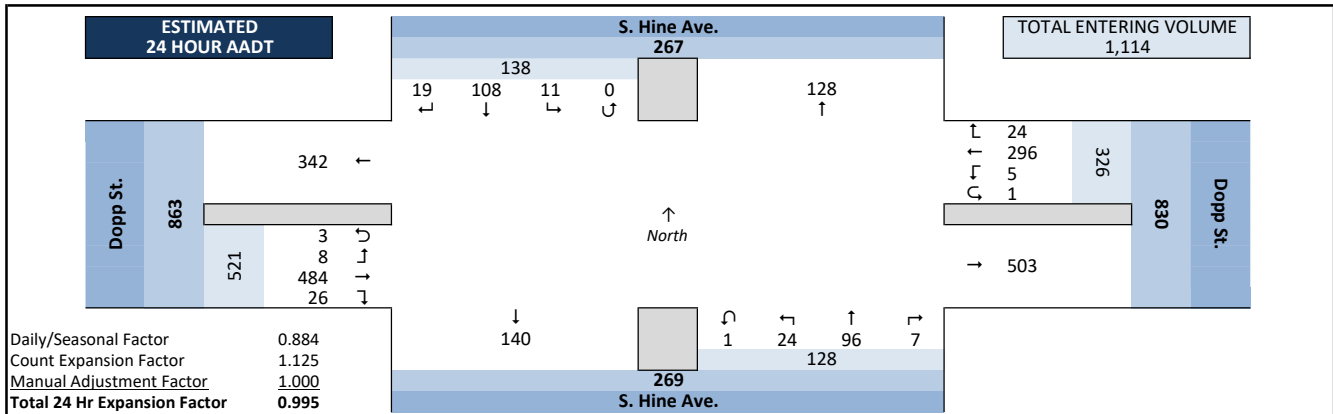
Observed 14 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



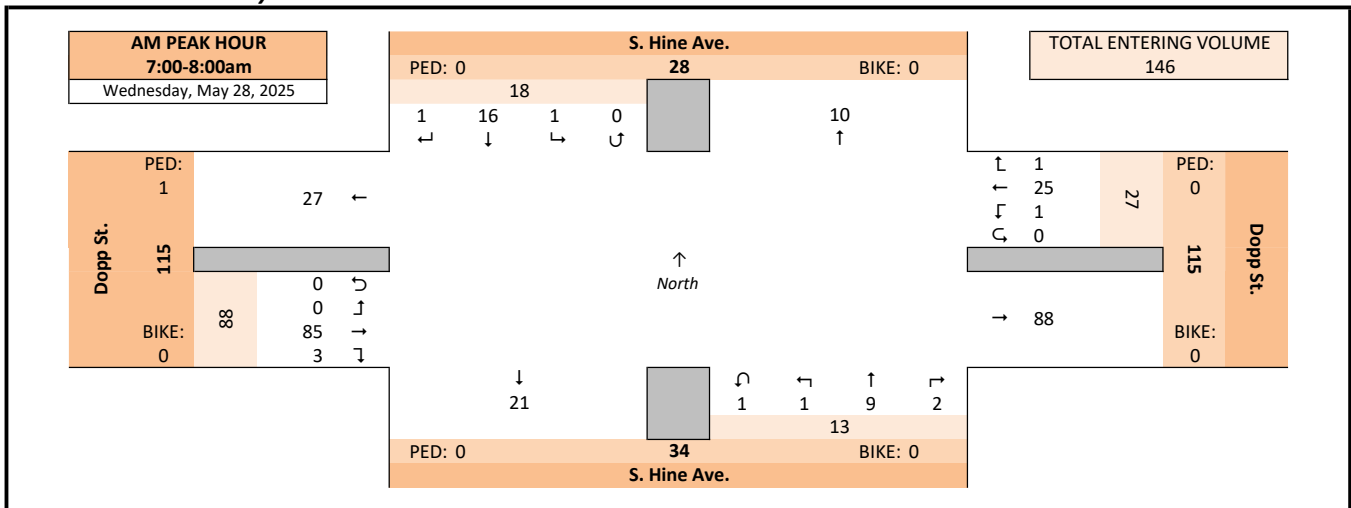
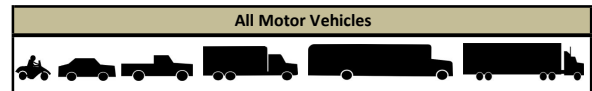
Intersection Traffic Volume Report

Count Basics		Page 2 of 13	
Start Date:	Wednesday, May 28, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

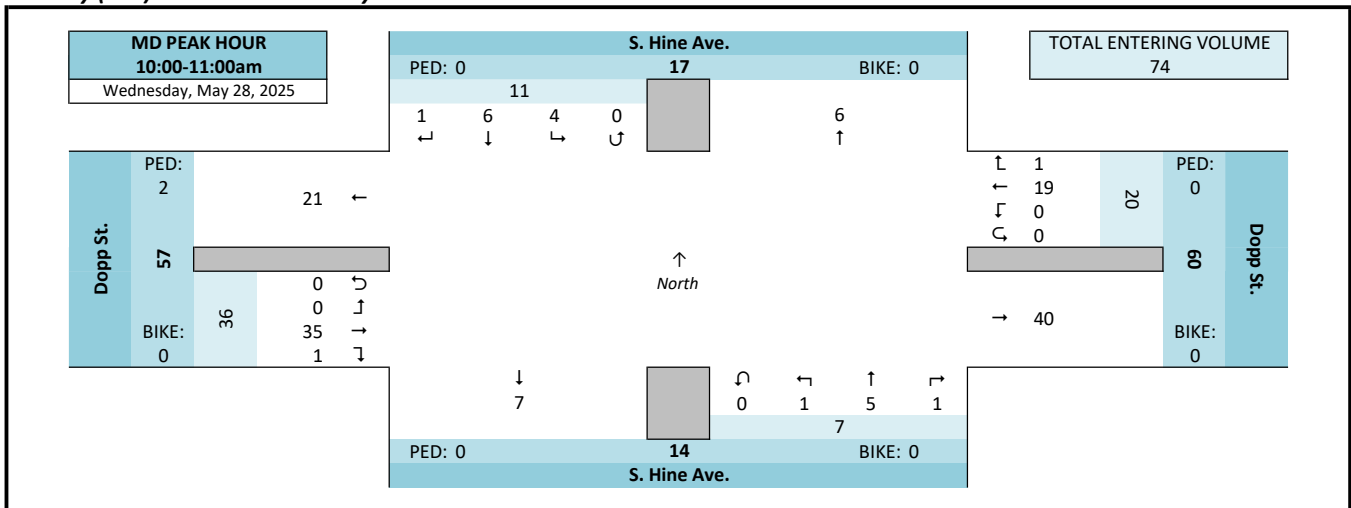
Peak Hour Volume Graphical Summary

Dopp St. & S. Hine Ave.

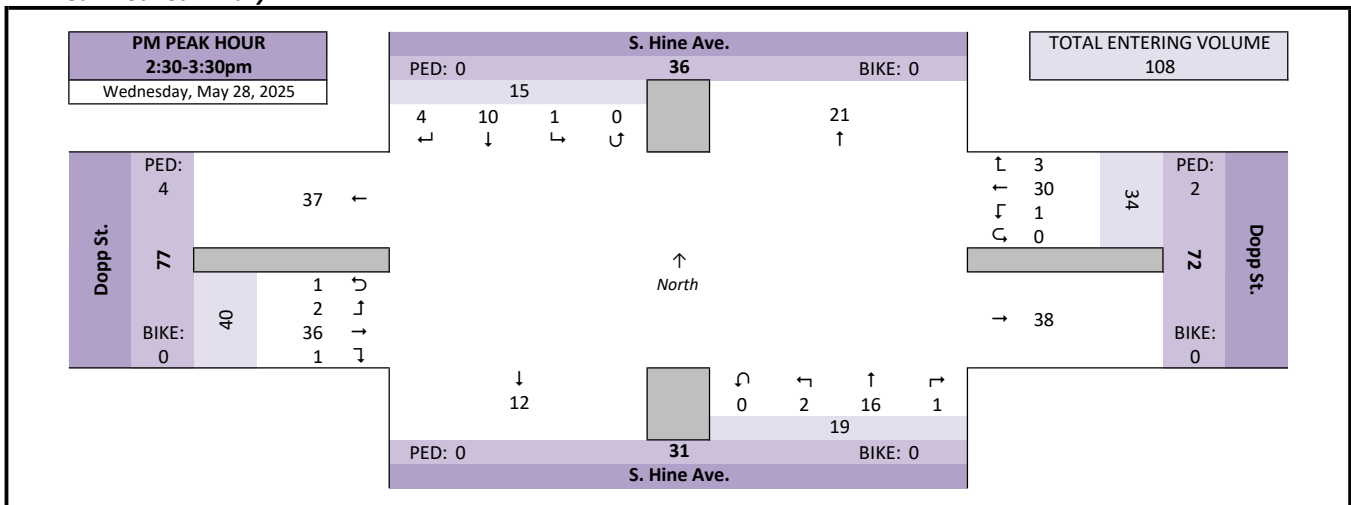
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

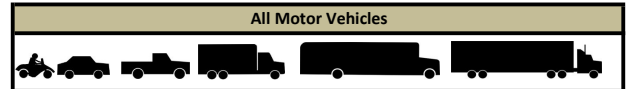


Intersection Traffic Volume Report

Count Basics		Page 3 of 13	
Start Date:	Wednesday, May 28, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

Peak Hour Volume Summary

Dopp St. & S. Hine Ave.



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, May 28, 2025		↓					←					↑					→					
		From North					From East					From South					From West					
AM Peak Hour	AM Peak Hour	S. Hine Ave.					Dopp St.					S. Hine Ave.					Dopp 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
	7:00 AM	1	2	0	0	3	0	4	0	0	4	1	3	1	0	5	0	15	0	0	15	27
	7:15 AM	0	11	0	0	11	0	5	1	0	6	0	3	0	0	3	2	19	0	0	21	41
	7:30 AM	0	1	1	0	2	1	7	0	0	8	1	2	0	0	3	0	21	0	0	21	34
	7:45 AM	0	2	0	0	2	0	9	0	0	9	0	1	0	1	2	1	30	0	0	31	44
	Peak Hour Volume	1	16	1	0	18	1	25	1	0	27	2	9	1	1	13	3	85	0	0	88	146
	Rounded Hourly Volume	0	15	0	0	15	0	25	0	0	25	0	10	0	0	10	5	85	0	0	90	140
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	7.4	0.0	0.0	100.0	0.0	7.7	0.0	2.4	0.0	0.0	2.3	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	8.0	0.0	0.0	7.4	0.0	0.0	100.0	0.0	7.7	0.0	2.4	0.0	0.0	2.3	3.4
Peak Hour Factor (PHF)	0.25	0.36	0.25	0.00	0.41	0.25	0.69	0.25	0.00	0.75	0.50	0.75	0.25	0.25	0.65	0.37	0.71	0.00	0.00	0.71	0.83	

Wednesday, May 28, 2025		↓ From North					← From East					↑ From South					→ From West								
Midday (MD) Peak Hour	MD Peak Hour	S. Hine Ave.					Dopp St.					S. Hine Ave.					Dopp 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			
	10:00 AM	0		1	0	0	1	0		4	0	0	4	0		0	0	0	1	8	0	0	9	14	
	10:15 AM	0		2	2	0	4	0		7	0	0	7	0		3	0	0	3	0	9	0	0	9	23
	10:30 AM	1		2	2	0	5	0		5	0	0	5	1		2	1	0	4	0	9	0	0	9	23
	10:45 AM	0		1	0	0	1	1		3	0	0	4	0		0	0	0	0	0	9	0	0	9	14
	Peak Hour Volume	1		6	4	0	11	1		19	0	0	20	1		5	1	0	7	1	35	0	0	36	74
	Rounded Hourly Volume	0		5	5	0	10	0		20	0	0	20	0		5	0	0	5	0	35	0	0	35	70
	% Single Unit Trucks	0.0		0.0	0.0	0.0	0.0	100.0		5.3	0.0	0.0	10.0	0.0		20.0	0.0	0.0	14.3	0.0	8.6	0.0	0.0	8.3	8.1
	% 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	100.0		5.3	0.0	0.0	10.0	0.0		20.0	0.0	0.0	14.3	0.0	8.6	0.0	0.0	8.3	8.1	
Peak Hour Factor (PHF)	0.25		0.75	0.50	0.00	0.55	0.25		0.68	0.00	0.00	0.71	0.25		0.42	0.25	0.00	0.44	0.25	0.97	0.00	0.00	1.00	0.80	

Wednesday, May 28, 2025		↓ From North					← From East					↑ From South					→ From West						
PM Peak Hour		S. Hine Ave.					Dopp St.					S. Hine Ave.					Dopp St.						
PM Peak Hour	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	
	2:30 PM	0	3	0	0	3	1	6	0	0	7	0	3	0	0	3	0	17	2	0	0	19	32
	2:45 PM	4	7	1	0	12	0	9	1	0	10	0	5	0	0	5	0	8	0	0	0	8	35
	3:00 PM	0	0	0	0	0	1	7	0	0	8	1	1	2	0	4	1	9	0	0	0	10	22
	3:15 PM	0	0	0	0	0	1	8	0	0	9	0	7	0	0	7	0	2	0	1	0	3	19
	Peak Hour Volume	4	10	1	0	15	3	30	1	0	34	1	16	2	0	19	1	36	2	1	40	108	
	Rounded Hourly Volume	5	10	0	0	15	5	30	0	0	35	0	15	0	0	15	0	35	0	0	0	35	100
	% 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	50.0	0.0	5.3	0.0	2.8	0.0	0.0	2.5	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	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	5.3	0.0	2.8	0.0	0.0	2.5	1.9
Peak Hour Factor (PHF)	0.25	0.36	0.25	0.00	0.31	0.75	0.83	0.25	0.00	0.85	0.25	0.57	0.25	0.00	0.68	0.25	0.53	0.25	0.25	0.53	0.77		

Peak Hour Pedestrian and Bicyclist Volumes

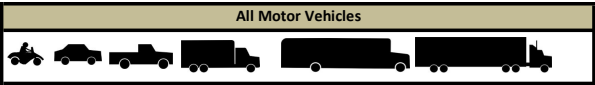
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
15-Minute Start Time		S. Hine Ave.			Dopp St.			S. Hine Ave.			Dopp St.			
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	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
	7:30 AM	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	1	0	1	1
	Total	0	0	0	0	0	0	0	0	0	1	0	1	1
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	2	0	2	2
PM	2:30 PM	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	1	0	1	1
	3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	3:15 PM	0	0	0	1	0	1	0	0	0	3	0	3	4
	Total	0	0	0	2	0	2	0	0	0	4	0	4	6

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Wednesday, May 28, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

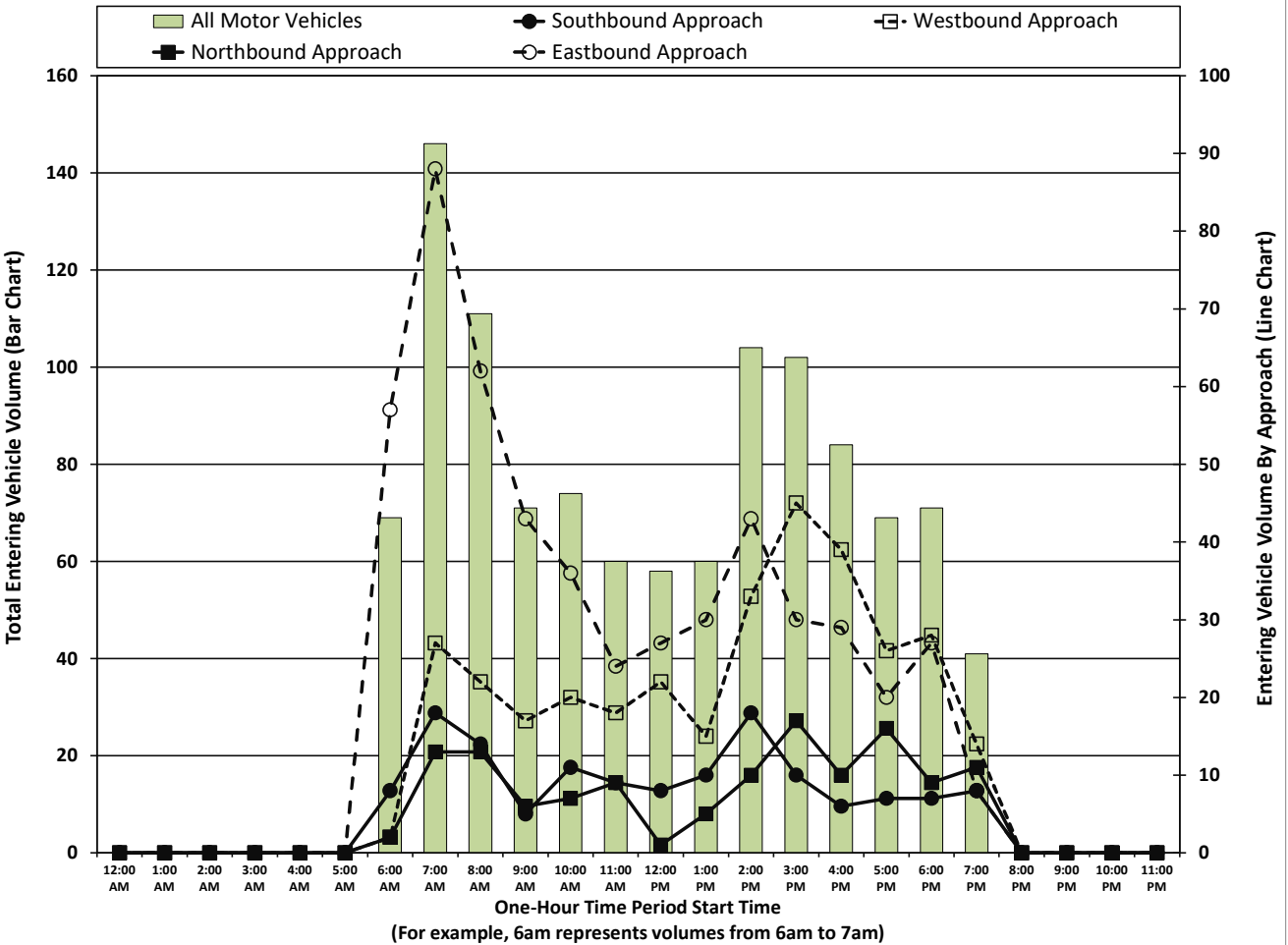
Dopp St. & S. Hine Ave.



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
		S. Hine Ave.					Dopp St.					S. Hine Ave.					Dopp 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		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	
	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	
	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	
	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	
	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	
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	
	6:00 AM	1	7	0	0	8	0	2	0	0	2	0	0	2	0	2	2	53	2	0	57	69	59	10
	7:00 AM	1	16	1	0	18	1	25	1	0	27	2	9	1	1	13	3	85	0	0	88	146	115	31
	8:00 AM	0	14	0	0	14	6	16	0	0	22	1	10	2	0	13	5	57	0	0	62	111	84	27
	9:00 AM	1	4	0	0	5	1	16	0	0	17	0	5	1	0	6	2	39	1	1	43	71	60	11
MD	10:00 AM	1	6	4	0	11	1	19	0	0	20	1	5	1	0	7	1	35	0	0	36	74	56	18
	11:00 AM	1	8	0	0	9	2	16	0	0	18	1	7	1	0	9	0	23	0	1	24	60	42	18
	12:00 PM	0	8	0	0	8	0	22	0	0	22	0	1	0	0	1	1	26	0	0	27	58	49	9
	1:00 PM	3	7	0	0	10	1	12	2	0	15	0	3	2	0	5	1	29	0	0	30	60	45	15
PM	2:00 PM	4	12	2	0	18	1	31	1	0	33	0	9	1	0	10	0	41	2	0	43	104	76	28
	3:00 PM	2	6	2	0	10	4	40	1	0	45	1	13	3	0	17	2	26	1	1	30	102	75	27
	4:00 PM	2	4	0	0	6	1	38	0	0	39	0	7	3	0	10	1	27	1	0	29	84	68	16
	5:00 PM	1	5	1	0	7	1	25	0	0	26	0	12	4	0	16	4	15	1	0	20	69	46	23
	6:00 PM	1	6	0	0	7	3	24	0	1	28	0	7	2	0	9	3	24	0	0	27	71	55	16
	7:00 PM	1	6	1	0	8	2	12	0	0	14	1	9	1	0	11	1	7	0	0	8	41	22	19
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		19	109	11	0	139	24	298	5	1	328	7	97	24	1	129	26	487	8	3	524	1120	852	268

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		Page 5 of 13	
Start Date:	Wednesday, May 28, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	14	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Dopp St. & S. Hine Ave.



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF		
	S. Hine Ave.					Dopp St.					S. Hine Ave.					Dopp 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				
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					
AM Peak Period	6:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	7	0	0	8	10	69	0.58	
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	9	86	0.72	
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	18	0	0	0	19	20	118	0.72
	6:45 AM	1	3	0	0	4	0	1	0	0	1	0	0	1	0	1	0	23	1	0	24	30	132	0.80	
	7:00 AM	1	2	0	0	3	0	4	0	0	4	1	3	1	0	5	0	15	0	0	15	27	146	0.83	
	7:15 AM	0	11	0	0	11	0	5	1	0	6	0	3	0	0	3	2	19	0	0	21	41	146	0.83	
	7:30 AM	0	1	1	0	2	1	7	0	0	8	1	2	0	0	3	0	21	0	0	21	34	140	0.80	
	7:45 AM	0	2	0	0	2	0	9	0	0	9	0	1	0	1	2	1	30	0	0	31	44	127	0.72	
	8:00 AM	0	4	0	0	4	3	4	0	0	7	1	1	0	0	2	1	13	0	0	14	27	111	0.79	
	8:15 AM	0	5	0	0	5	2	4	0	0	6	0	8	0	0	8	1	15	0	0	16	35	112	0.80	
	8:30 AM	0	4	0	0	4	1	2	0	0	3	0	0	1	0	1	1	12	0	0	13	21	89	0.79	
	8:45 AM	0	1	0	0	1	0	6	0	0	5	0	1	1	0	2	2	17	0	0	19	28	85	0.76	
	9:00 AM	1	0	0	0	1	0	5	0	0	6	0	2	1	0	3	1	17	0	1	19	28	71	0.63	
	9:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	1	0	7	12	57	0.84	
	9:30 AM	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	1	11	0	0	12	17	68	0.74	
	9:45 AM	0	4	0	0	4	1	3	0	0	4	0	1	0	0	1	0	5	0	0	5	14	74	0.80	
Midday Peak Period	10:00 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	1	8	0	0	9	14	74	0.80	
	10:15 AM	0	2	2	0	4	0	7	0	0	7	0	3	0	0	3	0	9	0	0	9	23	73	0.79	
	10:30 AM	1	2	2	0	5	0	5	0	0	5	1	2	1	0	4	0	9	0	0	9	23	68	0.74	
	10:45 AM	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	0	9	0	0	9	14	59	0.82	
	11:00 AM	1	0	0	0	1	2	3	0	0	5	1	2	0	0	3	0	4	0	0	4	13	60	0.83	
	11:15 AM	0	3	0	0	3	0	3	0	0	3	0	2	1	0	3	0	9	0	0	9	18	58	0.81	
	11:30 AM	0	2	0	0	2	0	5	0	0	5	0	1	0	0	1	0	6	0	0	6	14	53	0.88	
	11:45 AM	0	3	0	0	3	0	5	0	0	5	0	2	0	0	2	0	4	0	1	5	15	56	0.82	
	12:00 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	11	58	0.85	
	12:15 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	8	0	0	9	13	60	0.88	
	12:30 PM	0	1	0	0	1	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	17	63	0.93	
	12:45 PM	0	3	0	0	3	0	5	0	0	5	0	1	0	0	1	0	8	0	0	8	17	65	0.86	
	1:00 PM	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	7	0	0	7	13	60	0.79	
	1:15 PM	0	2	0	0	2	0	6	0	0	6	0	0	1	0	1	0	7	0	0	7	16	67	0.84	
	1:30 PM	1	1	0	0	2	0	4	2	0	6	0	1	1	0	2	0	9	0	0	9	19	68	0.85	
	1:45 PM	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	1	6	0	0	7	12	81	0.63	
PM Peak Period	2:00 PM	0	1	1	0	2	0	7	0	0	7	0	0	1	0	1	0	10	0	0	10	20	104	0.74	
	2:15 PM	0	1	0	0	1	0	9	0	0	9	0	1	0	0	1	0	6	0	0	6	17	106	0.76	
	2:30 PM	0	3	0	0	3	1	6	0	0	7	0	3	0	0	3	0	17	2	0	19	32	108	0.77	
	2:45 PM	4	7	1	0	12	0	9	1	0	10	0	5	0	0	5	0	8	0	0	8	35	103	0.74	
	3:00 PM	0	0	0	0	0	1	7	0	0	8	1	1	2	0	4	1	9	0	0	10	22	102	0.75	
	3:15 PM	0	0	0	0	0	1	8	0	0	9	0	7	0	0	7	0	2	0	1	3	19	105	0.77	
	3:30 PM	1	1	2	0	4	0	13	0	0	13	0	1	1	0	2	0	7	1	0	8	27	108	0.79	
	3:45 PM	1	5	0	0	6	2	12	1	0	15	0	4	0	0	4	1	8	0	0	9	34	100	0.74	
	4:00 PM	1	0	0	0	1	1	13	0	0	14	0	1	2	0	3	0	6	1	0	7	25	84	0.84	
	4:15 PM	0	0	0	0	0	0	10	0	0	10	0	3	0	0	3	0	9	0	0	9	22	78	0.89	
	4:30 PM	0	3	0	0	3	0	7	0	0	7	0	2	0	0	2	1	6	0	0	7	19	75	0.99	
	4:45 PM	1	1	0	0	2	0	8	0	0	8	0	1	1	0	2	0	6	0	0	6	18	67	0.88	
	5:00 PM	0	1	0	0	1	1	8	0	0	9	0	1	0	0	1	1	7	0	0	8	19	69	0.86	
	5:15 PM	1	2	1	0	4	0	5	0	0	5	0	3	3	0	6	1	3	0	0	4	19	67	0.84	
	5:30 PM	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	4	1	0	5	11	62	0.78	
	5:45 PM	0	2	0	0	2	0	9	0	0	9	0	5	1	0	6	2	1	0	0	3	20	71	0.89	
6:00 PM	0	1	0	0	1	2	4	0	1	7	0	4	1	0	5	0	4	0	0	4	17	71	0.89		
6:15 PM	0	2	0	0	2	1	7	0	0	8	0	0	0	0	0	0	4	0	0	4	14	60	0.75		
6:30 PM	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	2	11	0	0	13	20	59	0.74		
6:45 PM	1	2	0	0	3	0	8	0	0	8	0	2	1	0	3	1	5	0	0	6	20	51	0.64		
7:00 PM	0	1	1	0	2																				

Intersection Traffic Volume Report

Count Basics				Page 6 of 13
Start Date:	Wednesday, May 28, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	14	Non-Holiday	No Special Events	

15-Minute Automobile Data

Dopp St. & S. Hine Ave.



15-Minute Automobile Data

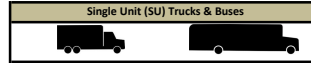
15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	S. Hine Ave.					Dopp St.					S. Hine Ave.					Dopp St.						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Start Time																						
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	
	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		
AM Peak Period	6:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	1	1	7	0	0	8	10	
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5	1	0	6	9	
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	18	0	0	19	20	
	6:45 AM	1	3	0	0	4	0	1	0	0	1	0	0	1	0	1	23	1	0	24	30	
	7:00 AM	1	2	0	0	3	0	3	0	0	3	1	3	0	0	4	0	15	0	15	25	
	7:15 AM	0	11	0	0	11	0	5	1	0	6	0	3	0	0	3	2	17	0	0	19	39
	7:30 AM	0	1	1	0	2	1	6	0	0	7	1	2	0	0	3	0	21	0	0	21	33
	7:45 AM	0	2	0	0	2	0	9	0	0	9	0	1	0	1	2	1	30	0	0	31	44
	8:00 AM	0	3	0	0	3	3	4	0	0	7	1	1	0	0	2	1	13	0	0	14	26
	8:15 AM	0	5	0	0	5	2	3	0	0	5	0	7	0	0	7	1	14	0	0	15	32
8:30 AM	0	4	0	0	4	1	2	0	0	3	0	0	1	0	1	1	11	0	0	12	20	
8:45 AM	0	1	0	0	1	0	6	0	0	6	0	1	1	0	2	2	17	0	0	19	28	
9:00 AM	1	0	0	0	1	0	5	0	0	5	0	2	1	0	3	1	17	0	1	19	28	
9:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	1	0	7	12	
9:30 AM	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	1	10	0	0	11	16	
9:45 AM	0	4	0	0	4	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	11	
Midday Peak Period	10:00 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	12
	10:15 AM	0	2	2	0	4	0	6	0	0	6	0	3	0	0	3	0	8	0	0	8	21
	10:30 AM	1	2	2	0	5	0	5	0	0	5	1	1	1	0	3	0	9	0	0	9	22
	10:45 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	13
	11:00 AM	1	0	0	0	1	2	3	0	0	5	1	2	0	0	3	0	4	0	0	4	13
	11:15 AM	0	3	0	0	3	0	3	0	0	3	0	2	1	0	3	0	9	0	0	9	18
	11:30 AM	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	0	6	0	0	6	13
	11:45 AM	0	3	0	0	3	0	5	0	0	5	0	2	0	0	2	0	4	0	1	5	15
	12:00 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	11
	12:15 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	8	0	0	9	13
12:30 PM	0	1	0	0	1	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	17	
12:45 PM	0	3	0	0	3	0	5	0	0	5	0	1	0	0	1	0	8	0	0	8	17	
1:00 PM	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	7	0	0	7	13	
1:15 PM	0	2	0	0	2	0	6	0	0	6	0	0	1	0	1	0	6	0	0	6	15	
1:30 PM	1	1	0	0	2	0	4	2	0	6	0	1	1	0	2	0	9	0	0	9	19	
1:45 PM	2	0	0	0	2	0	1	0	0	1	0	1	0	0	1	1	5	0	0	6	10	
PM Peak Period	2:00 PM	0	1	1	0	2	0	7	0	0	7	0	0	1	0	1	0	10	0	0	10	20
	2:15 PM	0	1	0	0	1	0	9	0	0	9	0	1	0	0	1	0	6	0	0	6	17
	2:30 PM	0	3	0	0	3	1	6	0	0	7	0	3	0	0	3	0	17	2	0	19	32
	2:45 PM	4	7	1	0	12	0	9	1	0	10	0	5	0	0	5	0	7	0	0	7	34
	3:00 PM	0	0	0	0	0	1	7	0	0	8	1	1	1	0	3	1	9	0	0	10	21
	3:15 PM	0	0	0	0	0	1	8	0	0	9	0	7	0	0	7	0	2	0	1	3	19
	3:30 PM	1	1	2	0	4	0	13	0	0	13	0	1	1	0	2	0	5	1	0	6	25
	3:45 PM	1	5	0	0	6	2	12	1	0	15	0	4	0	0	4	1	8	0	0	9	34
	4:00 PM	1	0	0	0	1	1	12	0	0	13	0	1	2	0	3	0	5	1	0	6	23
	4:15 PM	0	0	0	0	0	0	10	0	0	10	0	3	0	0	3	0	9	0	0	9	22
4:30 PM	0	3	0	0	3	0	7	0	0	7	0	2	0	0	2	1	6	0	0	7	19	
4:45 PM	1	1	0	0	2	0	8	0	0	8	0	1	1	0	2	0	6	0	0	6	18	
5:00 PM	0	1	0	0	1	1	8	0	0	9	0	1	0	0	1	1	7	0	0	8	19	
5:15 PM	0	2	1	0	3	0	5	0	0	5	0	3	3	0	6	1	3	0	0	4	18	
5:30 PM	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	3	1	0	4	10	
5:45 PM	0	2	0	0	2	0	9	0	0	9	0	5	1	0	6	2	1	0	0	3	20	
6:00 PM	0	1	0	0	1	2	4	0	1	7	0	4	1	0	5	0	4	0	0	4	17	
6:15 PM	0	2	0	0	2	1	7	0	0	8	0	0	0	0	0	0	4	0	0	4	14	
6:30 PM	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	2	11	0	0	13	20	
6:45 PM	1	2	0	0	3	0	7	0	0	7	0	2	1	0	3	1	5	0	0	6	19	
7:00 PM	0	1	1	0	2	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	6	
7:15 PM	0	1	0	0	1	0	5	0	0	5	0	4	0	0	4	0	3	0	0	3	13	
7:30 PM	1	1	0	0	2	1	5	0	0	6	0	0	1	0	1	1	2	0	0	3	12	
7:45 PM	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	0	1	0	0	1	10	
8:00 PM	0	0	0	0	0	0</																

Intersection Traffic Volume Report

Count Basics				Page 7 of 13	
Start Date:	Wednesday, May 28, 2025	Weekday	Schools in Session		
Total Number of Hours Counted:	14	Non-Holiday	No Special Events		

15-Minute Single Unit (SU) Truck & Bus Data

Dopp St. & S. Hine Ave.



15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period	From North S. Hine Ave.					From East Dopp St.					From South S. Hine Ave.					From West Dopp 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		
Start Time																						
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	
	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	
AM Peak Period	6:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	2	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
8:45 AM	0	0	0	0	0	0	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	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	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	0	0	1	0	0	1		
9:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
	10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
	10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	10:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	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	0	0	1	0	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	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	0	0	1	0	0	1	1
	3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	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	0	0						

Intersection Traffic Volume Report

Count Basics		Page 8 of 13
Start Date: Wednesday, May 28, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 14	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Dopp St. & S. Hine Ave.



15-Minute Semi-Truck Data

15-Minute Time Period	From North S. Hine Ave.					From East Dopp St.					From South S. Hine Ave.					From West Dopp 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		
Start Time																						
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	
	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		
AM Peak Period	6:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	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	0	0					

Peak Hour Semi-Truck Volume Summary

Peak Hour Semi-Truck Volume Summary																					
Hourly Time Period	From North S. Hine Ave.					From East Dopp St.					From South S. Hine Ave.					From West Dopp St.					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
Start Time																					
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 2:30 PM	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 9 of 13
Start Date: Wednesday, May 28, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 14	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Dopp St. & S. Hine Ave.



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North S. Hine Ave.					From East Dopp St.					From South S. Hine Ave.					From West Dopp 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		
Start Time																						
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	
	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		
AM Peak Period	6:00 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	2	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	
	7:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:15 AM	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	
	8:45 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	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	0	1	0	0	1	1		
9:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	1	3		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	10:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	1	
	10:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	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	0	1	0	0	1	1	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	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	0	1	0	0	1	1	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2	2	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
	5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	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	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	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	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	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	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	0	0						

Peak Hour Heavy Vehicle Volume Summary

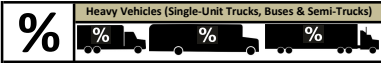
Peak Hour Heavy Vehicle Volume Summary																						
Hourly Time Period Start Time	From North S. Hine Ave.					From East Dopp St.					From South S. Hine Ave.					From West Dopp St.					Total Hourly Volume	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	2	0	0	2	5
MD 10:00 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	3	0	0	0	3	6
PM 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	2

Intersection Traffic Volume Report

Count Basics	Page 10 of 13		
Start Date:	Wednesday, May 28, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	14	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

Dopp St. & S. Hine Ave.



15-Minute Heavy Vehicle Percentages

15-Minute Time Period	From North S. Hine Ave.					From East Dopp St.					From South S. Hine Ave.					From West Dopp St.					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Start Time																						
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	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	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	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	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	0.0	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	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	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	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	0.0	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	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	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	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	0.0	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	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	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	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	0.0	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	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	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	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	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	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	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	0.0	0.0	0.0	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	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	
	6:15 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	2.3	
	6:30 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	3.4	
	6:45 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	3.8	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	100.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	
	7:15 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	10.5	0.0	0.0	9.5	4.9	2.7	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	
	7:45 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	3.9	
	8:00 AM	0.0	25.0	0.0	0.0	25.0	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	3.7	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	16.7	0.0	12.5	0.0	0.0	12.5	0.0	6.7	0.0	6.3	8.6	3.6	
	8:30 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	8.3	0.0	7.7	4.8	1.1	1.1	
8:45 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	1.2		
9:00 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	5.6		
9:15 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	10.5		
9:30 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	9.1	0.0	8.3	5.9	11.8		
9:45 AM	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	25.0	0.0	100.0	0.0	0.0	100.0	0.0	20.0	0.0	20.0	21.4	10.8		
Midday Peak Period	10:00 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	25.0	0.0	0.0	22.2	14.3	8.1	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	11.1	8.7	5.5	
	10:30 AM	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	25.0	0.0	0.0	0.0	0.0	4.3	2.9	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	
	11:00 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	1.7	
	11:15 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	1.7	
	11:30 AM	0.0	50.0	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	0.0	0.0	7.1	1.9	
	11:45 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	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	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	
	12:30 PM	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	1.6	
	12:45 PM	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	1.5	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	
	1:15 PM	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	14.3	0.0	14.3	6.3	4.5	
	1:30 PM	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	2.9	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	14.3	16.7	2.5	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
	2:15 PM	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	1.9	
	2:30 PM	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	1.9	
	2:45 PM	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	12.5	0.0	12.5	2.9	3.9	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	4.5	
	3:15 PM	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	3.8	
	3:30 PM	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	28.6	0.0	25.0	7.4	3.7	
	3:45 PM	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	2.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	14.3	8.0	2.4	
	4:15 PM	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				

Intersection Traffic Volume Report

Count Basics			Page 11 of 13	
Start Date:	Wednesday, May 28, 2025	Weekday	Schools in Session	
Total Number of Hours Counted:	14	Non-Holiday	No Special Events	

15-Minute Pedestrian and Bicyclist Data

Dopp St. & S. Hine Ave.



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	North Approach			East Approach			South Approach			West Approach				
	S. Hine Ave.			Dopp St.			S. Hine Ave.			Dopp 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	
	12:15 AM	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	
	12:45 AM	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	
	1:15 AM	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	
	1:45 AM	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	
	2:15 AM	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	
	2:45 AM	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	
	3:15 AM	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	
	3:45 AM	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	
	4:15 AM	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	
	4:45 AM	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		
5:15 AM	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		
5:45 AM	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	
	6:15 AM	0	0	0	0	0	0	3	0	3	0	0	0	3
	6:30 AM	1	0	1	0	0	0	0	0	1	0	1	2	
	6:45 AM	0	0	0	1	0	1	0	0	1	0	1	2	
	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	1	0	1	1	
	8:00 AM	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	
	8:30 AM	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	
	9:00 AM	0	0	0	0	0	0	1	0	1	0	0	1	
	9:15 AM	0	0	0	1	0	1	0	0	0	0	0	1	
	9:30 AM	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	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	2	0	2	2	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	1	0	1	0	0	0	1	0	1	0	0	2	
	12:45 PM	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	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	3	0	3	0	0	3	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	1	0	1	1	
	3:00 PM	0	0	0	1	0	1	0	0	0	0	0	1	
	3:15 PM	0	0	0	1	0	1	0	0	3	0	3	4	
	3:30 PM	0	0	0	0	0	0	1	0	1	0	0	1	1
	3:45 PM	0	0	0	1	0	1	0	0	0	0	0	1	1
	4:00 PM	3	0	3	0	0	0	0	0	0	0	0	3	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	2	0	2	4	0	4	0	0	0	0	0	6	1
	4:45 PM	2	0	2	0	0	0	0	0	0	0	0	2	1
	5:00 PM	2	0	2	1	0	1	1	0	1	2	0	2	6
	5:15 PM	1	0	1	0	0	0	0	0	0	0	0	1	1
	5:30 PM	1	0	1	0	0	0	0	0	0	0	0	1	
	5:45 PM	1	0	1	0	0	0	1	0	1	1	0	3	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	1	0	1	0	0	0	0	0	0	0	0	1	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	1	0	1	1	0	1	2	0	2	0	0	4	1	
7:15 PM	0	0	0	0	0	0	0	0	1	0	1	1		
7:30 PM	0	0	0	1	0	1	1	0	1	0	0	2		
7:45 PM	0	0	0	0	0	0	3	0	3	6	0	6	9	
8:00 PM	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		
8:30 PM	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		
9:00 PM	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		
9:30 PM	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		
Post PM Peak Period	10:00 PM	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	
	10:30 PM	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	
	11:00 PM	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	
	11:30 PM	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	
Totals	16	0	16	12	0	12	17	0	17	19	0	19	64	

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					

ASWC Warrant Criteria
Intersection: S. Hine Avenue & Dopp Street

Attachment 3

7/9/2025

MUTCD **No** WisDOT **Yes**
1, 5

MUTCD

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: 0
No	C. Minimum Volumes

1. Major road approach volume (total of both) at least 300 vph for min 8 hours?
2. 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?
3. 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

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	59	10	No	No	No	No	No	No
2	7:00	8:00	115	31	No	No	No	No	No	No
3	8:00	9:00	84	27	No	No	No	No	No	No
4	9:00	10:00	60	11	No	No	No	No	No	No
5	10:00	11:00	56	18	No	No	No	No	No	No
6	11:00	12:00	42	18	No	No	No	No	No	No
7	12:00	13:00	49	9	No	No	No	No	No	No
8	13:00	14:00	45	15	No	No	No	No	No	No
9	14:00	15:00	76	28	No	No	No	No	No	No
10	15:00	16:00	75	27	No	No	No	No	No	No
11	16:00	17:00	68	16	No	No	No	No	No	No
12	17:00	18:00	46	23	No	No	No	No	No	No
13	18:00	19:00	55	16	No	No	No	No	No	No
14	19:00	20:00	22	19	No	No	No	No	No	No
15	20:00	21:00								
16	21:00	22:00								

- 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"> <tr> <th>Approach</th><th>Classification</th></tr> <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> </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"> <tr> <th>Approach</th><th>AADT</th></tr> <tr> <td>Minor 1</td><td>269</td></tr> <tr> <td>Minor 2</td><td>267</td></tr> <tr> <td>Major 1</td><td>863</td></tr> <tr> <td>Major 2</td><td>830</td></tr> </table>	Approach	AADT	Minor 1	269	Minor 2	267	Major 1	863	Major 2	830
Approach	AADT										
Minor 1	269										
Minor 2	267										
Major 1	863										
Major 2	830										
No	3 Crash History										
	# of crashes in a 12 month period that can be corrected by multi-way stop control: 0 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										