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MEMORANDUM

TO: Mr. Larry Schnuck, FAIA
Vice President, Senior Principal
Kahler Slater

FROM: GRAEF

DATE: September 16, 2024

SUBJECT: CU SOBT – Traffic Count Review Memo

Introduction

GRAEF was retained by Kahler Slater to provide professional services for the planning and site improvements of the Carroll University (CU) – School of Business & Technology (SOBT) project located in the City of Waukesha, Wisconsin, including a review of the impacts to traffic on the adjacent City streets. A study area location map is shown on Exhibit 1. A site plan of the proposed development is shown on Exhibit 2. The proposed SOBT development is planned to replace the part of the CU Lot 9 located east of N Barstow Street. The proposed SOBT development is not expected to generate any new outside trips or increase the student population. This development is expected to redistribute, not reduce, some existing parking supply from CU Lot 9 to a CU owned parking lot on Maple Ave to the west of N Grand Ave. This traffic memo summarizes the existing traffic count volumes, redistribution of existing CU Lot 9 volumes, and the resulting SOBT build volumes considering the redistributed volumes.

Circulation Review

Existing Traffic Volumes

Based on discussions with the City of Waukesha, the study area intersections were determined to be:

- W College Ave & N/S Grand Ave
- N Grand Ave & CU Lot 17 Driveway
- N Grand Ave & Williams St / Cutler St
- W College Ave & N Barstow St
- N Barstow St & CU Lot 9 Driveways / CU Lot 10 Driveway
- E/W College Ave & N/S East Ave
- N East Ave & McCall St / CU Lot 9 Driveway

Study area intersections are shown on Exhibit 1.

On Tuesday, April 30, 2024, while CU regular classes were in session, GRAEF conducted intersection turning movement counts during the weekday morning (6:00 – 9:00 AM) and weekday evening (3:00 – 6:00 PM) peak periods at the study area intersections. Based on the traffic counts, the weekday morning peak hour was 7:00 – 8:00 AM and the weekday evening peak hour was 4:30 – 5:30 PM. The traffic counts for the study area intersections are included in the Appendix. Existing traffic volumes are shown on Exhibit 3.

CU Lot 9 Redistribution

CU Lot 9 has 308 existing spaces and multiple access points to the adjacent street network. One driveway to the east is located near the N East Ave & McCall St intersection, while the two west driveways connect to N Barstow St, opposite from the driveway to CU Lot 10. The entering and exiting volumes for existing CU Lot 9 were tabulated by considering the combined driveway volumes at these access points. During the morning peak hour of the adjacent streets, there were 69 vehicle entrances and 15 vehicle exits. During the evening peak hour of the adjacent streets, there were 36 vehicle entrances and 68 vehicle exits. Redistributed CU Lot 9 trips are expected to be relocated to the CU owned Maple Ave Lot located to the east of Maple Ave between Central Ave and Williams St.

The CU SOBT project proposes to construct a 108 space surface parking lot. The 108 spaces are a reduction from the existing CU Lot 9 supply but exceeds the number of observed driveway trips during the morning and evening peak hours. Based on qualitative field observations of the parking occupancy, and the peak hour entering and exiting driveway volumes, the removal of CU Lot 9 spaces is not expected to create significant redistribution of traffic. However, as a conservative estimate, the maximum amount of observed driveway trips were redistributed to the CU owned Maple Ave Lot to reflect a worst-case scenario. Redistributed CU Lot 9 traffic volumes are shown on Exhibit 5.

As part of a separate project, Carroll University is planning to redevelop the existing Maple Ave Lot property to contain a newly paved parking lot with a capacity of 231 spaces, as shown on Exhibit 4. Table 1 below shows the existing and proposed parking lot supply. With the SOBT development and activation of the Maple Ave Lot, there will be minimal change to the existing parking supply – an increase of 31 spaces.

Table 1: Existing and Proposed Parking Lot Supply

Existing Lot & Parking Supply		Proposed Lot & Parking Supply	
Lot 9	308 spaces	SOBT & Reduced Lot 9	108 spaces
		Maple Ave Lot	231 spaces
Total Existing	308 spaces	Total Proposed	339 spaces (+31)

Build Traffic Volumes

The redistributed CU Lot 9 traffic volumes (Exhibit 5) were added to the existing traffic volumes (Exhibit 3) to identify the Build traffic volumes. These peak hour traffic volumes are shown on Exhibit 6.

With the redistribution, the largest changes to the intersection turning movement peak hour volumes occurred during the morning peak where 36 additional vehicles are added to the westbound through movement at N Grand Ave & Wisconsin Ave, westbound left-turn movement at Maple Ave & Wisconsin Ave, and southbound through movement at Maple Ave & Williams St. 29 additional vehicles are added to the westbound through movements along W College Ave at N Barstow St and N/S Grand Ave and the westbound right-turn movement at W College Ave & Maple Ave.

In 2018, per WisDOT, the average bidirectional morning peak hour volume on Wisconsin Ave near S Grand Ave was 675 vehicles, with the redistribution expected to add 36 vehicles, totaling 711 vehicles during the morning peak. In 2022, per WisDOT, the average morning peak hour volume on W College Ave was 626 vehicles, with the redistribution expected to add 29 vehicles, totaling 655 vehicles during the morning peak. Therefore, the redistribution is expected to add minimal traffic to these streets, and there are no traffic operations concerns expected on the adjacent streets as a result of these redistributed volumes.

Pedestrian and Bicycle Circulation Review

Existing Pedestrian & Bicycle Facilities

The existing bicycle and pedestrian facilities within the study are shown on Exhibit 7 and described below.

Barstow to Frederick Street Connector Trail

The Barstow to Frederick Street Connector Trail (Connector Trail) is a planned trail connector which will link the Glacial Drumlin Trail to the west to the New Berlin Trail to the east. The existing trail connects to the western terminus of the New Berlin Trail near Les Paul Parkway (USH 18, WIS 164, WIS 59) to the east and terminates to the west at the crossing with N Barstow St. Currently, no formal trail signage directs trail users the 1-mile distance between the Glacial Drumlin Trailhead to the west and the Connector Trail terminus at N Barstow St. However, the city has allocated funds to introduce signage for this on-street segment.

Sidewalk Inventory

All public streets within the campus area accommodate sidewalk on each side, with the exception of N Barstow St, which lacks sidewalk along the west side of the street between W College Ave and a marked crossing south of CU Lot 9 driveways. A CU-owned private sidewalk connection links the dead-end street of Culter St to the west with N Barstow St to the east, traversing the railroad tracks and cutting through CU Education Hall and CU owned parking lot, and approximately aligning with the Connector Trail to the east. Existing sidewalk facilities have a typical width of 5-6 feet.

Marked Crossing Inventory

- Both Connector Trail crossings across N East Ave and N Barstow Ave feature signing, crosswalk markings, and curb ramp warnings with detectable warning fields.
- Along N East Ave, between E/W College Ave and the Connector Trail, there are three marked pedestrian crossings. All three marked crossings align with receiving sidewalk, at either the campus center, Wright St, or McCall St.
- Along N Barstow St, between W College Ave and the Connector Trail, there are two additional marked pedestrian crossings. Both crossings are located just south of the CU Lot 9 driveways and are within 100-ft of each other. The southern crossing is ADA accessible, while the northern crossing directs users to a full curb-head and no curb ramp and is a “non-compliant” marked crossing.
- Along N Grand Ave, between W College Ave and Cutler St, there was one marked crossing, connecting the offset intersections of Williams St and Culter St.
- Along W College Ave, there are marked crossings only at the intersections with N/S Grand Ave and N/S East Ave.

- The east-west crossing at the north leg of the W College Ave & N Barstow St intersection is not marked, and there are no ramps to facilitate the north-south crossing of W College Ave at this intersection.

Bicycle Facility Inventory

On-street bicycle lanes are provided along N Grand Ave, from W College Ave to Wisconsin Ave. However, they intermittently terminate at intersection approaches with auxiliary lanes and at the railway crossing. On-street bike lanes are also provided along S East Ave, south of E/W College Ave, but terminate to the north through campus at E/W College Ave.

Observed Pedestrian & Bicycle Activity

In addition to vehicle turning movements, pedestrian and bicycle approach crossing volumes were also collected at the study area intersections. The pedestrian and bicycle crossing volumes during the weekday morning and evening vehicular peak hours are shown on Exhibit 8. It should be noted that these observed vulnerable user volumes are not inclusive of all pedestrian and bicycle movements on campus. Crossings occurring outside of observed intersections, or at mid-block or unmarked locations were not counted.

The heaviest pedestrian crossings occurred across the north leg of W College Ave & N/S Grand Ave, the north leg of W College Ave & N Barstow St, and the east leg of E/W College Ave & N/S East Ave. During the morning peak hour, the heaviest pedestrian crossing occurred across the north leg of W College Ave & N Barstow St with 80 pedestrian crossings. During the evening peak hour, the heaviest pedestrian crossing occurred across the north leg of W College Ave & N/S Grand Ave with 106 pedestrian crossings.

The heaviest observed bicycle crossings occurred during the evening peak hour across the north leg of the N Grand Ave & Williams St / Cutler St intersection with 17 bicycle crossings, and the north leg of the N Barstow St & CU Lot 9 Driveways / CU Lot 10 Driveway intersection with 13 crossings. As described above, the N Barstow St crossing location is where the paved portion of the Barstow to Frederick Street Connector Trail terminates to the west.

Future Pedestrian & Bicycle Activity

Based on the existing pedestrian & bicycle facilities, observed vulnerable user activity, and the proposed SOBT development and relocation of parking supply, a number of existing CU Lot 9 related pedestrian trips are expected to be relocated to the Maple Ave Lot. The CU owned Maple Ave Lot has existing pedestrian access to Maple Ave to the west. Given the Maple Ave Lot’s location and existing pedestrian access, pedestrians redistributed to the Maple Ave Lot from Lot 9 would be rerouted to either walk south along Maple Ave and east along W College Ave to N Barstow St, or to walk north along

Maple Ave and east along Willaims St to Culter St. If pedestrian access between the Maple Ave lot and N Grand Ave were introduced, the pedestrian rerouting distance between the Maple Ave Lot and N Barstow St would be reduced by approximately 1,000-1,200 FT.

Pedestrian & Bicycle Facility Recommendations

Recommended improvements focus on locations that are expected to see increased vulnerable user activity with the proposed development. There are two primary goals: creating a new pedestrian connection between the Maple Ave Lot and N Grand Ave and improving any gaps in existing facilities. Recommended improvements are shown on Exhibit 9.

1. Create a New Pedestrian Connection Between Maple Ave Lot and N Grand Ave

The existing Maple Ave lot property has pedestrian connections to Maple Ave to the west but lacks any connection to N Grand Ave. Since redistributed parking pedestrian trips will be traveling between the Maple Ave Lot and other Campus areas to the east, pedestrian access between the Maple Ave Lot and N Grand Ave that will connect to the existing sidewalk network near campus will be desirable.

- Create Pedestrian Access Between Maple Ave Lot and N Grand Ave**
 A new access point should not be wide enough to allow for vehicular access. Coordination with the City and Canadian National Railroad may be required to determine the preferred location for pedestrian access, ensuring that proper railroad warning signs and protections are in place. Additionally, placing a barrier fence in the terrace between the N Grand Ave sidewalk and roadway pavement opposite of the Maple Ave pedestrian connection will encourage pedestrians to travel to marked crossing locations and discourage crossings at the dangerous location between railroad tracks.

The plans to reactivate the Maple Ave Lot that have previously been submitted to the City do include a pedestrian connection to N Grand Ave, so this recommendation is already expected to occur with that project. It is not expected that additional improvements beyond what has already been proposed will be required to facilitate a pedestrian connection between the new Maple Ave Lot and N Grand Ave.

2. Improve Gaps in Existing Public Bicycle and Pedestrian Facilities (City of Waukesha)

Note that these following recommendations are not located on Carroll University property, address the findings from the comprehensive pedestrian and bicycle facility audit, and are intended as considerations for the City of Waukesha on potential improvements to public infrastructure in the area.

- Remove the Non-Compliant N Barstow St Pedestrian Crossing*
 The current non-compliant crossing does not have a curb ramp on the east side of N Barstow St and lacks any warning fields. An ADA accessible pedestrian crossing with detectable warning fields at both ends, signing, and marking has been installed about 100-ft to the south of the non-compliant crossing. Further, the Connector Trail terminates with an ADA accessible crossing to the north, totaling three marked crossings along N Barstow St within 275-ft. Because the crossing is not compliant with ADA standards, it is recommended to waterblast, or remove the markings that denote the non-compliant crossing so that pedestrians are not confused by the incorrect markings.
- Paint a Crosswalk on the North Leg of W College Ave & N Barstow St*
 The high pedestrian volumes of this crossing may warrant the installation of high-visibility crosswalk markings. Additionally, in 2020, a pedestrian involved crash occurred in which a westbound right-turning vehicle struck an eastbound pedestrian crossing the north leg. Improving the crosswalk visibility by introducing markings are expected to improve pedestrian visibility and safety.

Long Range Campus Plan

Carroll University has multiple long-term ideas for redevelopment and relocations. These plans are in varying stages of development, but none are clearly defined or have schedules or funding. While these projects are not expected to increase the total student population or the amount of traffic coming to and from campus, they could impact campus circulation and parking, similar to the expected impacts of the proposed SOBT building. For example, some of the operations and programming currently housed in off-campus buildings on Sentry Drive may be relocated to campus facilities, which could result in increased parking demand, particularly in the Maple Ave lot. However, other campus buildings such as the Lindholm and Randall buildings also provide parking that could accommodate any parking needs resulting from relocations.

Given the proposed supply of the Maple Ave Lot and redesigned Lot 9, it is expected that the Maple Ave Lot and other existing campus lots will be able to accommodate relocations resulting from other campus plans and overall parking supply will be maintained. As plans for other projects become more defined, specific changes to programming and parking demands are identified, and schedules and funding sources are developed, it is recommended that the campus parking supply and occupancy be revisited. Additional improvements may be recommended at that time.

Recommendations & Conclusion

The proposed SOBT development will utilize space currently occupied by parking lot CU Lot 9. The proposed SOBT development is not expected to generate any new outside trips or increase the student population. This development is expected to redistribute some existing parking supply from CU Lot 9 to a CU owned parking lot at Maple Ave to the west. As a conservative estimate, all observed existing CU Lot 9 driveway trips were redistributed to the CU owned Maple Ave Lot. The redistributed volumes were added to the existing traffic volumes to identify the Build traffic volumes shown on Exhibit 6. No traffic operations concerns are expected on the adjacent streets as a result of any redistributed volumes. With CU redeveloping the Maple Ave Lot to increase the capacity to 231 spaces, no change to existing parking supply is expected despite the reduction of spaces in the existing CU Lot 9. The following pedestrian facility improvements are recommended to accommodate the increased pedestrian traffic between the Maple Ave lot and the new SOBT facility. Recommended improvements are shown on Exhibit 9.

- 1) Create a New Pedestrian Connection Between Maple Ave Lot and N Grand Ave
- 2) Improve Gaps in Existing Public Bicycle and Pedestrian Facilities (*City of Waukesha*)
 - Remove the Non-Compliant N Barstow St Pedestrian Crossing
 - Paint a Crosswalk on the North Leg of W College Ave & N Barstow St

Exhibits

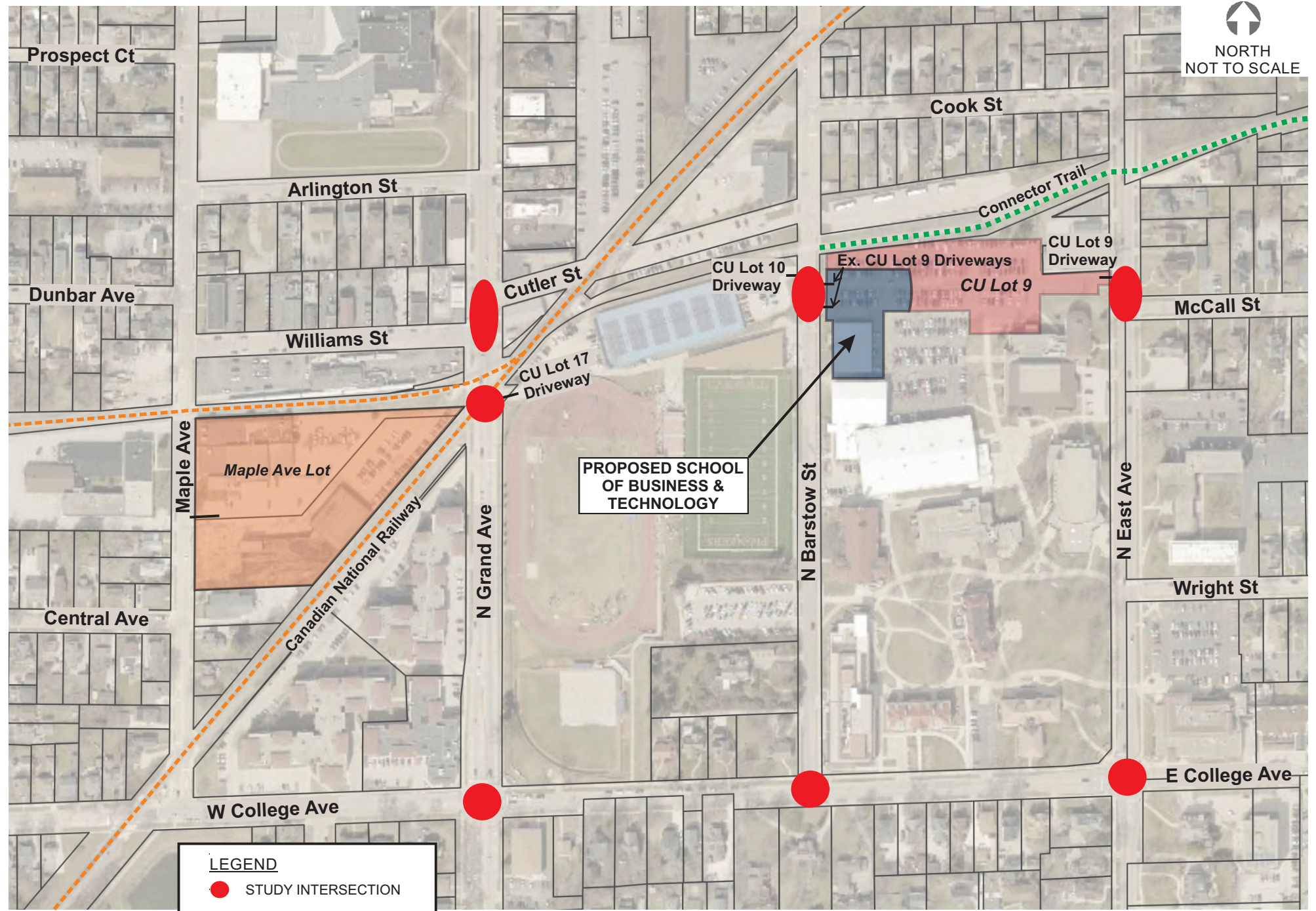
- Exhibit 1 – Study Intersection Location Map
- Exhibit 2 – Proposed Site Plan – SOBT
- Exhibit 3 – Existing Traffic Volumes
- Exhibit 4 – Proposed Site Plan – Maple Ave Lot
- Exhibit 5 – Redistributed Lot 9 Driveway Trips
- Exhibit 6 – Build Traffic Volumes
- Exhibit 7 – Existing Pedestrian and Bicycle Facilities
- Exhibit 8 – Observed Bike/Ped Crossings at Intersections
- Exhibit 9 – Pedestrian and Bicycle Facility Recommendations

Appendix

Turning Movement Counts




NORTH
NOT TO SCALE



**PROPOSED SCHOOL
OF BUSINESS &
TECHNOLOGY**

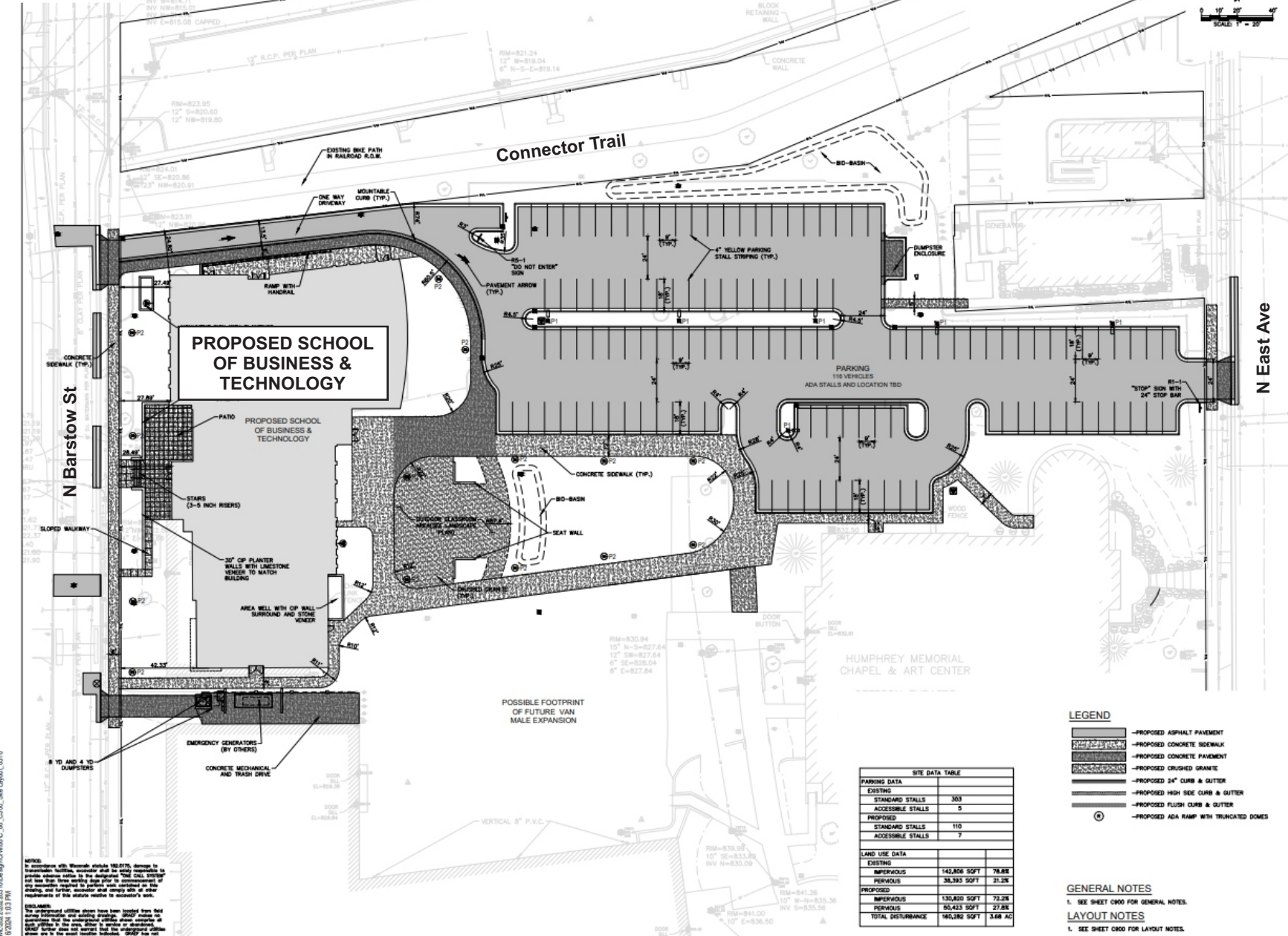
LEGEND

 STUDY INTERSECTION



NORTH
NOT TO SCALE

NOT FOR
CONSTRUCTION



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7/16/2023 1:15 PM

NOTES
To accommodate with Wisconsin articles 193.0175, changes to transportation facilities, excavations shall be clearly marked with the portable advance notice to the traveling public. Clear markings and signs shall be placed in advance of any excavation and shall be maintained to provide safe passage with all the requirements of this statute relative to excavator's work.

DISCLAIMER
The information within shown here has been limited from field to transportation facilities, excavations shall be clearly marked with the portable advance notice to the traveling public. Clear markings and signs shall be placed in advance of any excavation and shall be maintained to provide safe passage with all the requirements of this statute relative to excavator's work. The information within shown here has been limited from field to transportation facilities, excavations shall be clearly marked with the portable advance notice to the traveling public. Clear markings and signs shall be placed in advance of any excavation and shall be maintained to provide safe passage with all the requirements of this statute relative to excavator's work.

PROGRESS SET

SCOPE DOCUMENTS
Drawing Date
7/26/2024

SULLIVAN SCHOOL OF
BUSINESS &
TECHNOLOGY

245 N. BARSTOW ST.
WAUKESHA, WI 53198

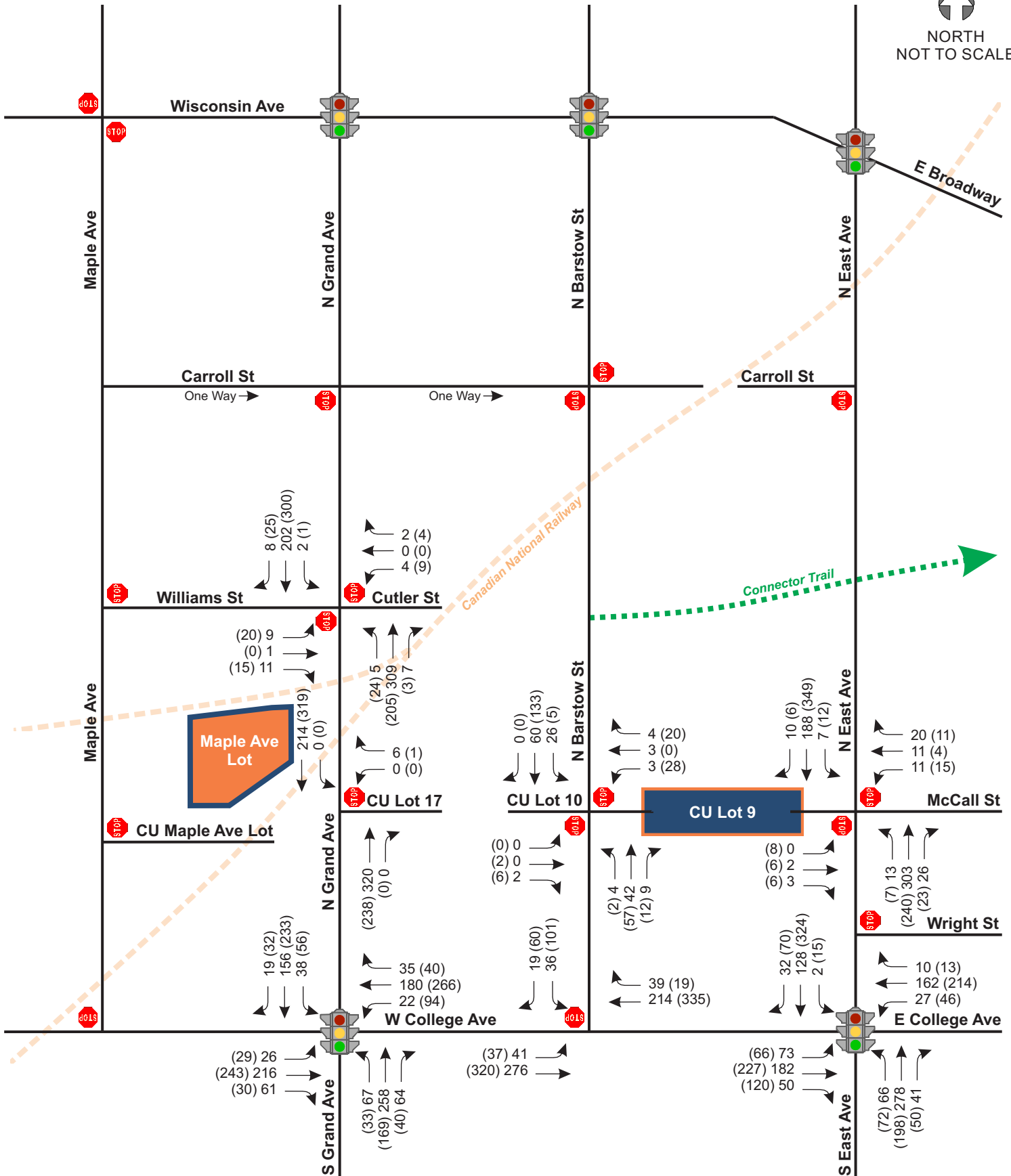
Project No.
221071.00

Sheet Title
PROPOSED SITE LAYOUT

Copyright © 2023 Kahler Slater & Associates, Inc. All rights reserved.
1004 West Street, Suite 1705, Waukesha, Wisconsin 53090
1800 West Lakeside Drive, Frankton, NJ 08043
100 Jackson St., Belmont, Virginia 22819
1600 Lakeside Blvd., Dallas, Texas 75244
1201 Belmont Street, Madison, Wisconsin 53705
1800 West Lakeside Drive, Frankton, NJ 08043
100 South Main Street, Suite 654, Chicago, Illinois 60602
1800 West Lakeside Drive, Frankton, NJ 08043

Sheet No.
C300

GENERAL NOTES
1. SEE SHEET C000 FOR GENERAL NOTES.
LAYOUT NOTES
1. SEE SHEET C000 FOR LAYOUT NOTES.



LEGEND	
	TRAFFIC SIGNAL
	STOP SIGN
XXX	WEEKDAY AM (7:00 - 8:00 AM) PEAK HOUR TRAFFIC VOLUMES
(XXX)	WEEKDAY PM (4:30 - 5:30 PM) PEAK HOUR TRAFFIC VOLUMES

Maple Ave

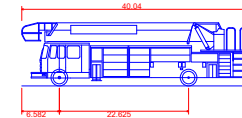
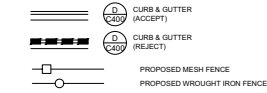
MAPLE AVENUE
(60' Private Right of Way)

WISCONSIN & SOUTHERN RAILROAD
(Private Right of Way Varies)
Railroad Right of Way

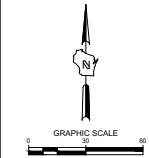
N Grand Ave

CANADIAN NATIONAL RAILROAD
(60' Private Right of Way)

Canadian National Railroad
Right of Way



Waukesha Fire Truck
Overall Length 40.040ft
Overall Width 8.333ft
Overall Body Height 11.051ft
Min Body Ground Clearance 0.920ft
Track Width 8.333ft
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 38.333ft



CARROLL UNIVERSITY REDEVELOPMENT
211 & 223 MAPLE AVE
WAUKESHA, WI
FIRE TRUCK TURNING MOVEMENTS

PRELIMINARY
NOT FOR
CONSTRUCTION

ISSUANCE DATE

NO. REVISION DATE



CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE
BE SURE TO REPORT ANY
UNDETECTED UTILITIES TO
MILWAUKEE AREA 299-1181

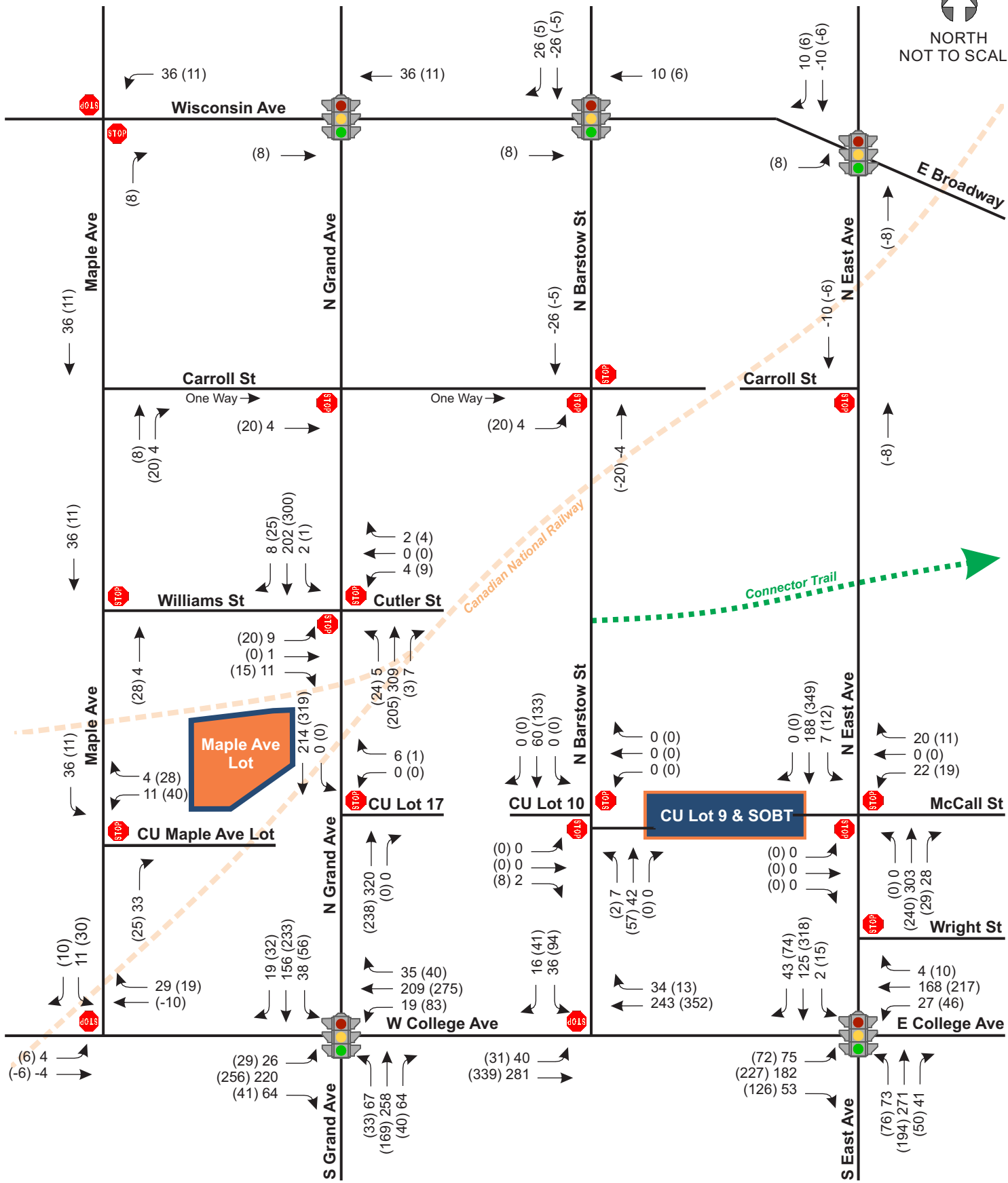
THE UNDERGROUND UTILITY INFORMATION SHOWN ON THIS MAP IS BASED ON FIELD MARKINGS AND INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED.

PROJECT NO:	22371
DESIGN DATE:	---
PLOT DATE:	2024.04.08
DRAWN BY:	HLV
CHECKED BY:	PJR
APPROVED BY:	CTC
SHEET NO.:	EX4

EX4

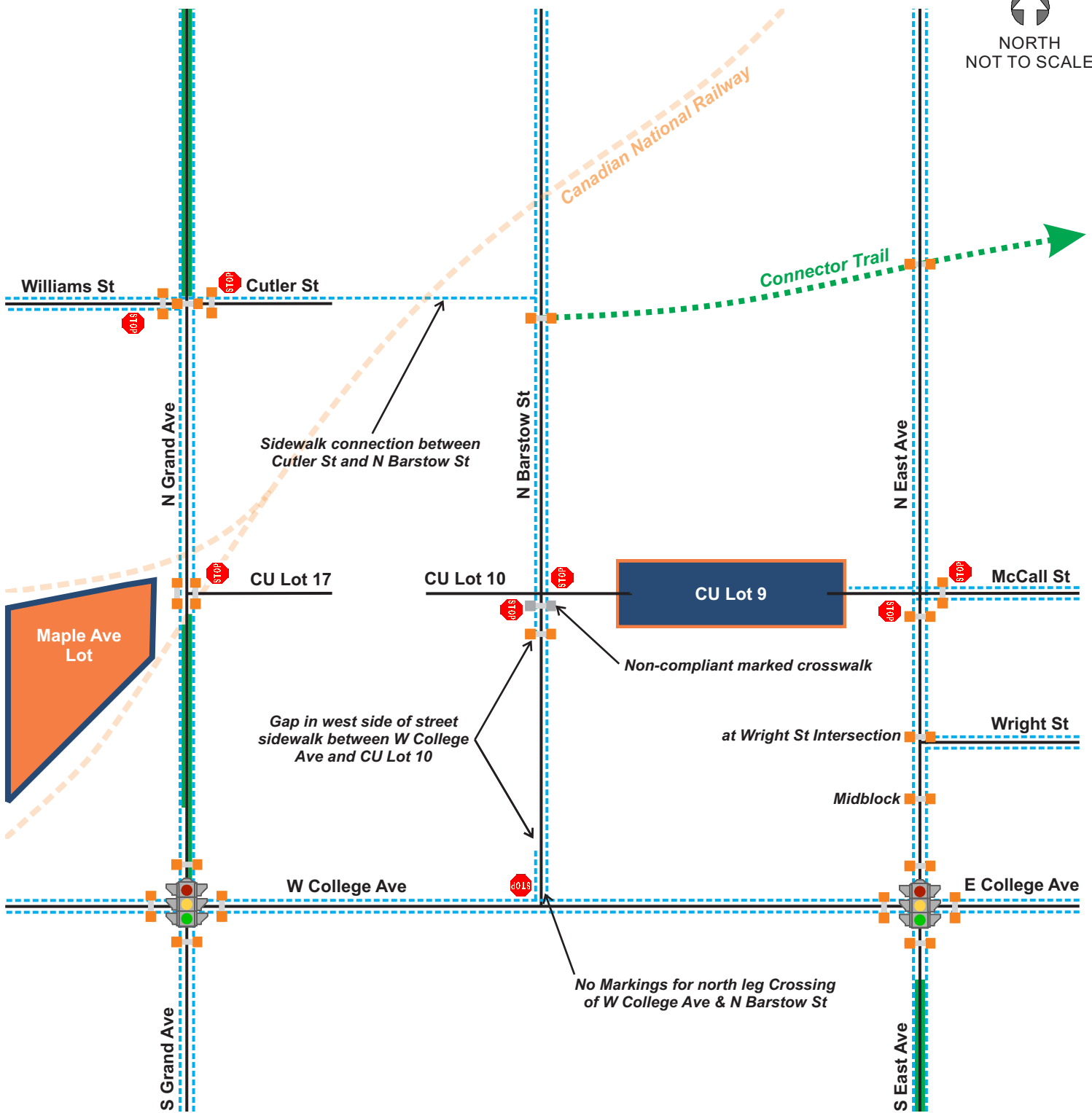


LEGEND	
	TRAFFIC SIGNAL
	STOP SIGN
XXX	WEEKDAY AM (7:00 - 8:00 AM) PEAK HOUR TRAFFIC VOLUMES
(XXX)	WEEKDAY PM (4:30 - 5:30 PM) PEAK HOUR TRAFFIC VOLUMES

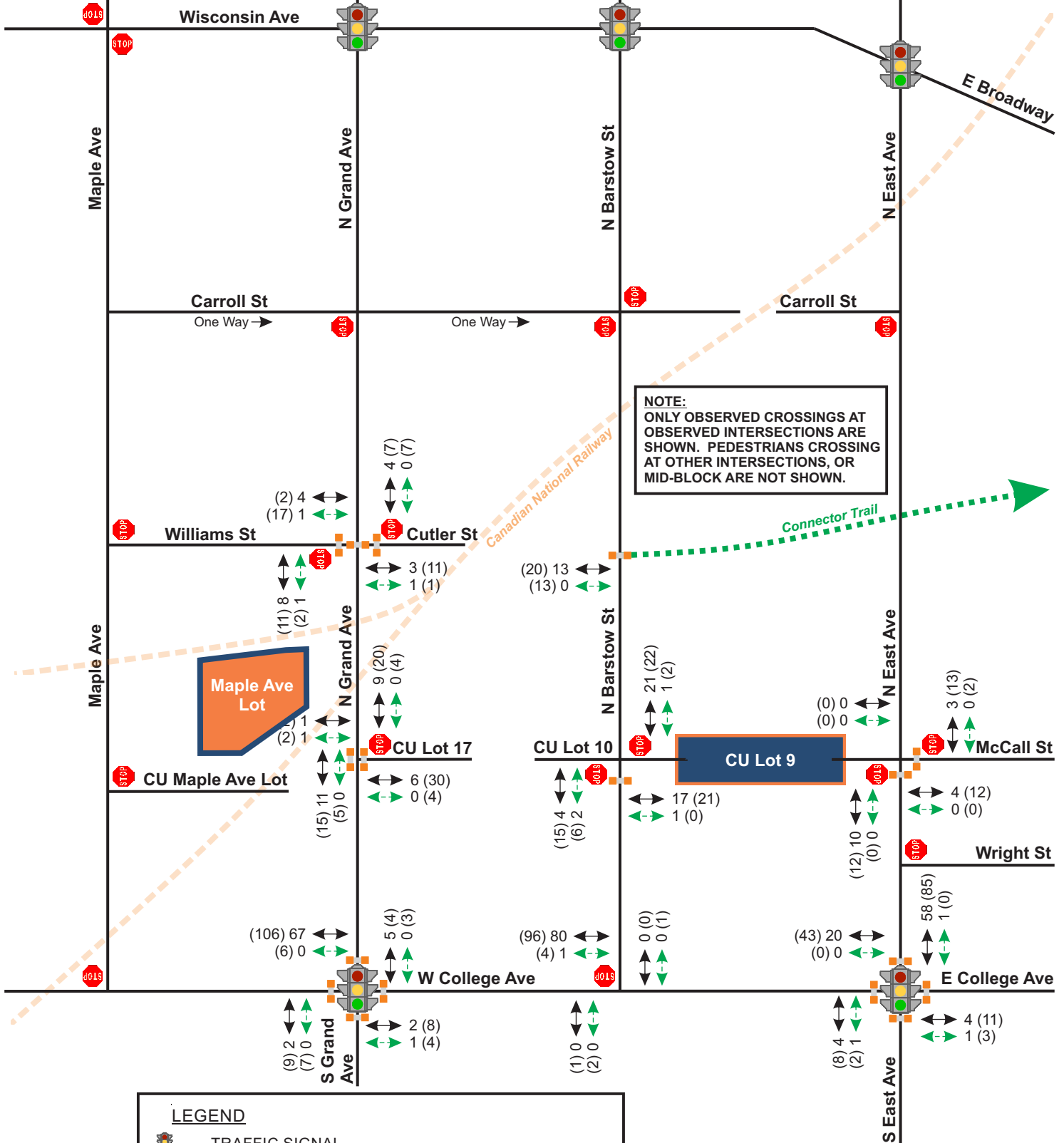


LEGEND

- TRAFFIC SIGNAL
- STOP SIGN
- XXX WEEKDAY AM (7:00 - 8:00 AM) PEAK HOUR TRAFFIC VOLUMES
- (XXX) WEEKDAY PM (4:30 - 5:30 PM) PEAK HOUR TRAFFIC VOLUMES



LEGEND	
	TRAFFIC SIGNAL
	STOP SIGN
	MARKED CROSSWALK
	ON-STREET BICYCLE FACILITY AS BIKE LANE
	BARSTOW TO FREDERICK STREET CONNECTOR TRAIL
	PEDESTRIAN SIDEWALK

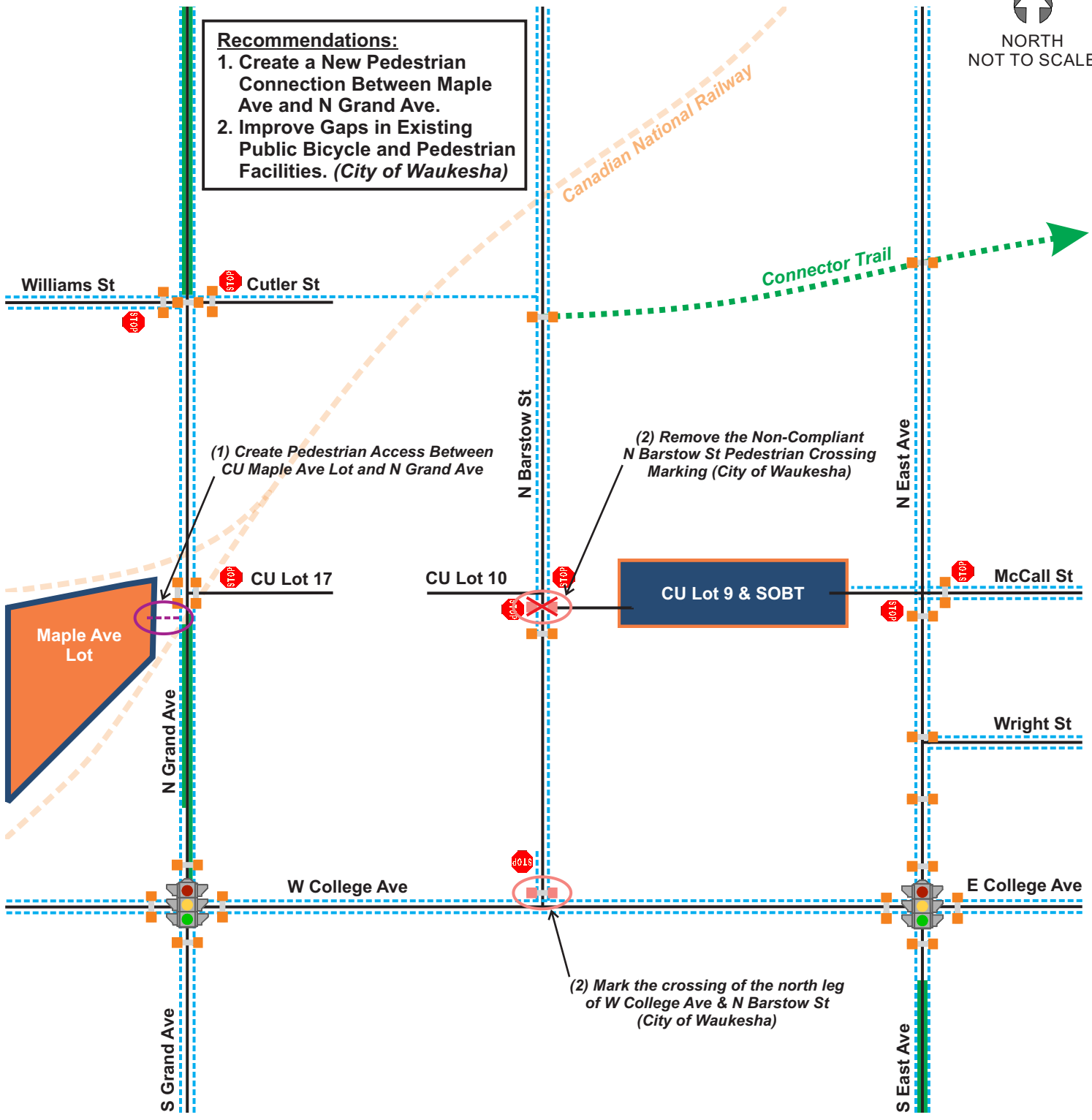


NOTE:
ONLY OBSERVED CROSSINGS AT
OBSERVED INTERSECTIONS ARE
SHOWN. PEDESTRIANS CROSSING
AT OTHER INTERSECTIONS, OR
MID-BLOCK ARE NOT SHOWN.

LEGEND

- TRAFFIC SIGNAL
- STOP SIGN
- MARKED CROSSWALK
- PEDESTRIAN CROSSING AT INTERSECTION
- BICYCLE CROSSING AT INTERSECTION
- XXX WEEKDAY AM (7:00 - 8:00 AM) PEAK HOUR VOLUMES
- (XXX) WEEKDAY PM (4:30 - 5:30 PM) PEAK HOUR VOLUMES

Recommendations:
 1. Create a New Pedestrian Connection Between Maple Ave and N Grand Ave.
 2. Improve Gaps in Existing Public Bicycle and Pedestrian Facilities. (City of Waukesha)



(1) Create Pedestrian Access Between CU Maple Ave Lot and N Grand Ave

(2) Remove the Non-Compliant N Barstow St Pedestrian Crossing Marking (City of Waukesha)

(2) Mark the crossing of the north leg of W College Ave & N Barstow St (City of Waukesha)

LEGEND

- TRAFFIC SIGNAL
- STOP SIGN
- MARKED CROSSWALK
- ON-STREET BICYCLE FACILITY AS BIKE LANE
- BARSTOW TO FREDERICK STREET CONNECTOR TRAIL
- PEDESTRIAN SIDEWALK
- RECOMMENDED IMPROVEMENT
- CONSIDERATIONS FOR IMPROVEMENTS TO CITY OF WAUKESHA PUBLIC INFRASTRUCTURE

Appendix

Turning Movement Counts

Intersection Traffic Volume Report

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: W College Avenue
 Minor St: N Grand Avenue
 Intersection of: W College Avenue & N Grand Avenue



IX_ID:

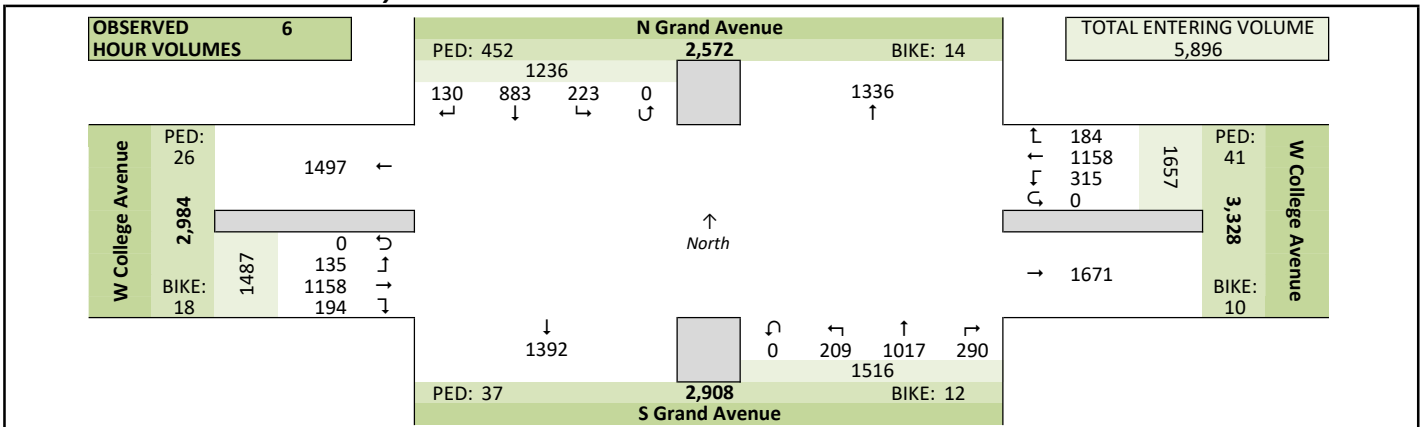
Site Information

Municipality	City of Waukesha		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names	North Direction ↑		
North Leg	N Grand Avenue		
East Leg	W College Avenue		
South Leg	S Grand Avenue		
West Leg	W College Avenue		
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	None

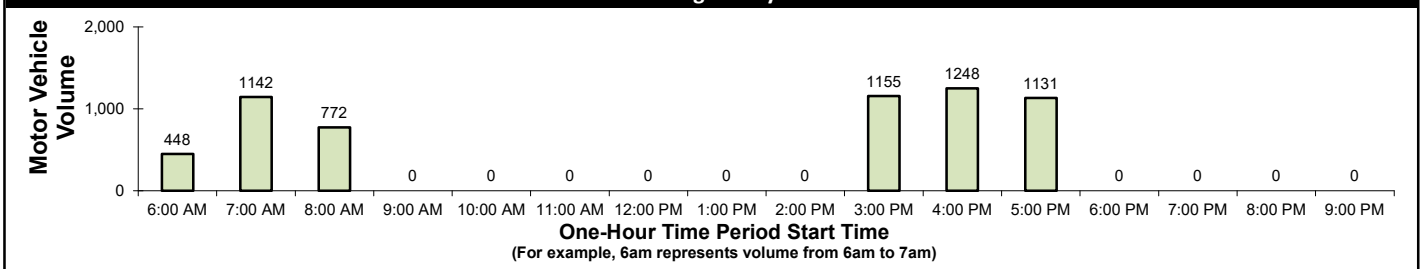
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Tuesday, April 30, 2024		Weather
AM Peak Period	Tuesday, April 30, 2024		Clear & Dry
Midday Peak Period			Clear & Dry
PM Peak Period	Tuesday, April 30, 2024		Clear & Dry
Calculated Peak Hours			
	AM	7:00-8:00am MD	PM 4:30-5:30pm
Peak Hours Selected for Analysis			
	AM	7:00-8:00am MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group			
Count Expansion Group			
Daily/Seasonal Adjustment Factor			Count Expansion Factor
Company Name	GRAEF		Manual Adj. 1.000
Observers	AM Peak Period	GRAEF	
	Midday Peak Period		
	PM Peak Period	GRAEF	
Comments	2021 DOT Daily & Seasonal Factors		

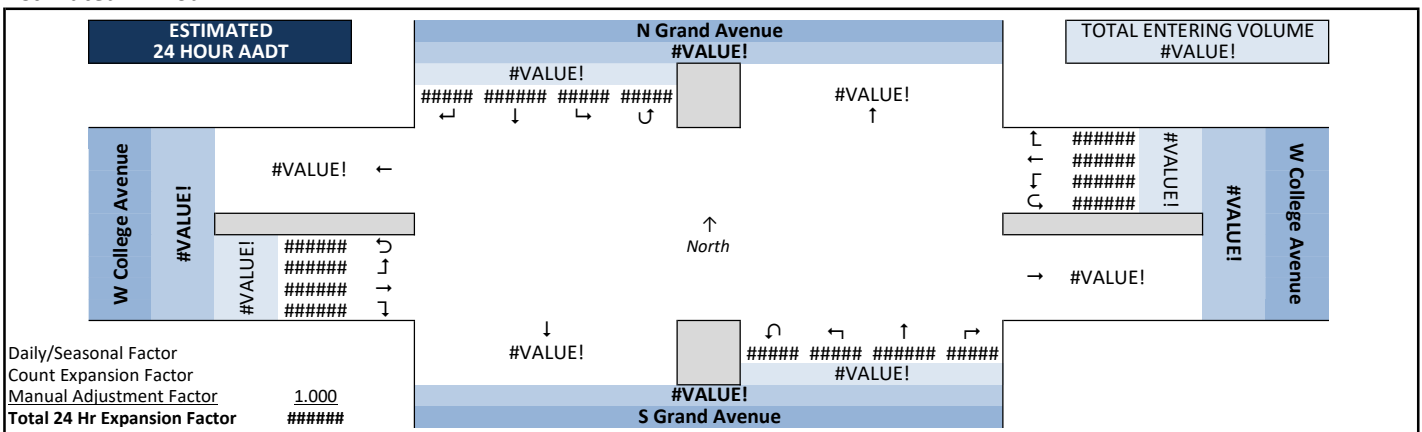
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

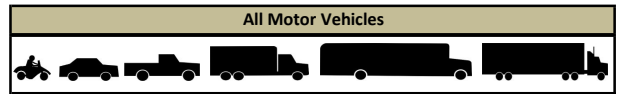


Intersection Traffic Volume Report

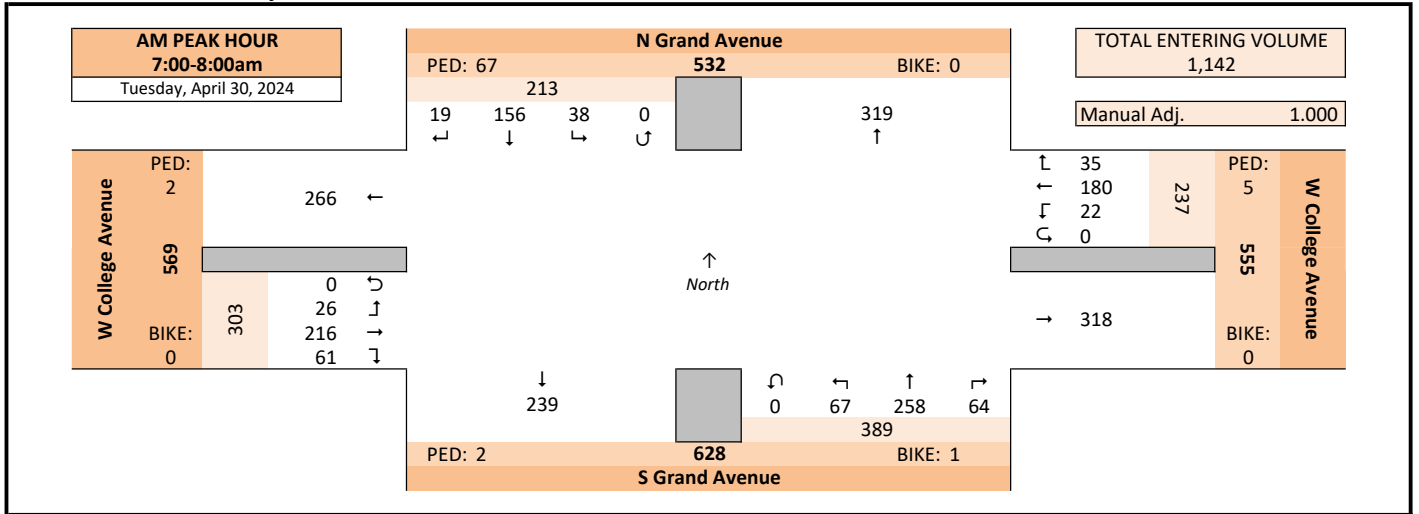
Count Basics		Page 2 of 13	
Start Date:	Tuesday, April 30, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

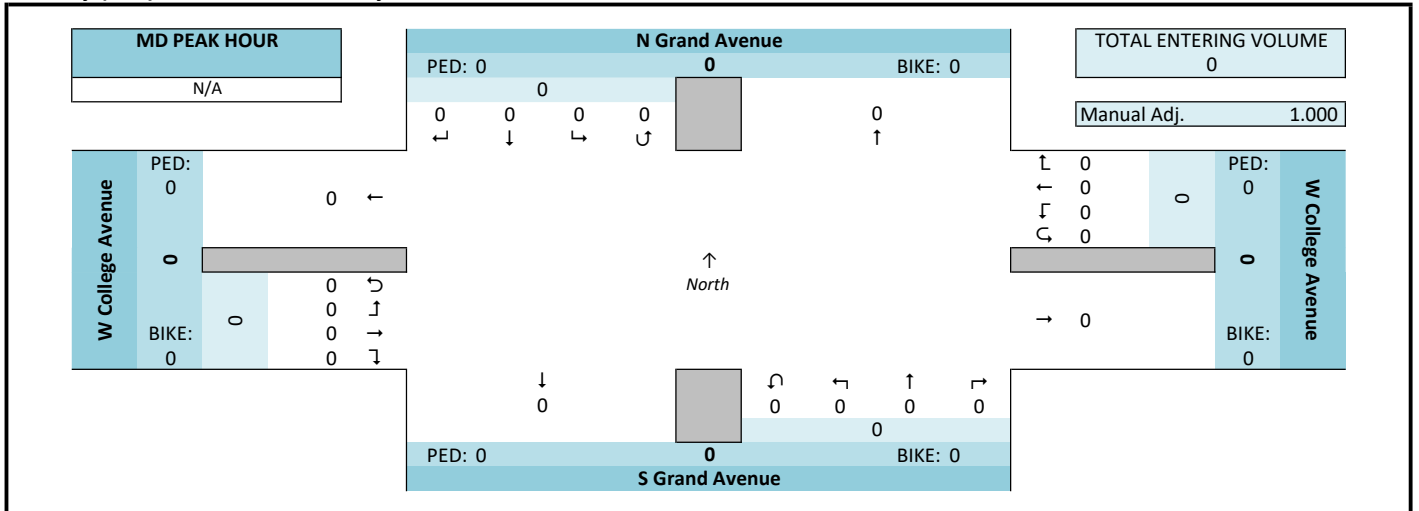
W College Avenue & N Grand Avenue



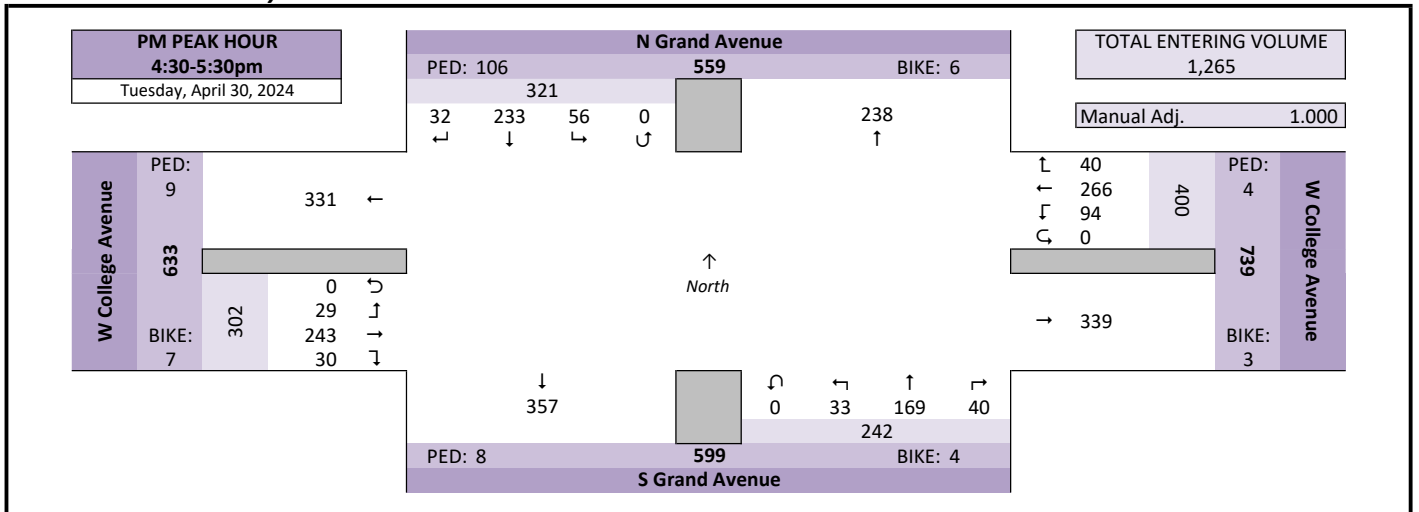
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

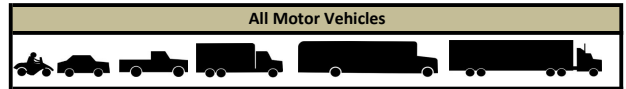


Intersection Traffic Volume Report

Peak Hour Volume Summary

W College Avenue & N Grand Avenue

Count Basics			Page 3 of 13
Start Date:	Tuesday, April 30, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 30, 2024		From North					From East					From South					From West					Totals
AM Peak Hour		N Grand Avenue					W College Avenue					S Grand Avenue					W College Avenue					
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		
7:00 AM	5	34	6	0	45	7	55	9	0	71	12	43	21	0	76	8	57	7	0	72	264	
7:15 AM	4	58	13	0	75	6	48	3	0	57	14	78	18	0	110	27	62	8	0	97	339	
7:30 AM	5	34	13	0	52	12	37	2	0	51	20	69	15	0	104	17	49	6	0	72	279	
7:45 AM	5	30	6	0	41	10	40	8	0	58	18	68	13	0	99	9	48	5	0	62	260	
Peak Hour Volume	19	156	38	0	213	35	180	22	0	237	64	258	67	0	389	61	216	26	0	303	1142	
Rounded Hourly Volume	20	155	40	0	215	35	180	20	0	235	65	260	65	0	390	60	215	25	0	300	1140	
% Single Unit Trucks	0.0	2.6	2.6	0.0	2.3	0.0	1.7	13.6	0.0	2.5	6.2	0.4	0.0	0.0	1.3	6.6	6.5	11.5	0.0	6.9	3.2	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.1	
% Trucks (Total)	0.0	2.6	2.6	0.0	2.3	0.0	1.7	13.6	0.0	2.5	6.2	0.8	0.0	0.0	1.5	6.6	6.5	11.5	0.0	6.9	3.3	
Peak Hour Factor (PHF)	0.95	0.67	0.73	0.00	0.71	0.73	0.82	0.61	0.00	0.83	0.80	0.83	0.80	0.00	0.88	0.56	0.87	0.81	0.00	0.78	0.84	

N/A		From North					From East					From South					From West					Totals
MD Peak Hour		N Grand Avenue					W College Avenue					S Grand Avenue					W College Avenue					
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		
12:00 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	
Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% 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	
% 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	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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Tuesday, April 30, 2024		From North					From East					From South					From West					Totals
PM Peak Hour		N Grand Avenue					W College Avenue					S Grand Avenue					W College Avenue					
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		
4:30 PM	11	56	13	0	80	8	58	22	0	88	8	47	11	0	66	12	78	7	0	97	331	
4:45 PM	9	58	14	0	81	13	55	20	0	88	13	46	8	0	67	3	49	6	0	58	294	
5:00 PM	9	58	18	0	85	12	74	22	0	108	10	39	7	0	56	9	55	8	0	72	321	
5:15 PM	3	61	11	0	75	7	79	30	0	116	9	37	7	0	53	6	61	8	0	75	319	
Peak Hour Volume	32	233	56	0	321	40	266	94	0	400	40	169	33	0	242	30	243	29	0	302	1265	
Rounded Hourly Volume	30	235	55	0	320	40	265	95	0	400	40	170	35	0	245	30	245	30	0	305	1270	
% Single Unit Trucks	0.0	2.1	1.8	0.0	1.9	0.0	0.4	2.1	0.0	0.7	7.5	1.2	0.0	0.0	2.1	3.3	0.4	0.0	0.0	0.7	1.3	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.4	3.3	0.4	0.0	0.0	0.7	0.2	
% Trucks (Total)	0.0	2.1	1.8	0.0	1.9	0.0	0.4	2.1	0.0	0.7	7.5	1.8	0.0	0.0	2.5	6.7	0.8	0.0	0.0	1.3	1.5	
Peak Hour Factor (PHF)	0.73	0.95	0.78	0.00	0.94	0.77	0.84	0.78	0.00	0.86	0.77	0.90	0.75	0.00	0.90	0.62	0.78	0.91	0.00	0.78	0.96	

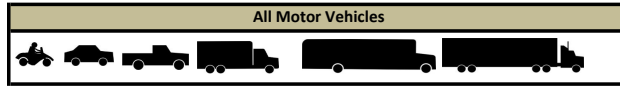
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
	N Grand Avenue			W College Avenue			S Grand Avenue			W College Avenue			
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
15-Minute Start Time													
7:00 AM	6	0	6	1	0	1	0	0	0	0	0	7	
7:15 AM	10	0	10	0	0	0	0	1	1	0	0	11	
7:30 AM	13	0	13	4	0	4	0	0	0	1	0	18	
7:45 AM	38	0	38	0	0	0	2	0	2	1	0	41	
Total	67	0	67	5	0	5	2	1	3	2	0	77	
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	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	14	0	14	1	0	1	1	2	3	2	2	22	
4:45 PM	32	1	33	0	2	2	2	0	2	3	1	41	
5:00 PM	29	1	30	0	1	1	2	2	4	3	2	40	
5:15 PM	31	4	35	3	0	3	3	0	3	1	2	44	
Total	106	6	112	4	3	7	8	4	12	9	7	147	

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

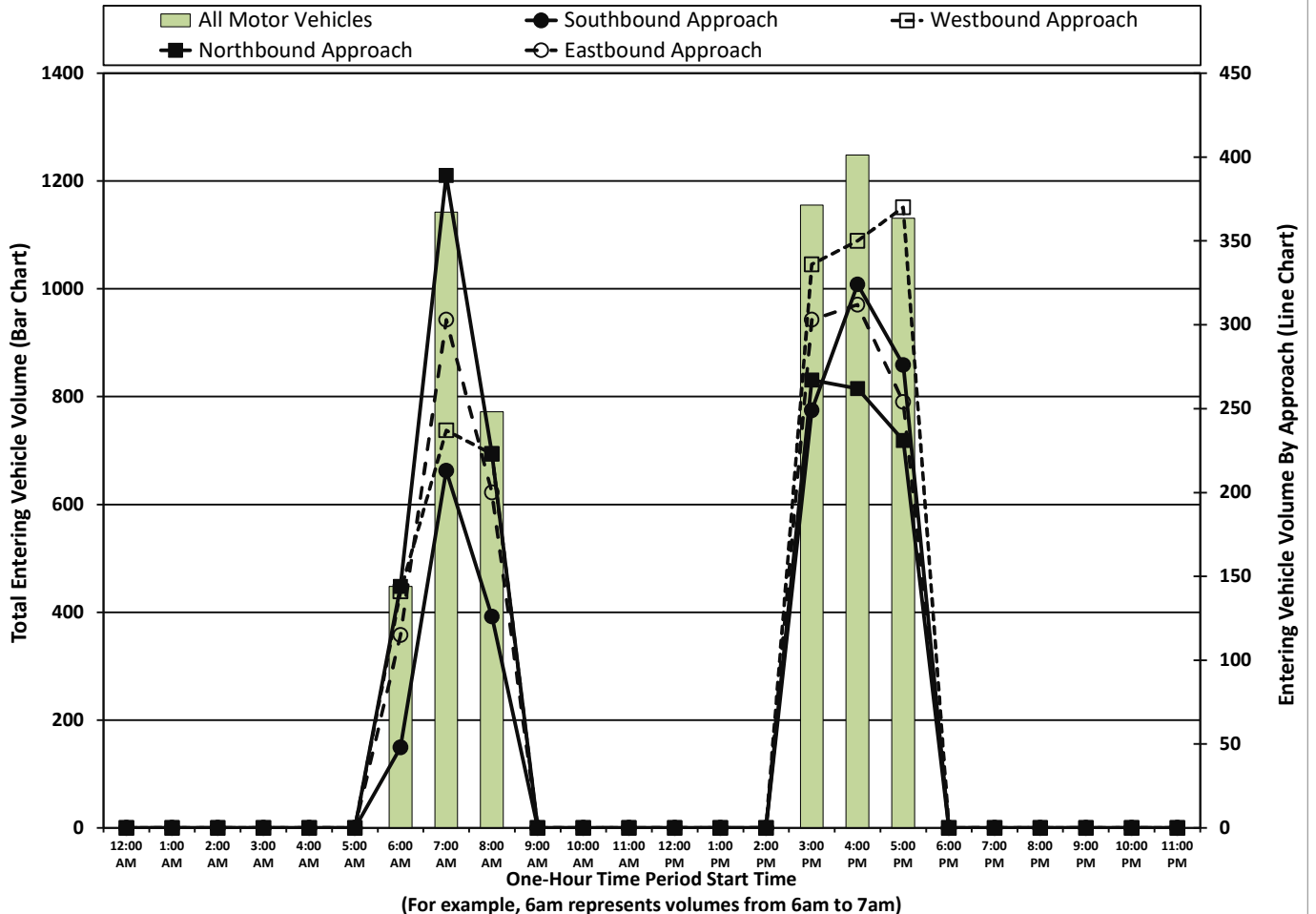
W College Avenue & N Grand Avenue



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals			
	N Grand Avenue					W College Avenue					S Grand Avenue					W College Avenue									
	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																									
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
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
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
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
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
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
AM																									
6:00 AM	6	35	7	0	48	6	115	20	0	141	20	110	14	0	144	13	91	11	0	115	448	256	192		
7:00 AM	19	156	38	0	213	35	180	22	0	237	64	258	67	0	389	61	216	26	0	303	1142	540	602		
8:00 AM	15	85	26	0	126	22	158	43	0	223	52	142	29	0	223	21	162	17	0	200	772	423	349		
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	
MD																									
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	
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	
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	
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	
PM																									
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	
3:00 PM	28	174	47	0	249	42	226	68	0	336	60	172	35	0	267	37	241	25	0	303	1155	639	516		
4:00 PM	40	234	50	0	324	37	230	83	0	350	43	181	38	0	262	32	253	27	0	312	1248	662	586		
5:00 PM	22	199	55	0	276	42	249	79	0	370	51	154	26	0	231	30	195	29	0	254	1131	624	507		
6:00 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	
7:00 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	
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	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	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	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	0	
Totals	130	883	223	0	1236	184	1158	315	0	1657	290	1017	209	0	1516	194	1158	135	0	1487	5896	3144	2752		

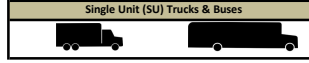
Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

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

W College Avenue & N Grand Avenue



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

Main data table with columns for 15-Min Time Period, Direction (From North, East, South, West), and various traffic counts (Right, Thru, Left, U-Tn, Total). Includes sub-sections for Pre-AM, AM, Midday, PM, and Post-PM Peak Periods, ending with a Totals row.

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Summary table with columns for Hourly Time Period, Direction, and Traffic Counts. Rows include AM (7:00-7:15), MD (12:00-12:15), and PM (4:30-4:45).

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

W College Avenue & N Grand Avenue



15-Minute Semi-Truck Data

15-Minute Time Period	From North N Grand Avenue					From East W College Avenue					From South S Grand Avenue					From West W College Avenue					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	[Data rows for Pre-AM Peak Period]																					
AM Peak Period	[Data rows for AM Peak Period]																					
Midday Peak Period	[Data rows for Midday Peak Period]																					
PM Peak Period	[Data rows for PM Peak Period]																					
Post PM Peak Period	[Data rows for Post PM Peak Period]																					
Totals	1	2	0	0	3	0	1	0	0	1	3	1	0	0	4	1	1	0	0	2	10	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period	From North N Grand Avenue					From East W College Avenue					From South S Grand Avenue					From West W College Avenue					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	1	0	0	1	0	0	0	0	0	1
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	3

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

W College Avenue & N Grand Avenue



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North					From East				From South					From West					15-Min Totals	Hourly Sum			
	N Grand Avenue					W College Avenue				S Grand Avenue					W College Avenue									
	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	0	
6:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	6
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	13
6:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	26
6:45 AM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	3	33
7:00 AM	0	0	1	0	1	0	1	1	0	2	1	0	0	1	1	3	1	0	5	9	38	39		
7:15 AM	0	2	0	0	2	0	1	0	0	1	2	0	0	2	2	5	1	0	8	13	35			
7:30 AM	0	1	0	0	1	0	1	1	0	2	0	2	0	2	1	1	1	0	3	8	34			
7:45 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	1	0	5	0	0	5	8	31			
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	
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	32	
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	28	
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	28	
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	25	
3:00 PM	0	2	2	0	4	0	1	1	0	2	0	3	0	3	3	1	0	0	1	10	19	21		
3:15 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	3	1	1	0	0	2	6	17			
3:30 PM	0	0	1	0	1	0	1	2	0	3	0	2	0	2	0	0	0	0	6	14				
3:45 PM	0	3	0	0	3	0	1	1	0	2	2	0	0	2	0	3	0	0	3	10	19			
4:00 PM	0	0	0	0	0	0	0	2	0	2	1	1	0	3	0	0	1	0	6	19				
4:15 PM	0	1	0	0	1	0	0	2	0	2	1	1	0	2	0	1	0	0	6	17				
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	3	14				
4:45 PM	0	2	1	0	3	0	0	1	0	1	1	1	0	2	0	0	0	0	6	19				
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	0	4	14				
5:15 PM	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	1	0	0	6	19				
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	19				
5:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	3	19				
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
Totals	1	23	6	0	30	0	15	18	0	33	20	18	2	0	40	7	26	6	0	39	142			

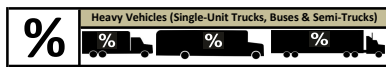
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East				From South					From West					Total Volume	
	N Grand Avenue					W College Avenue				S Grand Avenue					W College Avenue						
	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	4	1	0	5	0	0	3	0	3	6	4	2	0	12	6	4	14	3	27	38
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	5	1	0	6	0	1	2	0	3	3	3	3	0	9	6	2	2	0	10	19

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

W College Avenue & N Grand Avenue



15-Minute Heavy Vehicle Percentages

15-Minute Time Period	From North N Grand Avenue					From East W College Avenue					From South S Grand Avenue					From West W College Avenue					Total Heavy Vehicle	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	Percent			
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	0.0	0.0	0.0	0.0
Totals	0.8	2.6	2.7	0.0	2.4	1.3	5.7	0.0	2.0	6.9	1.8	1.0	0.0	2.6	3.6	2.2	4.4	0.0	2.6	2.4				

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period	From North N Grand Avenue					From East W College Avenue					From South S Grand Avenue					From West W College Avenue					Total Heavy Vehicle		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent		
AM 7:00 AM	0.0	2.6	2.6	0.0	2.3	0.0	1.7	13.6	0.0	2.5	6.3	0.8	0.0	0.0	1.5	6.6	6.5	11.5	0.0	6.9	3.3		
MD 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	0.0	0.0	0.0
PM 4:30 PM	0.0	2.1	1.8	0.0	1.9	0.0	0.4	2.1	0.0	0.8	7.5	1.8	0.0	0.0	2.5	6.7	0.8	0.0	0.0	1.3	1.5		

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

W College Avenue & N Grand Avenue



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	North Approach		East Approach		South Approach		West Approach		15-Min Totals	Hourly				
	N Grand Avenue		W College Avenue		S Grand Avenue		W College Avenue							
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist			Total			
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist			Total			
12:00 AM	0	0	0	0	0	0	0	0	0					
12:15 AM	0	0	0	0	0	0	0	0	0					
12:30 AM	0	0	0	0	0	0	0	0	0					
12:45 AM	0	0	0	0	0	0	0	0	0					
1:00 AM	0	0	0	0	0	0	0	0	0					
1:15 AM	0	0	0	0	0	0	0	0	0					
1:30 AM	0	0	0	0	0	0	0	0	0					
1:45 AM	0	0	0	0	0	0	0	0	0					
2:00 AM	0	0	0	0	0	0	0	0	0					
2:15 AM	0	0	0	0	0	0	0	0	0					
2:30 AM	0	0	0	0	0	0	0	0	0					
2:45 AM	0	0	0	0	0	0	0	0	0					
3:00 AM	0	0	0	0	0	0	0	0	0					
3:15 AM	0	0	0	0	0	0	0	0	0					
3:30 AM	0	0	0	0	0	0	0	0	0					
3:45 AM	0	0	0	0	0	0	0	0	0					
4:00 AM	0	0	0	0	0	0	0	0	0					
4:15 AM	0	0	0	0	0	0	0	0	0					
4:30 AM	0	0	0	0	0	0	0	0	0					
4:45 AM	0	0	0	0	0	0	0	0	0					
5:00 AM	0	0	0	0	0	0	0	0	0					
5:15 AM	0	0	0	0	0	0	0	0	0					
5:30 AM	0	0	0	0	0	0	0	0	0					
5:45 AM	0	0	0	0	0	0	0	0	0					
6:00 AM	5	0	5	0	0	2	0	2	0	7				
6:15 AM	3	0	3	0	0	1	0	1	1	2				
6:30 AM	2	0	2	0	0	1	0	1	0	3				
6:45 AM	3	1	4	1	1	2	0	0	0	6				
7:00 AM	6	0	6	1	0	1	0	0	0	7				
7:15 AM	10	0	10	0	0	1	1	0	0	11				
7:30 AM	13	0	13	4	0	4	0	0	1	18				
7:45 AM	38	0	38	0	0	2	0	2	1	41				
8:00 AM	13	0	13	1	1	2	0	1	1	17				
8:15 AM	5	0	5	2	0	2	0	0	0	7				
8:30 AM	4	0	4	1	0	1	0	0	1	6				
8:45 AM	16	0	16	0	0	1	1	1	1	19				
9:00 AM	0	0	0	0	0	0	0	0	0	0				
9:15 AM	0	0	0	0	0	0	0	0	0	0				
9:30 AM	0	0	0	0	0	0	0	0	0	0				
9:45 AM	0	0	0	0	0	0	0	0	0	0				
10:00 AM	0	0	0	0	0	0	0	0	0	0				
10:15 AM	0	0	0	0	0	0	0	0	0	0				
10:30 AM	0	0	0	0	0	0	0	0	0	0				
10:45 AM	0	0	0	0	0	0	0	0	0	0				
11:00 AM	0	0	0	0	0	0	0	0	0	0				
11:15 AM	0	0	0	0	0	0	0	0	0	0				
11:30 AM	0	0	0	0	0	0	0	0	0	0				
11:45 AM	0	0	0	0	0	0	0	0	0	0				
12:00 PM	0	0	0	0	0	0	0	0	0	0				
12:15 PM	0	0	0	0	0	0	0	0	0	0				
12:30 PM	0	0	0	0	0	0	0	0	0	0				
12:45 PM	0	0	0	0	0	0	0	0	0	0				
1:00 PM	0	0	0	0	0	0	0	0	0	0				
1:15 PM	0	0	0	0	0	0	0	0	0	0				
1:30 PM	0	0	0	0	0	0	0	0	0	0				
1:45 PM	0	0	0	0	0	0	0	0	0	0				
2:00 PM	0	0	0	0	0	0	0	0	0	0				
2:15 PM	0	0	0	0	0	0	0	0	0	0				
2:30 PM	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0				
3:00 PM	14	0	14	11	1	12	5	1	6	3	35			
3:15 PM	24	0	24	3	1	4	2	1	3	2	3	34		
3:30 PM	44	3	47	3	2	5	2	2	4	0	0	56		
3:45 PM	38	0	38	0	0	1	0	1	0	0	0	39		
4:00 PM	16	0	16	4	1	5	3	1	4	0	1	26		
4:15 PM	18	0	18	3	0	3	6	1	7	4	1	33		
4:30 PM	14	0	14	1	0	1	1	2	3	2	2	4	22	
4:45 PM	32	1	33	0	2	2	2	0	2	3	1	4	41	
5:00 PM	29	1	30	0	1	1	2	2	4	3	2	5	40	
5:15 PM	31	4	35	3	0	3	3	0	3	3	2	3	44	
5:30 PM	28	3	31	2	0	2	0	0	2	6	8	41		
5:45 PM	46	1	47	1	0	1	3	0	3	0	0	0	51	
6:00 PM	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	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	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	
7:30 PM	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	
8:00 PM	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	
8:30 PM	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	
9:00 PM	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	
9:30 PM	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	
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	452	14	466	41	10	51	37	12	49	26	18	44	610	

Special Pedestrians

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

Intersection Traffic Volume Report

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: N Grand Avenue
 Minor St: Millers Court
 Intersection of: N Grand Avenue & Millers Court



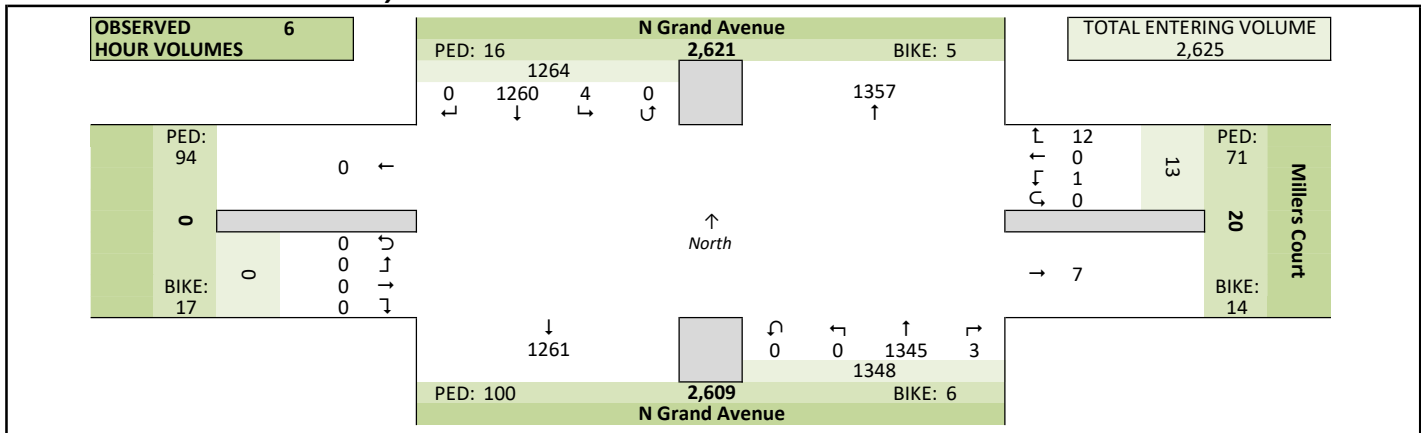
Site Information

Municipality	City of Waukesha	
County	67 - Waukesha	WisDOT Region SE
Traffic Control	Partial Stop Control	
Roadway Names	North Direction	↑
North Leg	N Grand Avenue	
East Leg	Millers Court	
South Leg	N Grand Avenue	
West Leg		
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	None

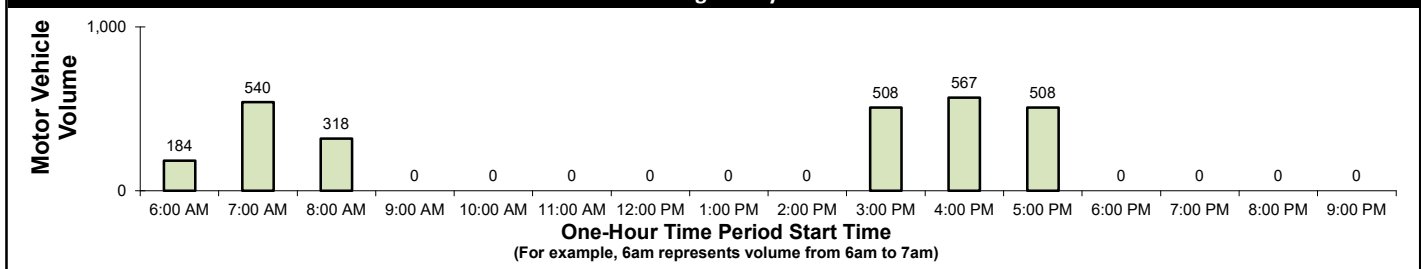
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Tuesday, April 30, 2024	Weather	
AM Peak Period	Tuesday, April 30, 2024	Clear & Dry	
Midday Peak Period		Clear & Dry	
PM Peak Period	Tuesday, April 30, 2024	Clear & Dry	
Calculated Peak Hours			
	AM 7:00-8:00am	MD	PM 4:00-5:00pm
Peak Hours Selected for Analysis			
	AM 7:00-8:00am	MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group			
Count Expansion Group			
Daily/Seasonal Adjustment Factor		Count Expansion Factor	
Company Name	GRAEF	Manual Adj.	1.000
Observers	AM Peak Period	GRAEF	
	Midday Peak Period		
	PM Peak Period	GRAEF	
Comments	2021 DOT Daily & Seasonal Factors		

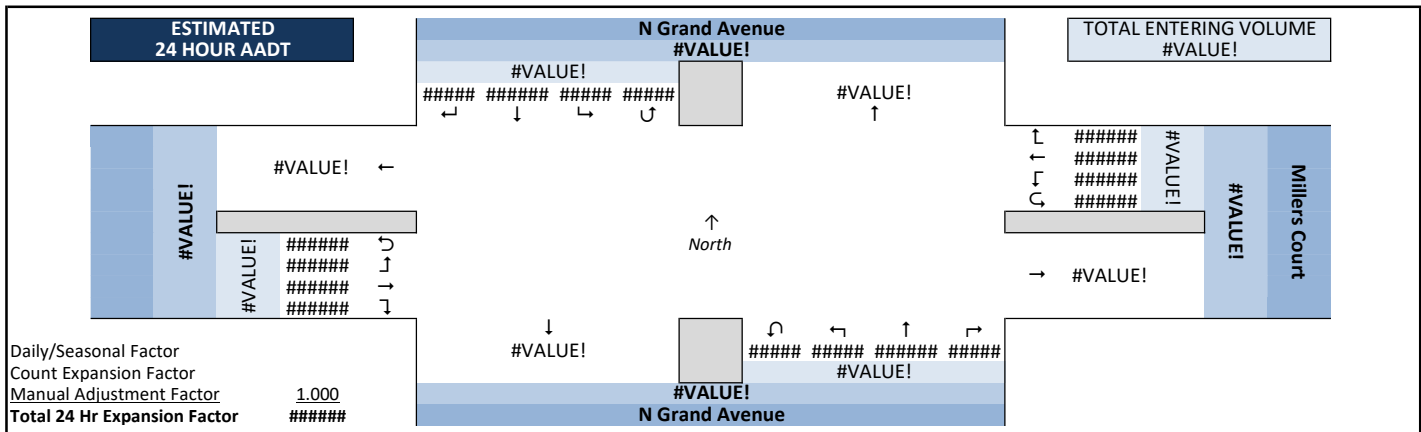
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

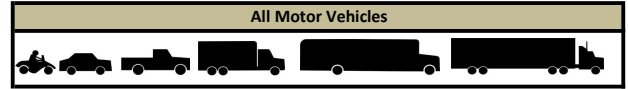


Intersection Traffic Volume Report

Peak Hour Volume Summary

N Grand Avenue & Millers Court

Count Basics		Page 3 of 13	
Start Date:	Tuesday, April 30, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 30, 2024		From North N Grand Avenue					From East Millers Court					From South N Grand Avenue					From West					Totals				
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					
AM Peak Hour	Start Time	0	51	0	0	51	2	0	0	0	2	2	0	56	0	58	0	0	0	0	0		0	0	0	0
	7:00 AM	0	75	0	0	75	1	0	0	0	1	0	0	96	0	96	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	48	0	0	48	2	0	0	0	2	0	0	86	0	86	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	40	0	0	40	1	0	0	0	1	0	0	82	0	82	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	214	0	0	214	6	0	0	0	6	0	0	320	0	320	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	214	0	0	214	6	0	0	0	6	0	0	320	0	320	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	215	0	0	215	5	0	0	0	5	0	0	320	0	320	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	2.5	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	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks (Total)	0.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)	0.00	0.71	0.00	0.00	0.71	0.75	0.00	0.00	0.00	0.75	0.00	0.83	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.78	

N/A		From North N Grand Avenue					From East Millers Court					From South N Grand Avenue					From West					Totals				
MD 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					
Midday (MD) Peak Hour	Start Time	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
	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
	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
	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
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% 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	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	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	0.0	0.0	0.0	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Tuesday, April 30, 2024		From North N Grand Avenue					From East Millers Court					From South N Grand Avenue					From West					Totals				
PM 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					
PM Peak Hour	Start Time	0	79	0	0	79	0	0	0	0	0	0	0	59	0	59	0	0	0	0	0		0	0	0	0
	4:30 PM	0	77	0	0	77	0	0	0	0	0	0	0	61	0	61	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	86	0	0	86	0	0	0	0	0	0	0	64	0	64	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	77	0	0	77	1	0	0	0	1	0	0	54	0	54	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	319	0	0	319	1	0	0	0	1	0	0	238	0	238	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	319	0	0	319	1	0	0	0	1	0	0	238	0	238	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	320	0	0	320	0	0	0	0	0	0	0	240	0	240	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4	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	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks (Total)	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)	0.00	0.93	0.00	0.00	0.93	0.25	0.00	0.00	0.00	0.25	0.00	0.93	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93	

Peak Hour Pedestrian and Bicyclist Volumes

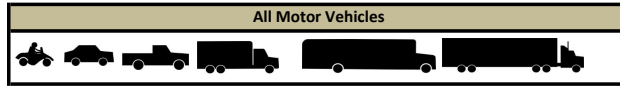
Pedestrians and Bicyclists	Crossing North Approach N Grand Avenue			Crossing East Approach Millers Court			Crossing South Approach N Grand Avenue			Crossing West Approach			Total Ped & Bike Volume	
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
	15-Minute Start Time													
AM	7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
	7:15 AM	0	1	1	2	0	2	0	0	0	1	0	1	4
	7:30 AM	0	0	0	2	0	2	2	0	2	5	0	5	9
	7:45 AM	1	0	1	5	0	5	4	0	4	3	0	3	13
	Total	1	1	2	9	0	9	6	0	6	11	0	11	28
MD	12:00 PM	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
	12:30 PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	11	0	11	7	1	8	4	1	5	24
	4:45 PM	1	2	3	5	0	5	8	1	9	3	1	4	21
	5:00 PM	0	0	0	2	3	5	9	0	9	8	1	9	23
	5:15 PM	1	0	1	2	1	3	6	2	8	0	2	2	14
	Total	2	2	4	20	4	24	30	4	34	15	5	20	82

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

N Grand Avenue & Millers Court

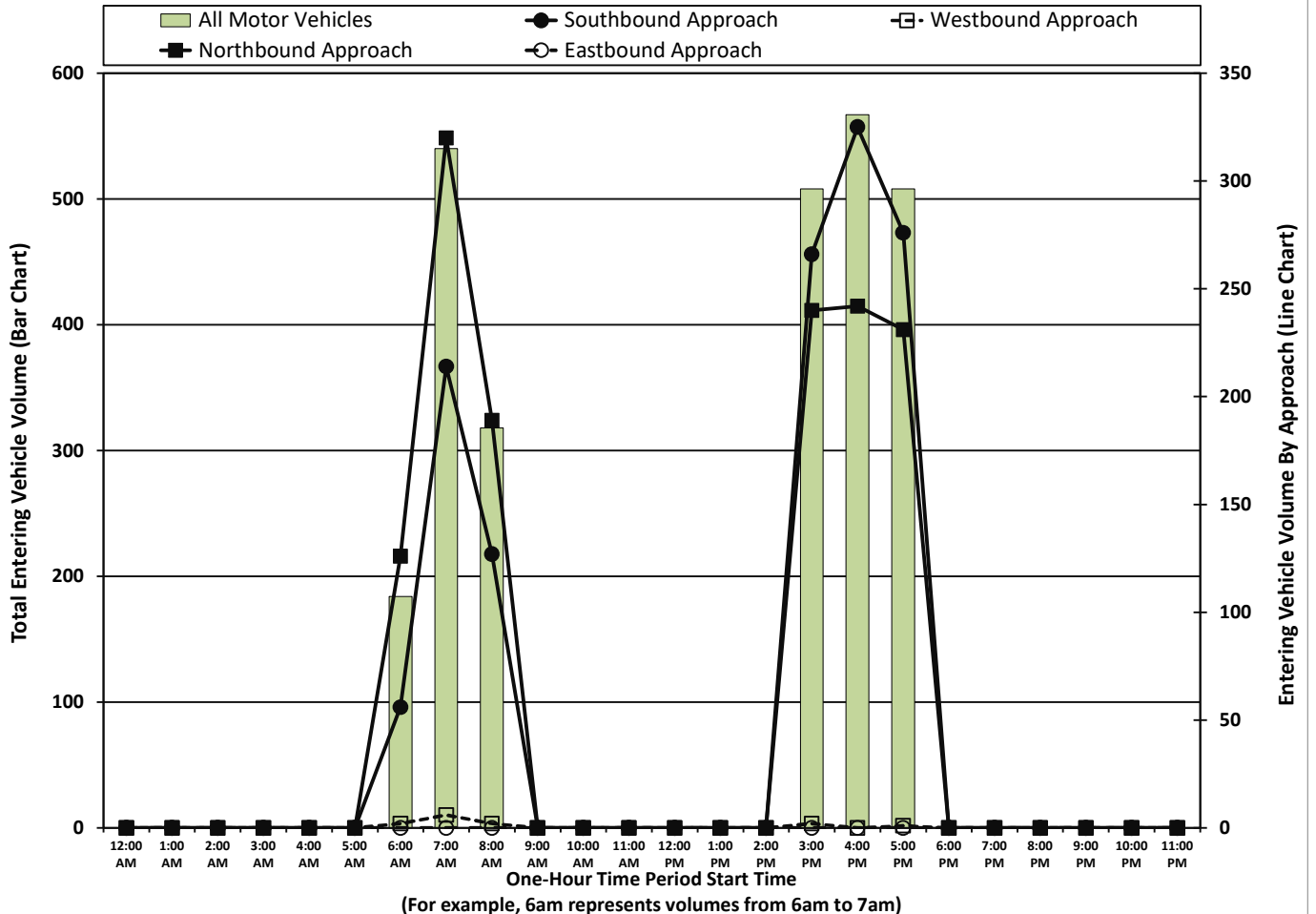
Count Basics		Page 4 of 13	
Start Date:	Tuesday, April 30, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals											
	N Grand Avenue					Millers Court					N Grand Avenue											E/W	N/S										
	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	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	
	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	
	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	
	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	
	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	
	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	
AM	6:00 AM	0	53	3	0	56	2	0	0	0	2	0	126	0	0	126	0	0	0	0	0	0	184	2	182	0	0	0	0	0	0		
	7:00 AM	0	214	0	0	214	6	0	0	0	6	0	320	0	0	320	0	0	0	0	0	0	540	6	534	0	0	0	0	0	0		
	8:00 AM	0	127	0	0	127	2	0	0	0	2	1	188	0	0	189	0	0	0	0	0	0	318	2	316	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	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	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	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	
	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	
PM	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	
	3:00 PM	0	265	1	0	266	1	0	1	0	2	1	239	0	0	240	0	0	0	0	0	0	508	2	506	0	0	0	0	0	0	0	
	4:00 PM	0	325	0	0	325	0	0	0	0	0	1	241	0	0	242	0	0	0	0	0	0	567	0	567	0	0	0	0	0	0	0	
	5:00 PM	0	276	0	0	276	1	0	0	0	1	0	231	0	0	231	0	0	0	0	0	0	508	1	507	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	0	0	0	0	0	0	0	0	0	0	
	7:00 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	
	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	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	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	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	0	0	0	0	0	0	0	0	0
Totals		0	1260	4	0	1264	12	0	1	0	13	3	1345	0	0	1348	0	0	0	0	0	0	2625	13	2612	0	0	0	0	0	0	0	0

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Count Basics Page 5 of 13
Start Date: Tuesday, April 30, 2024
Total Number of Hours Counted: 6

N Grand Avenue & Millers Court



15-Minute Motor Vehicle Data

Large data table with columns for 15-Minute Time Period, Start Time, Direction (From North, From East, From South, From West), and vehicle counts (Right, Thru, Left, U-Tn, Total). Includes sub-headers for 'Pre-AM Peak Period', 'AM Peak Period', 'Midday Peak Period', 'PM Peak Period', and 'Post-PM Peak Period'.

Summary table columns: Hourly Sum, PHF. Contains peak hour data for AM, MD, and PM periods.

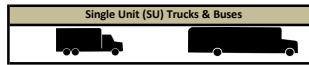
Peak Hour All Vehicle Volume Summary

Summary table with columns for Hourly Time Period, Direction (From North, From East, From South, From West), and vehicle counts. Includes PHF (Peak Hour Factor) values.

Intersection Traffic Volume Report

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

N Grand Avenue & Millers Court



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

Main data table with columns for 15-Minute Time Period, 15-Min Totals, and Hourly Sum. Rows are categorized by peak periods: Pre-AM Peak Period, AM Peak Period, Midday Peak Period, PM Peak Period, and Post PM Peak Period. Each row contains counts for various directions (From North, From East, From South, From West) and traffic types (Right, Thru, Left, U-Tn).

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Summary table for peak hours (AM 7:00, MD 12:00, PM 4:30) showing volume for each direction and total volume.

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics	Tuesday, April 30, 2024		Page 11 of 13
Start Date:	Tuesday, April 30, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

N Grand Avenue & Millers Court



15-Minute Pedestrian and Bicyclist Data

15-Minute Start Time	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly
	N Grand Avenue			Millers Court			N Grand Avenue			Pedestrian Bicyclist				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
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	
6:00 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	12
6:15 AM	0	0	0	0	0	0	0	1	1	2	1	3	4	12
6:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	12
6:45 AM	0	0	0	3	0	3	0	0	0	1	1	2	5	20
7:00 AM	0	0	0	0	0	0	0	0	2	0	2	2	2	28
7:15 AM	0	1	1	2	0	2	0	0	0	1	0	1	4	32
7:30 AM	0	0	0	2	0	2	2	0	2	5	0	5	9	32
7:45 AM	1	0	1	5	0	5	4	0	4	3	0	3	13	24
8:00 AM	0	0	0	2	1	3	2	0	2	1	0	1	6	19
8:15 AM	0	0	0	0	1	1	0	0	0	3	0	3	4	
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	1	2	3	1	1	2	3	0	3	8	
9:00 AM	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	
9:30 AM	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	
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	0	0	0	0	
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	
11:00 AM	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	
11:30 AM	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	
12:00 PM	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	
12:30 PM	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	
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	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	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	
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	0	0	0	0	
3:00 PM	1	1	2	9	1	10	3	0	3	6	0	6	21	97
3:15 PM	9	0	9	12	1	13	8	0	8	6	1	7	37	105
3:30 PM	0	0	0	1	2	3	5	0	5	13	0	13	21	93
3:45 PM	1	0	1	3	0	3	7	0	7	7	0	7	18	96
4:00 PM	2	0	2	8	2	10	8	0	8	9	0	9	29	99
4:15 PM	0	0	0	1	0	1	15	0	15	7	2	9	25	93
4:30 PM	0	0	0	11	0	11	7	1	8	4	1	5	24	82
4:45 PM	1	2	3	5	0	5	8	1	9	3	1	4	21	77
5:00 PM	0	0	0	2	3	5	9	0	9	8	1	9	23	68
5:15 PM	1	0	1	2	1	3	6	2	8	0	2	2	14	
5:30 PM	0	0	0	0	0	0	8	0	8	4	7	11	19	
5:45 PM	0	0	0	2	0	2	6	0	6	4	0	4	12	
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6:15 PM	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	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	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	
7:30 PM	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	
8:00 PM	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	
8:30 PM	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	
9:00 PM	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	
9:30 PM	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	
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	16	5	21	71	14	85	100	6	106	94	17	111	323	

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					

Intersection Traffic Volume Report

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: N Grand Avenue
 Minor St: Cutler Street/Williams Street
 Intersection of: N Grand Avenue & Cutler Street/Williams Street IX_ID:



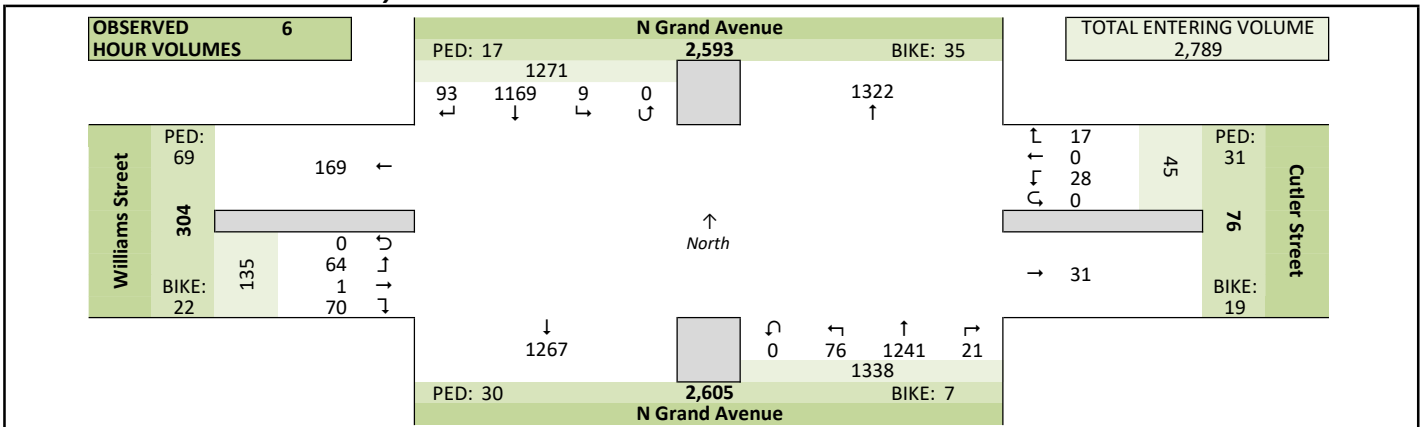
Site Information

Municipality	City of Waukesha		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	N Grand Avenue		
East Leg	Cutler Street		
South Leg	N Grand Avenue		
West Leg	Williams Street		
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	None	

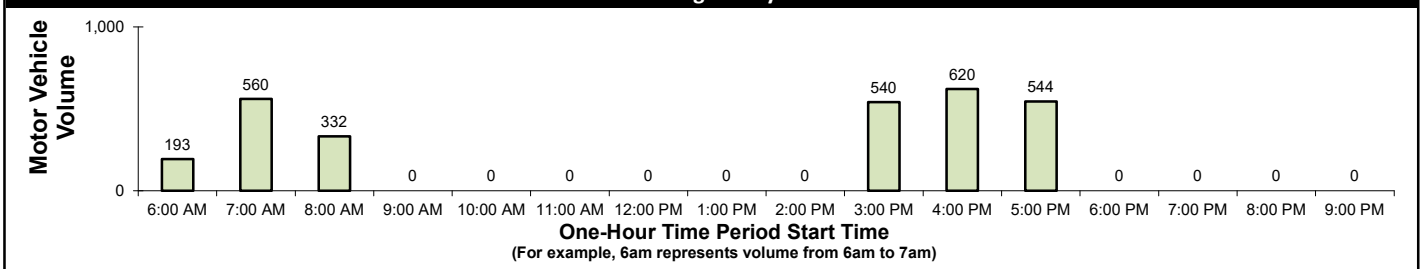
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Tuesday, April 30, 2024		Weather
AM Peak Period	Tuesday, April 30, 2024		Clear & Dry
Midday Peak Period			Clear & Dry
PM Peak Period	Tuesday, April 30, 2024		Clear & Dry
Calculated Peak Hours			
	AM	7:00-8:00am	MD
			PM
			4:00-5:00pm
Peak Hours Selected for Analysis			
	AM	7:00-8:00am	MD
			PM
			4:30-5:30pm
Daily/Seasonal Adjustment Group			
Count Expansion Group			
Daily/Seasonal Adjustment Factor			Count Expansion Factor
Company Name	GRAEF		Manual Adj.
			1.000
Observers	AM Peak Period	GRAEF	
	Midday Peak Period		
	PM Peak Period	GRAEF	
Comments	2021 DOT Daily & Seasonal Factors		

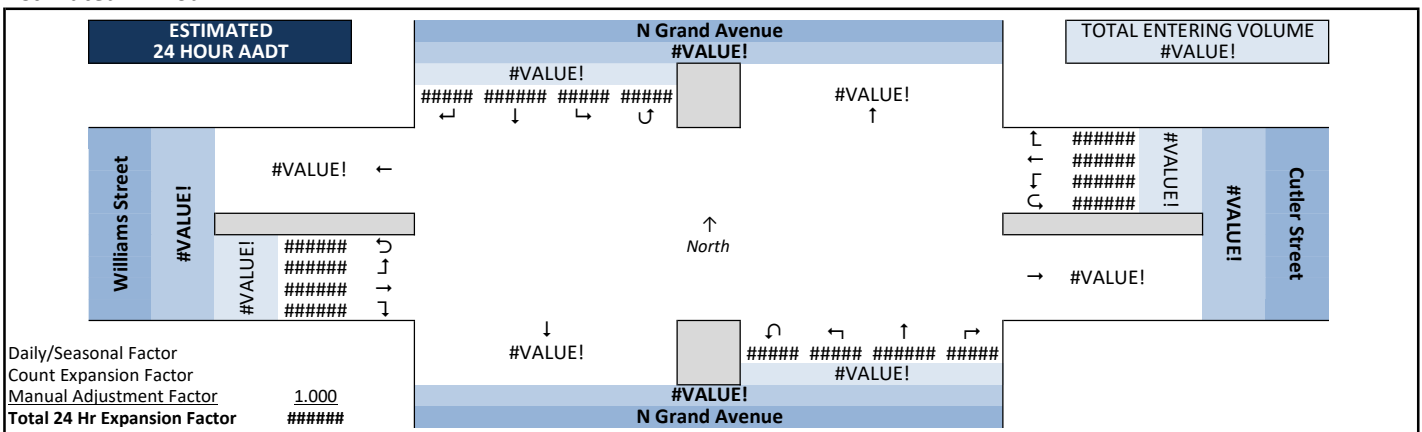
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

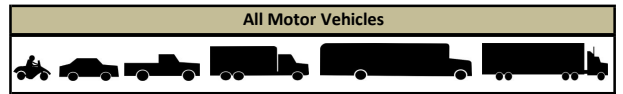


Intersection Traffic Volume Report

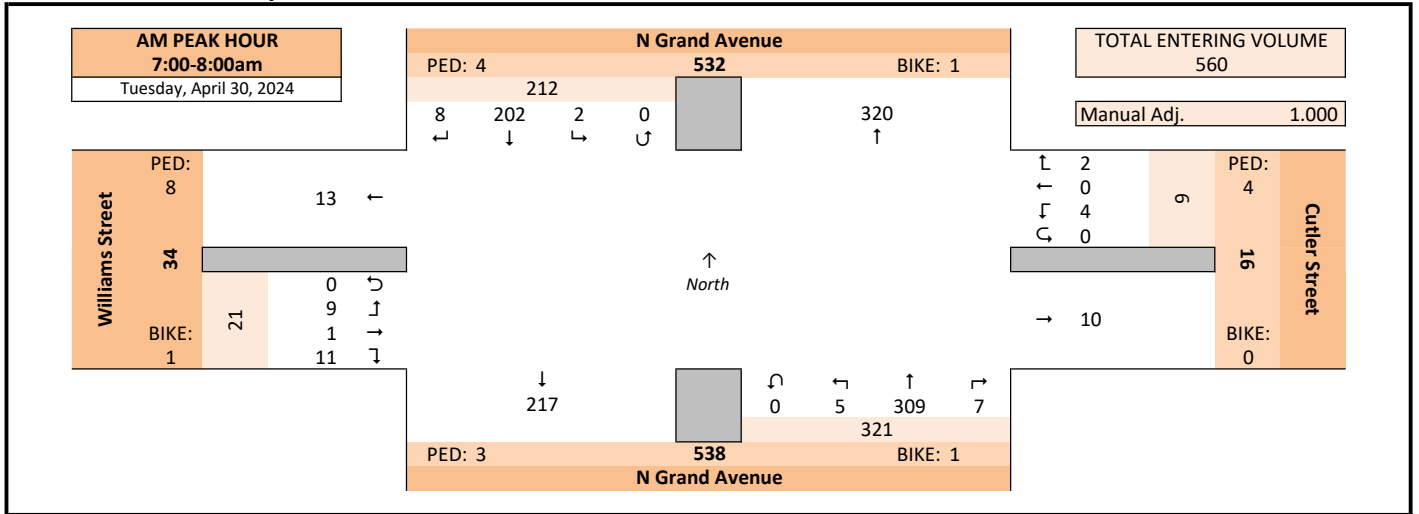
Count Basics		Page 2 of 13	
Start Date:	Tuesday, April 30, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

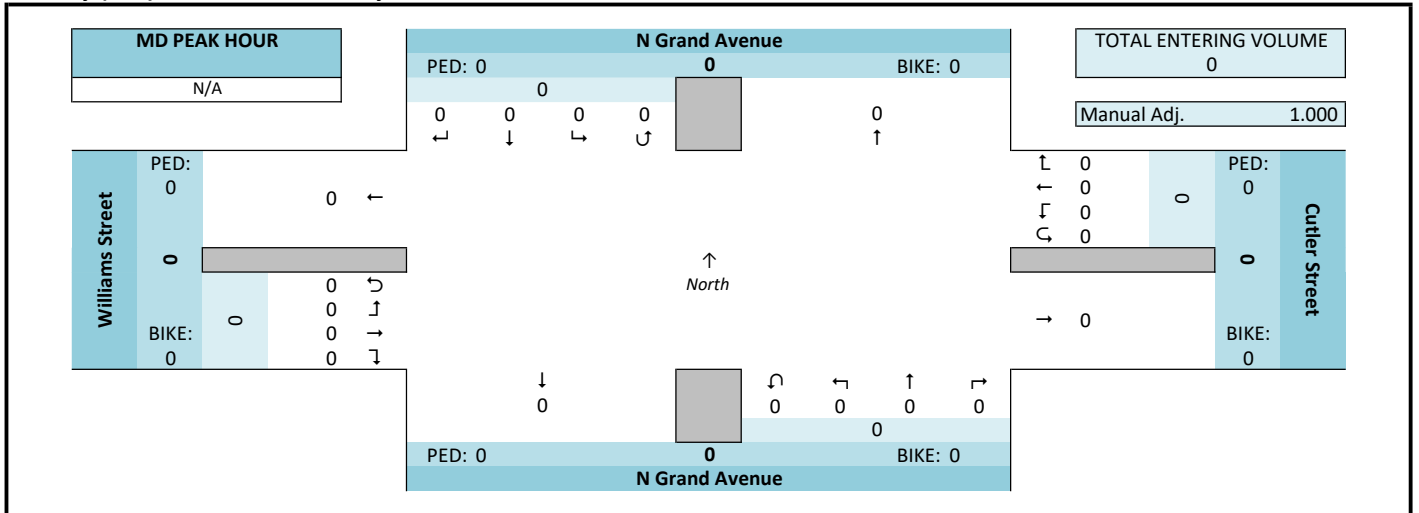
N Grand Avenue & Cutler Street/Williams Street



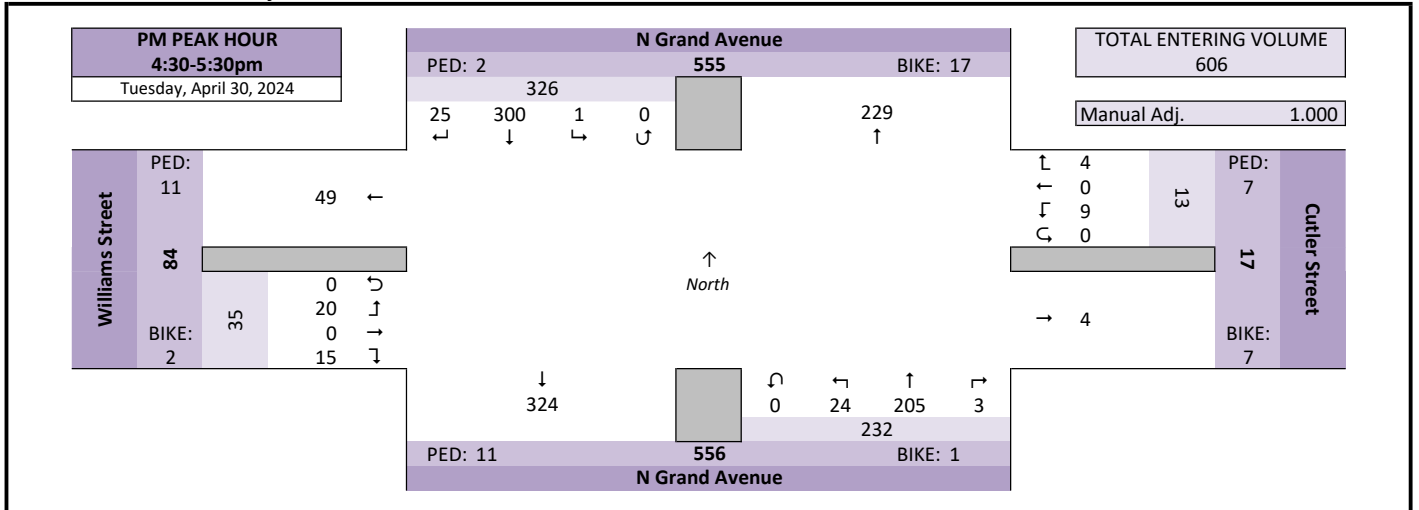
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

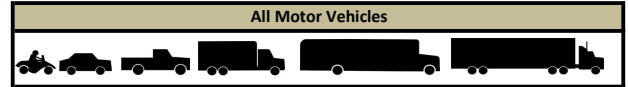


Intersection Traffic Volume Report

Peak Hour Volume Summary

N Grand Avenue & Cutler Street/Williams Street

Count Basics		Page 3 of 13	
Start Date:	Tuesday, April 30, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 30, 2024		From North					From East					From South					From West					Totals
AM Peak Hour		N Grand Avenue					Cutler Street					N Grand Avenue					Williams Street					
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		
7:00 AM	3	50	0	0	53	0	0	0	0	0	2	55	0	0	57	1	0	2	0	3	113	
7:15 AM	0	69	0	0	69	0	0	1	0	1	2	90	4	0	96	5	0	3	0	8	174	
7:30 AM	3	43	2	0	48	2	0	1	0	3	2	79	0	0	81	5	0	3	0	8	140	
7:45 AM	2	40	0	0	42	0	0	2	0	2	1	85	1	0	87	0	1	1	0	2	133	
Peak Hour Volume	8	202	2	0	212	2	0	4	0	6	7	309	5	0	321	11	1	9	0	21	560	
Rounded Hourly Volume	10	200	0	0	210	0	0	5	0	5	5	310	5	0	320	10	0	10	0	20	555	
% Single Unit Trucks	25.0	3.0	0.0	0.0	3.8	50.0	0.0	25.0	0.0	33.3	0.0	1.6	0.0	0.0	1.6	0.0	0.0	11.1	0.0	4.8	2.9	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.2	
% Trucks (Total)	25.0	3.0	0.0	0.0	3.8	50.0	0.0	25.0	0.0	33.3	0.0	1.9	0.0	0.0	1.9	0.0	0.0	11.1	0.0	4.8	3.0	
Peak Hour Factor (PHF)	0.67	0.73	0.25	0.00	0.77	0.25	0.00	0.50	0.00	0.50	0.87	0.86	0.31	0.00	0.84	0.55	0.25	0.75	0.00	0.66	0.80	

N/A		From North					From East					From South					From West					Totals
MD Peak Hour		N Grand Avenue					Cutler Street					N Grand Avenue					Williams Street					
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		
12:00 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	
Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% 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	
% 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	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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Tuesday, April 30, 2024		From North					From East					From South					From West					Totals
PM Peak Hour		N Grand Avenue					Cutler Street					N Grand Avenue					Williams Street					
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		
4:30 PM	10	76	0	0	86	0	0	1	0	1	1	48	9	0	58	4	0	6	0	10	155	
4:45 PM	4	74	1	0	79	2	0	1	0	3	1	51	7	0	59	4	0	7	0	11	152	
5:00 PM	5	78	0	0	83	2	0	6	0	8	1	54	6	0	61	3	0	1	0	4	156	
5:15 PM	6	72	0	0	78	0	0	1	0	1	0	52	2	0	54	4	0	6	0	10	143	
Peak Hour Volume	25	300	1	0	326	4	0	9	0	13	3	205	24	0	232	15	0	20	0	35	606	
Rounded Hourly Volume	25	300	0	0	325	5	0	10	0	15	5	205	25	0	235	15	0	20	0	35	610	
% Single Unit Trucks	0.0	2.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.3	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.2	
% Trucks (Total)	0.0	2.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.5	
Peak Hour Factor (PHF)	0.62	0.96	0.25	0.00	0.95	0.50	0.00	0.37	0.00	0.41	0.75	0.95	0.67	0.00	0.95	0.94	0.00	0.71	0.00	0.80	0.97	

Peak Hour Pedestrian and Bicyclist Volumes

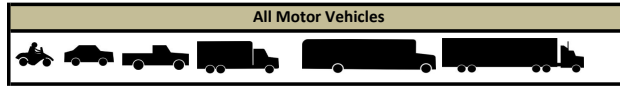
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		N Grand Avenue			Cutler Street			N Grand Avenue			Williams Street			
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
7:00 AM	0	1	1	1	0	1	1	0	1	1	0	1	4	
7:15 AM	0	0	0	1	0	1	0	1	1	0	1	1	3	
7:30 AM	3	0	3	2	0	2	0	0	0	5	0	5	10	
7:45 AM	1	0	1	0	0	0	2	0	2	2	0	2	5	
Total	4	1	5	4	0	4	3	1	4	8	1	9	22	
12:00 PM	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	
12:30 PM	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	2	2	0	0	0	8	0	8	4	0	4	14	
4:45 PM	1	6	7	5	0	5	2	1	3	2	1	3	18	
5:00 PM	1	5	6	0	4	4	1	0	1	5	1	6	17	
5:15 PM	0	4	4	2	3	5	0	0	0	0	0	0	9	
Total	2	17	19	7	7	14	11	1	12	11	2	13	58	

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

N Grand Avenue & Cutler Street/Williams Street

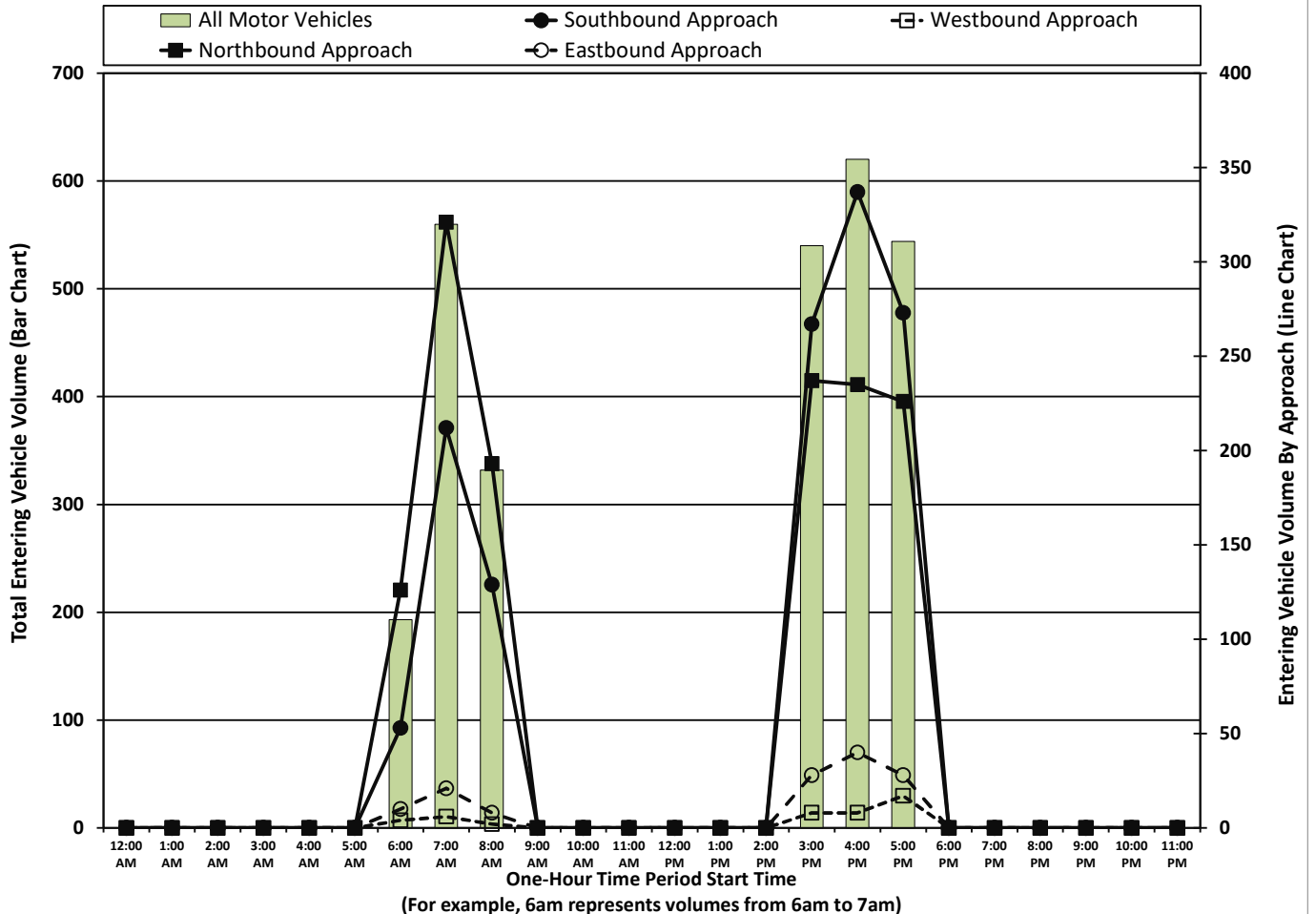
Count Basics		Page 4 of 13	
Start Date:	Tuesday, April 30, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals			
	N Grand Avenue					Cutler Street					N Grand Avenue					Williams Street									
	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																									
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	
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
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
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
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
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
AM																									
6:00 AM	1	52	0	0	53	0	0	4	0	4	1	121	4	0	126	1	0	9	0	10	193	14	179		
7:00 AM	8	202	2	0	212	2	0	4	0	6	7	309	5	0	321	11	1	9	0	21	560	27	533		
8:00 AM	5	122	2	0	129	1	0	1	0	2	2	186	5	0	193	3	0	5	0	8	332	10	322		
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	
MD																									
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	
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	
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	
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	
PM																									
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	
3:00 PM	21	244	2	0	267	5	0	3	0	8	2	220	15	0	237	19	0	9	0	28	540	36	504		
4:00 PM	32	302	3	0	337	4	0	4	0	8	3	205	27	0	235	20	0	20	0	40	620	48	572		
5:00 PM	26	247	0	0	273	5	0	12	0	17	6	200	20	0	226	16	0	12	0	28	544	45	499		
6:00 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	
7:00 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	
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	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	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	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	0	
Totals	93	1169	9	0	1271	17	0	28	0	45	21	1241	76	0	1338	70	1	64	0	135	2789	180	2609		

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

N Grand Avenue & Cutler Street/Williams Street



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North N Grand Avenue					From East Cutler Street					From South N Grand Avenue					From West Williams Street					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	2
12:15 AM																					0	2
12:30 AM																					0	2
12:45 AM																					0	2
1:00 AM																					0	2
1:15 AM																					0	2
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7:00 AM																					1	14
7:15 AM																					2	17
7:30 AM																					1	18
7:45 AM																					2	17
8:00 AM																					2	16
8:15 AM																					2	15
8:30 AM																					4	3
8:45 AM																					1	3
9:00 AM																					0	0
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11:15 PM																					0	0
11:30 PM																					0	0
11:45 PM																					0	0
Totals	2	37	0	0	39	1	0	1	0	2	0	24	2	0	26	0	0	3	0	3	70	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North N Grand Avenue					From East Cutler Street					From South N Grand Avenue					From West Williams Street					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	2	6	0	0	8	1	0	1	0	2	0	6	0	0	6	0	0	1	0	1	17
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9

Intersection Traffic Volume Report

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: W College Avenue
 Minor St: N Barstow Street
 Intersection of: W College Avenue & N Barstow Street



IX_ID:

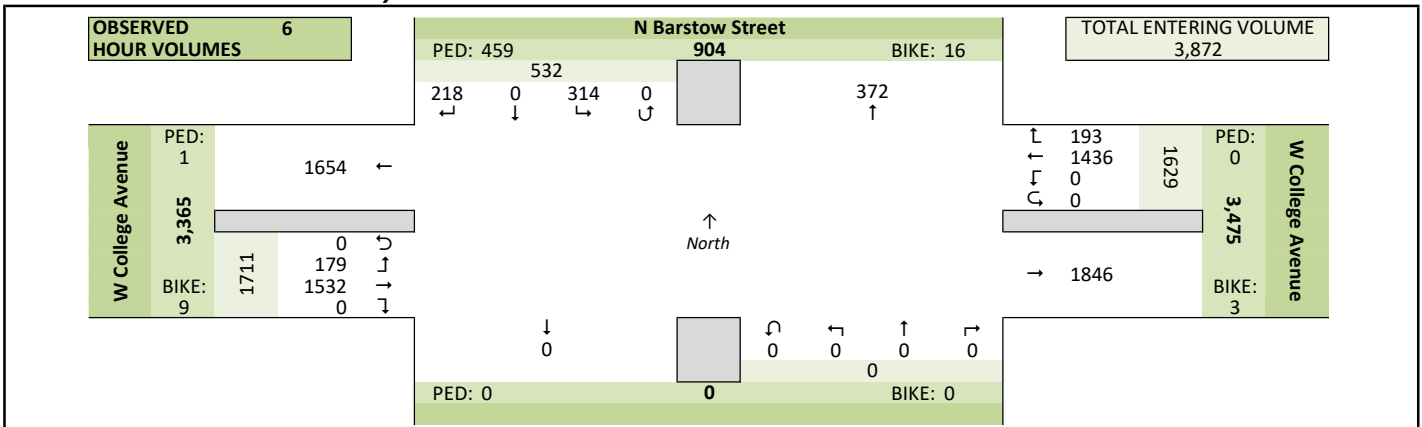
Site Information

Municipality	City of Waukesha	
County	67 - Waukesha	WisDOT Region SE
Traffic Control	Partial Stop Control	
Roadway Names	North Direction	↑
North Leg	N Barstow Street	
East Leg	W College Avenue	
South Leg		
West Leg	W College Avenue	
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	None

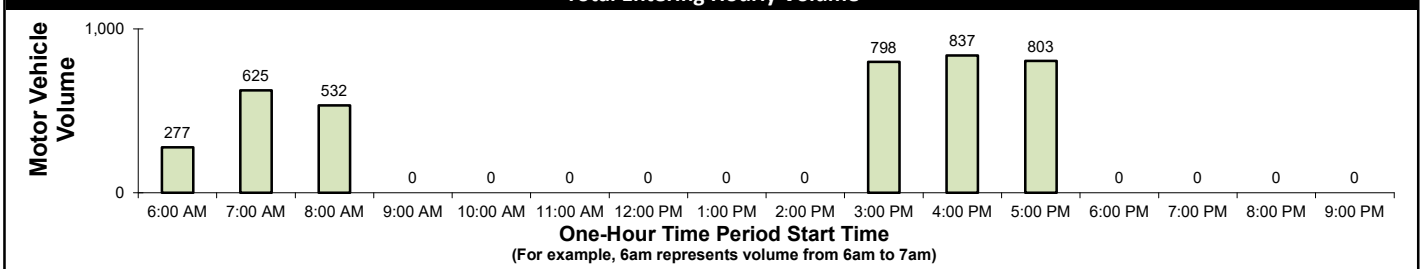
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Tuesday, April 30, 2024	Weather	
AM Peak Period	Tuesday, April 30, 2024	Clear & Dry	
Midday Peak Period		Clear & Dry	
PM Peak Period	Tuesday, April 30, 2024	Clear & Dry	
Calculated Peak Hours			
	AM 7:00-8:00am	MD	PM 4:30-5:30pm
Peak Hours Selected for Analysis			
	AM 7:00-8:00am	MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group			
Count Expansion Group			
Daily/Seasonal Adjustment Factor		Count Expansion Factor	
Company Name	GRAEF	Manual Adj.	1.000
Observers	AM Peak Period	GRAEF	
	Midday Peak Period		
	PM Peak Period	GRAEF	
Comments	2021 DOT Daily & Seasonal Factors		

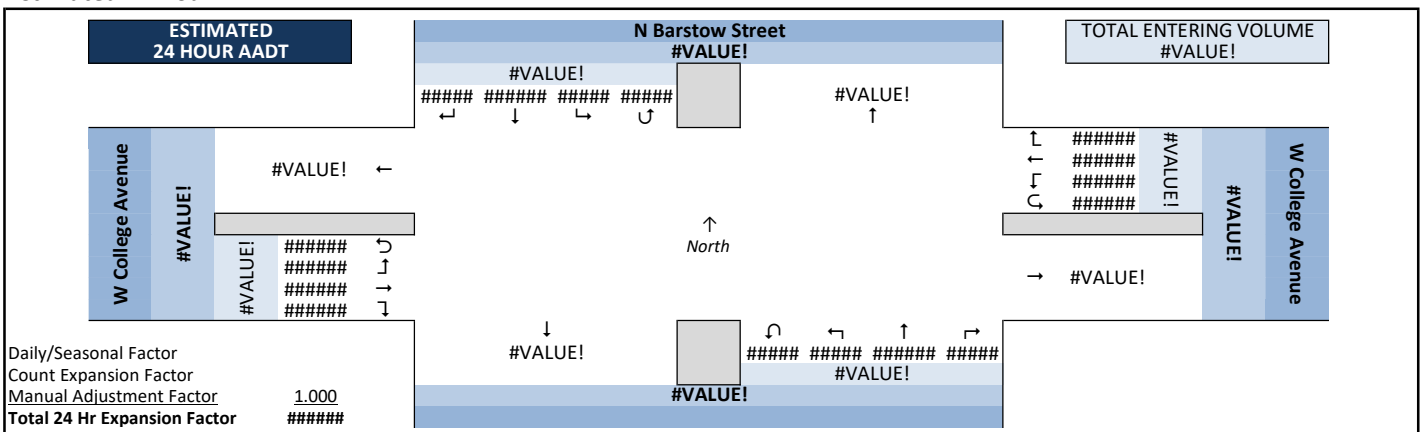
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



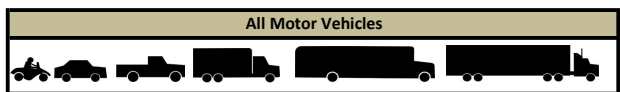
Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Summary

W College Avenue & N Barstow Street



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 30, 2024		↓ From North					← From East					↑ From South					→ From West					Totals
AM Peak Hour		N Barstow Street					W College Avenue					W College Avenue										
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		
7:00 AM	7	0	13	0	20	5	62	0	0	67	0	0	0	0	0	0	0	71	4	0	75	162
7:15 AM	1	0	12	0	13	10	56	0	0	66	0	0	0	0	0	0	0	85	8	0	93	172
7:30 AM	7	0	6	0	13	9	44	0	0	53	0	0	0	0	0	0	0	63	15	0	78	144
7:45 AM	4	0	5	0	9	15	52	0	0	67	0	0	0	0	0	0	0	57	14	0	71	147
Peak Hour Volume	19	0	36	0	55	39	214	0	0	253	0	0	0	0	0	0	0	276	41	0	317	625
Rounded Hourly Volume	20	0	35	0	55	40	215	0	0	255	0	0	0	0	0	0	0	275	40	0	315	625
% Single Unit Trucks	5.3	0.0	0.0	0.0	1.8	0.0	3.3	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.5	3.0
% Heavy Trucks	5.3	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	2.4	0.0	0.9	0.6
% Trucks (Total)	10.5	0.0	0.0	0.0	3.6	0.0	3.3	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	2.4	0.0	4.4	3.7
Peak Hour Factor (PHF)	0.68	0.00	0.69	0.00	0.69	0.65	0.86	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.68	0.00	0.85	0.91

N/A		↓ From North					← From East					↑ From South					→ From West					Totals
MD Peak Hour		N Barstow Street					W College Avenue					W College Avenue										
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		
12:00 PM	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
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
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
Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Tuesday, April 30, 2024		↓ From North					← From East					↑ From South					→ From West					Totals
PM Peak Hour		N Barstow Street					W College Avenue					W College Avenue										
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		
4:30 PM	12	0	27	0	39	6	74	0	0	80	0	0	0	0	0	0	0	92	9	0	101	220
4:45 PM	16	0	31	0	47	7	74	0	0	81	0	0	0	0	0	0	0	76	9	0	85	213
5:00 PM	16	0	21	0	37	1	88	0	0	89	0	0	0	0	0	0	0	80	8	0	88	214
5:15 PM	16	0	22	0	38	5	99	0	0	104	0	0	0	0	0	0	0	72	11	0	83	225
Peak Hour Volume	60	0	101	0	161	19	335	0	0	354	0	0	0	0	0	0	0	320	37	0	357	872
Rounded Hourly Volume	60	0	100	0	160	20	335	0	0	355	0	0	0	0	0	0	0	320	35	0	355	870
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.0	1.1
% 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	0.3	0.0	0.0	0.3	0.1
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.2	1.3
Peak Hour Factor (PHF)	0.94	0.00	0.81	0.00	0.86	0.68	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.84	0.00	0.88	0.97

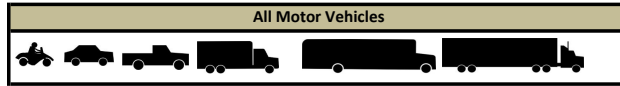
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		← Crossing North Approach N Barstow Street			← Crossing East Approach W College Avenue			← Crossing South Approach W College Avenue			← Crossing West Approach W College Avenue			Total Ped & Bike Volume
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
		AM	7:00 AM	3	1	4	0	0	0	0	0	0	0	0
7:15 AM	6		0	6	0	0	0	0	0	0	0	0	0	6
7:30 AM	17		0	17	0	0	0	0	0	0	0	0	0	17
7:45 AM	54		0	54	0	0	0	0	0	0	0	0	0	54
Total	80		1	81	0	0	0	0	0	0	0	0	0	81
MD	12:00 PM	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
	12:30 PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	7	1	8	0	0	0	0	0	0	0	0	0	8
	4:45 PM	29	0	29	0	0	0	0	0	0	0	0	0	29
	5:00 PM	31	2	33	0	1	1	0	0	0	0	1	1	35
	5:15 PM	29	1	30	0	0	0	0	0	0	1	1	2	32
	Total	96	4	100	0	1	1	0	0	0	1	2	3	104

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

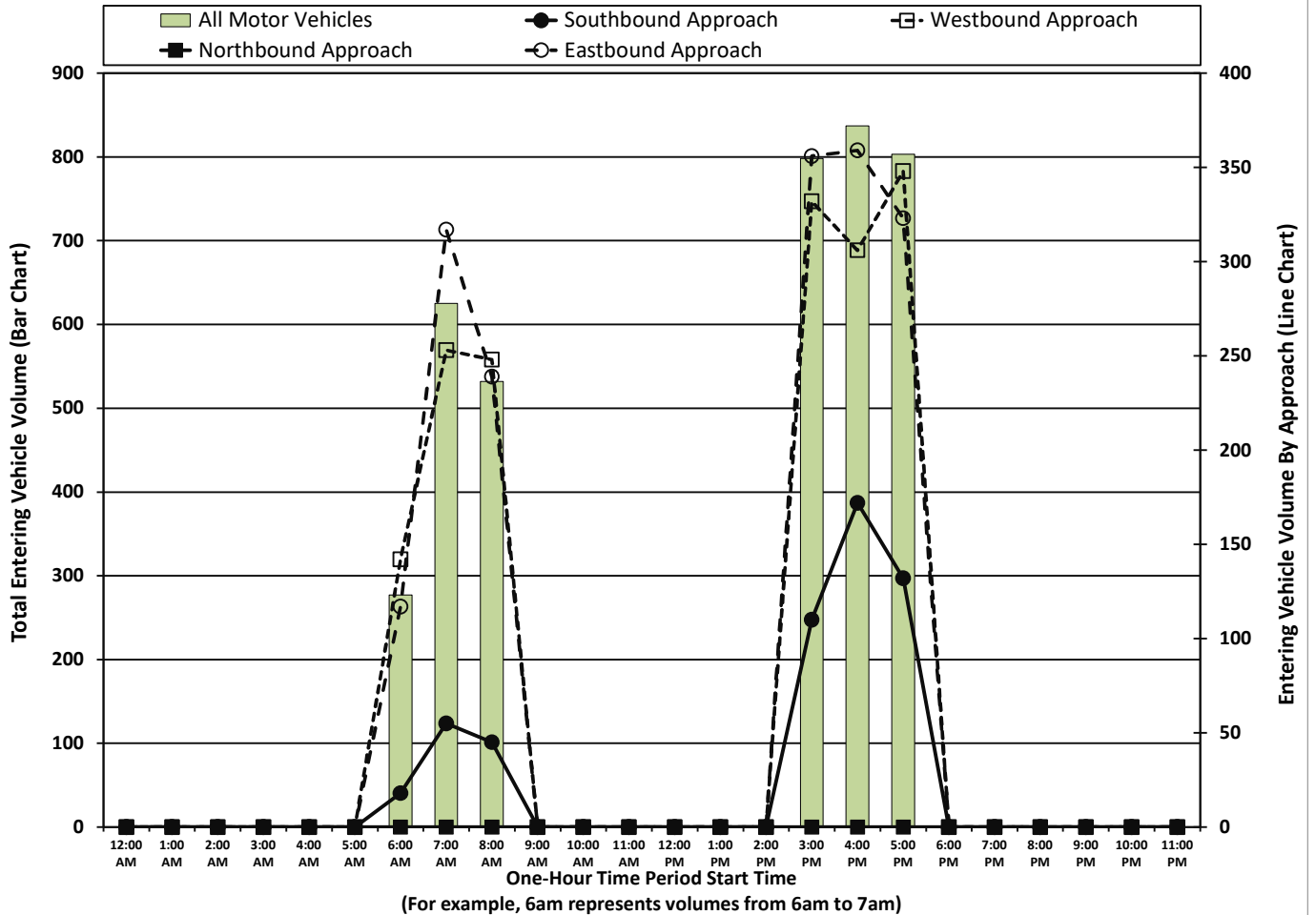
W College Avenue & N Barstow Street



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
	N Barstow Street					W College Avenue					W College Avenue					W College Avenue							
	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	0																					0	
1:00 AM	0																					0	
2:00 AM	0																					0	
3:00 AM	0																					0	
4:00 AM	0																					0	
5:00 AM	0																					0	
AM	8	0	10	0	18	10	132	0	0	142	0	0	0	0	0	0	110	7	0	117	277	259	18
7:00 AM	19	0	36	0	55	39	214	0	0	253	0	0	0	0	0	0	276	41	0	317	625	570	55
8:00 AM	17	0	28	0	45	39	209	0	0	248	0	0	0	0	0	0	209	30	0	239	532	487	45
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
MD	0																					0	
10:00 AM	0																					0	
11:00 AM	0																					0	
12:00 PM	0																					0	
1:00 PM	0																					0	
PM	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 PM	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 PM	46	0	64	0	110	37	295	0	0	332	0	0	0	0	0	0	332	24	0	356	798	688	110
4:00 PM	74	0	98	0	172	37	269	0	0	306	0	0	0	0	0	0	329	30	0	359	837	665	172
5:00 PM	54	0	78	0	132	31	317	0	0	348	0	0	0	0	0	0	276	47	0	323	803	671	132
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	218	0	314	0	532	193	1436	0	0	1629	0	0	0	0	0	0	1532	179	0	1711	3872	3340	532

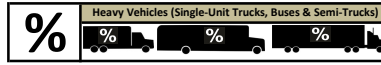
Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

W College Avenue & N Barstow Street



15-Minute Heavy Vehicle Percentages

15-Minute Time Period	From North N Barstow Street					From East W College Avenue					From South					From West W College Avenue					Total 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	
Pre-AM Peak Period	[Data rows for Pre-AM Peak Period: 12:00 AM to 5:45 AM]																				
AM Peak Period	[Data rows for AM Peak Period: 6:00 AM to 9:45 AM]																				
Midday Peak Period	[Data rows for Midday Peak Period: 10:00 AM to 12:45 PM]																				
PM Peak Period	[Data rows for PM Peak Period: 1:00 PM to 9:45 PM]																				
Post PM Peak Period	[Data rows for Post PM Peak Period: 10:00 PM to 11:45 PM]																				
Totals	2.3	0.0	1.3	0.0	1.7	0.5	2.6	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	3.6	2.2	0.0	0.0	3.4	2.8

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period	From North N Barstow Street					From East W College Avenue					From South					From West W College Avenue					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	
AM 7:00 AM	10.5	0.0	0.0	0.0	3.6	0.0	3.3	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	4.7	2.4	0.0	0.0	4.4	3.7
MD 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	0.0
PM 4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	2.2	1.3

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

W College Avenue & N Barstow Street



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	N Barstow Street			W College Avenue			W College Avenue			W College Avenue				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
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	
6:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	13
6:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	14
6:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	18
6:45 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	33
7:00 AM	3	1	4	0	0	0	0	0	0	0	0	0	0	81
7:15 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	87
7:30 AM	17	0	17	0	0	0	0	0	0	0	0	0	0	90
7:45 AM	54	0	54	0	0	0	0	0	0	0	0	0	0	80
8:00 AM	10	0	10	0	0	0	0	0	0	0	0	0	0	45
8:15 AM	9	0	9	0	0	0	0	0	0	0	0	0	0	
8:30 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	
8:45 AM	19	0	19	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	
9:15 AM	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	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	
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	
11:00 AM	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	
11:30 AM	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	
12:00 PM	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	
12:30 PM	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	
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	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	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	
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	0	0	0	0	
3:00 PM	19	1	20	0	1	1	0	0	0	0	0	0	0	121
3:15 PM	25	1	26	0	0	0	0	0	0	1	1	0	0	117
3:30 PM	35	2	37	0	0	0	0	0	0	2	2	0	0	107
3:45 PM	34	0	34	0	0	0	0	0	0	0	0	0	0	76
4:00 PM	16	1	17	0	0	0	0	0	0	0	0	0	0	71
4:15 PM	15	1	16	0	0	0	0	0	0	1	1	0	0	89
4:30 PM	7	1	8	0	0	0	0	0	0	0	0	0	0	104
4:45 PM	29	0	29	0	0	0	0	0	0	0	0	0	0	119
5:00 PM	31	2	33	0	1	1	0	0	0	1	1	0	0	157
5:15 PM	29	1	30	0	0	0	0	0	0	1	1	0	0	
5:30 PM	18	3	21	0	0	0	0	0	0	2	2	0	0	
5:45 PM	62	2	65	0	1	1	0	0	0	1	1	0	0	
6:00 PM	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	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	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	
7:30 PM	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	
8:00 PM	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	
8:30 PM	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	
9:00 PM	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	
9:30 PM	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	
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	459	16	475	0	3	3	0	0	0	1	9	10	488	

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					

Intersection Traffic Volume Report

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: N Barstow Street
Minor St: PT Driveway
Intersection of: N Barstow Street & PT Driveway



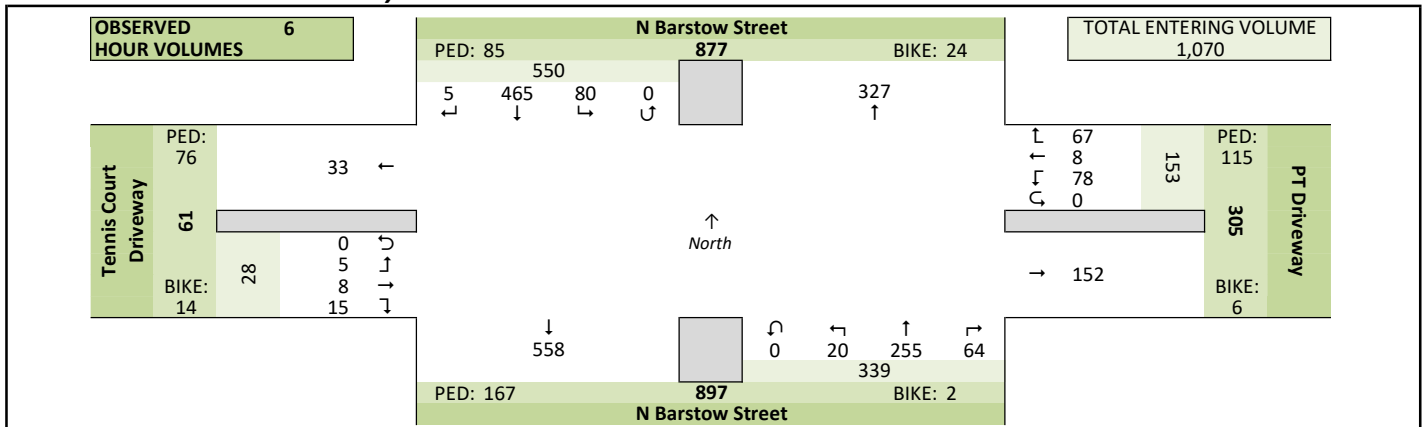
Site Information

Municipality	City of Waukesha		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction		↑
North Leg	N Barstow Street		
East Leg	PT Driveway		
South Leg	N Barstow Street		
West Leg	Tennis Court Driveway		
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		

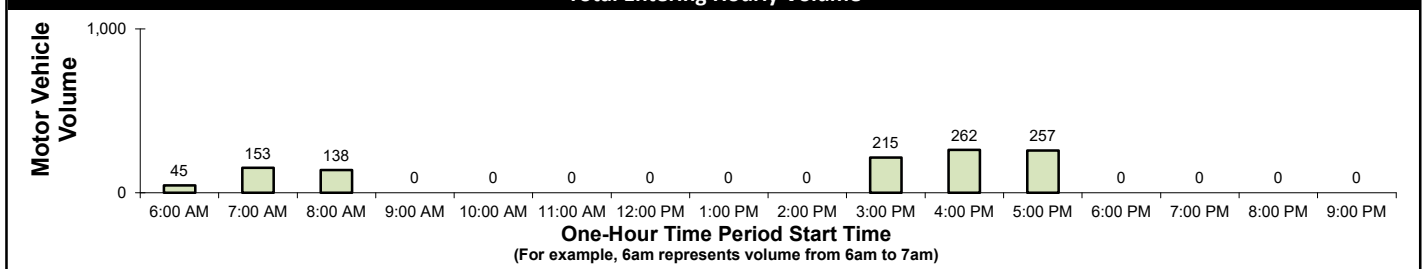
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Tuesday, April 30, 2024		Weather
AM Peak Period	Tuesday, April 30, 2024		Clear & Dry
Midday Peak Period			Clear & Dry
PM Peak Period	Tuesday, April 30, 2024		Clear & Dry
Calculated Peak Hours	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis	AM 7:00-8:00am	MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group	Count Expansion Group		
Daily/Seasonal Adjustment Factor		Count Expansion Factor	
Company Name	GRAEF	Manual Adj.	1.000
Observers	AM Peak Period	GRAEF	
	Midday Peak Period		
	PM Peak Period	GRAEF	
Comments	2021 DOT Daily & Seasonal Factors		

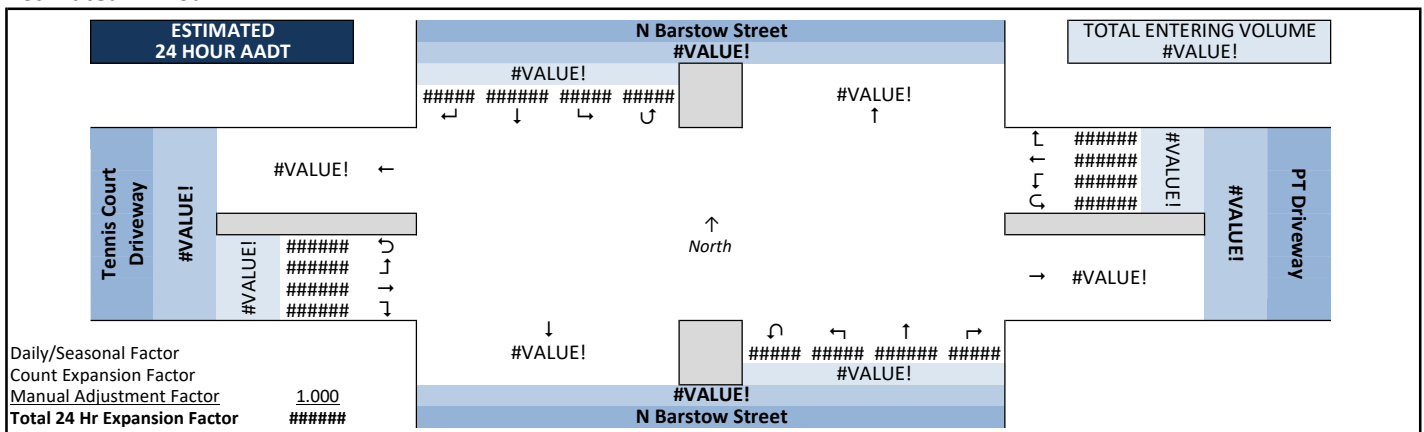
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

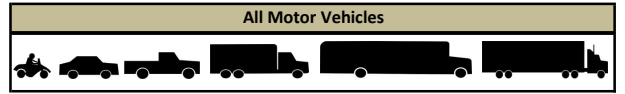


Intersection Traffic Volume Report

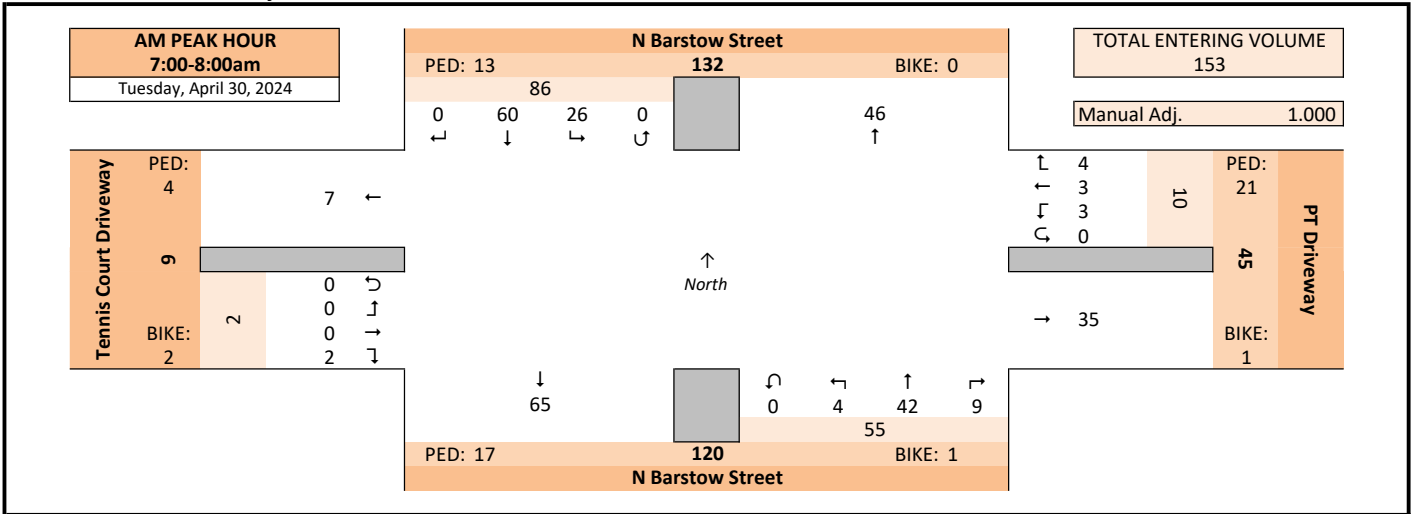
Count Basics		Page 2 of 13	
Start Date:	Tuesday, April 30, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

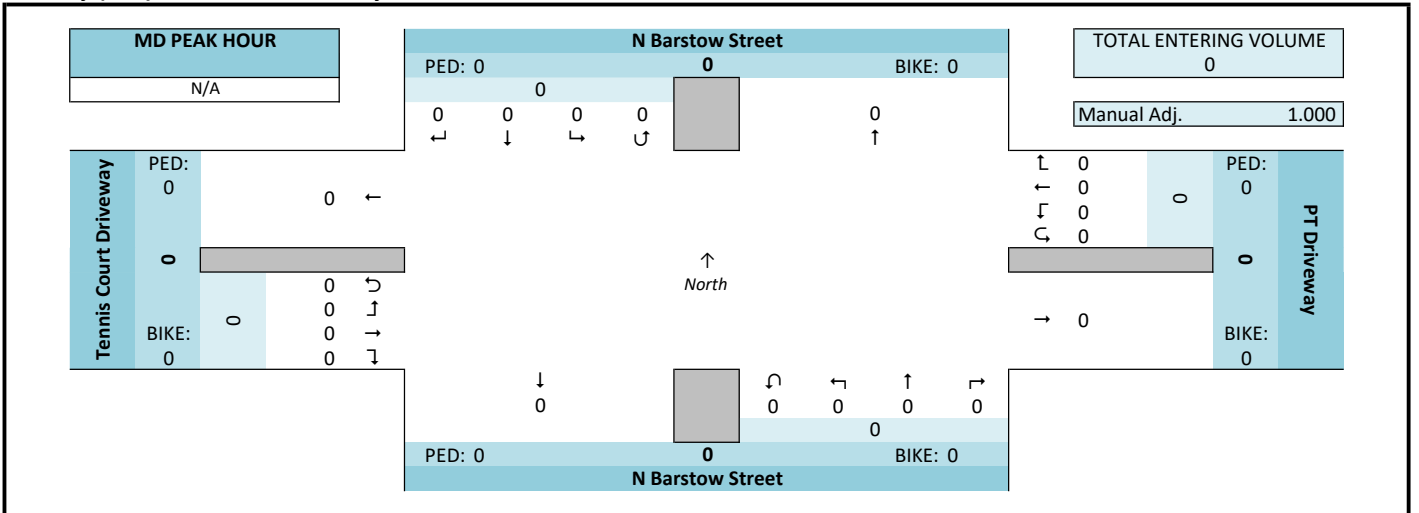
N Barstow Street & PT Driveway



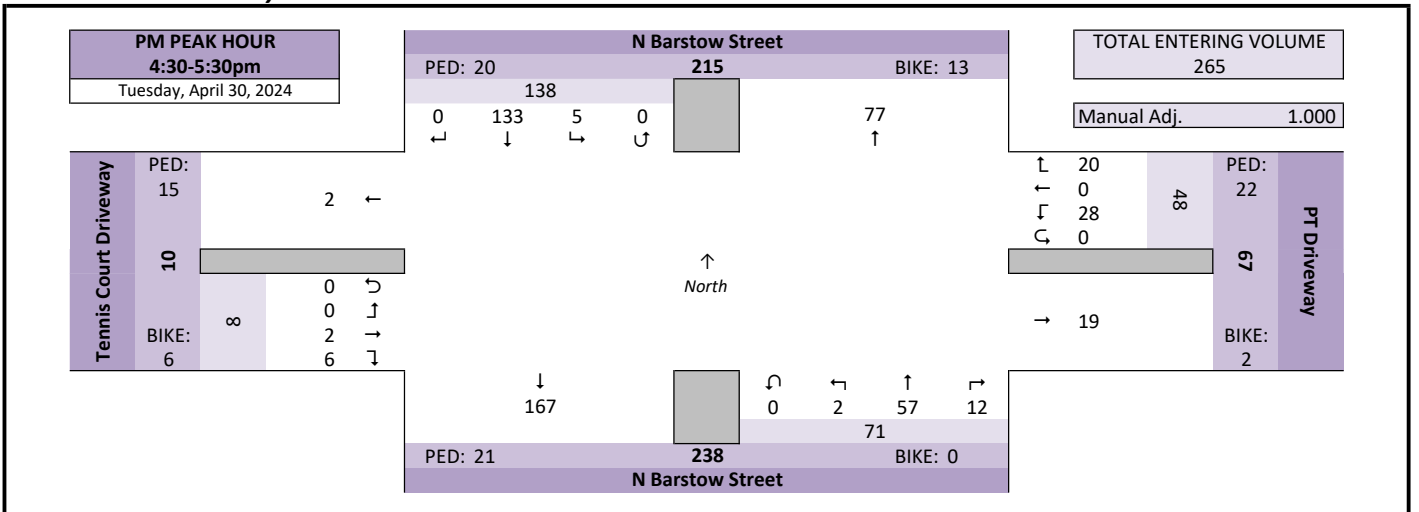
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



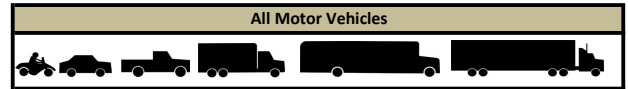
PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

N Barstow Street & PT Driveway



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 30, 2024		From North					From East					From South					From West					Totals
AM Peak Hour		N Barstow Street					PT Driveway					N Barstow Street					Tennis Court Driveway					
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		
7:00 AM	0	13	1	0	14	1	0	1	0	2	2	8	2	0	12	1	0	0	0	1	29	
7:15 AM	0	13	4	0	17	1	1	0	0	2	0	11	0	0	11	0	0	0	0	0	30	
7:30 AM	0	20	6	0	26	1	1	0	0	2	3	12	0	0	15	0	0	0	0	0	43	
7:45 AM	0	14	15	0	29	1	1	2	0	4	4	11	2	0	17	1	0	0	0	1	51	
Peak Hour Volume	0	60	26	0	86	4	3	3	0	10	9	42	4	0	55	2	0	0	0	2	153	
Rounded Hourly Volume	0	60	25	0	85	5	5	5	0	15	10	40	5	0	55	0	0	0	0	0	155	
% Single Unit Trucks	0.0	3.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	
% 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	3.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	
Peak Hour Factor (PHF)	0.00	0.75	0.43	0.00	0.74	1.00	0.75	0.37	0.00	0.62	0.56	0.87	0.50	0.00	0.81	0.50	0.00	0.00	0.00	0.50	0.75	

N/A		From North					From East					From South					From West					Totals
MD Peak Hour		N Barstow Street					PT Driveway					N Barstow Street					Tennis Court Driveway					
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		
12:00 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	
Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% 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	
% 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	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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Tuesday, April 30, 2024		From North					From East					From South					From West					Totals
PM Peak Hour		N Barstow Street					PT Driveway					N Barstow Street					Tennis Court Driveway					
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		
4:30 PM	0	28	0	0	28	6	0	6	0	12	1	22	0	0	23	3	0	0	0	3	66	
4:45 PM	0	40	2	0	42	8	0	5	0	13	2	15	1	0	18	2	2	0	0	4	77	
5:00 PM	0	34	1	0	35	4	0	11	0	15	4	13	1	0	18	1	0	0	0	1	69	
5:15 PM	0	31	2	0	33	2	0	6	0	8	5	7	0	0	12	0	0	0	0	0	53	
Peak Hour Volume	0	133	5	0	138	20	0	28	0	48	12	57	2	0	71	6	2	0	0	8	265	
Rounded Hourly Volume	0	135	5	0	140	20	0	30	0	50	10	55	0	0	65	5	0	0	0	5	260	
% Single Unit Trucks	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	
% 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	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	
Peak Hour Factor (PHF)	0.00	0.83	0.62	0.00	0.82	0.62	0.00	0.64	0.00	0.80	0.60	0.65	0.50	0.00	0.77	0.50	0.25	0.00	0.00	0.50	0.86	

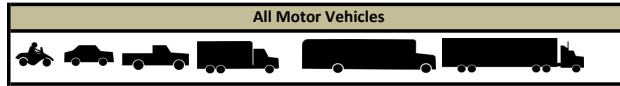
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		N Barstow Street			PT Driveway			N Barstow Street			Tennis Court Driveway			
15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
7:00 AM	2	0	2	4	1	5	1	0	1	0	0	0	8	
7:15 AM	0	0	0	2	0	2	1	1	2	1	1	2	6	
7:30 AM	2	0	2	5	0	5	6	0	6	2	0	2	15	
7:45 AM	9	0	9	10	0	10	9	0	9	1	1	2	30	
Total	13	0	13	21	1	22	17	1	18	4	2	6	59	
12:00 PM	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	
12:30 PM	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	7	0	7	6	0	6	7	0	7	0	0	0	20	
4:45 PM	5	4	9	5	0	5	9	0	9	5	0	5	28	
5:00 PM	2	4	6	9	1	10	3	0	3	8	2	10	29	
5:15 PM	6	5	11	2	1	3	2	0	2	2	4	6	22	
Total	20	13	33	22	2	24	21	0	21	15	6	21	99	

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

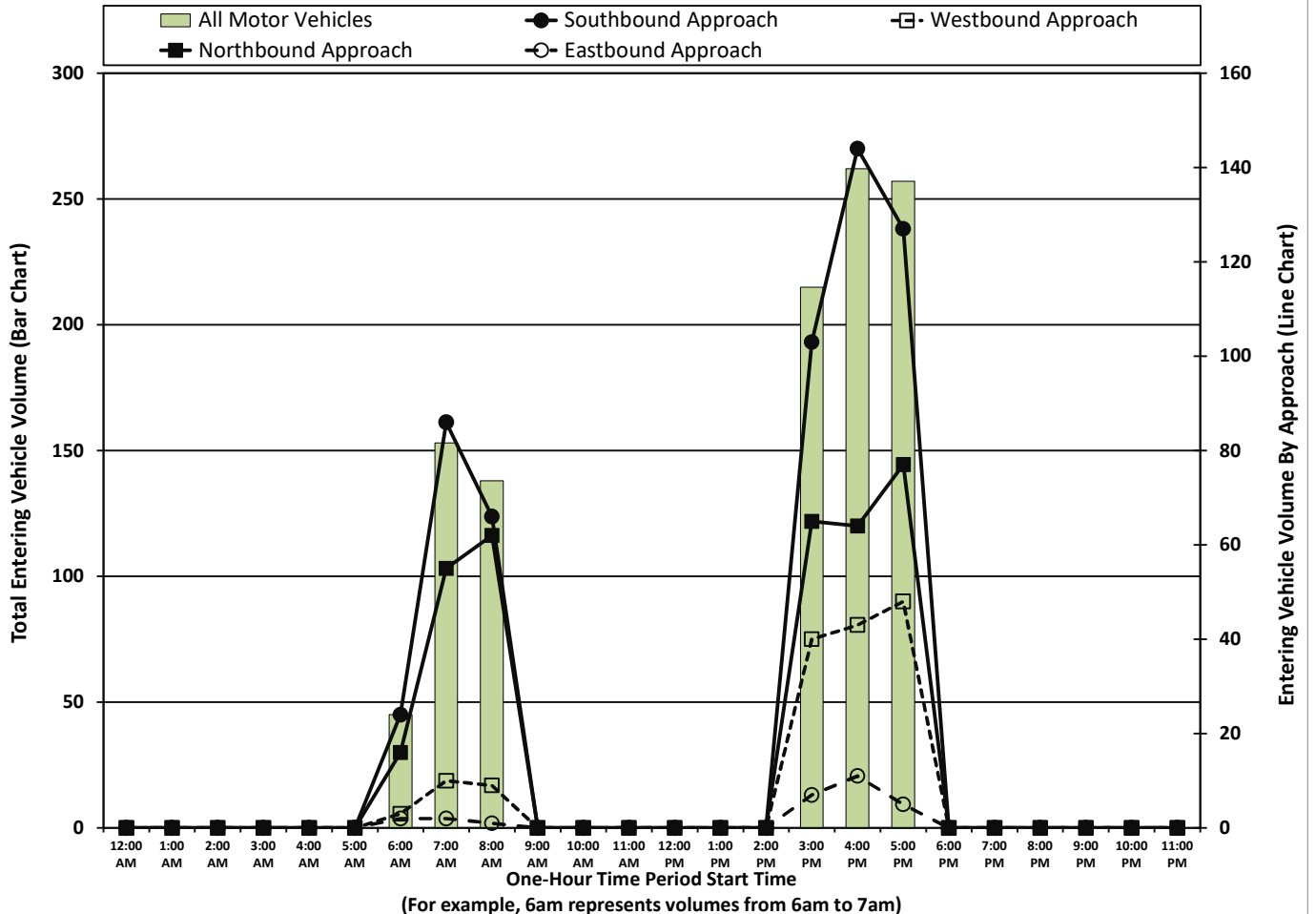
N Barstow Street & PT Driveway



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals			
	N Barstow Street					PT Driveway					N Barstow Street					Tennis Court Driveway									
	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																									
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
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
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
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
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
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
AM																									
6:00 AM	0	20	4	0	24	0	1	2	0	3	2	12	2	0	16	1	1	0	0	2	45	5	40		
7:00 AM	0	60	26	0	86	4	3	3	0	10	9	42	4	0	55	2	0	0	0	2	153	12	141		
8:00 AM	0	47	19	0	66	5	0	4	0	9	18	43	1	0	62	0	1	0	0	1	138	10	128		
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	
MD																									
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	
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	
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	
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	
PM																									
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	
3:00 PM	4	86	13	0	103	17	4	19	0	40	10	46	9	0	65	3	2	2	0	7	215	47	168		
4:00 PM	1	137	6	0	144	24	0	19	0	43	4	57	3	0	64	7	3	1	0	11	262	54	208		
5:00 PM	0	115	12	0	127	17	0	31	0	48	21	55	1	0	77	2	1	2	0	5	257	53	204		
6:00 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	
7:00 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	
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	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	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	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	0	
Totals	5	465	80	0	550	67	8	78	0	153	64	255	20	0	339	15	8	5	0	28	1070	181	889		

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

N Barstow Street & PT Driveway



15-Minute Motor Vehicle Data

15-Minute Time Period	From North				From East				From South				From West				15-Min Totals	Hourly Sum	PHF						
	N Barstow Street				PT Driveway				N Barstow Street				Tennis Court Driveway												
	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	3	1	0	4	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	45	0.70
6:15 AM	0	2	1	0	3	0	0	0	0	0	6	0	0	6	1	0	0	0	0	0	0	1	10	69	0.59
6:30 AM	0	7	2	0	9	0	0	1	0	1	1	2	2	5	0	1	0	0	0	0	0	1	16	89	0.74
6:45 AM	0	8	0	0	8	0	1	1	0	2	1	3	0	4	0	0	0	0	0	0	0	0	14	116	0.67
7:00 AM	0	13	1	0	14	1	0	1	0	2	2	8	2	12	1	0	0	0	0	0	0	1	29	153	0.75
7:15 AM	0	13	4	0	17	1	1	0	0	2	0	11	0	11	0	0	0	0	0	0	0	0	30	169	0.83
7:30 AM	0	20	6	0	26	1	1	0	0	2	3	12	0	15	0	0	0	0	0	0	0	0	43	174	0.85
7:45 AM	0	14	15	0	29	1	1	2	0	4	4	11	2	17	1	0	0	0	0	0	0	1	51	160	0.78
8:00 AM	0	14	8	0	22	1	0	0	0	1	7	14	1	22	0	0	0	0	0	0	0	0	45	138	0.77
8:15 AM	0	16	4	0	20	2	0	1	0	3	4	8	0	12	0	0	0	0	0	0	0	0	35		
8:30 AM	0	6	2	0	8	2	0	1	0	3	4	14	0	18	0	0	0	0	0	0	0	0	29		
8:45 AM	0	11	5	0	16	0	0	2	0	2	3	7	0	10	0	1	0	0	0	0	0	1	29		
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		
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		
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		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
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		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
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		
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		
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		
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		
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		
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		
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		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
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		
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		
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		
3:00 PM	0	24	2	0	26	5	1	6	0	12	1	15	3	19	1	0	0	0	0	0	0	1	58	215	0.90
3:15 PM	2	14	2	0	18	2	0	4	0	6	1	13	1	15	1	1	0	0	0	0	0	2	41	221	0.86
3:30 PM	1	21	6	0	28	6	1	3	0	10	5	9	2	16	0	0	0	2	0	0	0	2	56	235	0.92
3:45 PM	1	27	3	0	31	4	2	6	0	12	3	9	3	15	1	1	0	0	0	0	0	2	60	245	0.93
4:00 PM	1	37	3	0	41	5	0	3	0	8	0	14	0	14	1	0	0	0	0	0	0	1	64	262	0.85
4:15 PM	0	32	1	0	33	5	0	5	0	10	1	6	2	9	1	1	1	0	0	0	0	3	55	267	0.87
4:30 PM	0	28	0	0	28	6	0	6	0	12	1	22	0	23	3	0	0	0	0	0	0	3	66	265	0.86
4:45 PM	0	40	2	0	42	8	0	5	0	13	2	15	1	18	2	2	0	0	0	0	0	4	77	257	0.83
5:00 PM	0	34	1	0	35	4	0	11	0	15	4	13	1	18	1	0	0	0	0	0	1	69	257	0.83	
5:15 PM	0	31	2	0	33	2	0	6	0	8	5	7	0	12	0	0	0	0	0	0	0	0	53		
5:30 PM	0	23	6	0	29	6	0	6	0	12	3	13	0	16	0	1	0	0	0	0	0	1	58		
5:45 PM	0	27																							

Intersection Traffic Volume Report

15-Minute Automobile Data

N Barstow Street & PT Driveway



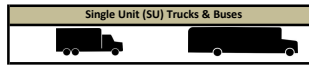
15-Minute Automobile Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum			
	N Barstow Street					PT Driveway					N Barstow Street					Tennis Court Driveway									
	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	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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
6:00 AM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	45
6:15 AM	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	1	0	0	0	0	0	0	1	10	69
6:30 AM	0	7	2	0	9	0	0	1	0	1	1	2	2	0	5	0	1	0	0	0	0	0	1	16	89
6:45 AM	0	8	0	0	8	0	1	1	0	2	1	3	0	0	4	0	0	0	0	0	0	0	0	14	114
7:00 AM	0	13	1	0	14	1	0	1	0	2	2	8	2	0	12	1	0	0	0	0	0	0	1	29	151
7:15 AM	0	13	4	0	17	1	1	0	0	2	0	11	0	0	11	0	0	0	0	0	0	0	0	30	165
7:30 AM	0	18	6	0	24	1	1	0	0	2	3	12	0	0	15	0	0	0	0	0	0	0	0	41	169
7:45 AM	0	14	15	0	29	1	1	2	0	4	4	11	2	0	17	1	0	0	0	0	0	0	1	51	156
8:00 AM	0	14	8	0	22	1	0	0	0	1	6	13	1	0	20	0	0	0	0	0	0	0	0	43	134
8:15 AM	0	15	4	0	19	2	0	1	0	3	4	8	0	0	12	0	0	0	0	0	0	0	0	34	
8:30 AM	0	6	2	0	8	2	0	1	0	3	4	13	0	0	17	0	0	0	0	0	0	0	0	28	
8:45 AM	0	11	5	0	16	0	0	2	0	2	3	7	0	0	10	0	1	0	0	0	0	0	0	29	
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	
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	
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	
9:45 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	
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	
10:15 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	
10:30 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	
10:45 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	
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	
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	
11:30 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	
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	
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	
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	
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	
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	
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	
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	
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	
1:45 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	
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	
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	
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	
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	
3:00 PM	0	24	2	0	26	5	1	6	0	12	1	15	3	0	19	1	0	0	0	0	0	0	1	58	214
3:15 PM	2	14	2	0	18	2	0	4	0	6	1	13	1	0	15	1	1	0	0	0	0	2	41	217	
3:30 PM	1	20	6	0	27	6	1	3	0	10	5	9	2	0	16	0	0	2	0	0	0	2	55	230	
3:45 PM	1	27	3	0	31	4	2	6	0	12	3	9	3	0	15	1	1	0	0	0	0	2	60	241	
4:00 PM	1	34	3	0	38	5	0	3	0	8	0	14	0	0	14	1	0	0	0	0	0	1	61	258	
4:15 PM	0	31	1	0	32	5	0	5	0	10	1	6	2	0	9	1	1	1	0	0	0	3	54	266	
4:30 PM	0	28	0	0	28	6	0	6	0	12	1	22	0	0	23	3	0	0	0	0	0	3	66	264	
4:45 PM	0	40	2	0	42	8	0	5	0	13	2	15	1	0	18	2	2	0	0	0	4	77	256		
5:00 PM	0	34	1	0	35	4	0	11	0	15	4	13	1	0	18	1	0	0	0	0	1	69	256		
5:15 PM	0	30	2	0	32	2	0	6	0	8	5	7	0	0	12	0	0	0	0	0	0	0	0	52	
5:30 PM	0	23	6	0	29	6	0	6	0	12	3	13	0	0	16	0	1	0	0	0	1	58			
5:45																									

Intersection Traffic Volume Report

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

N Barstow Street & PT Driveway



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

15-Minute Time Period Start Time	From North N Barstow Street					From East PT Driveway					From South N Barstow Street					From West Tennis Court Driveway					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
Totals	0	9	0	0	9	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	12

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period Start Time	From North N Barstow Street					From East PT Driveway					From South N Barstow Street					From West Tennis Court Driveway					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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
MD 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
PM 4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

N Barstow Street & PT Driveway



15-Minute Semi-Truck Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	N Barstow Street					PT Driveway					N Barstow Street					Tennis Court Driveway						
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		
12:00 AM	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	
12:30 AM	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	
1:00 AM	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	
1:30 AM	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	
2:00 AM	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	
2:30 AM	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	
3:00 AM	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	
3:30 AM	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	
4:00 AM	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	
4:30 AM	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	
5:00 AM	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	
5:30 AM	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	
6:00 AM	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	
6:30 AM	0	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	0	
7:00 AM	0	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	0	
7:30 AM	0	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	0	
8:00 AM	0	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	0	
8:30 AM	0	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	0	
9:00 AM	0	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	0	
9:30 AM	0	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	0	
10:00 AM	0	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	0	
10:30 AM	0	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	0	
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	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	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	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	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	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	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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																	

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

N Barstow Street & PT Driveway



15-Minute Pedestrian and Bicyclist Data

Table with columns for 15-Minute Time Period, Start Time, North Approach, East Approach, South Approach, West Approach, and Hourly Totals. Rows are categorized into Pre-AM Peak Period, AM Peak Period, Midday Peak Period, PM Peak Period, and Post PM Peak Period.

Special Pedestrians

Table with columns for Pedestrian Type (Pre-school Children, Elementry School Age Children, Visually Impaired, Elderly/Disabled, Wheelchairs/Electric Scooters, Other) and counts for categories: None, 1 or 2, A Few, Seveal, Many, Unknown.

Intersection Traffic Volume Report



Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: N East Avenue
 Minor St: E College Avenue
 Intersection of: N East Avenue & E College Avenue

IX_ID:

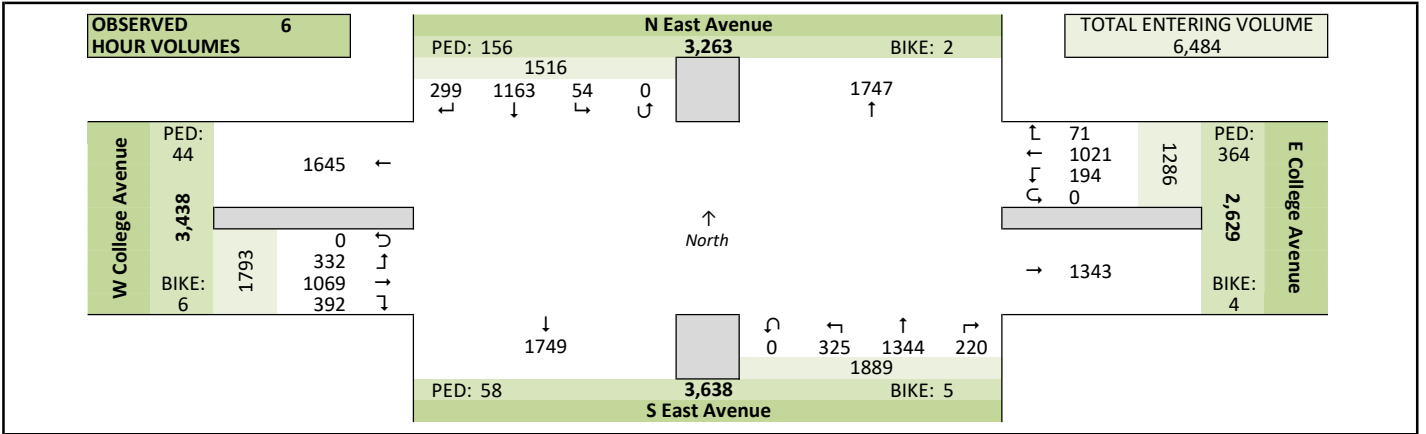
Site Information

Municipality	City of Waukesha		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names	North Direction	↑	
North Leg	N East Avenue		
East Leg	E College Avenue		
South Leg	S East Avenue		
West Leg	W College Avenue		
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		

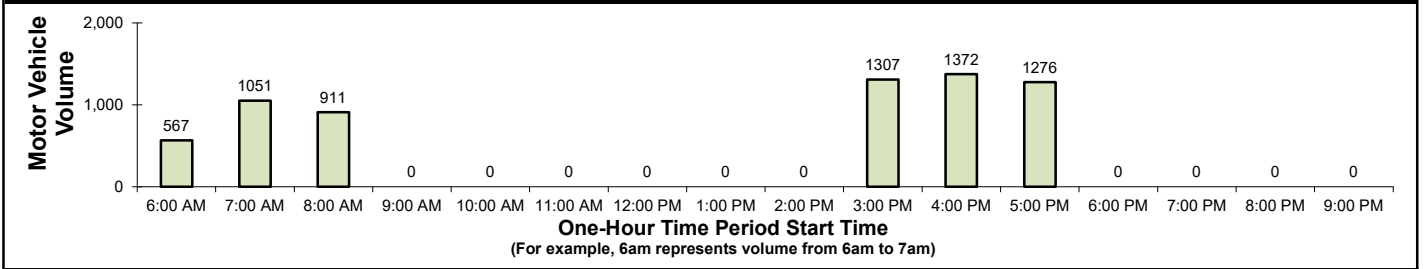
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Tuesday, April 30, 2024	Weather	Clear & Dry
AM Peak Period	Tuesday, April 30, 2024	Clear & Dry	
Midday Peak Period		Clear & Dry	
PM Peak Period	Tuesday, April 30, 2024	Clear & Dry	
Calculated Peak Hours			
AM	7:00-8:00am	MD	PM 4:30-5:30pm
Peak Hours Selected for Analysis			
AM	7:00-8:00am	MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group			
Count Expansion Group			
Daily/Seasonal Adjustment Factor		Count Expansion Factor	
Company Name	GRAEF	Manual Adj.	1.000
Observers	AM Peak Period	GRAEF	
	Midday Peak Period		
	PM Peak Period	GRAEF	
Comments	2021 DOT Daily & Seasonal Factors		

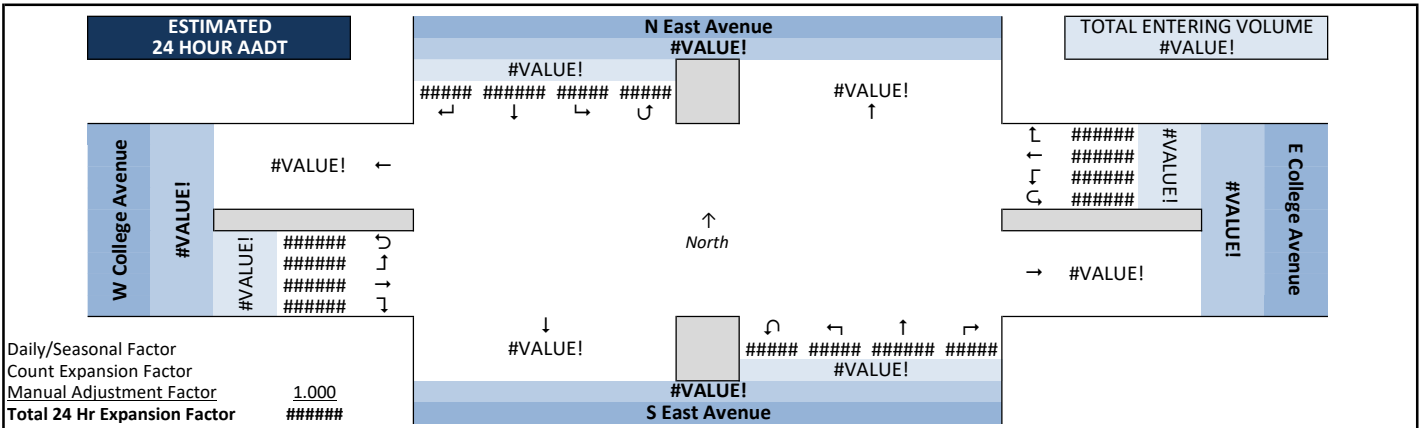
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

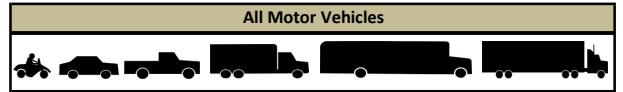


Intersection Traffic Volume Report

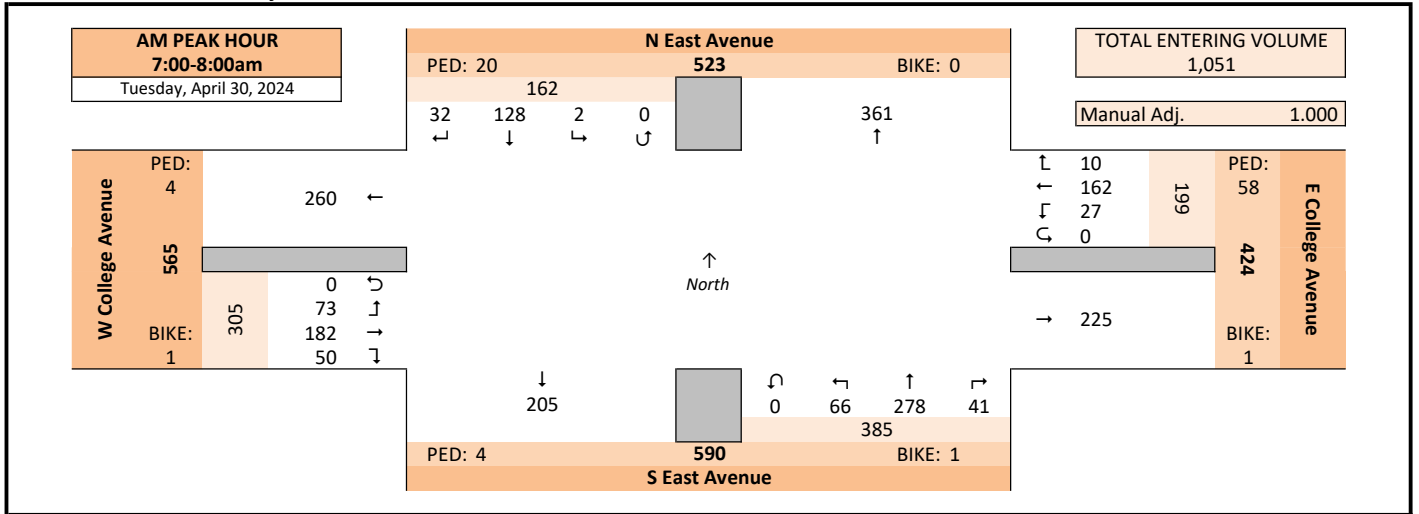
Count Basics		Page 2 of 13	
Start Date:	Tuesday, April 30, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

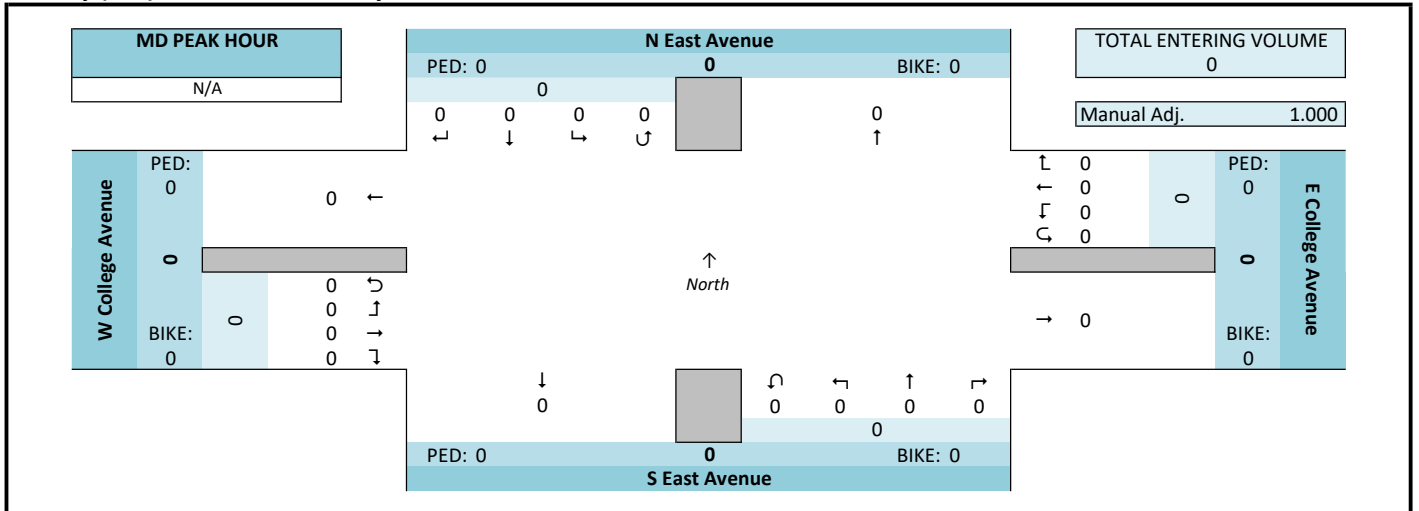
N East Avenue & E College Avenue



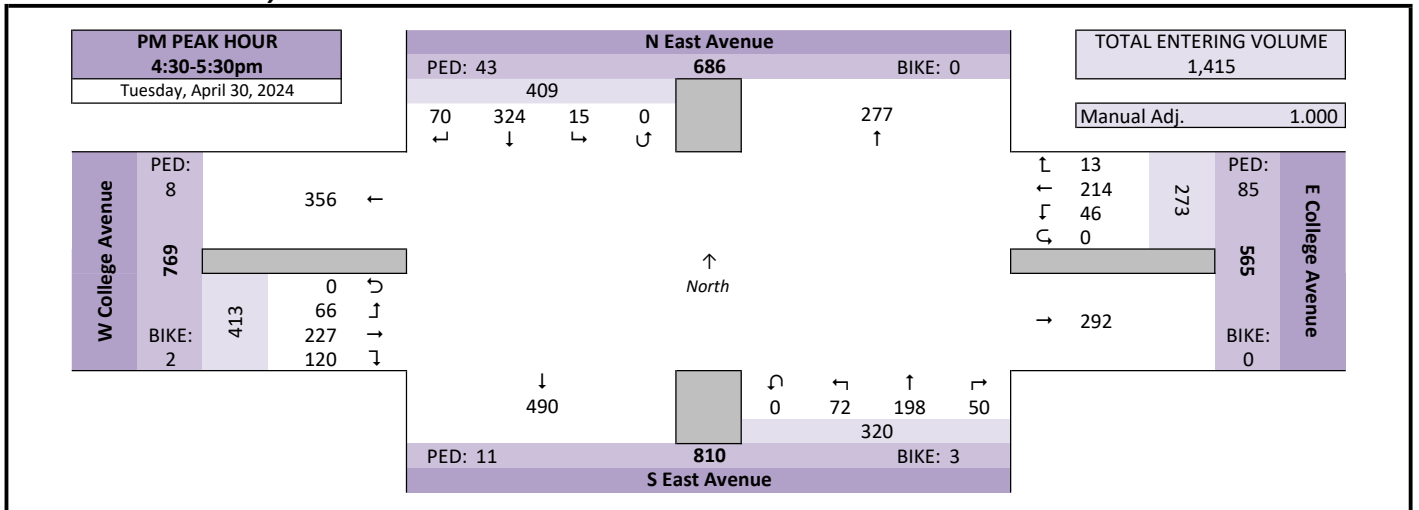
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



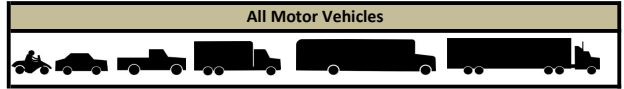
PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

N East Avenue & E College Avenue



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 30, 2024		From North N East Avenue					From East E College Avenue					From South S East Avenue					From West W College Avenue					Totals
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	
AM Peak Hour	Start Time																					
	7:00 AM	9	34	1	0	44	3	44	6	0	53	12	52	18	0	82	9	59	11	0	79	
	7:15 AM	7	53	0	0	60	4	40	8	0	52	12	82	18	0	112	19	48	22	0	89	
	7:30 AM	5	24	0	0	29	0	37	9	0	46	3	71	14	0	88	15	35	20	0	70	
	7:45 AM	11	17	1	0	29	3	41	4	0	48	14	73	16	0	103	7	40	20	0	67	
	Peak Hour Volume	32	128	2	0	162	10	162	27	0	199	41	278	66	0	385	50	182	73	0	305	
	Rounded Hourly Volume	30	130	0	0	160	10	160	25	0	195	40	280	65	0	385	50	180	75	0	305	
	% Single Unit Trucks	9.4	3.1	50.0	0.0	4.9	20.0	1.9	11.1	0.0	4.0	2.4	0.0	1.5	0.0	0.5	0.0	2.7	6.8	0.0	3.3	
	% 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	
	% Trucks (Total)	9.4	3.1	50.0	0.0	4.9	20.0	1.9	11.1	0.0	4.0	2.4	0.0	1.5	0.0	0.5	0.0	2.7	6.8	0.0	3.3	
Peak Hour Factor (PHF)	0.73	0.60	0.50	0.00	0.67	0.62	0.92	0.75	0.00	0.94	0.73	0.85	0.92	0.00	0.86	0.66	0.77	0.83	0.00	0.86		

N/A		From North N East Avenue					From East E College Avenue					From South S East Avenue					From West W College Avenue					Totals
MD 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	
Midday (MD) Peak Hour	Start Time																					
	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	
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% 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	
	% 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	
	% 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	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

Tuesday, April 30, 2024		From North N East Avenue					From East E College Avenue					From South S East Avenue					From West W College Avenue					Totals
PM 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	
PM Peak Hour	Start Time																					
	4:30 PM	12	89	7	0	108	4	56	8	0	68	12	43	15	0	70	31	71	13	0	115	
	4:45 PM	14	79	2	0	95	3	53	9	0	65	6	44	15	0	65	32	56	24	0	112	
	5:00 PM	16	88	4	0	108	4	49	15	0	68	19	58	20	0	97	26	56	16	0	98	
	5:15 PM	28	68	2	0	98	2	56	14	0	72	13	53	22	0	88	31	44	13	0	88	
	Peak Hour Volume	70	324	15	0	409	13	214	46	0	273	50	198	72	0	320	120	227	66	0	413	
	Rounded Hourly Volume	70	325	15	0	410	15	215	45	0	275	50	200	70	0	320	120	225	65	0	410	
	% Single Unit Trucks	2.9	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	2.0	0.5	1.4	0.0	0.9	0.0	0.4	3.0	0.0	0.7	
	% 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	0.8	0.0	0.0	0.0	0.2	
	% Trucks (Total)	2.9	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	2.0	0.5	1.4	0.0	0.9	0.8	0.4	3.0	0.0	1.0	
Peak Hour Factor (PHF)	0.62	0.91	0.54	0.00	0.95	0.81	0.96	0.77	0.00	0.95	0.66	0.85	0.82	0.00	0.82	0.94	0.80	0.69	0.00	0.90		

Peak Hour Pedestrian and Bicyclist Volumes

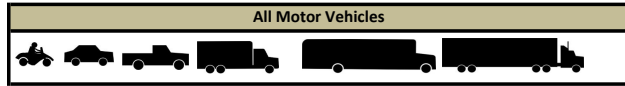
Pedestrians and Bicyclists	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
	North Approach			East Approach			South Approach			West Approach			
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	15-Minute Start Time												
	7:00 AM	1	0	1	2	0	2	1	0	1	0	0	0
	7:15 AM	1	0	1	6	1	7	0	1	1	1	0	1
	7:30 AM	6	0	6	7	0	7	1	0	1	2	0	2
	7:45 AM	12	0	12	43	0	43	2	0	2	1	1	2
	Total	20	0	20	58	1	59	4	1	5	4	1	5
MD	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	6	0	6	17	0	17	3	1	4	1	0	1
	4:45 PM	8	0	8	23	0	23	5	0	5	6	1	7
	5:00 PM	13	0	13	29	0	29	0	1	1	0	1	1
	5:15 PM	16	0	16	16	0	16	3	1	4	1	0	1
	Total	43	0	43	85	0	85	11	3	14	8	2	10

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Count Basics		Page 4 of 13	
Start Date:	Tuesday, April 30, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

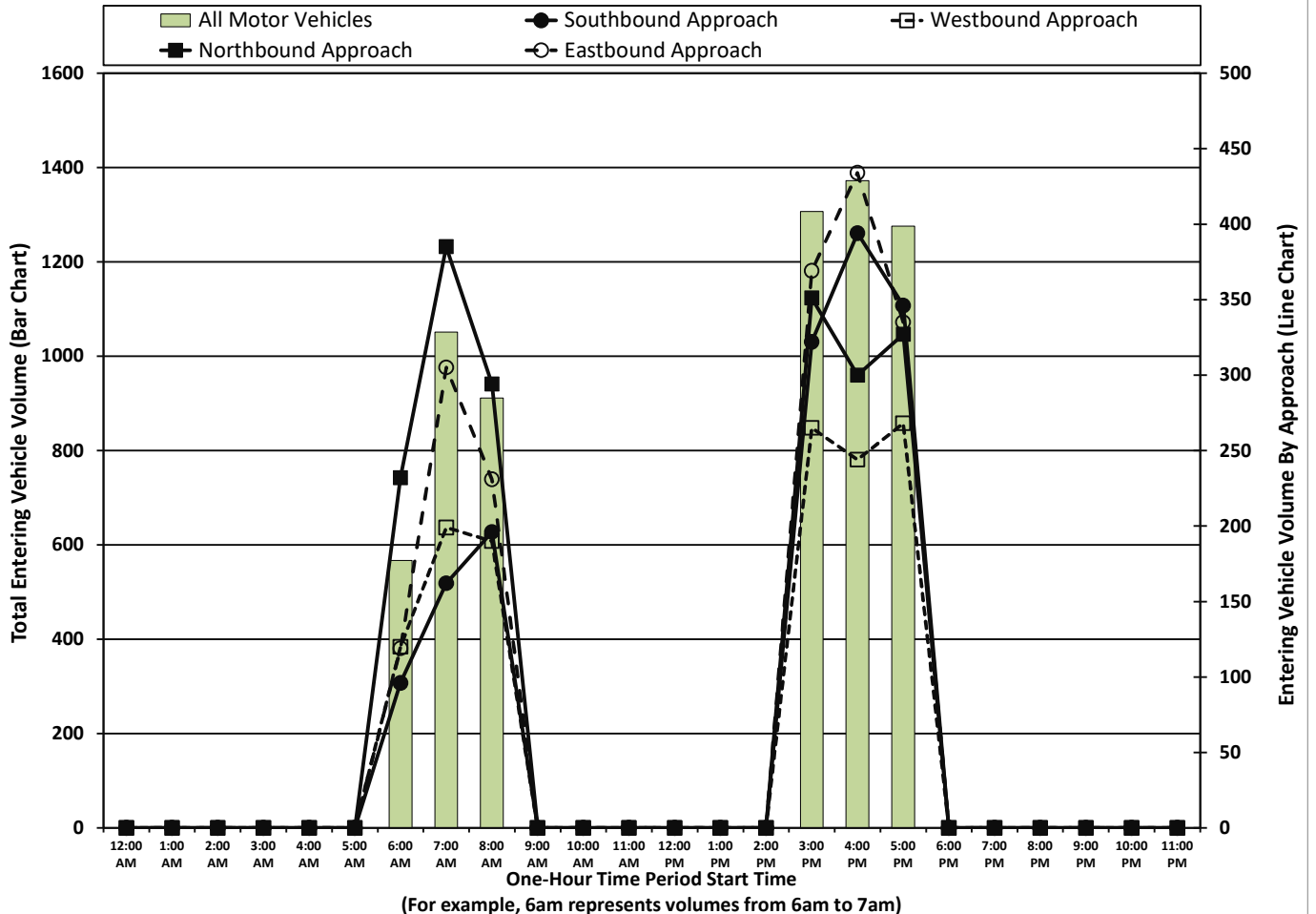
N East Avenue & E College Avenue



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals		
	N East Avenue					E College Avenue					S East Avenue					W College Avenue						E/W	N/S	
	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																					0		0	
12:00 AM																					0		0	
1:00 AM																					0		0	
2:00 AM																					0		0	
3:00 AM																					0		0	
4:00 AM																					0		0	
5:00 AM																					0		0	
AM																					239		328	
6:00 AM	20	74	2	0	96	3	104	13	0	120	22	189	21	0	232	17	85	17	0	119	567	239	328	
7:00 AM	32	128	2	0	162	10	162	27	0	199	41	278	66	0	385	50	182	73	0	305	1051	504	547	
8:00 AM	50	138	8	0	196	15	157	18	0	190	27	227	40	0	294	36	145	50	0	231	911	421	490	
9:00 AM																					0		0	
MD																					0		0	
10:00 AM																					0		0	
11:00 AM																					0		0	
12:00 PM																					0		0	
1:00 PM																					0		0	
PM																					634		673	
2:00 PM																					0		0	
3:00 PM	64	243	15	0	322	16	207	42	0	265	42	239	70	0	351	78	219	72	0	369	1307	634	673	
4:00 PM	62	319	13	0	394	16	182	46	0	244	34	208	58	0	300	118	252	64	0	434	1372	678	694	
5:00 PM	71	261	14	0	346	11	209	48	0	268	54	203	70	0	327	93	186	56	0	335	1276	603	673	
6:00 PM																					0		0	
7:00 PM																					0		0	
8:00 PM																					0		0	
9:00 PM																					0		0	
10:00 PM																					0		0	
11:00 PM																					0		0	
Totals	299	1163	54	0	1516	71	1021	194	0	1286	220	1344	325	0	1889	392	1069	332	0	1793	6484	3079	3405	

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Automobile Data

N East Avenue & E College Avenue



15-Minute Automobile Data

Main data table with columns for 15-Minute Time Period, Direction (From North, From East, From South, From West), and 15-Min Totals. Includes sub-sections for Pre-AM Peak Period, AM Peak Period, Midday Peak Period, and PM Peak Period. Includes a 'Hourly Sum' column on the right.

Peak Hour Automobile Volume Summary

Summary table with columns for Hourly Time Period, Direction (From North, From East, From South, From West), and Total Hourly Volume. Rows for AM 7:00 AM, MD 12:00 PM, and PM 4:30 PM.

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

N East Avenue & E College Avenue



15-Minute Semi-Truck Data

15-Minute Time Period	From North N East Avenue					From East E College Avenue					From South S East Avenue					From West W College Avenue					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						Start Time						Start Time						Start Time						
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	
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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	3
6:15 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	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
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
7:00 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
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
7:30 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	1
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	4
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	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	3	3	3	3	0
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
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
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
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
9:45 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
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
10:15 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
10:30 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
10:45 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
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
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
11:30 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
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
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
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
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
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
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
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
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
1:45 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
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
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
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
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
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	1
4:00 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
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	1	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	0	0	0	1
4:45 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	1
5:00 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	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	1	1	0
5:30 PM																									

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

N East Avenue & E College Avenue

Count Basics			Page 11 of 13		
Start Date:	Tuesday, April 30, 2024	Weekend	Schools in Session		
Total Number of Hours Counted:	6	Non-Holiday	No Special Events		



15-Minute Pedestrian and Bicyclist Data

15-Minute Start Time	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly
	N East Avenue			E College Avenue			S East Avenue			W College Avenue				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
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	
6:00 AM	0	0	0	1	0	1	2	0	2	4	0	4	7	30
6:15 AM	0	0	0	0	0	0	7	0	7	3	0	3	10	27
6:30 AM	3	0	3	1	1	2	1	0	1	0	0	0	6	27
6:45 AM	5	0	5	1	0	1	1	0	1	0	0	0	7	37
7:00 AM	1	0	1	2	0	2	1	0	1	0	0	0	4	89
7:15 AM	1	0	1	6	1	7	0	1	1	1	0	1	10	99
7:30 AM	6	0	6	7	0	7	1	0	1	2	0	2	16	101
7:45 AM	12	0	12	43	0	43	2	0	2	1	1	2	59	96
8:00 AM	7	0	7	7	0	7	0	0	0	0	0	0	14	51
8:15 AM	2	0	2	9	0	9	0	0	0	1	0	1	12	
8:30 AM	4	0	4	7	0	7	0	0	0	0	0	0	11	
8:45 AM	6	0	6	6	0	6	1	0	1	1	0	1	14	
9:00 AM	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	
9:30 AM	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	
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	0	0	0	0	
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	
11:00 AM	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	
11:30 AM	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	
12:00 PM	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	
12:30 PM	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	
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	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	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	
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	0	0	0	0	
3:00 PM	5	1	6	18	0	18	3	0	3	1	0	1	28	157
3:15 PM	13	0	13	14	1	15	0	0	7	0	0	7	35	153
3:30 PM	6	0	6	30	0	30	3	0	3	0	0	0	39	155
3:45 PM	2	0	2	42	0	42	6	0	6	5	0	5	55	144
4:00 PM	3	1	4	17	1	18	0	0	0	1	1	2	24	132
4:15 PM	3	0	3	21	0	21	10	0	10	3	0	3	37	152
4:30 PM	6	0	6	17	0	17	3	1	4	1	0	1	28	152
4:45 PM	8	0	8	23	0	23	5	0	5	6	1	7	43	160
5:00 PM	13	0	13	29	0	29	0	1	1	0	1	1	44	180
5:15 PM	16	0	16	16	0	16	3	1	4	1	0	1	37	
5:30 PM	11	0	11	19	0	19	3	0	3	1	2	3	36	
5:45 PM	23	0	23	28	0	28	6	1	7	5	0	5	63	
6:00 PM	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	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	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	
7:30 PM	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	
8:00 PM	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	
8:30 PM	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	
9:00 PM	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	
9:30 PM	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	
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	156	2	158	364	4	368	58	5	63	44	6	50	639	

Special Pedestrians

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

Intersection Traffic Volume Report

Base Information, Observed (4.5) Hour and Estimated (24) Hour Volume Summaries

Major St: N East Avenue
 Minor St: McCall Street
 Intersection of: N East Avenue & McCall Street



IX_ID:

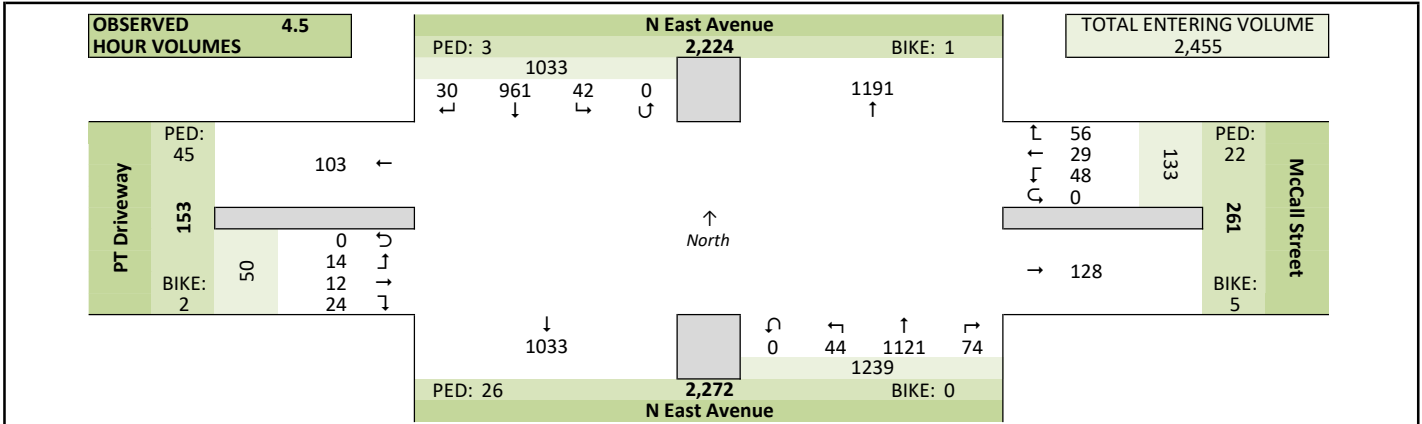
Site Information

Municipality	City of Waukesha	
County	67 - Waukesha	WisDOT Region SE
Traffic Control	Partial Stop Control	
Roadway Names	North Direction	↑
North Leg	N East Avenue	
East Leg	McCall Street	
South Leg	N East Avenue	
West Leg	PT Driveway	
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	None

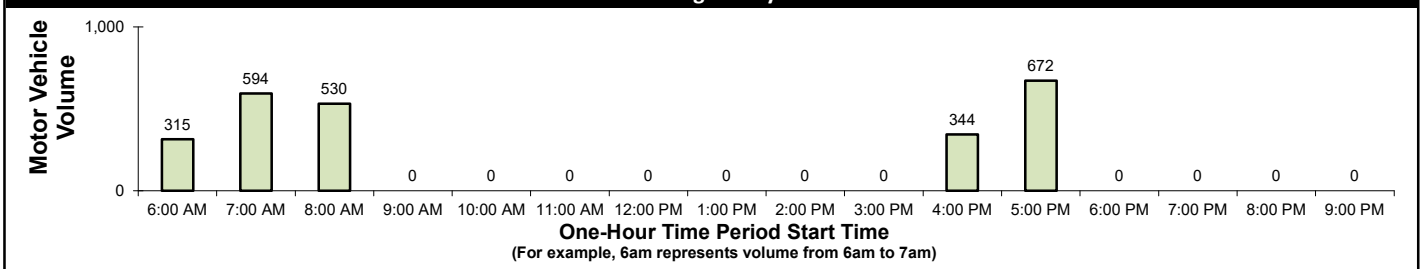
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 04:30 PM-06:00 PM		
1st Day of Count	Monday, April 29, 2024	Weather	
AM Peak Period	Tuesday, April 30, 2024	Clear & Dry	
Midday Peak Period		Clear & Dry	
PM Peak Period	Monday, April 29, 2024	Clear & Dry	
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 4:45-5:45pm
Peak Hours Selected for Analysis			
	AM 7:00-8:00am	MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group			
Count Expansion Group			
Daily/Seasonal Adjustment Factor		Count Expansion Factor	
Company Name	GRAEF	Manual Adj.	1.000
Observers	AM Peak Period	GRAEF	
	Midday Peak Period		
	PM Peak Period	GRAEF	
Comments	2021 DOT Daily & Seasonal Factors		

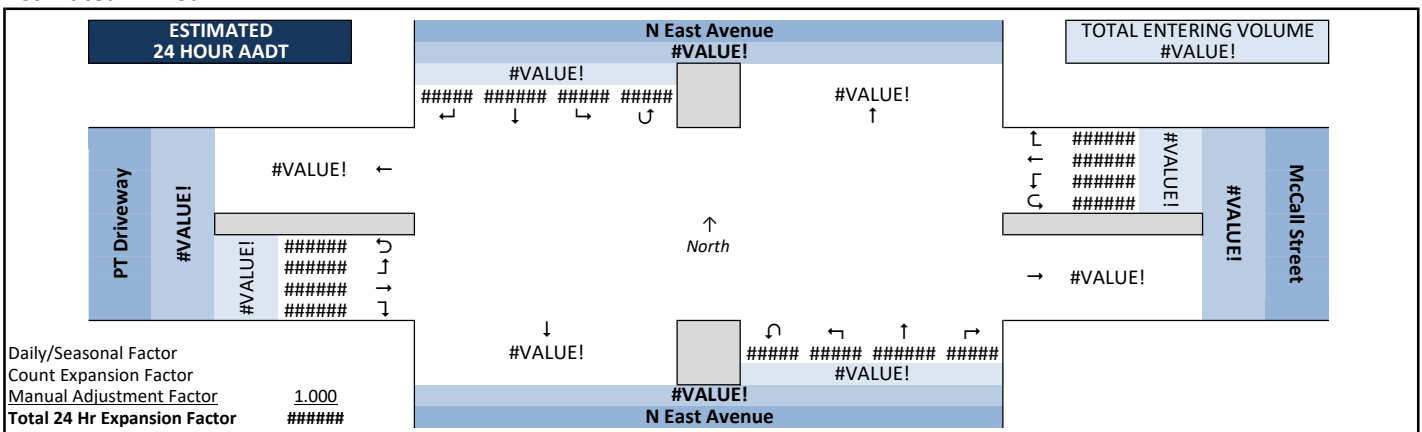
Observed 4.5 Hour Volume Summary



Total Entering Hourly Volume



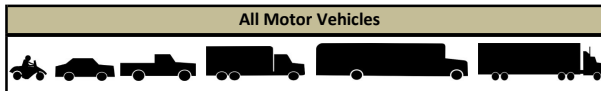
Estimated 24 Hour AADT



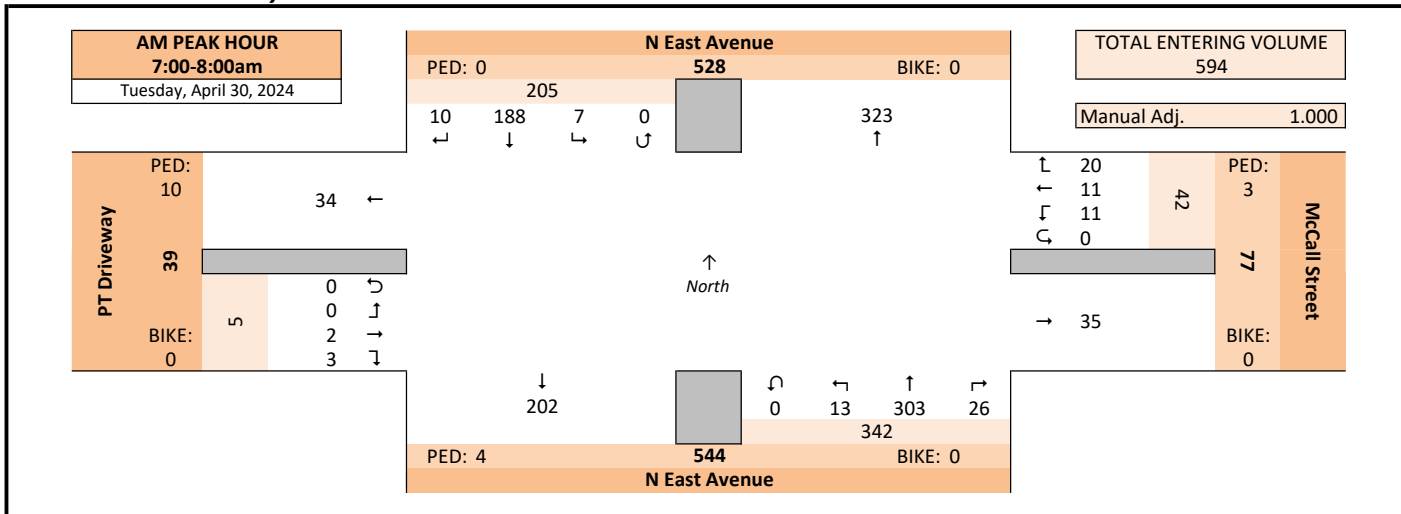
Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

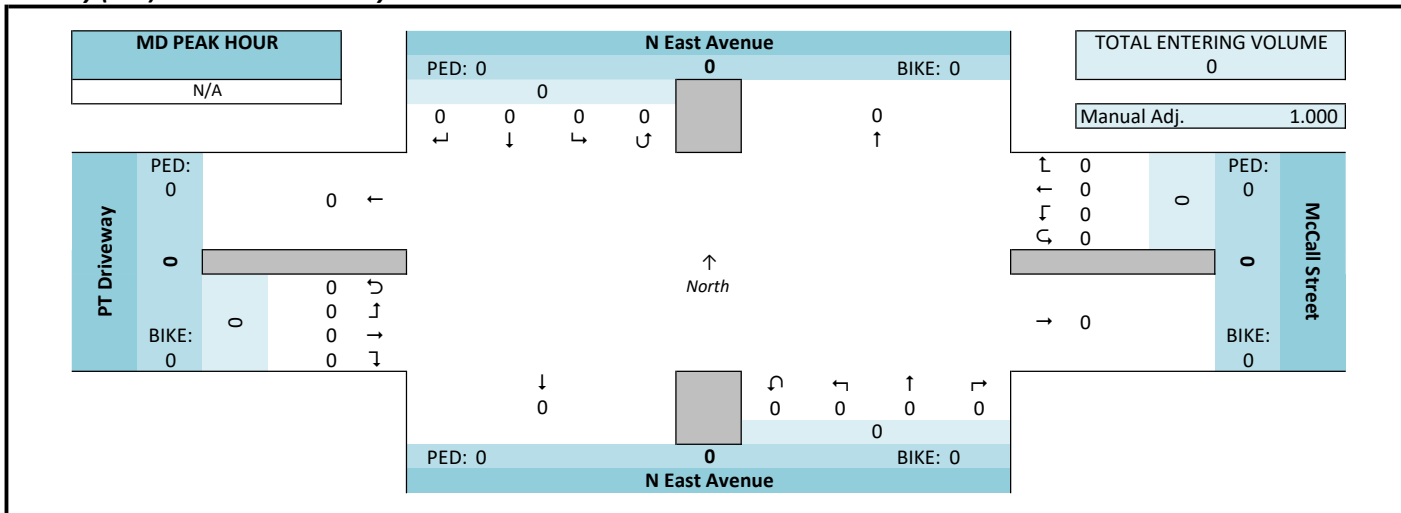
N East Avenue & McCall Street



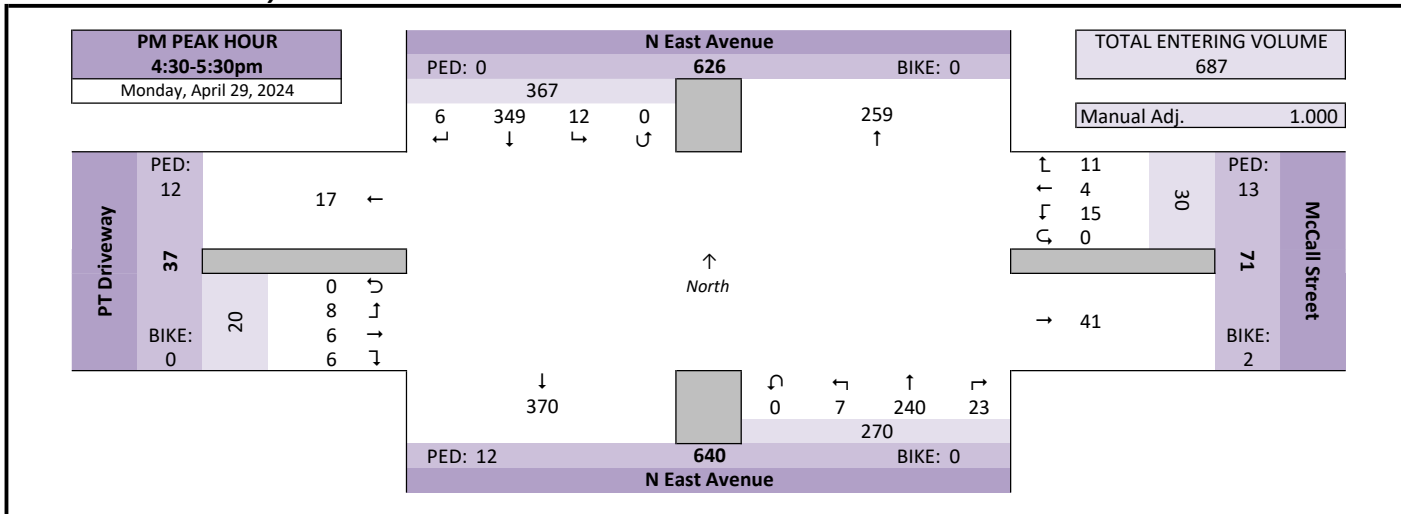
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

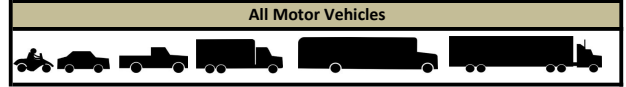


Intersection Traffic Volume Report

Peak Hour Volume Summary

N East Avenue & McCall Street

Count Basics			Page 3 of 13
Start Date:	Monday, April 29, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 30, 2024		From North N East Avenue					From East McCall Street					From South N East Avenue					From West PT Driveway					Totals
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		
Start Time	7:00 AM	0	46	2	0	48	2	0	4	0	6	3	56	1	0	60	1	1	0	0	2	116
	7:15 AM	4	62	3	0	69	11	0	3	0	14	8	90	1	0	99	1	1	0	0	2	184
	7:30 AM	2	39	1	0	42	5	1	2	0	8	9	85	1	0	95	0	0	0	0	0	145
	7:45 AM	4	41	1	0	46	2	10	2	0	14	6	72	10	0	88	1	0	0	0	1	149
	Peak Hour Volume	10	188	7	0	205	20	11	11	0	42	26	303	13	0	342	3	2	0	0	5	594
	Rounded Hourly Volume	10	190	5	0	205	20	10	10	0	40	25	305	15	0	345	5	0	0	0	5	595
	% Single Unit Trucks	0.0	5.3	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	11.5	6.3	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	5.4
	% 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	5.3	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	11.5	6.3	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	5.4
	Peak Hour Factor (PHF)	0.62	0.76	0.58	0.00	0.74	0.45	0.27	0.69	0.00	0.75	0.72	0.84	0.32	0.00	0.86	0.75	0.50	0.00	0.00	0.62	0.81

N/A		From North N East Avenue					From East McCall Street					From South N East Avenue					From West PT Driveway					Totals
MD 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		
Start Time	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
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% 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
	% 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	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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, April 29, 2024		From North N East Avenue					From East McCall Street					From South N East Avenue					From West PT Driveway					Totals
PM 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		
Start Time	4:30 PM	2	82	3	0	87	3	1	4	0	8	6	62	2	0	70	2	2	2	0	6	171
	4:45 PM	1	91	2	0	94	1	1	5	0	7	6	58	1	0	65	3	2	2	0	7	173
	5:00 PM	1	100	4	0	105	3	2	4	0	9	7	58	1	0	66	1	1	3	0	5	185
	5:15 PM	2	76	3	0	81	4	0	2	0	6	4	62	3	0	69	0	1	1	0	2	158
	Peak Hour Volume	6	349	12	0	367	11	4	15	0	30	23	240	7	0	270	6	6	8	0	20	687
	Rounded Hourly Volume	5	350	10	0	365	10	5	15	0	30	25	240	5	0	270	5	5	10	0	20	685
	% Single Unit Trucks	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	4.3	3.3	0.0	0.0	3.3	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
	% Trucks (Total)	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	4.3	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	1.9
	Peak Hour Factor (PHF)	0.75	0.87	0.75	0.00	0.87	0.69	0.50	0.75	0.00	0.83	0.82	0.97	0.58	0.00	0.96	0.50	0.75	0.67	0.00	0.71	0.93

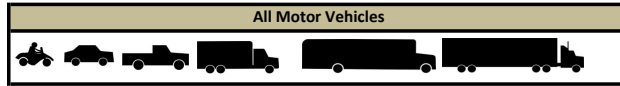
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach N East Avenue			Crossing East Approach McCall Street			Crossing South Approach N East Avenue			Crossing West Approach PT Driveway			Total Ped & Bike Volume
		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	1	0	1	1
	7:15 AM	0	0	0	2	0	2	1	0	1	2	0	2	5
	7:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
	7:45 AM	0	0	0	1	0	1	3	0	3	5	0	5	9
	Total	0	0	0	3	0	3	4	0	4	10	0	10	17
MD	12:00 PM	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
	12:30 PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	3	1	4	3	0	3	3	0	3	10
	4:45 PM	0	0	0	8	0	8	4	0	4	1	0	1	13
	5:00 PM	0	0	0	0	0	0	0	0	0	6	0	6	6
	5:15 PM	0	0	0	2	1	3	5	0	5	2	0	2	10
	Total	0	0	0	13	2	15	12	0	12	12	0	12	39

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

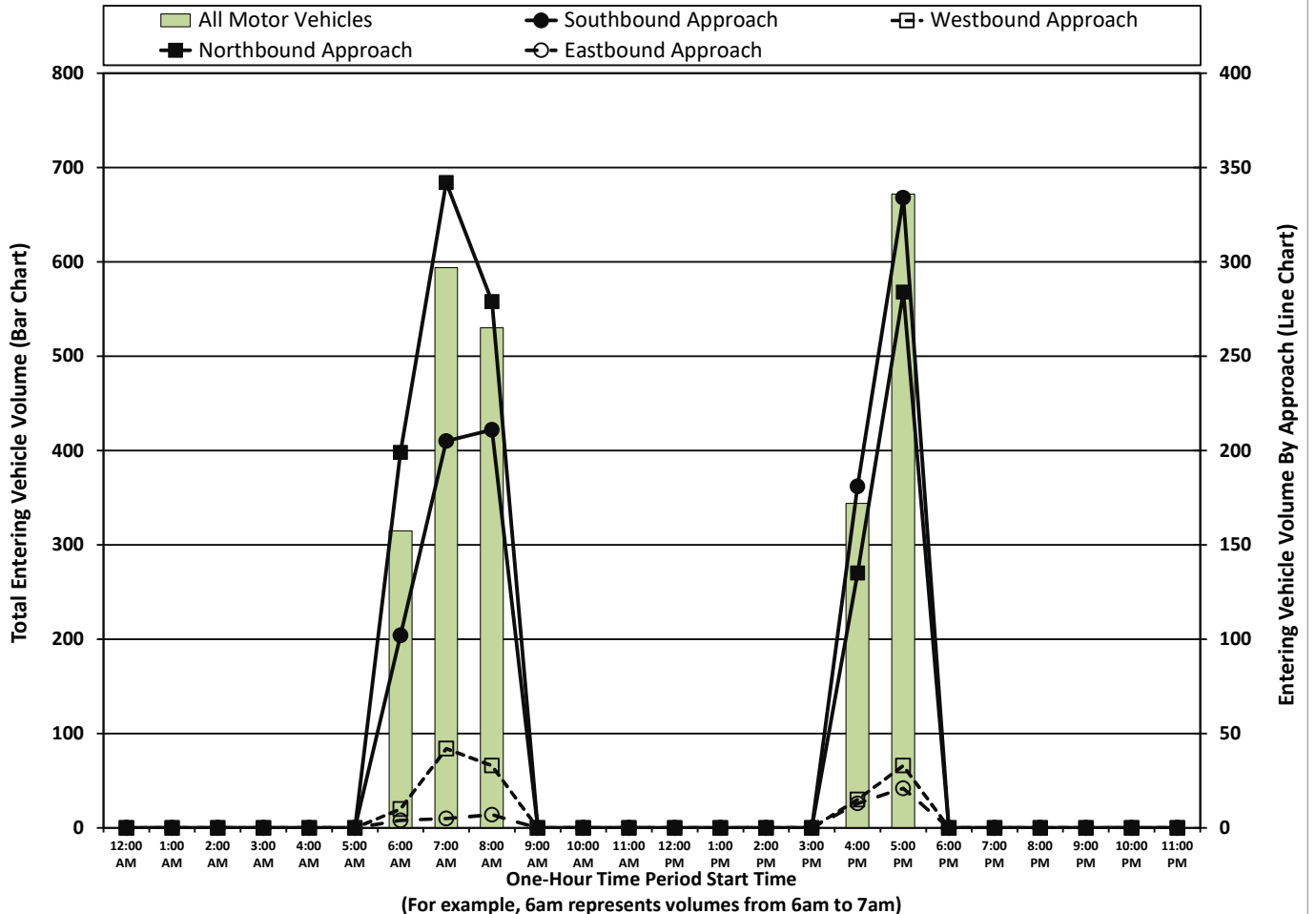
N East Avenue & McCall Street



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals			
	N East Avenue					McCall Street					N East Avenue					PT Driveway									
	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	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
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
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
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
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
6:00 AM	0	99	3	0	102	3	2	5	0	10	5	192	2	0	199	2	1	1	0	4	315	14	301		
7:00 AM	10	188	7	0	205	20	11	11	0	42	26	303	13	0	342	3	2	0	0	5	594	47	547		
8:00 AM	10	192	9	0	211	15	9	9	0	33	9	260	10	0	279	5	2	0	0	7	530	40	490		
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	
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	
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	
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	
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	
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	
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	0	0	
4:00 PM	3	173	5	0	181	4	2	9	0	15	12	120	3	0	135	5	4	4	0	13	344	28	316		
5:00 PM	7	309	18	0	334	14	5	14	0	33	22	246	16	0	284	9	3	9	0	21	672	54	618		
6:00 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	
7:00 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	
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	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	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	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	0	
Totals	30	961	42	0	1033	56	29	48	0	133	74	1121	44	0	1239	24	12	14	0	50	2455	183	2272		

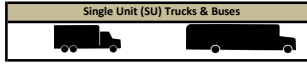
Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

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

N East Avenue & McCall Street



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

15-Minute Time Period	From North N East Avenue					From East McCall Street					From South N East Avenue					From West PT Driveway					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																								
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	
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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	16
6:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	5	21
6:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	26
6:45 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	9	39
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	5	32	
7:15 AM	0	2	0	0	2	0	0	0	0	0	2	6	0	8	0	0	0	0	0	0	0	0	10	34	
7:30 AM	0	3	0	0	3	0	0	0	0	0	1	11	0	12	0	0	0	0	0	0	0	0	15	41	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	35	
8:00 AM	0	1	2	0	3	1	0	0	0	1	1	2	0	3	0	0	0	0	0	0	0	0	7	36	
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	11	1	12	0	0	0	0	0	0	0	0	17	0	
8:30 AM	0	1	0	0	1	1	0	0	0	1	0	7	0	7	0	0	0	0	0	0	0	0	9	0	
8:45 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	
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
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
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
9:45 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
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
10:15 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
10:30 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
10:45 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
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
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
11:30 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
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
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
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
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
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
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
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
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
1:45 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
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
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
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
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
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	0	0	0
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
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
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
4:00 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
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
4:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	13	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	15	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	3	13	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0
5:30 PM	0	1	0	0																					

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

N East Avenue & McCall Street



15-Minute Semi-Truck Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum		
	N East Avenue					McCall Street					N East Avenue					PT Driveway								
	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	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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
7:00 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
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
7:30 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
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
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
8:15 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
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
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
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
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
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
9:45 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
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
10:15 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
10:30 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
10:45 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
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
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
11:30 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
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
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
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
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
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
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
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
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
1:45 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
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
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
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
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
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	0	0
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
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
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
4:00 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
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
4:30 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
4:45 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
5:00 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
5:15 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
5:30 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
5:45 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
6:00 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
6:15 PM	0	0	0	0</																				

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

N East Avenue & McCall Street



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North N East Avenue					From East McCall Street					From South N East Avenue					From West PT Driveway					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																						
12:15 AM																						
12:30 AM																						
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6:30 AM																					26	
6:45 AM																					39	
7:00 AM																					32	
7:15 AM																					34	
7:30 AM																					41	
7:45 AM																					35	
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10:30 PM																						
10:45 PM																						
11:00 PM																						
11:15 PM																						
11:30 PM																						
11:45 PM																						
Totals	0	31	2	0	33	2	0	0	0	2	6	62	1	0	69	0	0	0	0	0	104	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North N East Avenue					From East McCall Street					From South N East Avenue					From West PT Driveway					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	10	0	0	10	0	0	0	0	0	3	19	0	0	22	0	0	0	0	0	0	0	0	0	0	32
MD 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
PM 4:30 PM	0	4	0	0	4	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	13

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Monday, April 29, 2024	Weekday	Schools in Session
Total Number of Hours Counted:	4.5	Non-Holiday	No Special Events

N East Avenue & McCall Street



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			
	N East Avenue		McCall Street		N East Avenue		PT Driveway						
	Pedestrian	Bicyclist	Pedestrian	Bicyclist	Pedestrian	Bicyclist	Pedestrian	Bicyclist					
12:00 AM	0	0	0	0	0	0	0	0	0				
12:15 AM	0	0	0	0	0	0	0	0	0				
12:30 AM	0	0	0	0	0	0	0	0	0				
12:45 AM	0	0	0	0	0	0	0	0	0				
1:00 AM	0	0	0	0	0	0	0	0	0				
1:15 AM	0	0	0	0	0	0	0	0	0				
1:30 AM	0	0	0	0	0	0	0	0	0				
1:45 AM	0	0	0	0	0	0	0	0	0				
2:00 AM	0	0	0	0	0	0	0	0	0				
2:15 AM	0	0	0	0	0	0	0	0	0				
2:30 AM	0	0	0	0	0	0	0	0	0				
2:45 AM	0	0	0	0	0	0	0	0	0				
3:00 AM	0	0	0	0	0	0	0	0	0				
3:15 AM	0	0	0	0	0	0	0	0	0				
3:30 AM	0	0	0	0	0	0	0	0	0				
3:45 AM	0	0	0	0	0	0	0	0	0				
4:00 AM	0	0	0	0	0	0	0	0	0				
4:15 AM	0	0	0	0	0	0	0	0	0				
4:30 AM	0	0	0	0	0	0	0	0	0				
4:45 AM	0	0	0	0	0	0	0	0	0				
5:00 AM	0	0	0	0	0	0	0	0	0				
5:15 AM	0	0	0	0	0	0	0	0	0				
5:30 AM	0	0	0	0	0	0	0	0	0				
5:45 AM	0	0	0	0	0	0	0	0	0				
6:00 AM	0	0	0	1	0	1	0	0	0	1	5		
6:15 AM	0	0	0	0	0	0	0	1	0	1	5		
6:30 AM	0	0	0	0	1	1	0	0	0	1	9		
6:45 AM	0	0	0	0	0	0	1	1	0	1	10		
7:00 AM	0	0	0	0	0	0	0	1	0	1	17		
7:15 AM	0	0	0	2	0	2	1	2	0	2	24		
7:30 AM	0	0	0	0	0	0	0	2	0	2	23		
7:45 AM	0	0	0	1	0	1	3	5	0	5	26		
8:00 AM	1	0	1	1	0	1	0	6	0	6	23		
8:15 AM	0	0	0	0	0	1	0	1	3	0	4		
8:30 AM	0	0	0	1	0	1	0	3	1	4	5		
8:45 AM	0	0	0	0	0	1	0	1	5	0	6		
9:00 AM	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		
9:30 AM	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		
10:00 AM	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		
10:30 AM	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		
11:00 AM	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		
11:30 AM	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		
12:00 PM	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		
12:30 PM	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		
1:00 PM	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		
1:30 PM	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		
2:00 PM	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		
2:30 PM	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		
3:00 PM	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		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	3	1	4	3	0	3	0	3	39	
4:45 PM	0	0	0	8	0	8	4	0	4	1	0	1	13
5:00 PM	0	0	0	0	0	0	0	0	6	0	0	6	6
5:15 PM	0	0	0	2	1	3	5	0	5	2	0	2	10
5:30 PM	2	1	3	1	0	1	1	0	1	0	1	1	6
5:45 PM	0	0	0	2	2	4	6	0	6	4	0	4	14
6:00 PM	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
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	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
7:30 PM	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
8:00 PM	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
8:30 PM	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
9:00 PM	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
9:30 PM	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
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	1	4	22	5	27	26	0	26	45	2	47	104

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					