PUBLIC SAFETY & WELFARE COMMITTEE MEETING AGENDA

WEDNESDAY, SEPTEMBER 04, 2024 AT 5:00 PM

ROOM 0041, LOWER LEVEL, MUNICIPAL BUILDING, 106 JONES STREET, WATERTOWN, WI

Virtual Meeting Info: https://us06web.zoom.us/join Meeting ID: 543 850 6085 Passcode: license One tap mobile +16469313860

https://us06web.zoom.us/j/5438506085?pwd=2BzI5YIFWz8CJhn4zgXM1kDcE0mHoL.1

All public participants' phones will be muted during the meeting except during the public comment period.

1. **CALL TO ORDER**
2. **RECIEVE COMMENTS FROM THE PUBLIC**

   Each individual who would like to address the Committee will be permitted up to three minutes for their comments
3. **APPROVAL OF MINUTES**
   - A. Public Safety minutes from August 7, 2024
4. **BUSINESS**
   - A. Discuss and possible action: Fire Department Fireworks
   - B. Review and take possible action: Stop Sign Request at intersection of Deer Trail and Willow Creek Parkway
   - C. Review and take possible action: Amend Chapter 500-5 of City of Watertown Municipal Code of Ordinances, One Way Streets and Alleys
   - D. Review and take action: Special Event - Freedom Ride
5. **ADJOURN**

Persons requiring other reasonable accommodations for any of the above meetings, may contact the office of the City Clerk at mdunneisen@watertownwi.gov*, phone 920-262-4006*

A quorum of any City of Watertown Council, Committee, Board, Commission, or other body, may be present at this meeting for observing and gathering of information only

PUBLIC SAFETY & WELFARE COMMITTEE

August 7, 2024

5:00 p.m.

1. **CALL TO ORDER**

Members Present	Also in Attendance	Citizens Present
• Dana Davis, Chair • Brad Blanke (virtual joining at 5:12 p.m.) • Steve Board • Eric Schmid	• Andrew Beyer • Chief David Brower • Alder Jonathan Lampe	• Annnette Bliefernicht • Roger Bliefernicht • Meredith Degnew

2.**RECEIVE COMMENTS FROM THE PUBLIC**

There were no comments from the public.

3. **APPROVAL OF MINUTES**

A. Public Safety and Welfare minutes from June 5, 2024

- Public Safety Meeting Notes 6.5.24.pdf (0.03 MB)
- Motion to approve by Board, 2nd by Schmid and passed unanimously.

4. BUSINESS

A. Review and take action: Parking on Front Lawns

- Parking on Front Lawns.pdf (0.09 MB)
- Davis shared information from Mr. Zirbes and explained that this ordinance actually falls under the jurisdiction of the Plan Commission and, if approved by PS&W, would need to be referred to the Plan Commission for review. Lampe spoke in support of this ordinance. He said that using the lawn as a parking lot is happening in his district. Schmid spoke in opposition. Blanke spoke in opposition.
- **MOTION:** Board made a motion to recommend this ordinance to the Plan Commission for review. Motion failed for lack of a second.

I. Review and take action: Special Event – Blocktoberfest

This item was moved up in the agenda upon agreement of the PS&W Committee.

- 2024-22 Application_Redacted.pdf (0.75 MB)
- 2024-22 Map.pdf (0.06 MB)
- Memo re PSW SPECIAL EVENT.pdf (0.05 MB)
- **MOTION**: Motion to approve by Board, 2nd by Davis and approved unanimously.

B. Review and take possible action: Add a "Right Turn Only" sign at the west exit of Berres Brothers Coffee on Air Park Drive

- August 7 Narrative.pdf (1.44 MB)
- **MOTION:** Board made a motion to direct the staff to add the appropriate sign (Right Turn Only? One Way?) at the west exit of Berres Brothers Coffee and West Street, 2nd by Schmid and passed unanimously.

E. Review and take possible action: Carriage Hill Drive Speed Study Results

This item was moved up in the agenda upon agreement of the PS&W Committee.

- 2024.0807_AB_Carriage Hill Traffic Study.pdf (0.09 MB)
- Chicane Sketch.pdf (0.26 MB)
- The Committee discussed the Traffic Study report and the recommendations made by the Engineering Dept.

- **MOTION:** Schmid made a motion to request that Parks, Rec and Forestry work with the Engineering Dept. to plant trees strategically on Carriage Hill Drive, 2nd by Board and passed unanimously.
- **MOTION:** Board made a motion to direct Engineering to investigate the location and cost of bump outs to slow traffic on Carriage Hill Road, 2nd by Davis and approved unanimously.

C. Review and take possible action: Request for pavement marking at intersection of Dayton Street and West Street

- 2024.0807_AB_West Street Striping Request.pdf (0.08 MB)
- Site Map.pdf (0.66 MB)
- 20240715154017.pdf (0.28 MB)
- **MOTION:** Schmid made a motion to approve marking at the intersection of Dayton Street and West Street, 2nd by Davis and passed unanimously.

D. Review and take possible action: Milford Street on-street parking at Grinwald Park

- 2024.0807_AB_Repeal West Side Parking on Milford Street by Grinewald Park.pdf (0.09 MB)
- SITE MAP.pdf (0.87 MB)
- Milford St Park Docs (003).pdf (0.95 MB)
- Grinwald Land Donation.pdf (0.04 MB)
- ORD Repeal Portion of Section 500-9 A Parking Prohibited in Specified Places of City of Watertown General Ordinances - DRAFT.pdf (0.03 MB)
- **MOTION:** Board made a motion to request that Park, Rec and Forestry continue to look for alternative soccer parks with necessary parking that will accommodate the large crowd that gathers on Sundays at Grinwald Park, 2nd by Davis and passed unanimously.

F. Review and take possible action: City of Watertown Fireworks Ordinance

MOTION: Blanke made a motion to table this item until the next meeting to allow time for input from the Fire Chief, Police Chief and an examination of the code. 2nd by Board and passed unanimously.

G. Review and take action: Special Event - Wine Walk

- 2024-20 Application_Redacted.pdf (0.55 MB)
- 2024-20 Map.pdf (0.15 MB)
- Memo re PSW SPECIAL EVENTS.pdf (0.05 MB)
- **MOTION:** Motion to approve by Blanke, seconded by Board and approved unanimously.

H. Review and take action: Special Event - MCL Annual Fundraiser

- 2024-21 Application_Redacted.pdf (0.80 MB)
- 2024-21 Map.pdf (0.06 MB)
- Memo re PSW SPECIAL EVENTS.pdf (0.05 MB)
- **MOTION:** Motion to approve by Blanke and seconded by Board. Motion passed unanimously.

J. Review and take action: Special Event - Watertown Homecoming Parade

- 2024-24 Application_Redacted.pdf (0.36 MB)
- Memo re PSW SPECIAL EVENTS.pdf (0.05 MB)
- **MOTION:** Motion to approve by Board, 2nd by Davis and approved unanimously.

K. Review and take Action: Special Event - YMCA 5K Riverfest Run

- 2024-26 Application.pdf (0.25 MB)

- 2024-26 Map.pdf (0.14 MB)
- Memo re PSW SPECIAL EVENT-2024-26.pdf (0.05 MB)
- **MOTION:** Motion to approve by Blanke, 2nd by Schmid and approved unanimously.

L. Review and Discuss: Special Event - St. Paul's Church Picnic

- 2024-25 Application_Redacted.pdf (0.68 MB)
- 2024-25 Map.pdf (0.07 MB)
- RE_ Aug 18 permit request for St Paul's Episcop....pdf (0.22 MB)

5. **ADJOURN**

There being no additional business to come before the Committee, a motion was made by Schmid to adjourn and seconded by Board. The motion carried unanimously.

THE CITY OF WATERTOWN

MEMO

Fire Department

To: Public Safety and Welfare Committee

From: Fire Chief Reynen

Date: 8/27/2024

Subject: Fireworks Data

Background

We were approached to provide data on fireworks incidents and their impact on the Fire Department.

Budget Goal

Maintains a safe and healthy community, with an eye toward future needs and trends.

Financial Impact

N/A

Recommendation

According to Wisconsin Department of Health Services, in 2021, fireworks related incidents and use as at a high in 2021, and have since decreased. https://www.dhs.wisconsin.gov/injury-prevention/fireworks-stats.htm In 2021, there were 140 reported Emergency Department visits that were related to Fireworks and 107 in 2022.

Nationally, fireworks related incidence is about 3.1 per 100,000 individuals in 2022, down from 3.5 in 2021. According to the National Fire Protection Association, more than 31,000 reported fires are started by fireworks annually.

The Watertown Fire Department has no records of fireworks related incidents from the last two years. This may be due to the way the records were entered and coded due to the nature of the call. However, there are no major concerns or trends fire or medically related to fireworks that I am aware of for the city residents.

THE CITY OF WATERTOWN

MEMO

Engineering Division of the Public Works Department

To: Chairperson Davis and Committee Members

From: Andrew M. Beyer, P.E., Director of Public Works/City Engineer

Date: August 28, 2024

Subject: Public Safety & Welfare Committee Meeting of September 4, 2024

Background

Agenda Item:

Review and take possible action: Stop Sign Request at Deer Trail and Willow Creek Parkway

BACKGROUND:

Alderperson Wetzel received a request for a stop sign to be placed at the intersection of Deer Trail and Willow Creek (see attached site map). Per the Manual of Uniform Traffic Control Devices (MUTCD), stop signs should be used if engineering judgement indicates that one or more of the following conditions exist:

A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
B. Street entering a through highway or street;
C. Unsignalized intersection in a signalized area; and/or
D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign.

Drivers on Willow Creek Parkway are required to yield to traffic on Deer Trail due to the T-intersection. Although item D. cites high speeds, stop signs should not be used for speed control per the MUTCD. It doesn't appear that a vehicle crash has occurred in this location in the last five years.

Historically, the City has not placed stop signs in residential neighborhoods, due to the cost/quantity and maintenance of said signs to be place in residential neighborhoods.

Attachments:

- Site Map

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MEMO

Budget Goal

2024 Operations Goal #5

Financial Impact

Signage installation and maintenance cost.

Recommendation

Engineering Division offers the following options:

1. Deny the request based on failure to meet MUTCD requirements to warrant stop sign placement.
2. Place the sign pending available funding.

2024 Operational Goals

1. Proactively maintains and improves our parks and infrastructure to ensure quality, safety and compliance
2. Supports employee retention and growth, and also works to address critical staffing areas
3. Invests in the assessment, strategic planning and maintenance of our city buildings
4. Promotes and fosters innovative approaches for community development and growth
5. Maintains a safe and healthy community, and expands community education on safety and health

Deer Trail & Willow Creek Pkwy

8/29/2024, 11:38:19 AM

Parcels Lines

1:500

0 15 30 60 ft

0 5 10 20 m

THE CITY OF WATERTOWN

MEMO

Engineering Division of the Public Works Department

To: Chairperson Davis and Public Safety & Welfare Committee

From: Andrew M. Beyer, P.E., Director of Public Works/City Engineer

Date: August 28, 2024

Subject: Public Safety & Welfare Committee Meeting of September 4, 2024

Background

Agenda Item:

Review and take possible action: Repeal § 500-5 One-Way Streets and Alleys – Third and Fourth Streets

BACKGROUND:

In 2022, the Downtown Main Street Reconstruction Task Force recommended bump outs be placed in Downtown Main Street at several Main Street intersections, including Third Street & Fourth Street, during the Wisconsin Department of Transportation's (WisDOT) 2028 Main Street Reconstruction Project. The Downtown Main Street Reconstruction Task Force also made a recommendation in 2022 that a traffic study be conducted in the downtown area to study one-way streets and explore the viability of converting them to two-way streets.

As part of WisDOT design process of Main Street, WisDOT ran an analysis on the viability of bump outs at Main Street and Third Street and Main Street and Fourth Street if the current one-way streets were made two-way. The results found that if Third & Fourth Streets were converted to two-way traffic at Main Street, the proposed bump outs would not be feasible as both streets are "truck routes" and there would be insufficient turning radius for trucks. If these two streets remain one-way, then the bump outs would work at both Third and Fourth Streets at Main Street.

The City of Watertown placed money in the 2024 budget to conduct the downtown traffic study, a request for proposals was advertised and using Qualification Based Selection, raSmith was selected to conduct the study. The City has held a kickoff meeting with raSmith and their representatives shared the following comments:

- They agreed with WisDOT that if Third & Fourth Streets were converted to two-way traffic, the bump outs would be removed.

THE CITY OF WATERTOWN

MEMO

- If Third & Fourth Streets were converted to two-way traffic parking on Main Street between Second & Third Streets may be impacted as a designated turn lane may be needed (a designated left turn lane currently exist between Third & Fourth Streets). The need for a designated turn lane will be assessed as part of raSmith's traffic study once field traffic data is collected.
- Engineering Division received preliminary analysis from raSmith this week and their research did confirm that if Third and Fourth Streets were converted to two-way traffic, the proposed bump outs would need to be removed at both intersections. The preliminary study results indicated that if these two streets were converted to two-way traffic, the intersections at Main Street would likely continue to operate acceptably for traffic flows. They also noted that if converted to two-way traffic, national studies concluded there are economic and safety benefits of the conversion from one-way to two-way traffic.

The preliminary analysis is attached. Key takeaways of the abbreviated study are:

- Historic daily traffic counts show a steady decline in volumes along Main Street/3rd Street/4th Street. Existing traffic levels are about one-half of the peak conditions of the early 1990s.
- The Third Street/Fourth Street intersections are expected to operate acceptably under two-way configuration.
- The intersections are expected to have surplus capacity to accommodate future traffic growth.

Bump out review, and the conversion of both Third and Fourth Streets from one-way to two-way traffic was presented before both the Downtown Main Street Reconstruction Task Force and Public Works Commission on August 27, 2024. The Task Force made a positive recommendation to Public Works Commission to remove bump outs at the intersections of Main Street & Third Street and Main Street and Fourth Street to allow for conversion of Third Street & Fourth Street to two-way as part of the 2028 WisDOT Main Street Reconstruction Project. Public Works Commission approved removing bump outs proposed at both intersections to potentially allow for two-way traffic on both streets. The Commission was informed that if they approved converting Third & Fourth Streets to allow for two-way traffic, this item would move onto Public Safety & Welfare Committee for ordinance revision. It should be noted that if Public Safety & Welfare repeals sections of Chapter 500, the conversion from one-way to two-way traffic would not occur until WisDOT's reconstruction of Main Street in 2028.

Attachments:

- Site Map
- Detail Sheets
- RA Smith Draft Preliminary Analysis
- Draft Ordinance

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MEMO

Budget Goal

2024 Operations Goal #5.

Financial Impact

No financial impact until 2028. Any costs can be added to the 2028 City Budget.

Recommendation

Engineering Division recommends the conversion of Third and Fourth Streets from one-way to two-way traffic during the WisDOT reconstruction of Main Street in 2028 To move forward to Common Council would require Committee approval to repeal §500-5 One-way streets and alleys of the following streets:

Name of Street	Location	Direction of Travel
~~Fourth Street [Amended by Ord. No. 72-36]~~	~~From Western Ave. to Madison St.~~	~~North~~
~~Third Street [Amended by Ord. No. 72-36]~~	~~From Madison St. to Western Ave.~~	~~South~~

2024 Operational Goals

1. Proactively maintains and improves our parks and infrastructure in an effort to ensure quality, safety and compliance
2. Supports employee retention and growth, and also works to address critical staffing areas
3. Invests in the assessment, strategic planning and maintenance of our city buildings
4. Promotes and fosters innovative approaches for community development and growth
5. Maintains a safe and healthy community, and expands community education on safety and health

Parcel Updated

Acres

Parcels

Addresses

N

THE CITY OF WATERTOWN
Opportunity runs through it

City of Watertown Geographic Information System

Scale: 1 inch = 100 feet

SCALE BAR = 1"

Printed on: August 1

Author: Private Use

DISCLAIMER: This map is not a substitute for an actual field survey or onsite
The accuracy of this map is limited to the quality of the records from which it
Other inherent inaccuracies occur during the compilation process.
City of Watertown makes no warranty whatsoever concerning this information.

Main Street Reconstruction and Enhancements

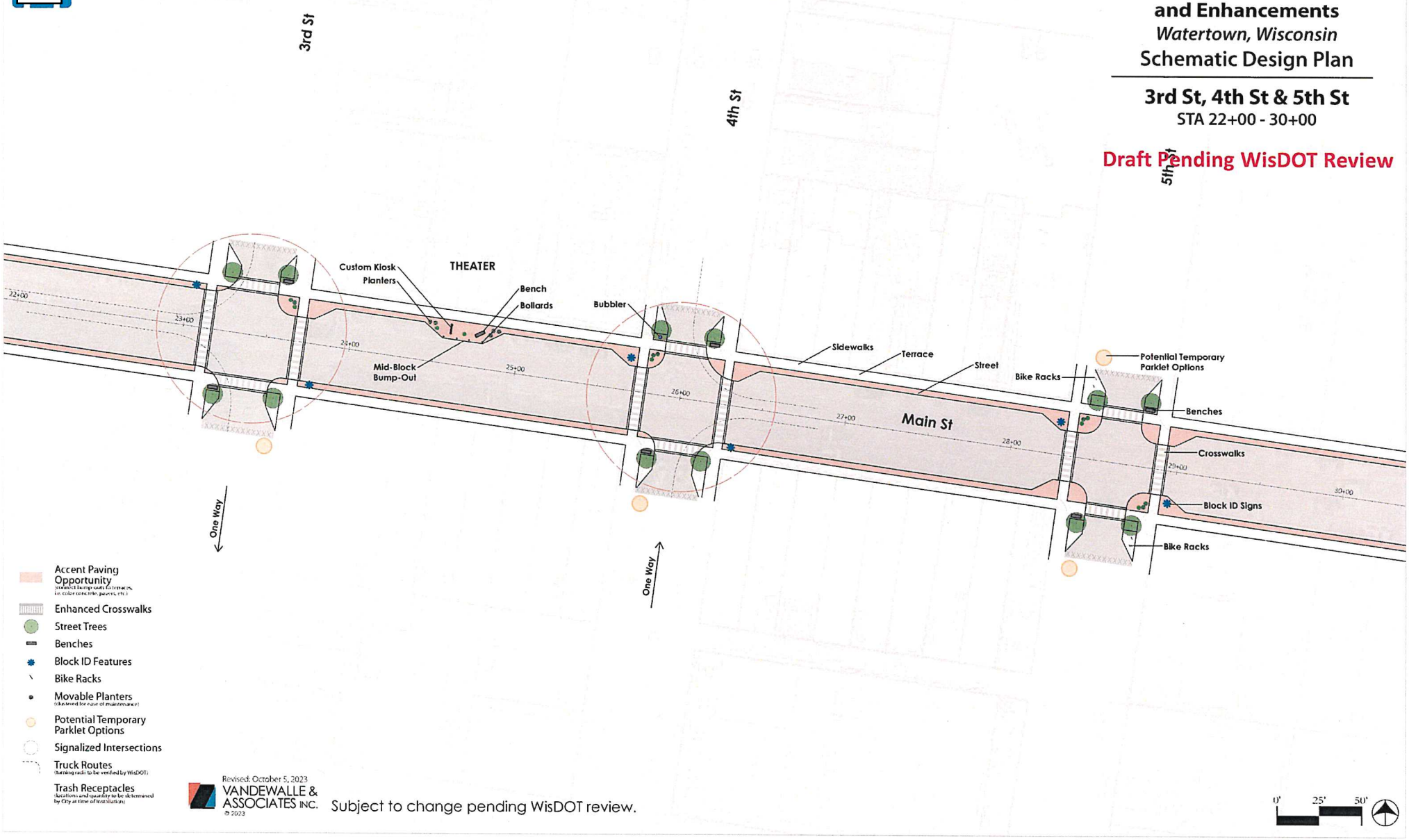
Watertown, Wisconsin

Schematic Design Plan

3rd St, 4th St & 5th St

STA 22+00 - 30+00

Draft Pending WisDOT Review



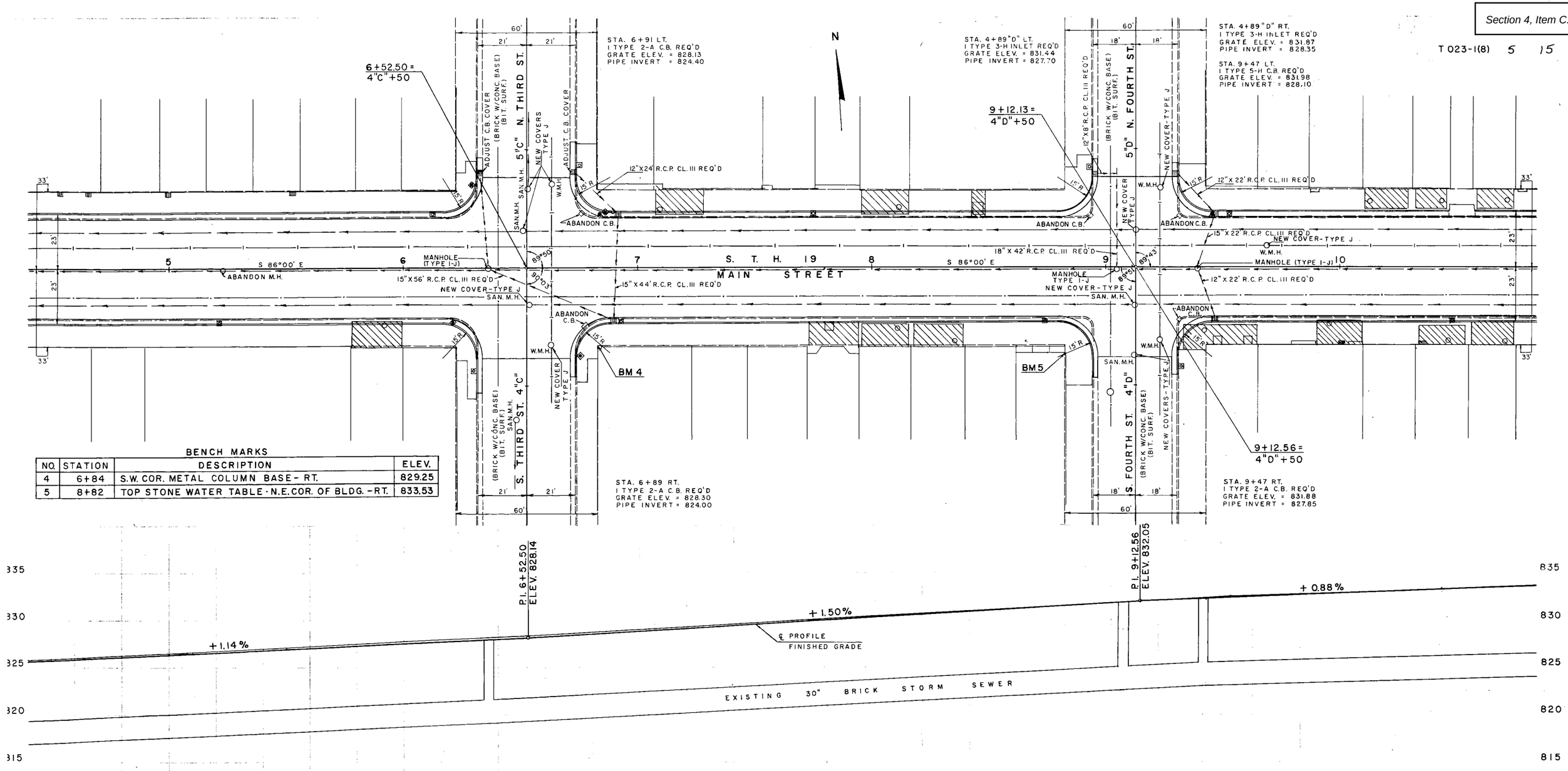
Revised: October 5, 2023

VANDEWALLE & ASSOCIATES INC.

© 2023

Subject to change pending WisDOT review.

T 023-1(8) 5 15



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
4	6+84	S.W. COR. METAL COLUMN BASE - RT.	829.25
5	8+82	TOP STONE WATER TABLE - N.E. COR. OF BLDG. - RT.	833.53

25.42	21' LT.	25.99	26.56	27.13	27.70	28.44	29.22	30.01	30.79	31.57	32.18	32.62	33.01	21' LT.
25.72	11' LT.	26.29	26.86	27.43	28.00	28.74	29.49	30.24	30.99	31.74	32.28	32.72	33.16	11' LT.
825.83	℄	826.40	826.97	827.54	828.11	828.85	829.60	830.35	831.10	831.85	832.39	832.83	833.27	℄
25.72	11' RT.	26.29	26.86	27.43	28.00	28.74	29.49	30.24	30.99	31.74	32.28	32.72	33.16	11' RT.
25.42	21' RT.	26.02	26.63	27.23	27.84	28.64	29.36	30.07	30.79	31.57	32.08	32.52	32.96	21' RT.
		5		6		7		8		9		10		

raSmith

CREATIVITY BEYOND ENGINEERING

MEMORANDUM

DATE: August 20, 2024

TO: Andrew Beyer, P.E., Director of Public Works/City Engineer, City of Watertown

FR: Justin Schueler, P.E.
Shana Brummond, P.E., PTOE

RE: Downtown One-Way/Two-Way Street Conversion Traffic Study
Preliminary Findings (abbreviated study)
Watertown, Wisconsin

INTRODUCTION

The City of Watertown is evaluating the conversion of several streets in the downtown area from one-way to two-way operations to improve access, simplify circulation for motorists, reduce travel speeds, and better accommodate multi-modal users. raSmith has been retained to assist the city with this study. The existing roadway grid provides a series of one-way paired streets, generally between 3rd Street and 9th Street extending from Western Avenue to Division Street. The focus of the conversion study will be on the 3rd Street and 4th Street corridors, which are important north-south travel routes through Watertown. These streets provide access to various commercial/institutional/residential land uses, serve as truck routes through the city, and have signalized intersections with Main Street (Wisconsin State Highway 19).

WIS 19/Main Street (through downtown) is planned for reconstruction in 2028 and the Wisconsin Department of Transportation (WisDOT) is currently working on design plans for the project. Elements of the roadway design, including traffic signal equipment and use of curb bump outs, would be impacted if 3rd Street/4th Street are converted to two-way operations. WisDOT has requested that the city provide a decision on the possible conversion as-soon as possible to allow for the project design process to remain on schedule. raSmith has conducted an abbreviated study to develop traffic volume estimates and evaluate preliminary traffic operations along the 3rd Street/4th Street corridors under one-way and two-way configuration. The intent of this study is to assist the city in their decision-making process to meet WisDOT's schedule. Procedures and findings of the abbreviated study are summarized in this memo.

A full study of preliminary findings is anticipated to be completed later in 2024 and will cover additional evaluation including more detailed safety and economic assessment, concept improvements with cost estimates, and summary of feedback received at a public involvement meeting. A final study will be completed in 2025 (after the Main Street-Cole Memorial Bridge reopens) and is anticipated to include field traffic data collection, updated operational analysis, a parking evaluation, and final intersection geometry and traffic control recommendations.

STUDY AREA

The overall downtown one-way street system study area is shown in Exhibit 1. The one-way street network is not continuous through downtown, with many of the streets having sections that currently

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operate as two-way (especially near Main Street). This discontinuity adds to the complexity of the network and introduces additional driver confusion.

The abbreviated study focuses on the 3rd Street and 4th Street corridors between Market Street and Madison Street includes the following six intersections:

- 3rd Street with Market Street (three-way stop)
- 3rd Street with Main Street (traffic signal)
- 3rd Street with Madison Street (one-way stop)
- 4th Street with Market Street (three-way stop)
- 4th Street with Main Street (traffic signal)
- 4th Street with Madison Street (all-way stop)

raSmith collected information regarding the existing roadway geometrics and traffic control in the study area, as shown in Exhibit 2.

CRASH ANALYSIS

raSmith obtained crash data for the most recent five-year period (2018 to 2022) within the overall downtown study area and the 3rd Street/4th Street corridors.

During the five-year period, 331 crashes were reported within the downtown study area. The crashes included 1 fatality, 55 injury and 275 property damage only. Specific crash patterns included:

- Majority of crashes occurred along Main Street. Angle crashes were the predominant type.
- Five head on crashes occurred within the downtown study area.
- Seven crashes involving pedestrians occurred within the downtown study area.
- Five crashes involving bikes occurred within the downtown study area. No bike crashes occurred along Main Street.

A total of 42 crashes were reported along the 3rd Street corridor (Western Avenue to Madison Street) and 43 were crashes reported along the 4th Street Corridor. The crashes included 16 injury and 69 property damage only. Specific crash patterns included:

- Majority of crashes occurred at the Main Street/3rd Street (20) and Main Street/4th Street (17) intersections.
- Two of the five head-on crashes occurred along 3rd Street (1) and 4th Street (2).
- Six crashes occurred at the 4th Street/Dodge Street intersection, five of which were angle crashes.
- One pedestrian crash occurred along 4th Street (near Market Street)

Additional crash information is provided in Appendix A.

TRAFFIC VOLUMES

The following sections provide information on daily and peak hour traffic volumes within the study area.

DAILY TRAFFIC VOLUMES

The one-way street system in downtown Watertown was originally implemented in the 1970s to accommodate increasing traffic volumes and address vehicular operational concerns. Historical Annual Average Daily Traffic (AADT) information published by WisDOT shows traffic volumes in downtown

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Watertown have been declining since the mid-1990's (see historic Main Street daily volumes in Figure 1 and additional detail in Appendix B). Existing daily traffic volumes are at levels about one-half of those experienced during peak years in the early 1990s.

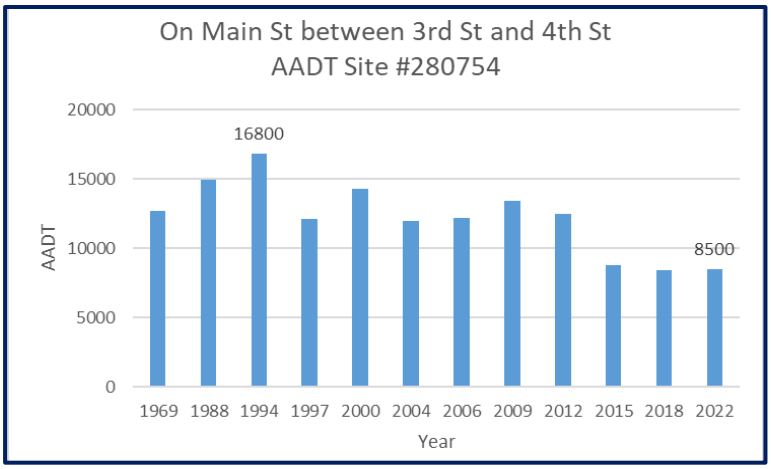


Figure 1
Historic AADT Volumes along Main Street

PEAK HOUR TRAFFIC VOLUME ESTIMATES

The Main Street (Cole Memorial) Bridge over the Rock River is currently under construction and closed for all of 2024. Due to the bridge closure, current intersection traffic counts could not be collected. raSmith utilized a mix of historic count data and local knowledge of the downtown travel patterns to estimate peak hour intersection traffic volumes for use in the preliminary analysis. Raw traffic data sources included WisDOT's hourly bidirectional traffic count data along the study area roadways, historic Year 2004 and 2017 intersection counts at Main Street with 3rd Street and 4th Street, and Year 2022 counts from the adjacent Main Street intersection with 5th Street location.

Estimated Year 2024 existing peak hour traffic volumes are shown in Exhibit 3. These counts are representative of non-summer conditions. A comparison of historic data showed more intense morning and evening peak period traffic during non-summer months, as compared to summer months. This would be expected due to school related traffic increasing during peak periods of the non-summer months.

Additional traffic volume data including daily traffic volumes, historic traffic counts and estimated traffic volume parameters (peak hour factor, heavy vehicle percentage) is provided in Appendix B.

PRELIMINARY TRAFFIC ANALYSIS

The study intersections were analyzed in Synchro software using the procedures set forth in the Highway Capacity Manual 7th Edition (HCM7). Level of Service (LOS) is a quantitative measure from the HCM referring to the overall quality of flow at an intersection. LOS ranges from very good, represented by LOS "A," to very poor, represented by LOS "F". For analysis and design purposes, LOS "D" was used to define acceptable peak hour operating conditions and is consistent with current WisDOT practice.

EXISTING ONE-WAY TRAFFIC OPERATIONS

Results of the preliminary existing traffic analysis are shown in Exhibit 4. All movements at the focus study intersections operate acceptably at LOS C or better under the current one-way configuration. Year 2024 one-way configuration 95th percentile queues are shown in Exhibit 5. Existing queues are accommodated within the existing turn-lane storage and do not back-up between the two signalized intersections. Westbound queues at Main Street/4th Street (325') are shown to extend beyond the adjacent 5th Street intersection.

TWO-WAY TRAFFIC OPERATIONS

The existing traffic volumes were reassigned to reflect two-way traffic on 3rd Street and 4th Street as shown in Exhibit 6. The two-way analysis assumed single lane approaches along 3rd Street and 4th Street and existing geometry along Main Street, as shown in Exhibit 7. Signal timings were optimized

for the analysis but generally remained similar to existing conditions (including maintaining the existing 80 second cycle length and use of a lagging westbound left-turn at Main Street/4th Street).

The preliminary two-way street analysis results are shown in Exhibit 8. All movements at the focus study intersections are expected to continue to operate acceptably at LOS C or better under the two-way configuration. Year 2024 two-way configuration 95th percentile queues are shown in Exhibit 9. Queues are expected to continue to be accommodated within the existing turn-lane storage and not back-up between the two signalized intersections. Westbound queues at Main Street/4th Street (350') are expected to continue to extend beyond the adjacent 5th Street intersection.

SUPPLEMENTAL OPERATIONAL ANALYSIS

SimTraffic, the micro-simulation companion program to Synchro, was also used to further test the weekday evening peak hour conditions (the higher volume peak) under two-way operations. Specifically, the simulation was used to assess traffic queueing between the intersections along Main Street and the impact of vehicles making left-turn from the mainline onto a side street (requiring trailing vehicles to wait until the turn is completed). The comparison of SimTraffic and Synchro reported queues is provided in Exhibit 10. Overall, the SimTraffic simulation showed similar queueing patterns as compared to Synchro and backups were not observed to extend past the adjacent 3rd Street/4th Street signalized intersections. Approximately 10 to 15 occurrences of mainline Main Street left-turning vehicles (eastbound and westbound at 3rd Street, westbound at 4th Street) were observed to momentarily block through traffic while waiting to make the turn. The standing queue dissipated within the same or next signal cycle, resulting in short term localized delays.

An additional sensitivity test was conducted at the focus area intersections under the two-way configuration to evaluate if the conversion provides surplus capacity to accommodate potential higher volume conditions that may occur with future redevelopments in the downtown area. The analysis showed the intersections have surplus capacity under the two-way configuration and are expected to operate acceptably at LOS D or better conditions with a 15% increase in traffic volumes.

NATIONAL STUDIES OF ONE-WAY TO TWO-WAY CONVERSION

raSmith reviewed several national studies of one-way to two-way street conversion projects in downtown areas. Reported economic and safety benefits of the conversion projects included:

- Positive economic impact on existing development and catalyst for future redevelopment
- More direct access to destination
- Easier to navigate the roadway system
- Less roadway signage
- Slower and safer vehicle speeds
- Increase pedestrian activity

CONCLUSIONS

Based on the preliminary findings, the focus study intersections are expected to operate acceptably with 3rd Street and 4th Street as two-way streets. The two-way configuration provides acceptable level of service and queueing, and the intersections were show to have surplus capacity to accommodate future traffic growth. Under two-way configuration, north-south traffic along 3rd Street and 4th Street is expected to distribute between the two roadways. Generally, traffic traveling in/out of downtown to/from the north is expected to use 4th Street and traffic to/from south is expected to use 3rd Street. Traffic along 4th Street is expected to be slightly higher (as compared to 3rd Street) with more traffic using 4th Street (north of Main Street) and a higher intensity land use (post office, Turner Hall, churches).

DRAFT

As previously noted, this abbreviated study is intended to assist the city in their decision-making process on the one-way to two-way conversion and to meet WisDOT's project timeline. More detailed studies will be conducted in the future and the following elements will be further evaluated as part of the full traffic study:

- Need for additional exclusive left-turn lanes along Main Street
- Consideration to remove the traffic signal at Main Street intersection with 3rd Street
- Roadway cross section alternatives along Main Street, 3rd Street and 4th Street
- Bicycle accommodations
- Impacts to on-street parking
- Cost estimates
- Considerations for conversion of other one-way streets in the downtown area

ADDITIONAL CONSIDERATIONS

Several other Wisconsin cities have successfully converted one-way streets to two-way streets in recent years, including:

- Court Street, City of Janesville
- St. Paul Avenue/North Street, City of Waukesha
- US 10/WIS 42 (8th Street/10th Street), City of Manitowoc
- Wells Street/State Street, City of Milwaukee
- Wisconsin Avenue/Lake Avenue, City of Racine

News articles on these projects identified the desire for slower vehicle speeds, more inviting conditions for pedestrians and bicyclists, improved vehicular circulation, and better business visibility as some of the reasons for pursuing the change. General post-conversion reporting on the completed projects has been positive. Additional correspondence with these communities could be helpful to the City of Watertown during the evaluation and implementation process.

The City of Watertown currently has several roadways designated as truck routes through the downtown area, including 1st Street, 2nd Street (north of Main Street), 3rd Street, 4th Street, Main Street, and sections of Market Street and Madison Street. If 3rd Street and 4th Street are converted to two-way, the City of Watertown could consider consolidation or relocation of these truck routes to provide increased flexibility for design of the Main Street, 3rd Street, and 4th Street corridors.

DRAFT

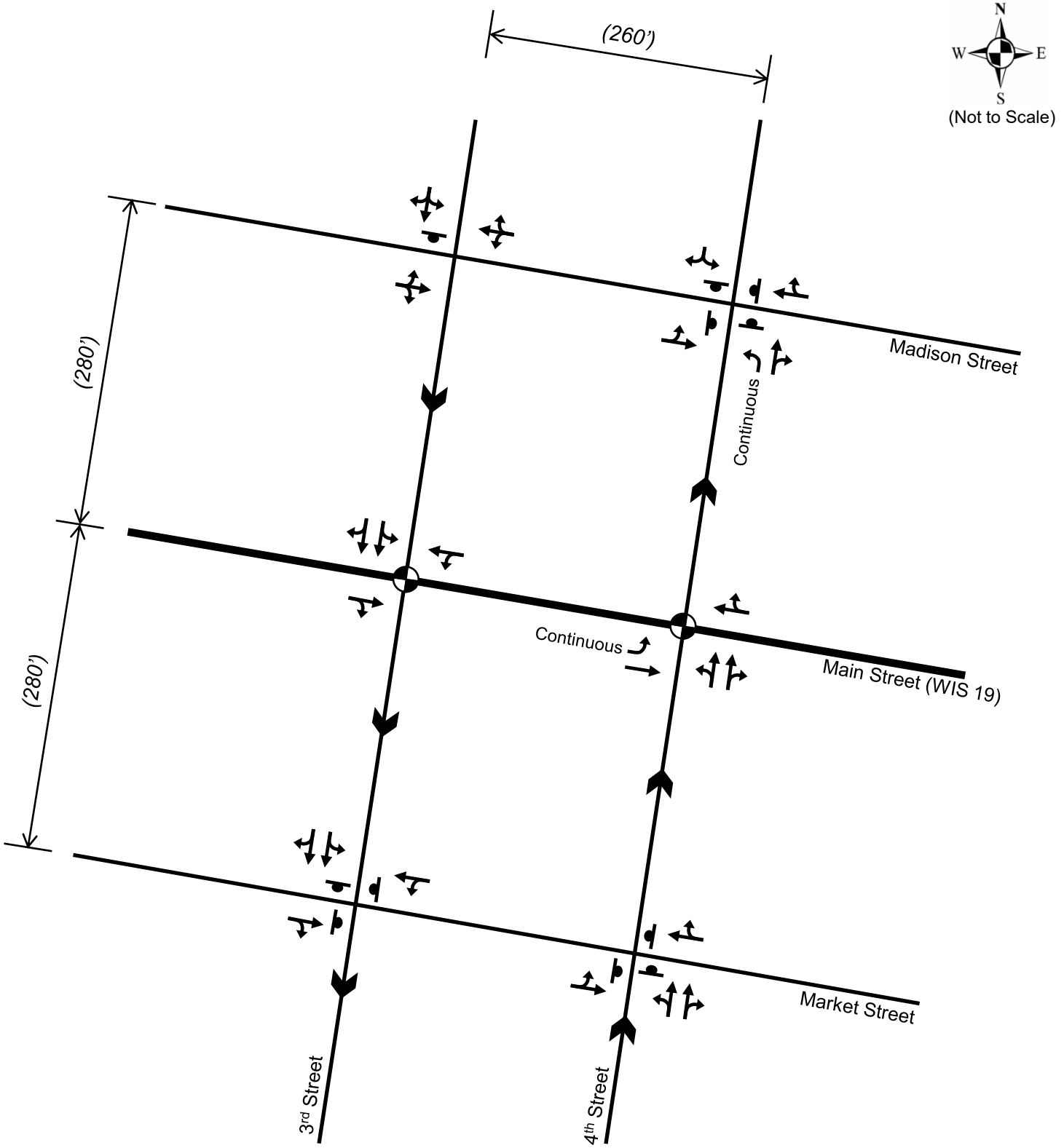
Legend

- = 3rd/4th St One-way Corridors
- = Other Downtown One-way Streets
- = Focus Area Study Intersection (signalized)
- = Focus Area Study Intersection (unsignalized)

Downtown One-way Street System Study Area Map

Exhibit 1

raSmith



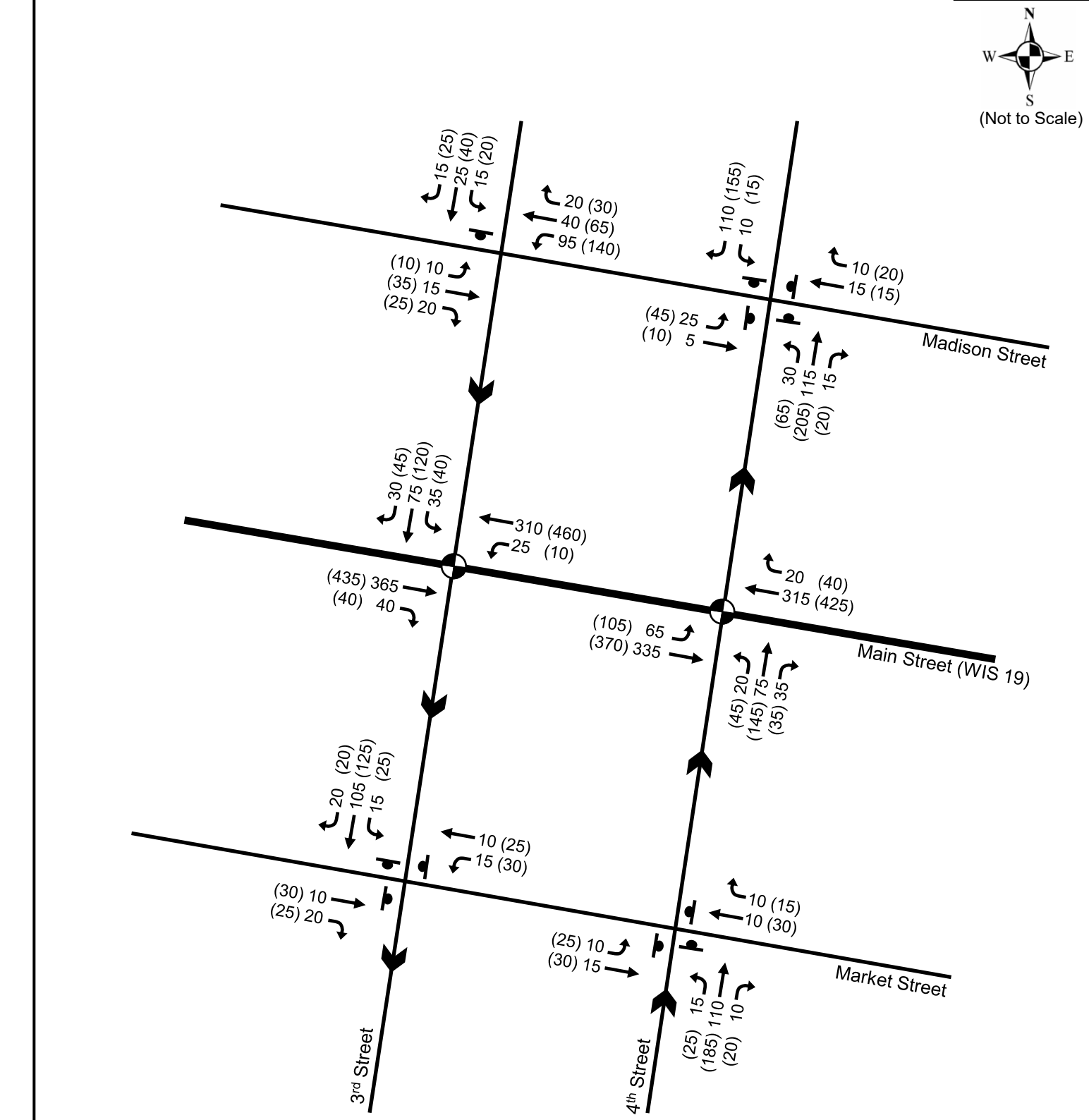
Legend

= Traffic Signal = Stop Sign = Lane Geometry
(XXX') = Intersection Spacing, Centerline-to-Centerline, ft

Focus Area Roadway Geometry
Existing One-way Configuration

Exhibit 2

raSmith



Legend

- = One-way travel
- XX = Weekday Morning Peak Hour Volume
- (XX) = Weekday Evening Peak Hour Volume
- = Traffic Signal
- = Stop Sign

Estimated Year 2024 Peak Hour Traffic Volumes
Existing One-Way Configuration

Exhibit 3

raSmith

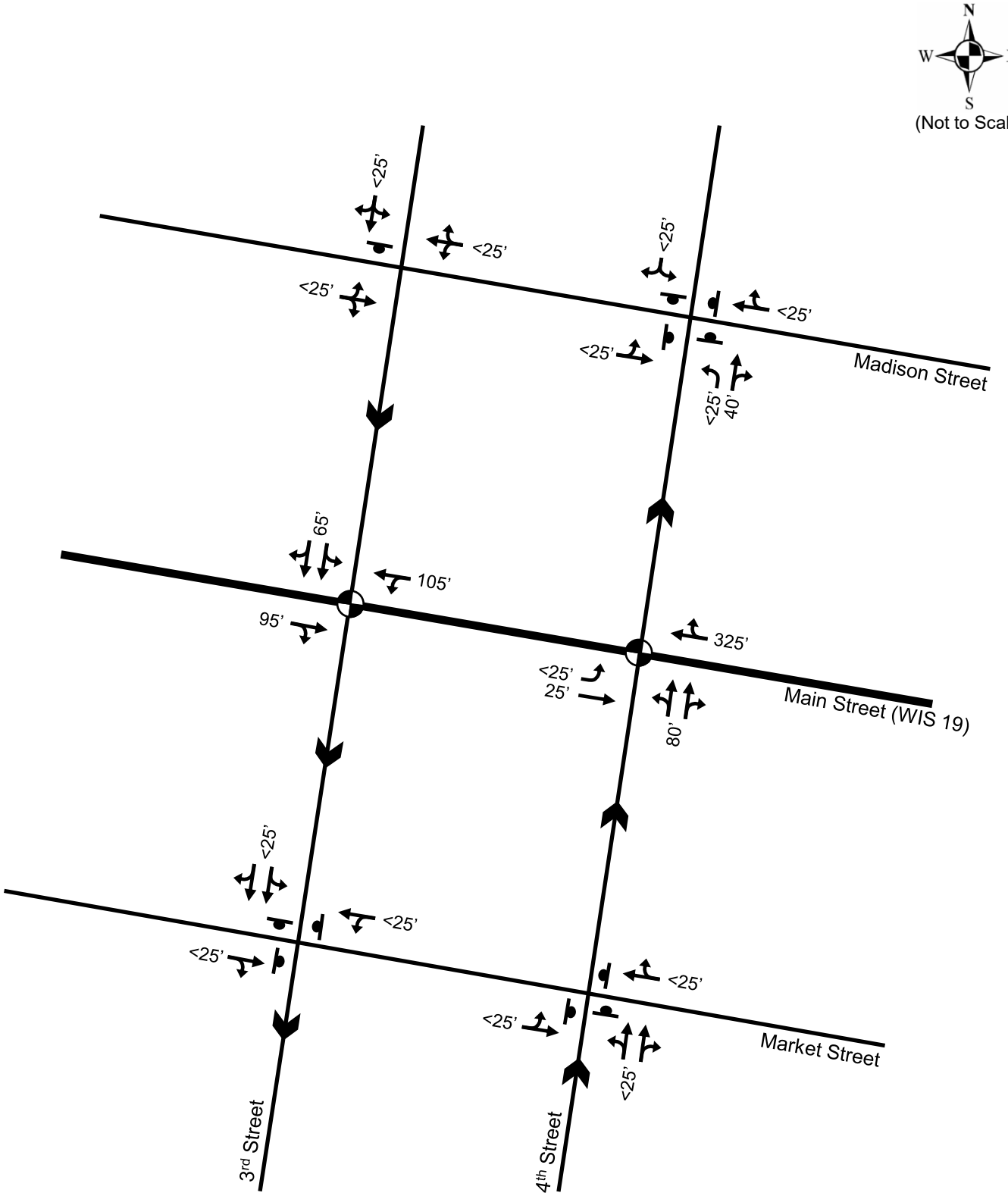
Intersection	Traffic Control	Peak Hour	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
3rd St with Market St	Three-Way Stop Control	AM	-	A	A	A	A	-	-	-	-	A	A	A
		PM	-	A	A	A	A	-	-	-	-	A	A	A
3rd St with Main St	Traffic Signal	AM	-	A	A	A	A	-	-	-	-	C	C	C
		PM	-	A	A	A	A	-	-	-	-	C	C	C
3rd St with Madison St	One-Way Stop Control	AM	A	A	A	A	A	A	-	-	-	B	B	B
		PM	A	A	A	A	A	A	-	-	-	B	B	B
4th Street with Market St	Three-Way Stop Control	AM	A	A	-	-	A	A	A	A	A	-	-	-
		PM	A	A	-	-	A	A	A	A	A	-	-	-
4th St with Main St	Traffic Signal	AM	B	A	-	-	B	B	C	C	C	-	-	-
		PM	C	A	-	-	C	C	C	C	C	-	-	-
4th St with Madison St	All-Way Stop Control	AM	A	A	-	-	A	A	A	A	A	A	-	A
		PM	A	A	-	-	A	A	A	B	B	A	-	A

Notes:
- (-) indicates movement is not possible or is not allowed.

Preliminary Year 2024 Peak Hour Operating Conditions
Existing One-Way Configuration

Exhibit 4

raSmith



Legend

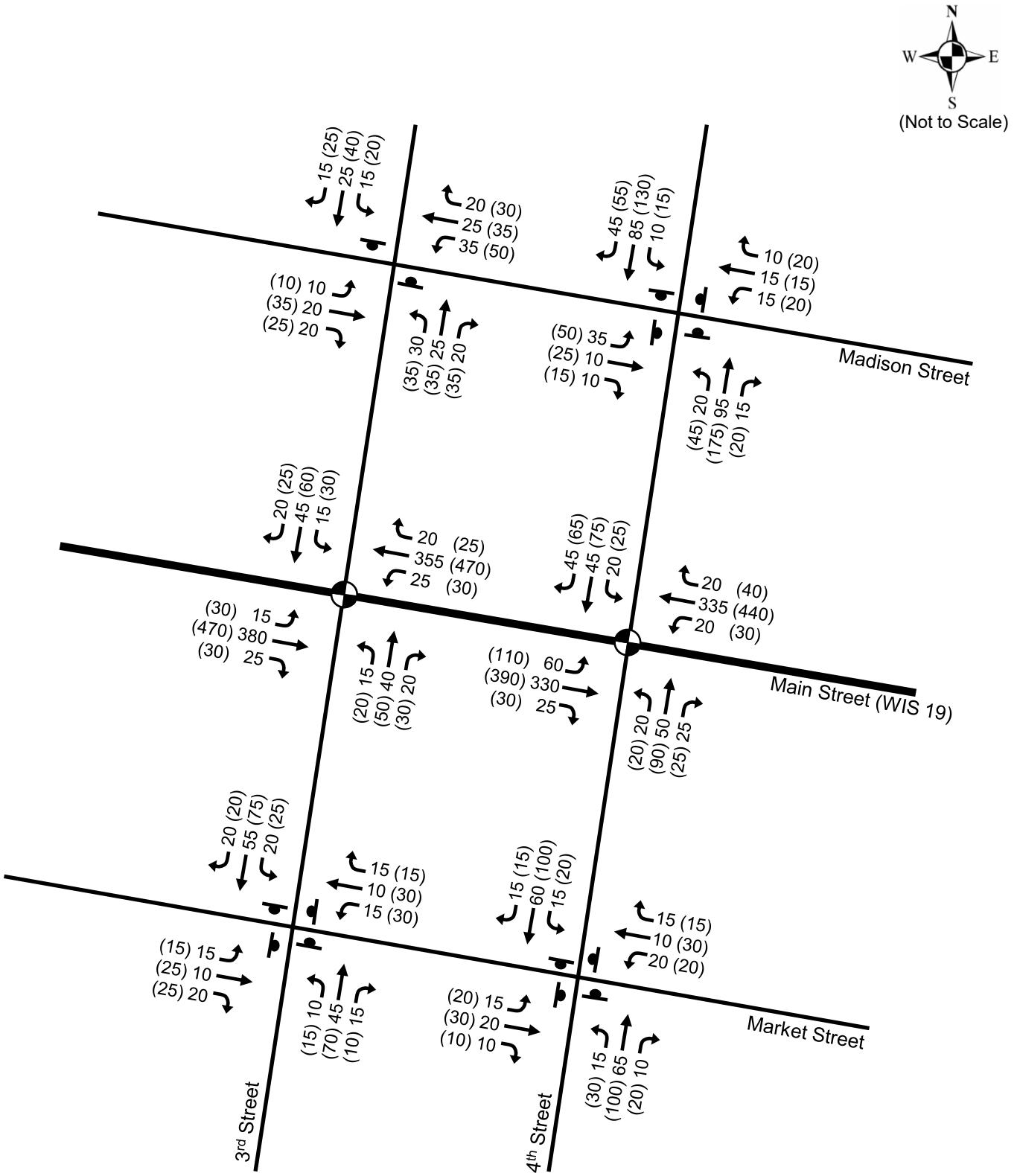
XX' = Maximum (Synchro 95th Percentile) Queue (feet)

= Traffic Signal = Stop Sign = One-way travel

Year 2024 Peak Hour Traffic Queues
Existing One-Way Configuration

Exhibit 5

raSmith



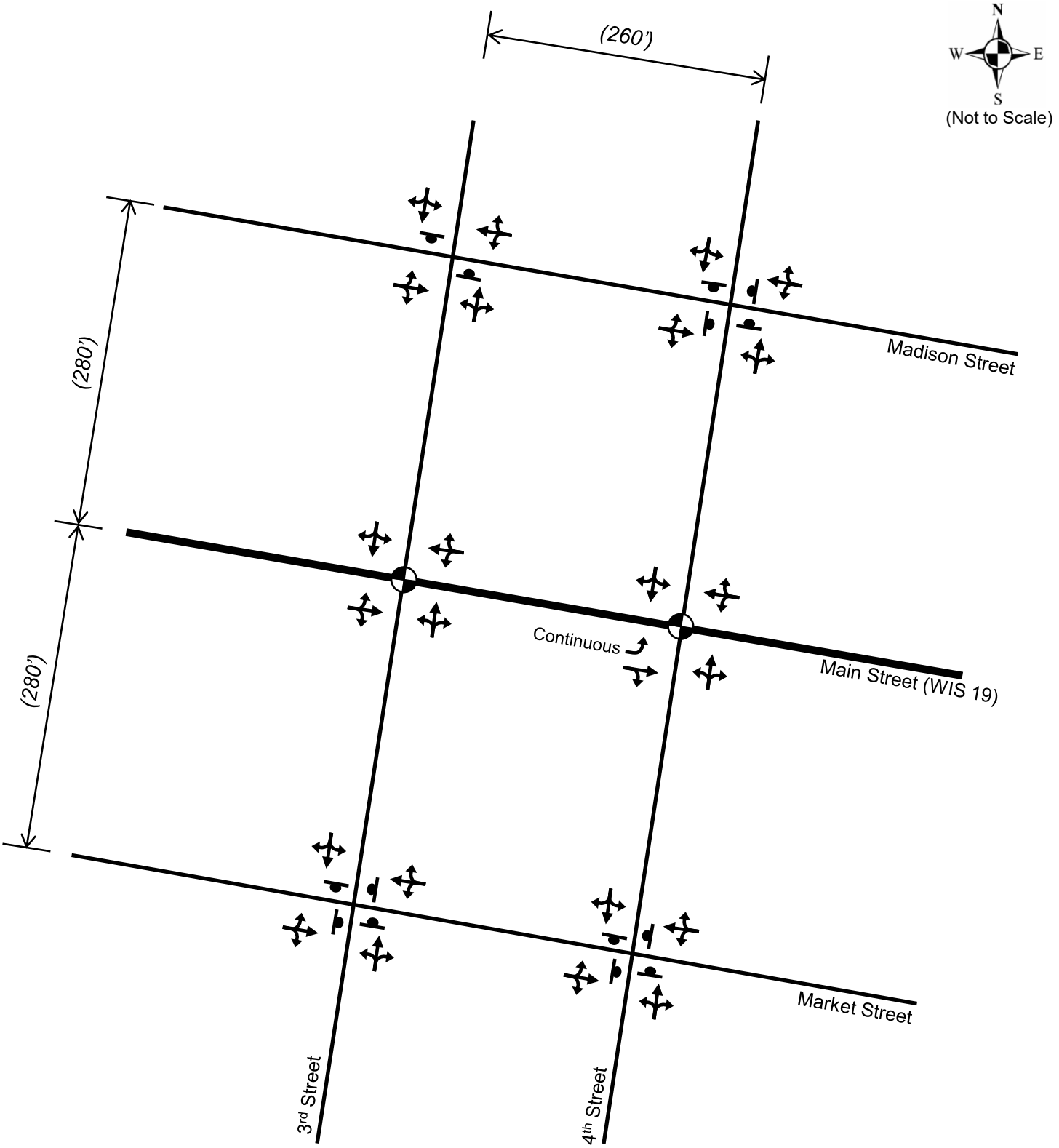
Legend

XX = Weekday Morning Peak Hour Volume
(XX) = Weekday Evening Peak Hour Volume
= Traffic Signal = Stop Sign

Estimated Year 2024 Peak Hour Traffic Volumes
Two-Way Configuration

Exhibit 6

raSmith



Legend

= Traffic Signal = Stop Sign = Lane Geometry
(XXX') = Intersection Spacing, Centerline-to-Centerline, ft

Focus Area Roadway Geometry
Two-way Configuration

Exhibit 7

raSmith

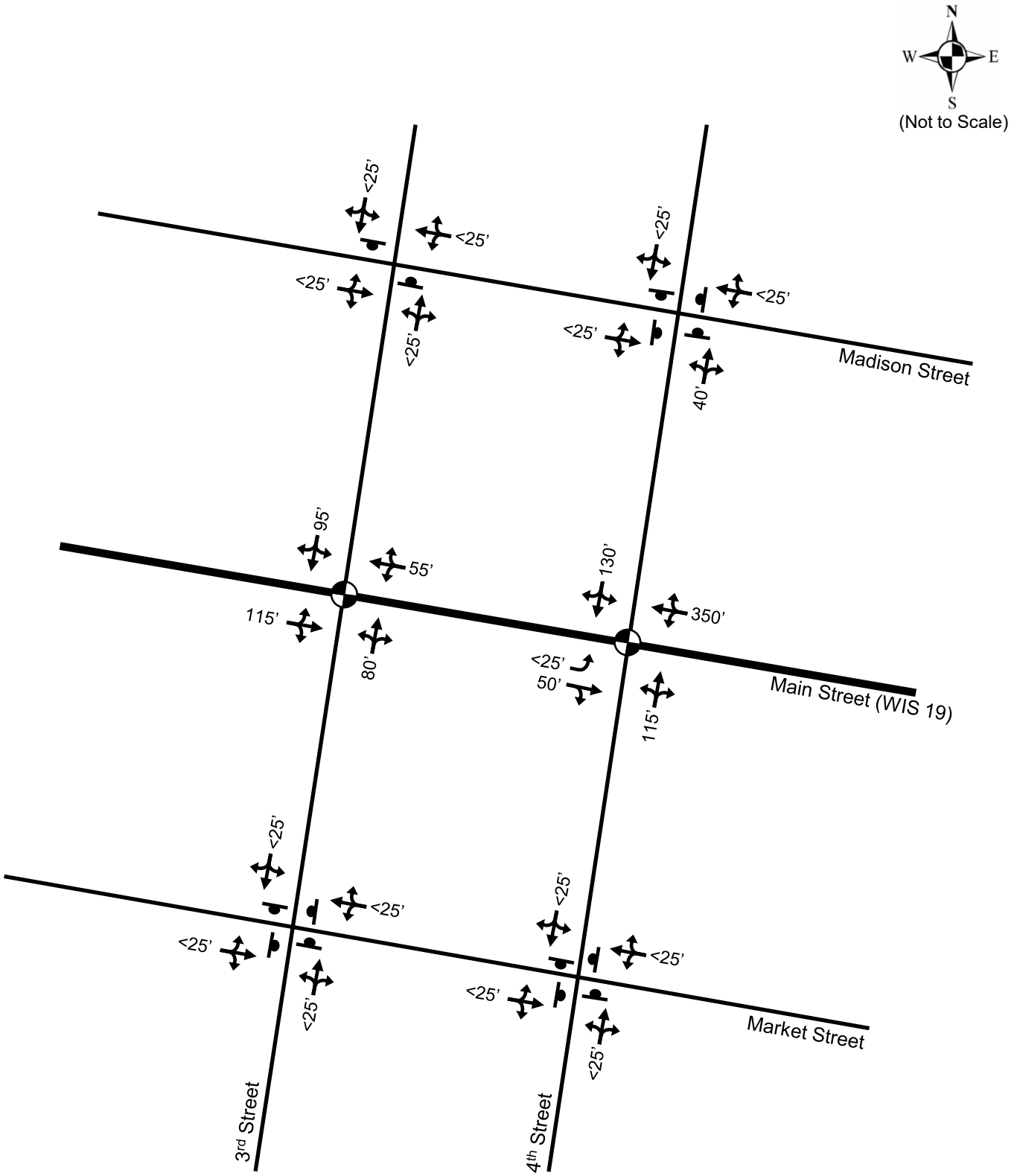
Intersection	Traffic Control	Peak Hour	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
3rd St with Market St	All-Way Stop Control	AM	A	A	A	A	A	A	A	A	A	A	A	A
		PM	A	A	A	A	A	A	A	A	A	A	A	A
3rd St with Main St	Traffic Signal	AM	A	A	A	A	A	A	C	C	C	C	C	C
		PM	A	A	A	A	A	A	C	C	C	C	C	C
3rd St with Madison St	All-Way Stop Control	AM	A	A	A	A	A	A	A	A	A	A	A	A
		PM	A	A	A	A	A	A	A	A	A	A	A	A
4th Street with Market St	All-Way Stop Control	AM	A	A	A	A	A	A	A	A	A	A	A	A
		PM	A	A	A	A	A	A	A	A	A	A	A	A
4th St with Main St	Traffic Signal	AM	B	A	A	B	B	B	C	C	C	C	C	C
		PM	B	A	A	B	B	B	C	C	C	C	C	C
4th St with Madison St	All-Way Stop Control	AM	A	A	A	A	A	A	A	A	A	A	A	A
		PM	A	A	A	A	A	A	A	A	A	A	A	A

Notes:
- (-) indicates movement is not possible or is not allowed.

Preliminary Year 2024 Peak Hour Operating Conditions
Two-Way Configuration

Exhibit 8

raSmith



Legend

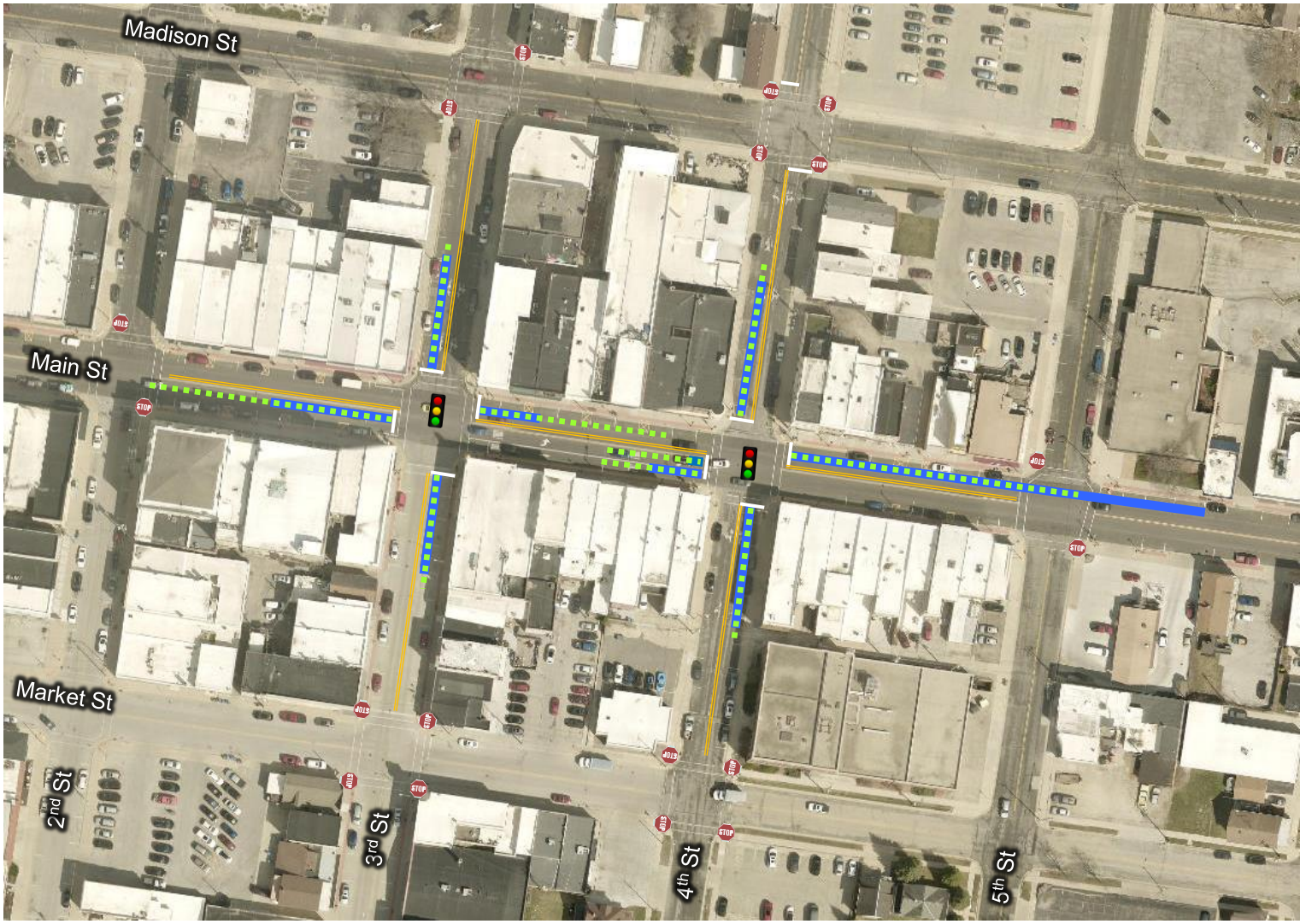
XX' = Maximum (Synchro 95th Percentile) Queue (feet)

= Traffic Signal = Stop Sign

Year 2024 Peak Hour Traffic Queues
Two-Way Configuration

Exhibit 9

raSmith



Background Aerial Image Source: Jefferson County GIS
Background Aerial Image Date: 2023

	Eastbound Through Queues at Main St		Eastbound Left Queues at Main St	Westbound Through Queues at Main St		Northbound Through Queues at Main St		Southbound Through Queues at Main St	
	At 3rd St	At 4th St	At 4th St	At 3rd St	At 4th St	At 3rd St	At 4th St	At 3rd St	At 4th St
	PM	PM	PM	PM	PM	PM	PM	PM	PM
Synchro 95th Percentile Queue (ft)	100	50	<25	55	350	80	115	95	130
SimTraffic 95th Percentile Queue (ft)	215	95	90	160	240	100	120	105	135

Legend

= Synchro 95th Percentile Queue (ft)

= SimTraffic 95th Percentile Queue (ft)

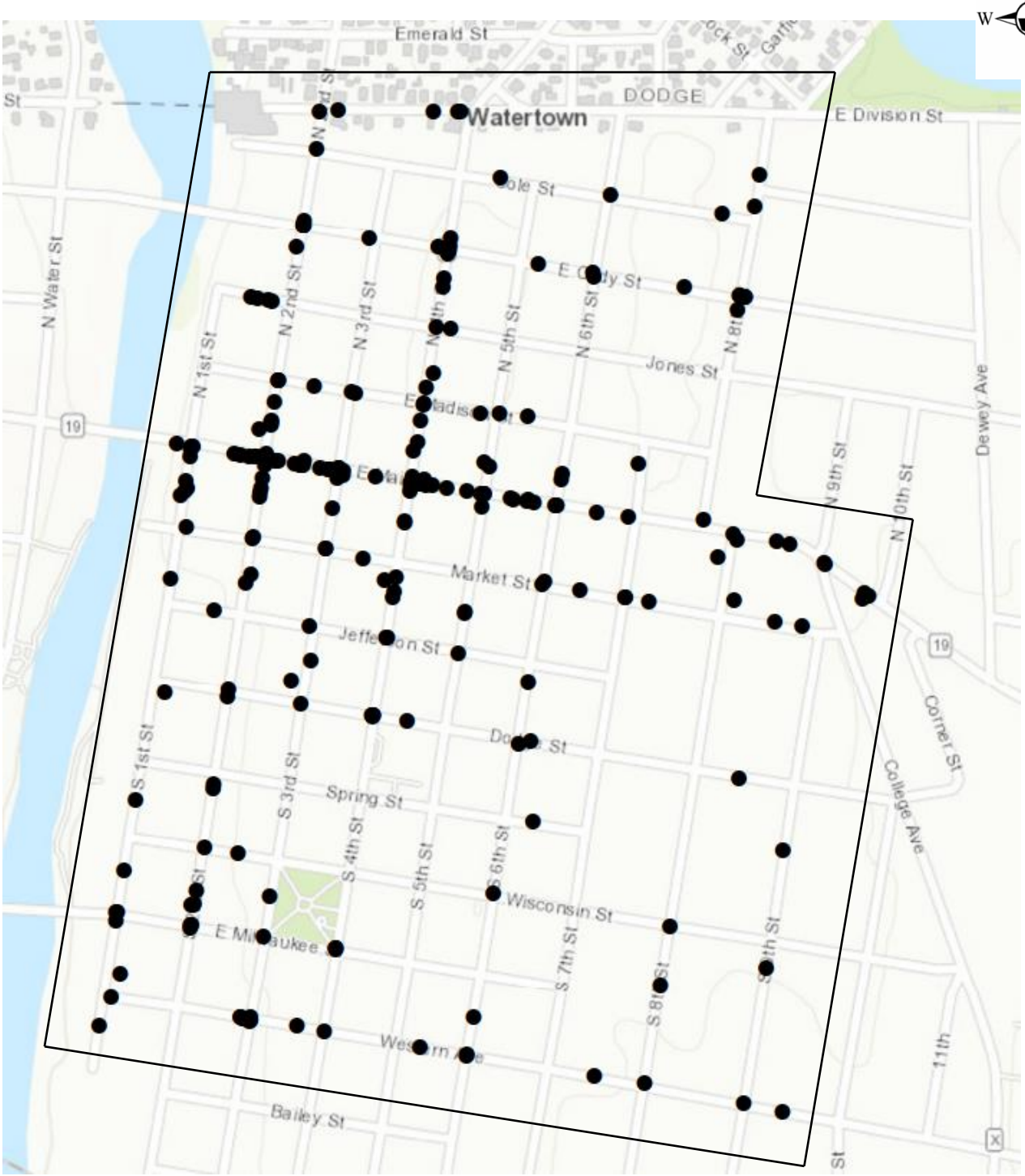
Year 2024 Synchro and SimTraffic 95th Percentile Queues Main Street with 3rd/Street 4th Street Two-way Configuration

Exhibit 10

raSmith

APPENDIX A

Crash Maps



Crash Type								Severity					
									Injury				
Rear End	Angle	Side Swipe	Fixed Object	Head On	Parked Vehicle	Other	Ped/Bike	Property Damage Only	K	A	B	C	Total
36	140	22	38	6	70	4	15	275	1	4	29	22	331

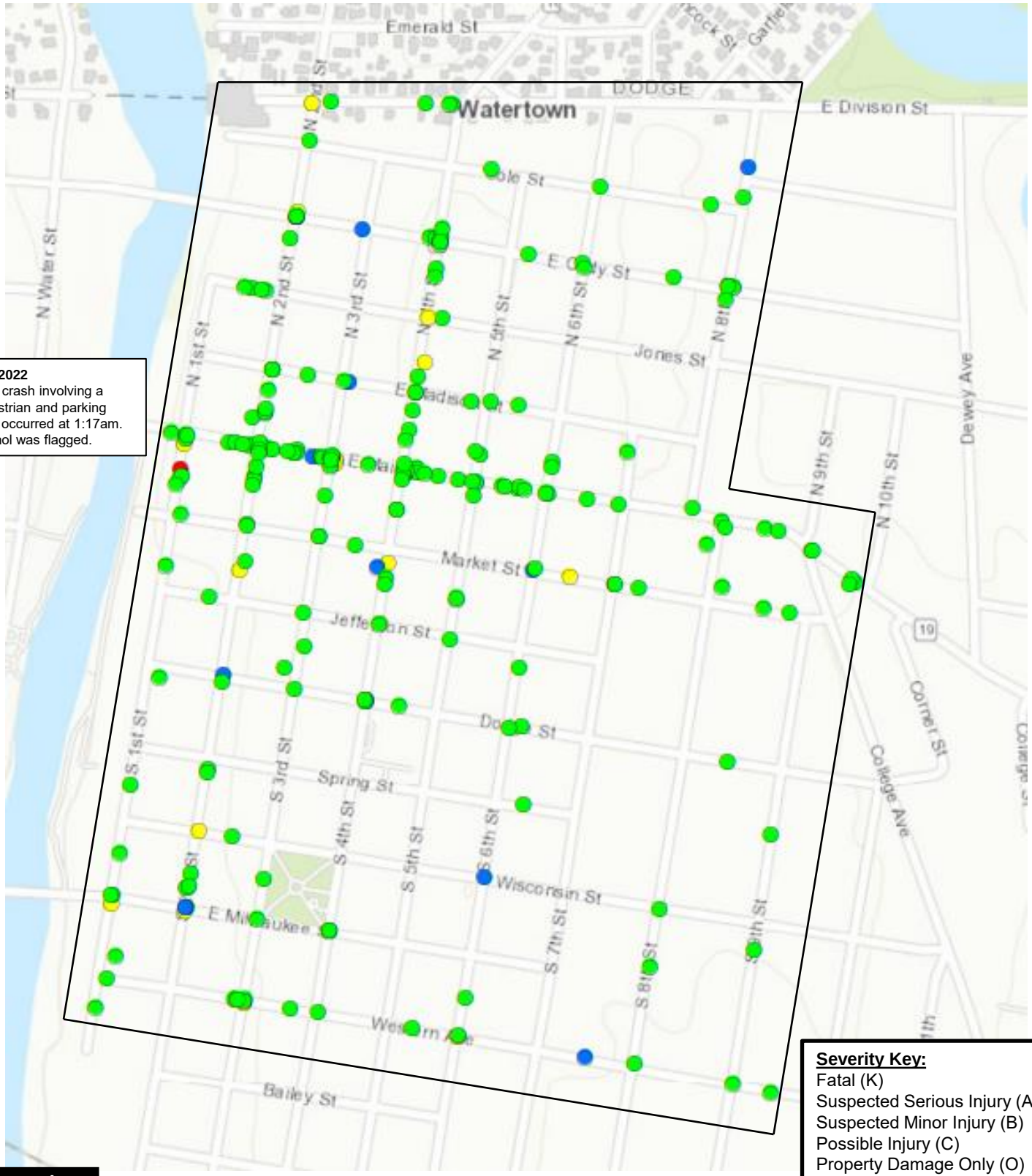
Legend

● = Reported Crash

Downtown One-Way Study Area
2018-2022 Total Crashes

Exhibit A-1

raSmith



1/15/2022
Fatal crash involving a pedestrian and parking truck occurred at 1:17am. Alcohol was flagged.

Severity Key:
Fatal (K)
Suspected Serious Injury (A)
Suspected Minor Injury (B)
Possible Injury (C)
Property Damage Only (O)

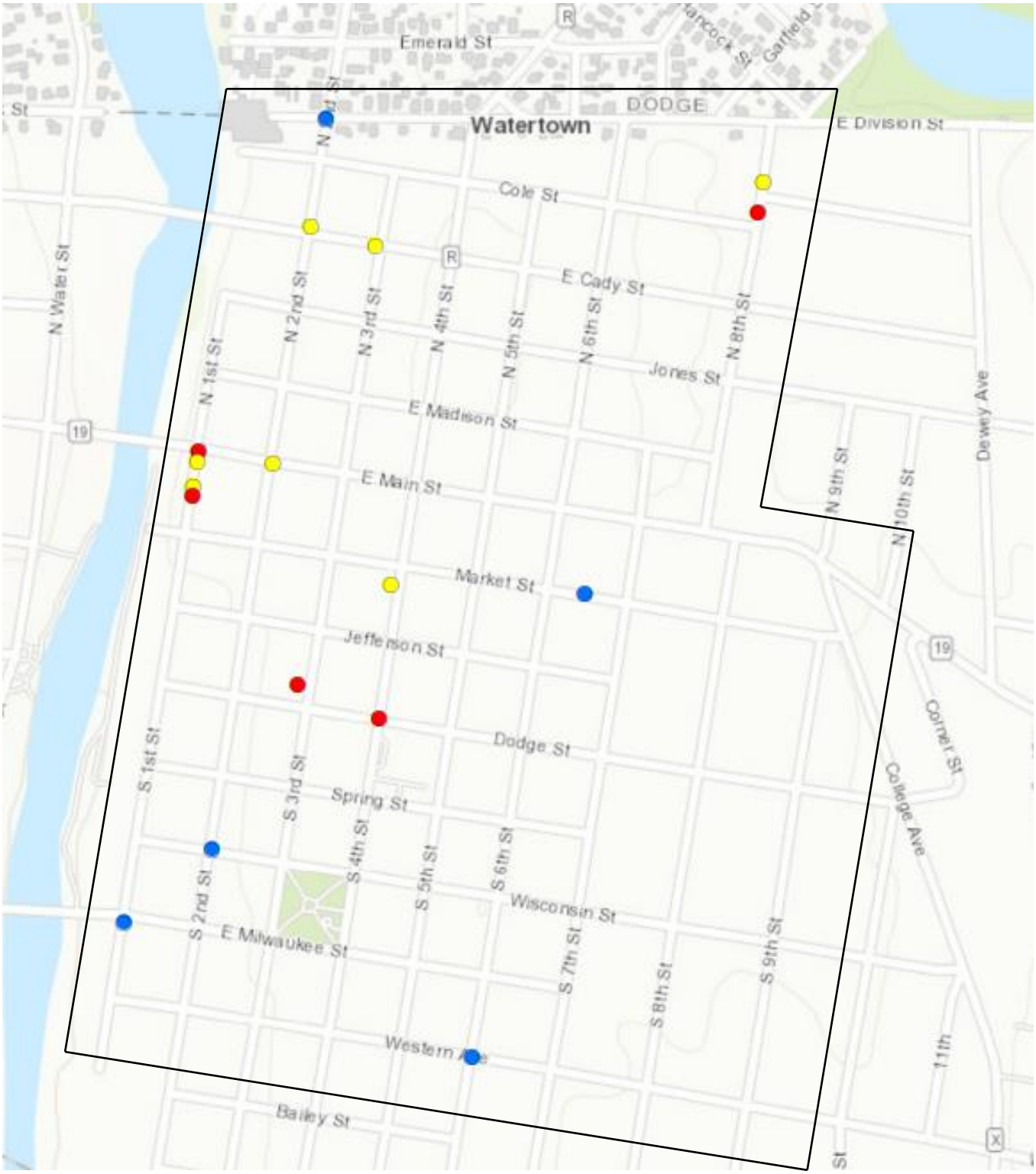
Legend

● = K ● = A ● = B ● = C ● = O

Downtown One-Way Study Area
2018-2022 Crashes by Severity

Exhibit
A-2

raSmith



Legend

● = Head-on Crash ● = Bike Crash ● = Ped Crash

Downtown One-Way Study Area
2018-2022 Head-on/Ped/Bike Crashes

Exhibit
A-3

raSmith

Street	Crash Type							Severity					Total
	Rear End	Angle	Side Swipe	Fixed Object	Head On	Parked Vehicle	Ped/Bike	Property Damage Only	Injury				
									K	A	B	C	
3rd St	7	23	6	3	1	2	0	33	0	0	7	2	42
4th St	4	22	4	6	1	5	1	36	0	0	4	3	43
Total	11	45	10	9	2	7	1	69	0	0	11	5	85

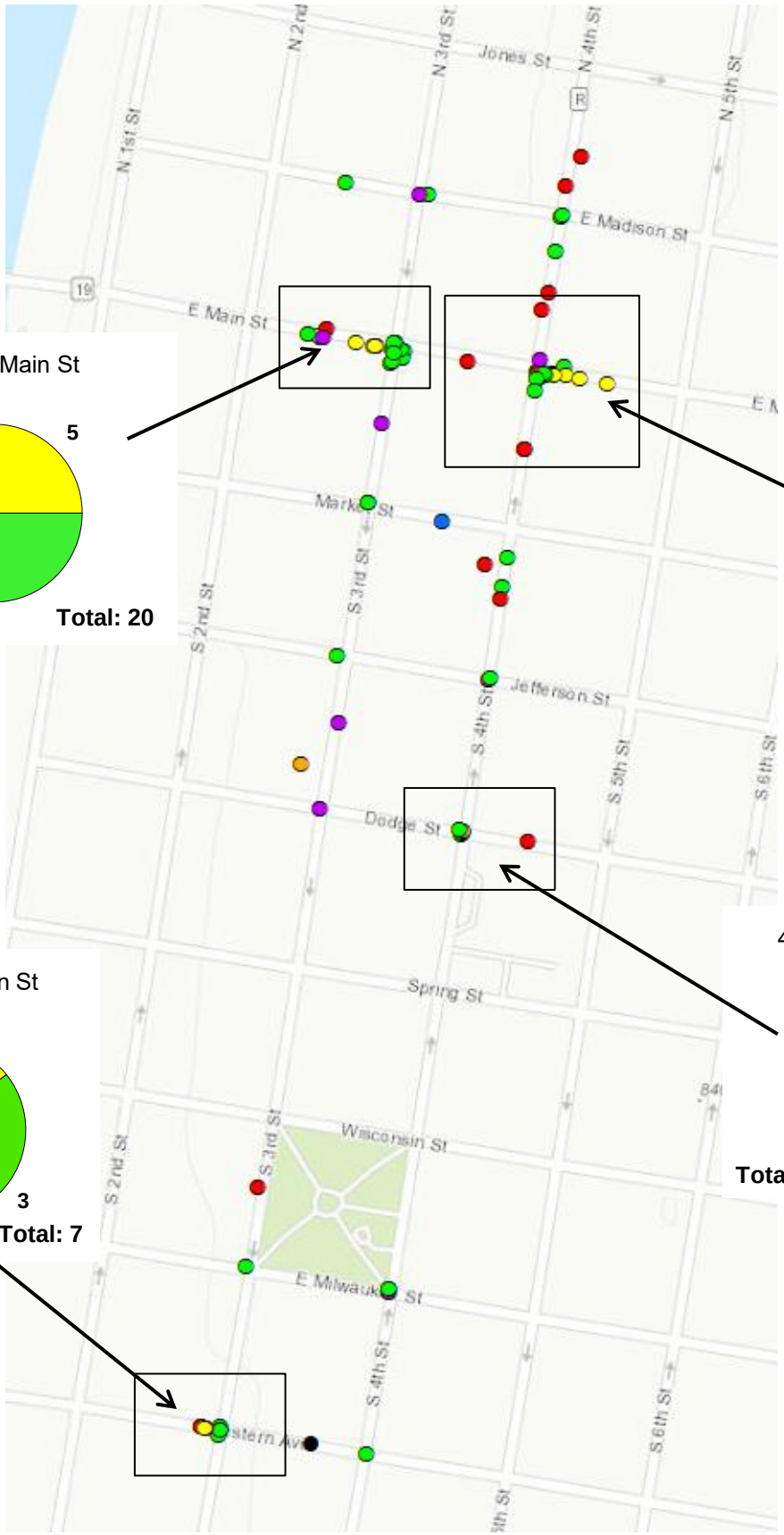
Legend

● = Reported Crash

3rd Street/4th Street Corridors
2018-2022 Total Crashes

Exhibit
A-4

raSmith



Crash Type Key:
Fixed Object (FO)
Head On (FTF)
Rear End (FTR)
Angle: Front to Side (FTS)
Angle: Rear to Side (RTS)
Side Swipe (SSS)

Legend

● = FO ● = FTF ● = FTR ● = FTS ● = RTS ● = SSS
● = OTHER

3rd Street/4th Street Corridors
2018-2022 Crashes by Type

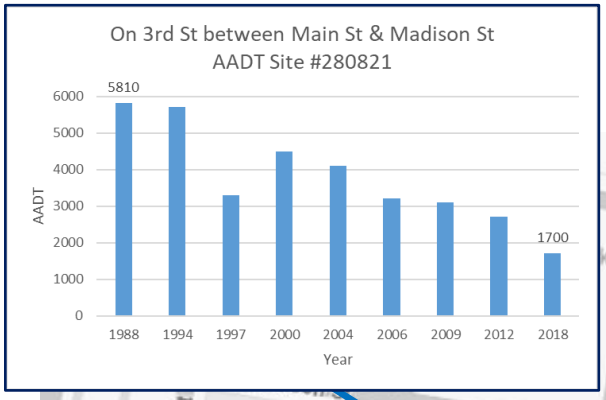
Exhibit
A-5

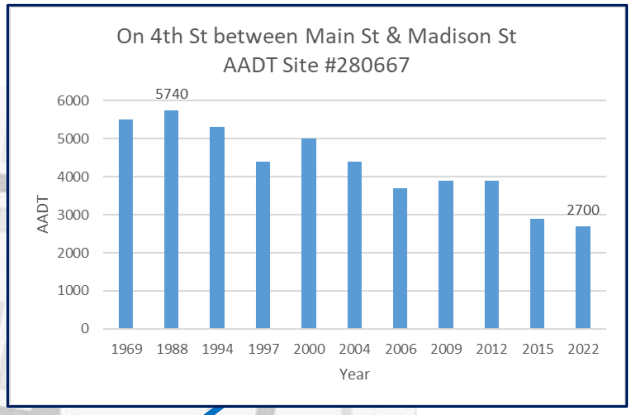
raSmith

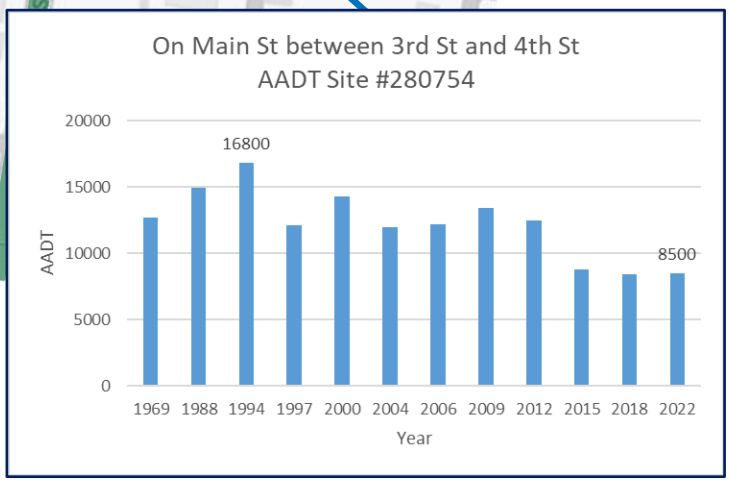
APPENDIX B

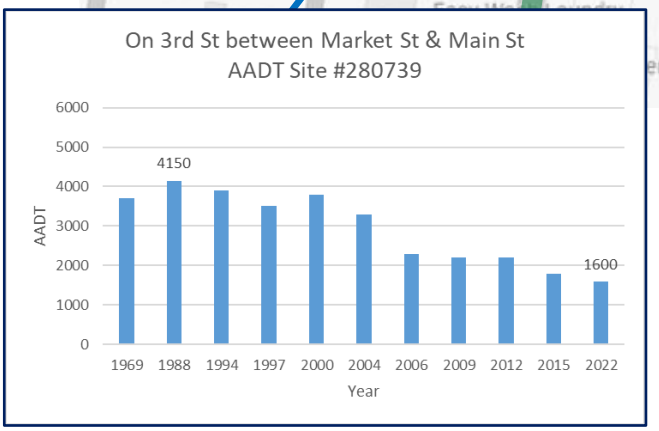
Traffic Information

Supplemental Volume Exhibits









Note: Reported AADTs obtained from WisDOT

Historic Average Annual Daily Traffic (AADT) Volumes

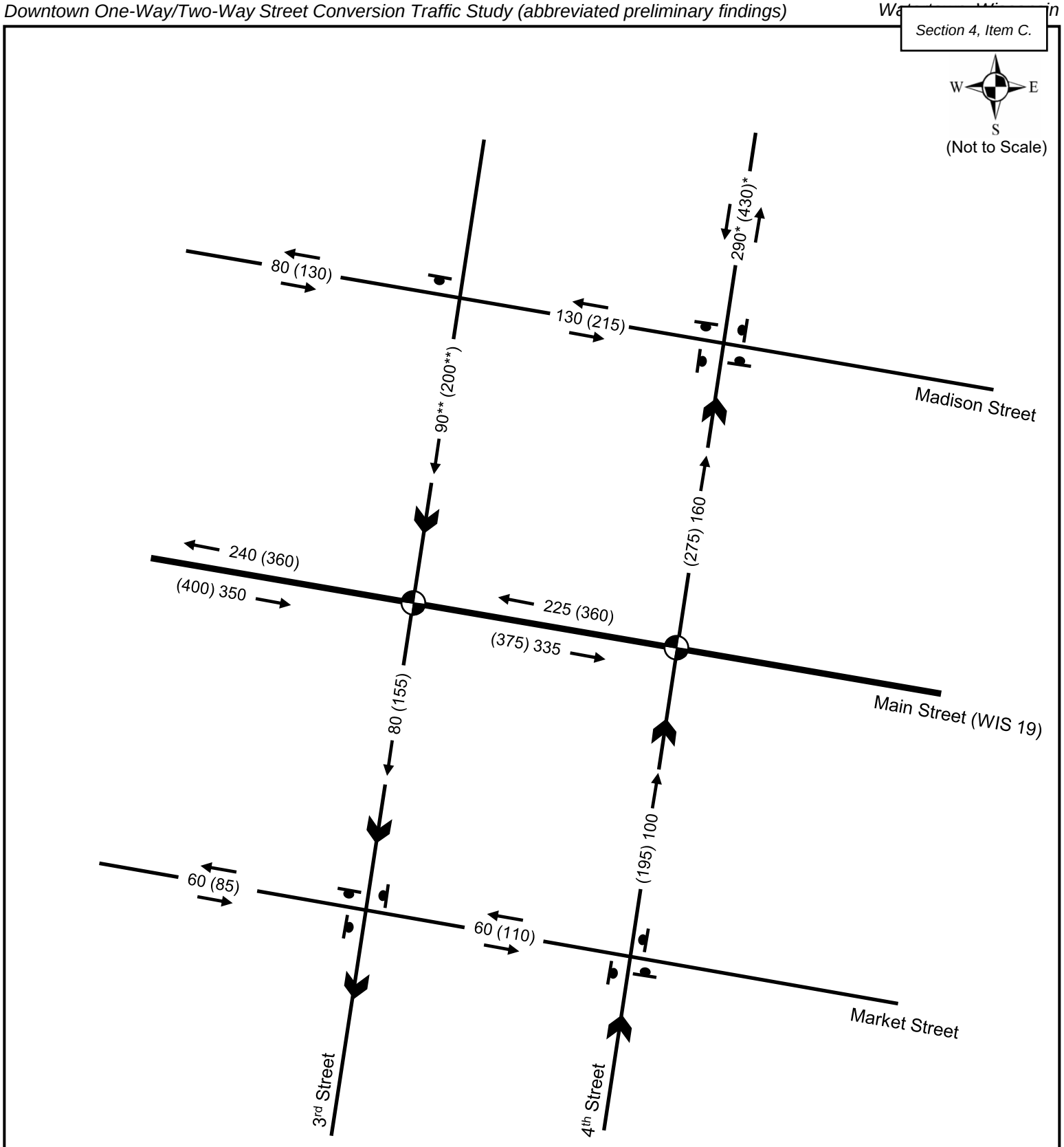
Exhibit **P-1**

Source: WisDOT Traffic Count Map

Note: Reported AADTs represent volumes collected between 2018 and 2023, except 1st Street which was collected in 2009.

Existing Average Annual Daily Traffic (AADT) Volumes

Exhibit **B-2**



Legend

XX = Weekday Morning Peak Hour Volume (7:00-8:00 AM)

(XX) = Weekday Evening Peak Hour Volume (4:00-5:00 PM)

= Traffic Signal = Stop Sign = One-way travel

Notes:

- Counts were collected by WisDOT in July of 2022
- * Indicates values were taken from the next available block

WisDOT Bi-Directional Roadway Counts

Exhibit **B-3**

raSmith

Summary of Estimated PHF and Percent Heavy Vehicles

Intersection	Traffic Control	Peak Hour	Peak Hour Factor	Percent Heavy Vehicles			
				Eastbound	Westbound	Northbound	Southbound
3rd St with Market St	All-Way Stop Control	AM	0.82	3%	3%	-	3%
		PM	0.90	3%	3%	-	3%
3rd St with Main St	Traffic Signal	AM	0.82	3%	3%	-	3%
		PM	0.90	3%	3%	-	3%
3rd St with Madison St	Two-Way Stop Control	AM	0.82	1%	3%	-	1%
		PM	0.90	1%	3%	-	1%
4th St with Market St	All-Way Stop Control	AM	0.82	3%	1%	3%	-
		PM	0.90	3%	1%	3%	-
4th St with Main St	Traffic Signal	AM	0.82	3%	3%	3%	-
		PM	0.90	3%	3%	3%	-
4th St with Madison St	All-Way Stop Control	AM	0.82	1%	1%	3%	3%
		PM	0.90	1%	1%	3%	3%

Notes:
-Peak Hour Factors were based on the April 14th, 2022 count at the 5th St & Main St intersection and used for entire system.
-Heavy Vehicle Percentages were assumed to be 3% for east and west approaches along Main St based on the April 14th, 2022 count at the 5th St and Main St intersection, and estimated as 3% along truck route approaches and 1% along non-truck route approaches.

Summary of Peak Hour Factor and Percent Heavy Vehicle Data
Existing One-Way Configuration

Intersection	Traffic Control	Peak Hour	Peak Hour Factor	Percent Heavy Vehicles			
				Eastbound	Westbound	Northbound	Southbound
3rd St with Market St	All-Way Stop Control	AM	0.82	3%	3%	3%	3%
		PM	0.90	3%	3%	3%	3%
3rd St with Main St	Traffic Signal	AM	0.82	3%	3%	3%	3%
		PM	0.90	3%	3%	3%	3%
3rd St with Madison St	All-Way Stop Control	AM	0.82	1%	3%	3%	1%
		PM	0.90	1%	3%	3%	1%
4th St with Market St	All-Way Stop Control	AM	0.82	3%	1%	3%	3%
		PM	0.90	3%	1%	3%	3%
4th St with Main St	Traffic Signal	AM	0.82	3%	3%	3%	3%
		PM	0.90	3%	3%	3%	3%
4th St with Madison St	All-Way Stop Control	AM	0.82	3%	1%	3%	3%
		PM	0.90	3%	1%	3%	3%

Notes:
-Peak Hour Factors were based on the April 14th, 2022 count at the 5th St & Main St intersection and used for entire system.
-Heavy Vehicle Percentages were assumed to be 3% for east and west approaches along Main St based on the April 14th, 2022 count at the 5th St and Main St intersection, and estimated as 3% along truck route approaches and 1% along non-truck route approaches.

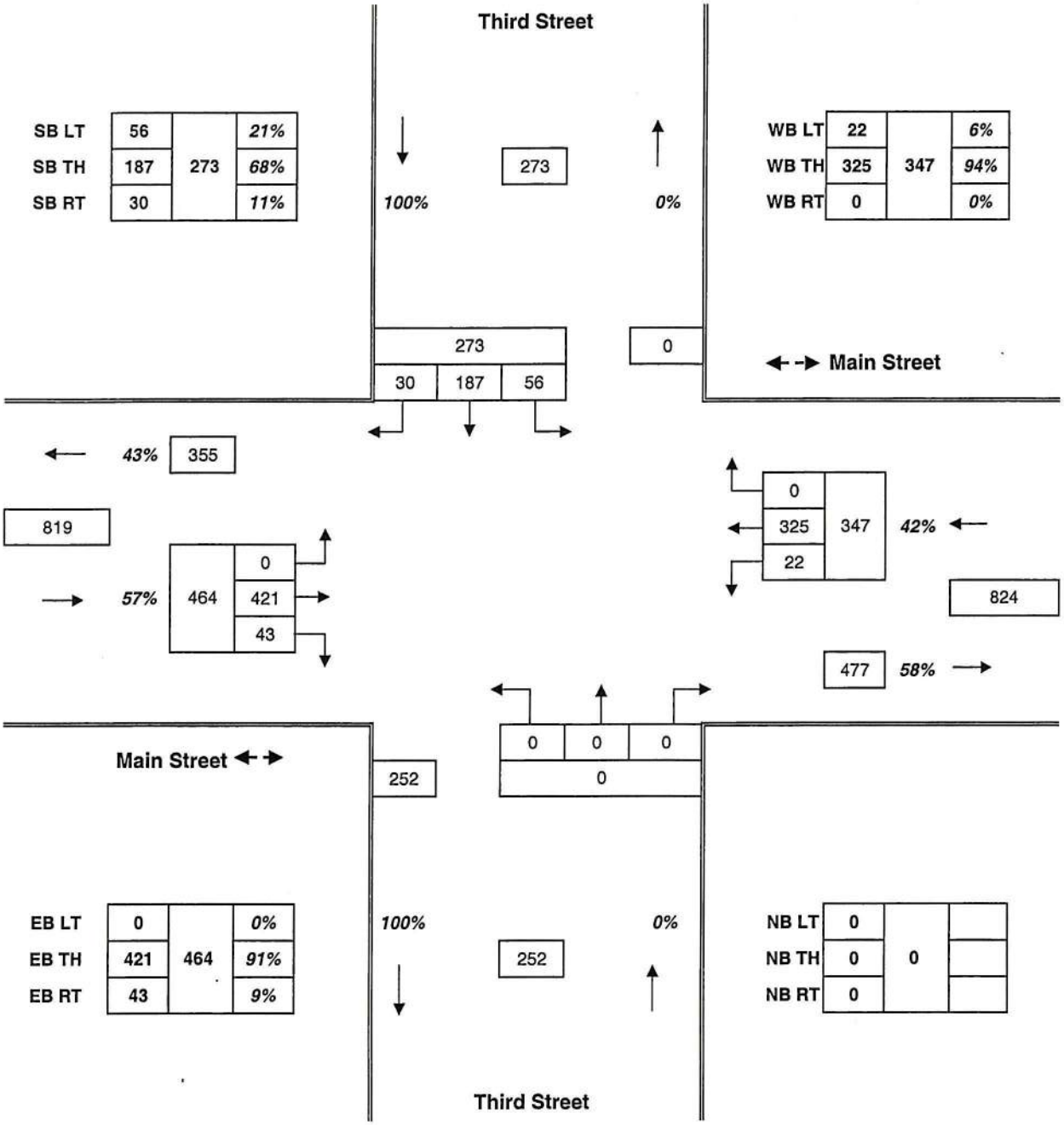
Summary of Peak Hour Factor and Percent Heavy Vehicle Data
Two-Way Configuration

Intersection Traffic Counts

TRAFFIC VOLUME SUMMARY

Project Title: Watertown ""
Project I.D.: ?
Date of Count: May 25, 2004
Design Year: 2004

ExistingAM Design Hour Traffic Volumes
Design Hour: 7:30-8:30
Location: Main Street & Third Street

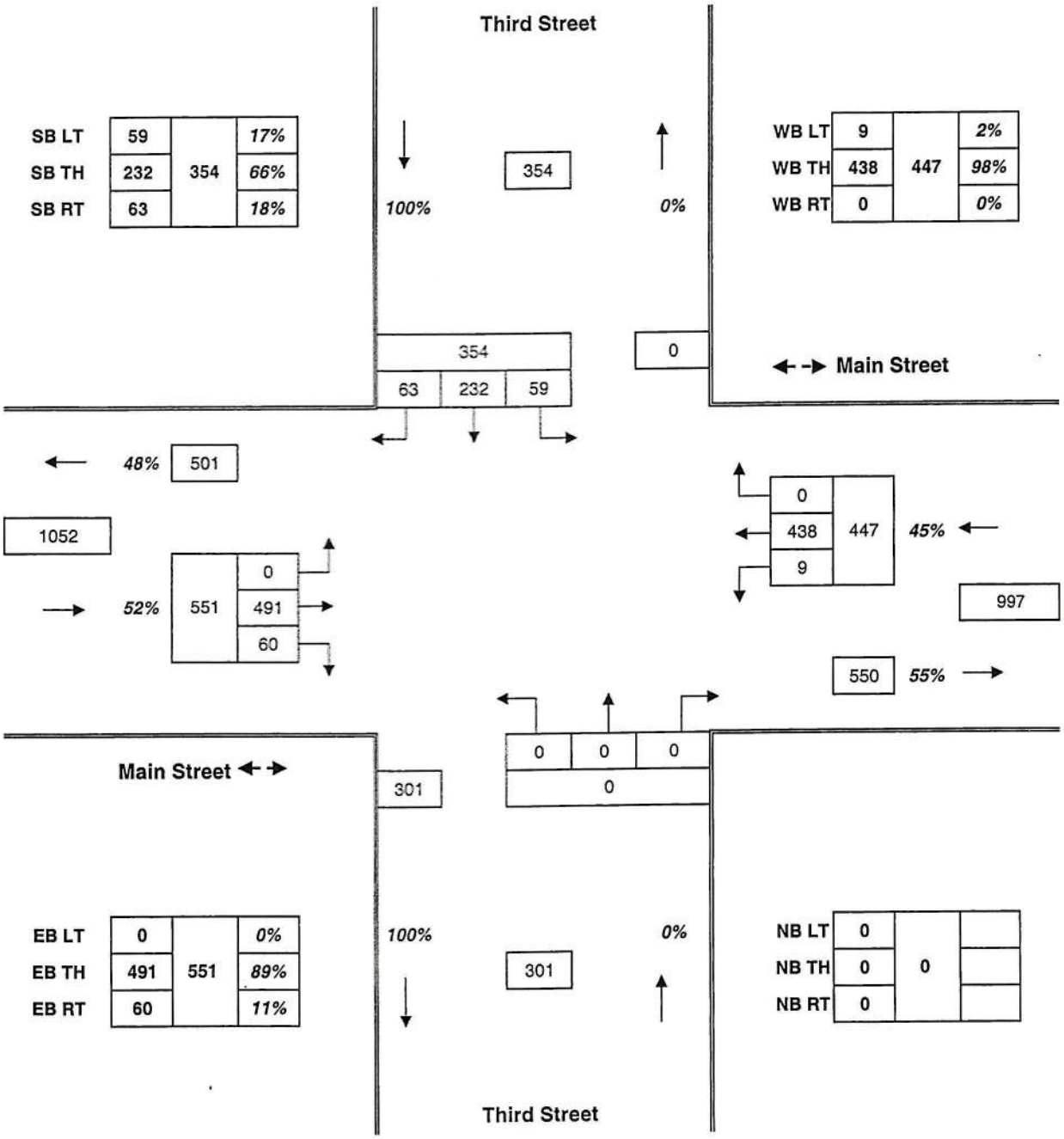


Earth Tech Project No. 77611

TRAFFIC VOLUME SUMMARY

Project Title: Watertown Traffic Signal Analysis
Project I.D.: 77611
Date of Count: May 25, 2004
Design Year: 2004

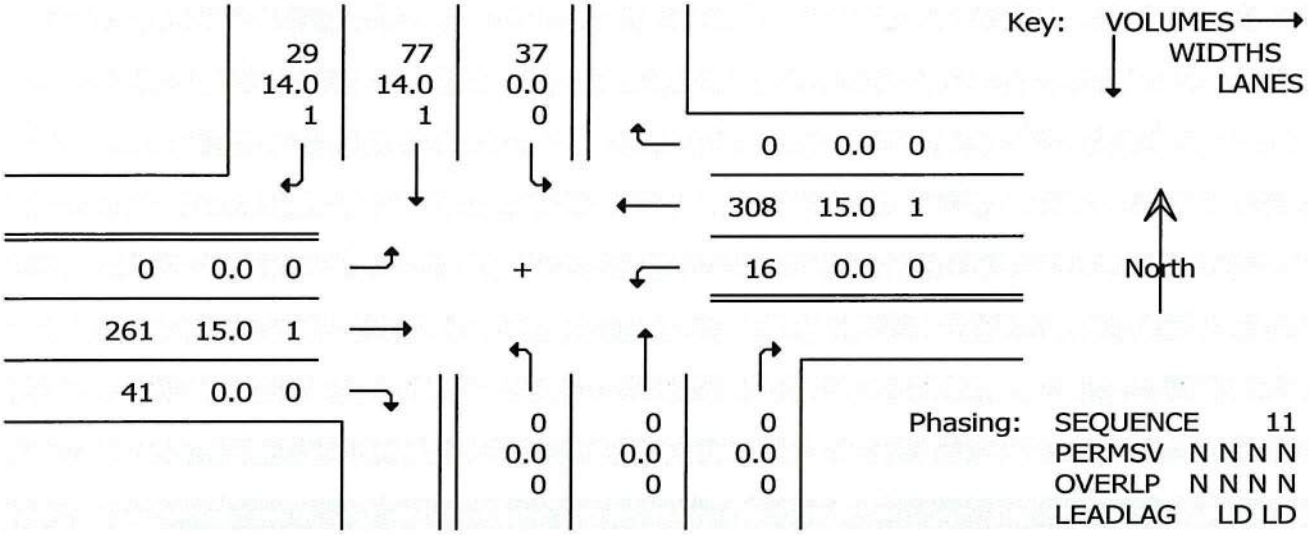
ExistingPM Design Hour Traffic Volumes
Design Hour: 3:45-4:45
Location: Main Street & Third Street



06/23/17
11:54:30

TEAPAC[Ver 8.52.01] - Display of Intersection Parameters

Intersection # 9 - Main & Third



Church St and Main St TS System
PM Peak Hour
4:30 to 5:30 PM

06/26/17
17:21:33

TEAPAC[Ver 8.52.01] - Satflow Rates and LT Clearance Cycles

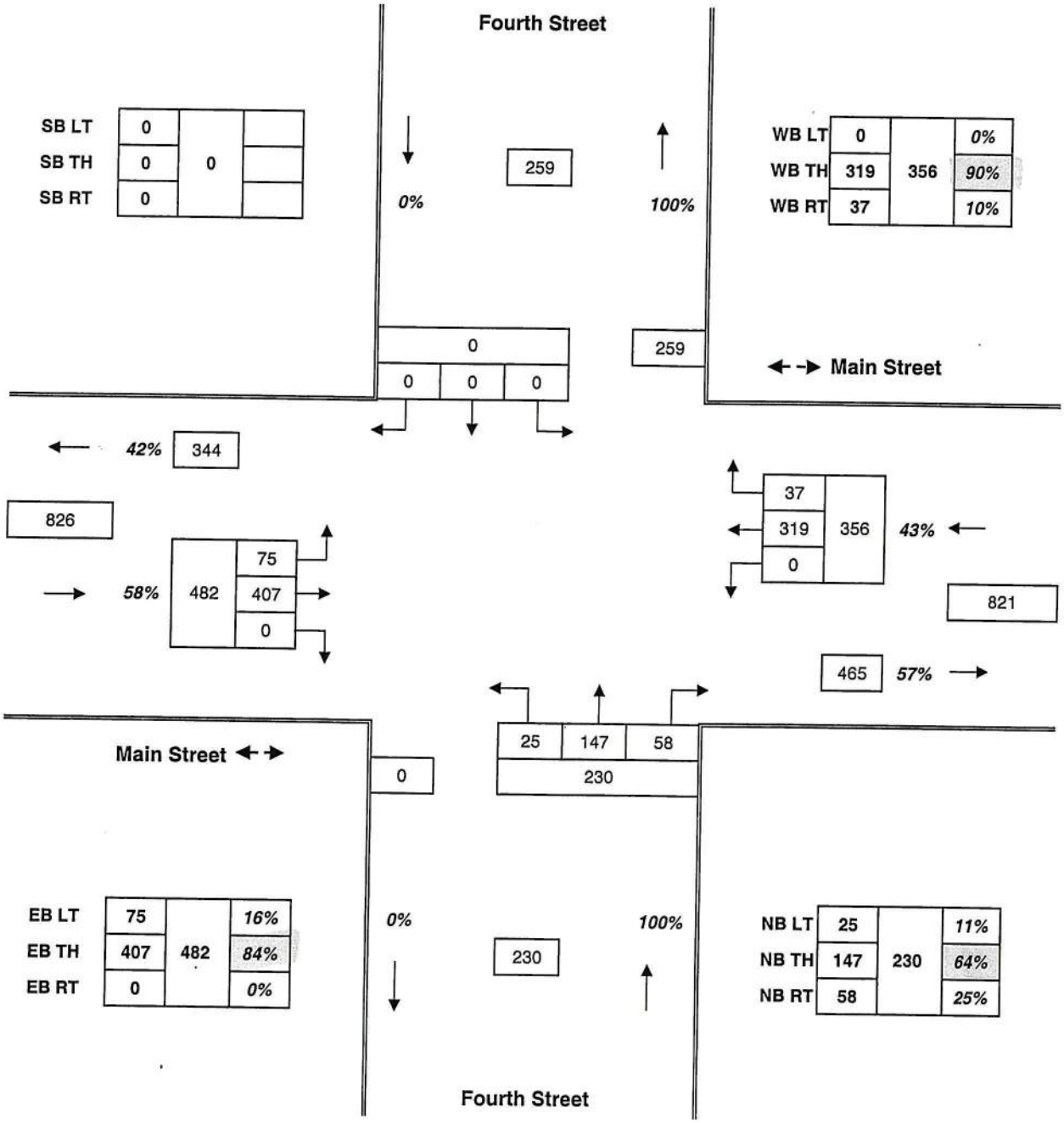
Intersection # 9 - Main & Third

SEQ= 11	N Approach			E Approach			S Approach			W Approach		
CYC= 60	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Volumes	46	124	43	0	511	4	0	0	0	44	503	0
Wid/Lan	14/1	14/1	0/0	0/0	15/1	0/0	0/0	0/0	0/0	0/0	15/1	0/0
Protctd	1287	1738	0	0	1754	0	0	0	0	0	1736	0
Permitd			0			0			0			0
LT Cmax			167			1800			0			0

TRAFFIC VOLUME SUMMARY

Project Title: Watertown ""
Project I.D.: ?
Date of Count: May 25, 2004
Design Year: ?

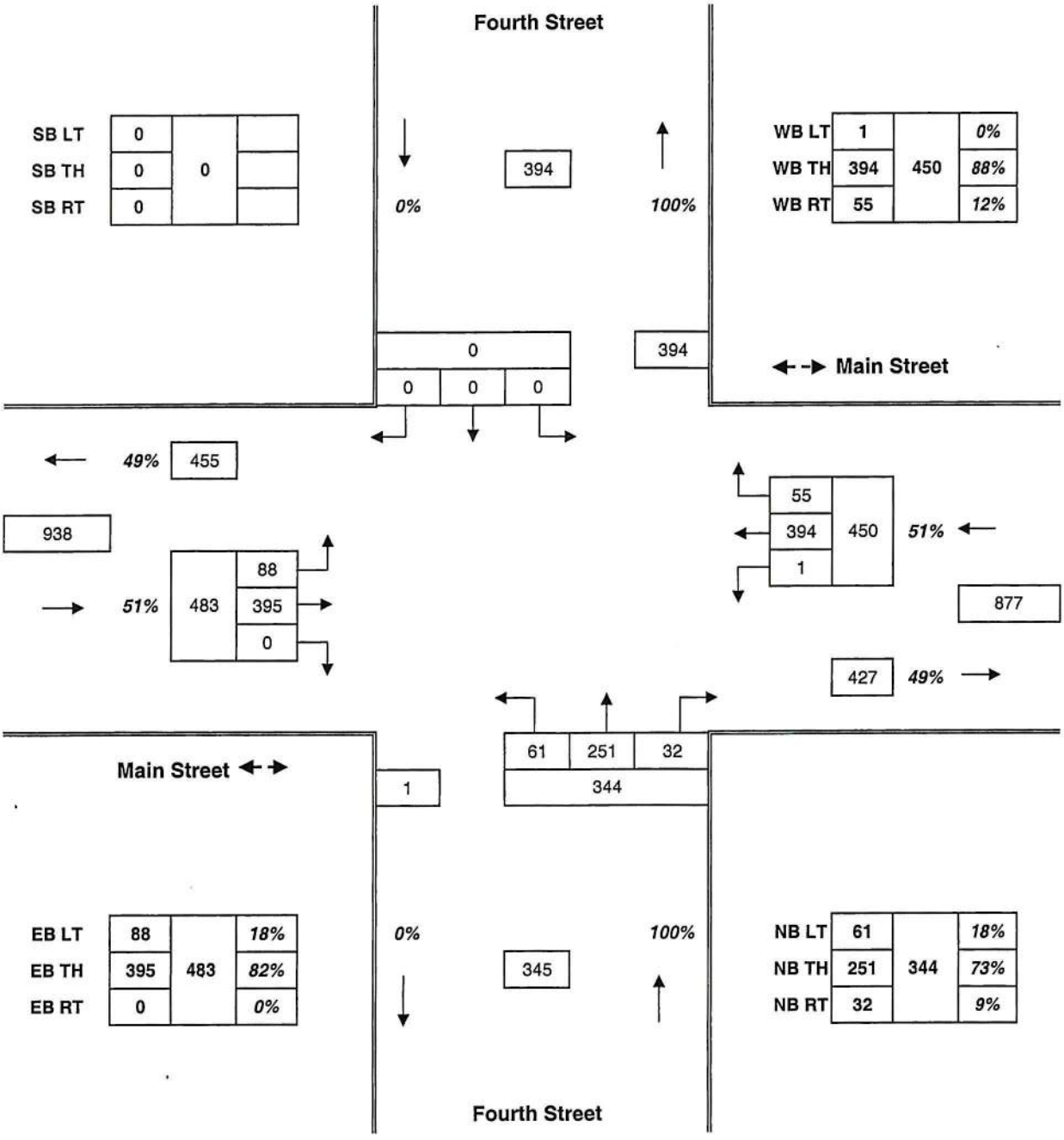
ExistingAM Design Hour Traffic Volumes
Design Hour: 7:30-8:30
Location: Main Street & Fourth Street



TRAFFIC VOLUME SUMMARY

Project Title: Watertown Traffic Signal Analysis
Project I.D.: 77611
Date of Count: May 25, 2004
Design Year: 2004

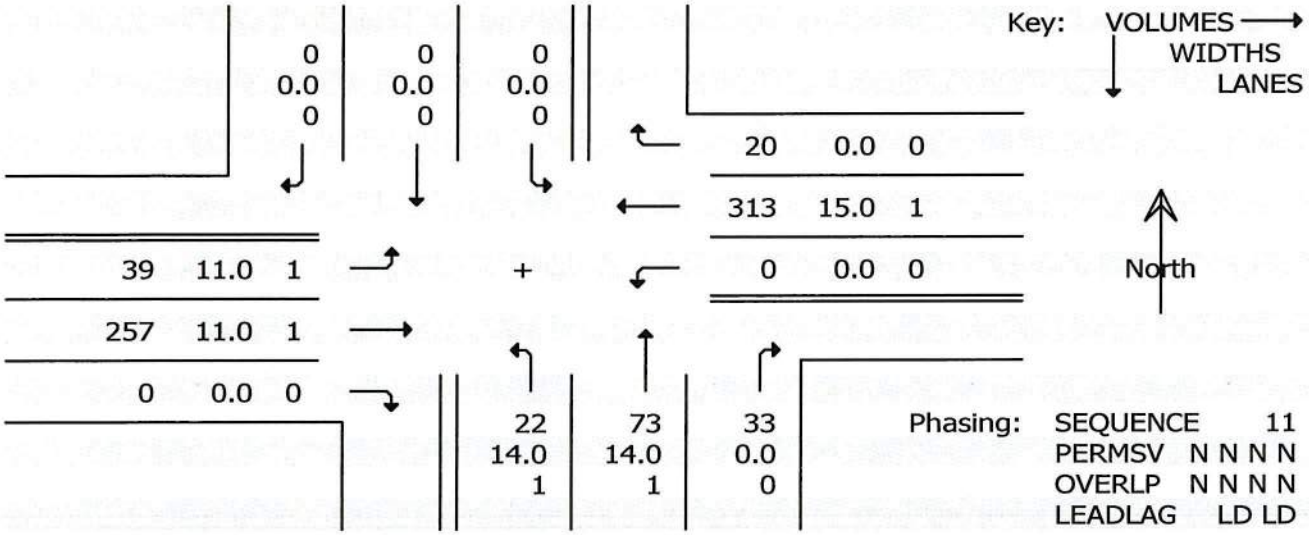
ExistingPM Design Hour Traffic Volumes
Design Hour: 3:45-4:45
Location: Main Street & Fourth Street



06/25/17
11:49:57

TEAPAC[Ver 8.52.01] - Display of Intersection Parameters

Intersection # 10 - Main & Fourth

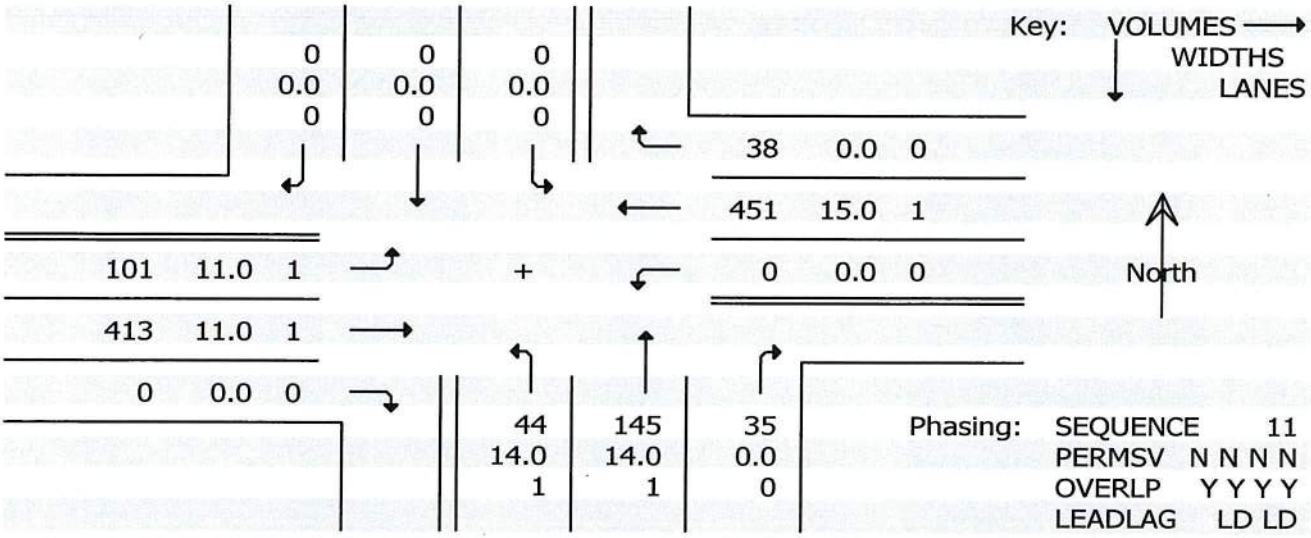


Church St and Main St TS System
PM Peak Hour
4:30 to 5:30 PM

06/26/17
17:38:52

TEAPAC[Ver 8.52.01] - Display of Intersection Parameters

Intersection # 10 - Main & Fourth



Intersection Traffic Volume Report

Count Basics	Version 2011.M3	Page 1 of 13
Start Date: Thursday, April 14, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 14	Non-Holiday	No Special Events

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

Intersection of: N 5th & STH 19

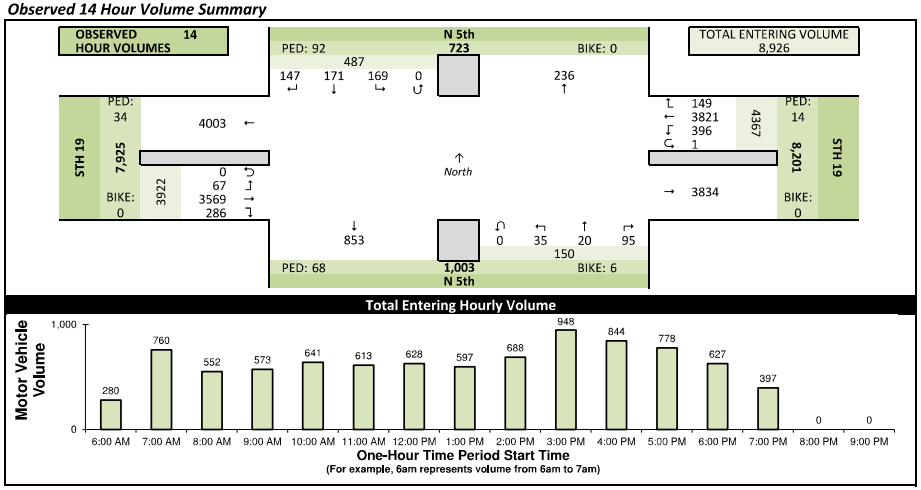
Site Information

Municipality	City of Watertown		
County	Jefferson	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	N 5th		
East Leg	STH 19		
South Leg	N 5th		
West Leg	STH 19		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

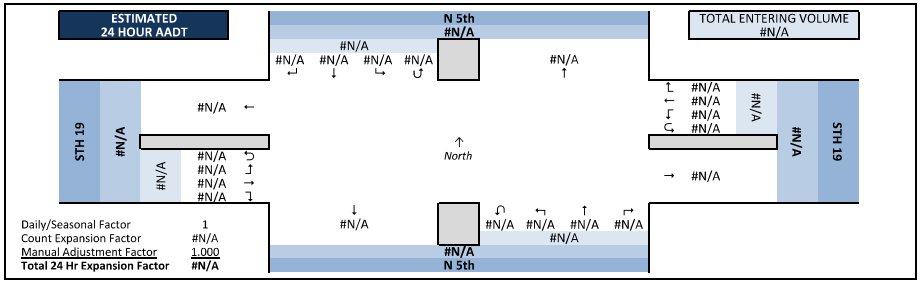
Count Information

Hrs Counted:	6:00 AM-8:00 PM				
1st Day of Count	Thursday, April 14, 2022			Weather	
AM Peak Period	Thursday, April 14, 2022			Clear & Dry	
Midday Peak Period	Thursday, April 14, 2022			Clear & Dry	
PM Peak Period	Thursday, April 14, 2022			Clear & Dry	
Calculated Peak Hours					
	AM 7:15-8:15am	MD	10:15-11:15am	PM	2:45-3:45pm
Peak Hours Selected for Analysis					
	AM 7:15-8:15am	MD	10:15-11:15am	PM	2:45-3:45pm
Daily/Seasonal Adjustment Group					
Count Expansion Group					
Daily/Seasonal Adjustment Factor	1			Count Expansion Factor	#N/A
Company Name	MSA Professional Services			Manual Adj.	1.000
Observers	AM Peak Period	Miovision Video Recording			
	Midday Peak Period	Miovision Video Recording			
	PM Peak Period	Miovision Video Recording			
Comments	2019 DOT Seasonal Factors				

Observed 14 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

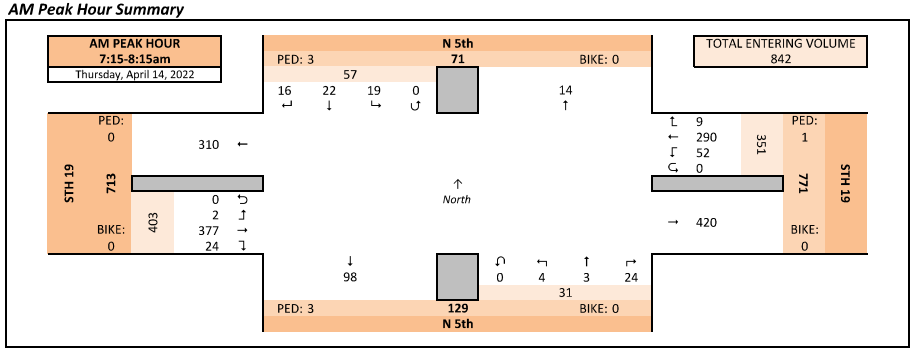
Count Basics		Page 2 of 13
Start Date: Thursday, April 14, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 14	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

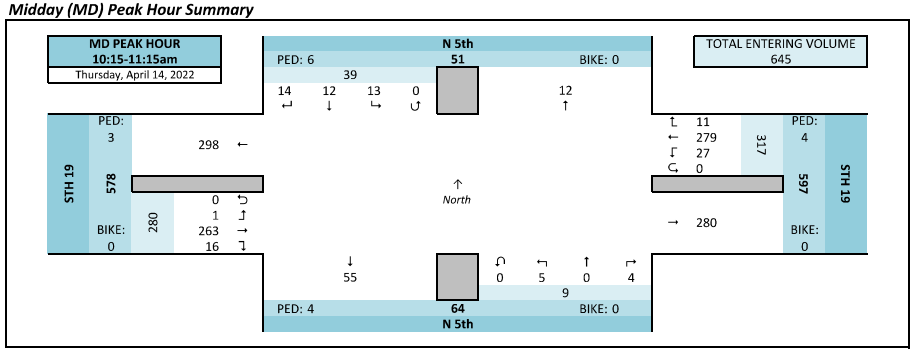
N 5th & STH 19

All Motor Vehicles

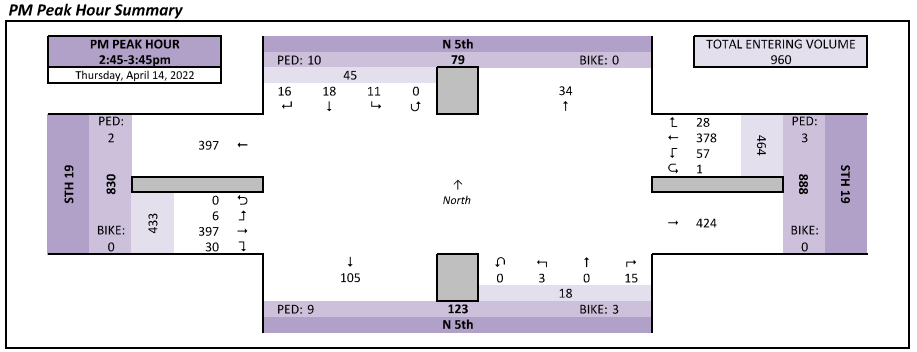
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, April 14, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

N 5th & STH 19

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, April 14, 2022		From North (↓)					From East (←)					From South (↑)					From West (→)					
	AM Peak Hour	N 5th					STH 19					N 5th					STH 19					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	0	2	1	0	3	2	43	13	0	58	3	0	1	0	4	6	81	1	0	88	153
	7:30 AM	6	8	4	0	18	1	82	11	0	94	11	0	1	0	12	7	170	1	0	128	252
	7:45 AM	5	5	7	0	17	3	98	18	0	119	7	2	1	0	10	6	105	0	0	111	257
	8:00 AM	5	7	7	0	19	3	67	10	0	80	3	1	1	0	5	5	71	0	0	76	180
	Peak Hour Volume	16	22	19	0	57	9	290	52	0	351	24	3	4	0	31	24	377	2	0	403	842
	Rounded Hourly Volume	15	20	20	0	55	10	290	50	0	350	25	5	5	0	35	25	375	0	0	400	840
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	11.1	3.1	1.9	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	2.0
	% Heavy Trucks	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	0.0	0.3	0.0	0.0	0.2	0.2
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	11.1	3.4	1.9	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	2.3
	Peak Hour Factor (PHF)	0.67	0.69	0.68	0.00	0.75	0.75	0.74	0.72	0.00	0.74	0.55	0.37	1.00	0.00	0.65	0.86	0.79	0.50	0.00	0.79	0.82

Thursday, April 14, 2022		From North (↓)					From East (←)					From South (↑)					From West (→)					
	MD Peak Hour	N 5th					STH 19					N 5th					STH 19					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	10:15 AM	2	3	2	0	7	3	66	8	0	77	2	0	1	0	3	4	56	0	0	60	147
	10:30 AM	0	4	3	0	7	5	73	8	0	86	1	0	3	0	4	5	64	1	0	70	167
	10:45 AM	3	3	5	0	11	0	69	7	0	76	1	0	1	0	2	3	80	0	0	83	172
	11:00 AM	9	2	3	0	14	3	71	4	0	78	0	0	0	0	0	4	63	0	0	67	159
	Peak Hour Volume	14	12	13	0	39	11	279	27	0	317	4	0	5	0	9	16	263	1	0	280	645
	Rounded Hourly Volume	15	10	15	0	40	10	280	25	0	315	5	0	5	0	10	15	265	0	0	280	645
	% Single Unit Trucks	7.1	8.3	7.7	0.0	7.7	0.0	1.4	3.7	0.0	1.6	0.0	0.0	0.0	0.0	0.0	6.2	1.9	0.0	0.0	2.1	2.2
	% Heavy Trucks	0.0	0.0	7.7	0.0	2.6	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	1.2
	% Trucks (Total)	7.1	8.3	15.4	0.0	10.3	0.0	2.9	3.7	0.0	2.8	0.0	0.0	0.0	0.0	0.0	6.2	3.0	0.0	0.0	3.2	3.4
	Peak Hour Factor (PHF)	0.39	0.75	0.65	0.00	0.70	0.55	0.96	0.84	0.00	0.92	0.50	0.00	0.42	0.00	0.56	0.80	0.82	0.25	0.00	0.84	0.94

Thursday, April 14, 2022		From North (↓)					From East (←)					From South (↑)					From West (→)					
	PM Peak Hour	N 5th					STH 19					N 5th					STH 19					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	2:45 PM	8	5	3	0	16	5	74	9	0	88	5	0	1	0	6	8	92	2	0	102	212
	3:00 PM	4	4	1	0	9	7	81	11	0	99	1	0	1	0	2	6	103	1	0	110	220
	3:15 PM	1	5	6	0	12	7	105	10	1	123	6	0	1	0	7	9	115	2	0	126	268
	3:30 PM	3	4	1	0	8	9	118	27	0	154	3	0	0	0	3	7	87	1	0	95	260
	Peak Hour Volume	16	18	11	0	45	28	378	57	1	464	15	0	3	0	18	30	397	6	0	433	960
	Rounded Hourly Volume	15	20	10	0	45	30	380	55	0	465	15	0	5	0	20	30	395	5	0	430	960
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.3	1.9
	% Heavy Trucks	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	0.0	0.3	0.0	0.0	0.2	0.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.5	2.2
	Peak Hour Factor (PHF)	0.50	0.90	0.46	0.00	0.70	0.78	0.80	0.53	0.25	0.75	0.62	0.00	0.75	0.00	0.64	0.83	0.86	0.75	0.00	0.86	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
		N 5th			STH 19			N 5th			STH 19			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
	7:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	3
	8:00 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
	Total	3	0	3	1	0	1	3	0	3	0	0	0	7
MD	10:15 AM	2	0	2	0	0	0	3	0	3	1	0	1	6
	10:30 AM	1	0	1	3	0	3	0	0	0	0	0	0	4
	10:45 AM	2	0	2	0	0	0	1	0	1	0	0	0	3
	11:00 AM	1	0	1	1	0	1	0	0	0	2	0	2	4
	Total	6	0	6	4	0	4	4	0	4	3	0	3	17
PM	2:45 PM	3	0	3	2	0	2	4	0	4	0	0	0	9
	3:00 PM	2	0	2	1	0	1	3	2	5	1	0	1	9
	3:15 PM	2	0	2	0	0	0	2	1	3	0	0	0	5
	3:30 PM	3	0	3	0	0	0	0	0	0	1	0	1	4
	Total	10	0	10	3	0	3	9	3	12	2	0	2	27

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, April 14, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

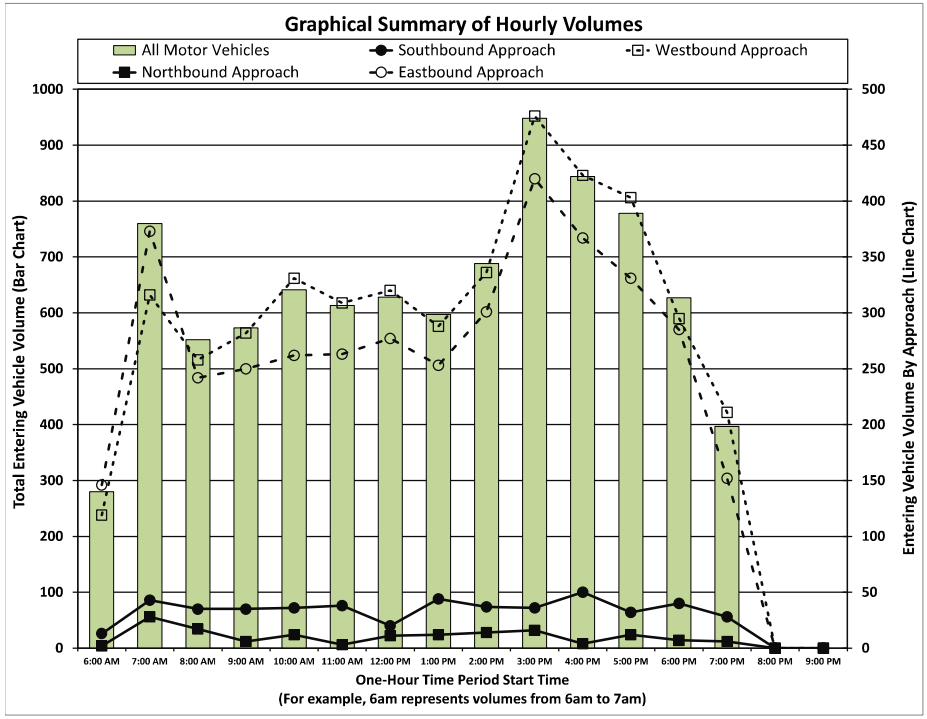
Hourly Volume Summary - Motor Vehicle Data

All Motor Vehicles

N 5th & STH 19

One-Hour Motor Vehicle Data

One-Hour Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Vehicle	Directional Volume Totals	
		N 5th					STH 19					N 5th					STH 19							
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/W	N/S
AM	6:00 AM	2	6	5	0	13	2	110	7	0	119	0	0	2	0	2	9	136	1	0	146	280	265	15
	7:00 AM	11	18	14	0	43	8	258	50	0	316	23	2	3	0	28	22	349	2	0	373	760	689	71
	8:00 AM	10	15	10	0	35	7	227	24	0	258	12	3	2	0	17	17	221	4	0	242	552	500	52
	9:00 AM	4	16	15	0	35	4	241	37	0	282	4	2	0	0	6	30	220	0	0	250	573	532	41
MD	10:00 AM	7	14	15	0	36	14	283	34	0	331	7	0	5	0	12	20	241	1	0	262	641	593	48
	11:00 AM	19	8	11	0	38	11	271	27	0	309	2	1	0	0	3	19	244	0	0	263	613	572	41
	12:00 PM	9	5	6	0	20	8	284	28	0	320	7	1	3	0	11	22	247	8	0	277	628	597	31
	1:00 PM	8	15	21	0	44	11	254	23	0	288	5	3	4	0	12	29	220	4	0	253	597	541	56
PM	2:00 PM	14	14	9	0	37	13	294	29	0	336	8	2	4	0	14	24	274	3	0	301	688	637	51
	3:00 PM	11	15	10	0	36	25	398	52	1	476	11	1	4	0	16	28	383	9	0	420	948	896	52
	4:00 PM	22	12	16	0	50	21	379	23	0	423	3	0	1	0	4	18	335	14	0	367	844	790	54
	5:00 PM	10	8	14	0	32	15	355	33	0	403	6	3	3	0	12	16	308	7	0	331	778	734	44
	6:00 PM	11	17	12	0	40	4	268	23	0	295	5	1	1	0	7	30	247	8	0	285	627	580	47
	7:00 PM	9	8	11	0	28	6	199	6	0	211	2	1	3	0	6	2	144	6	0	152	397	363	34
	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
Totals		147	171	169	0	487	149	3821	396	1	4367	95	20	35	0	150	286	3569	67	0	3922	8926	8289	637



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Thursday, April 14, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

N 5th & STH 19

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period	From North (N 5th)					From East (STH 19)					From South (N 5th)					From West (STH 19)					15-Min	Hourly	
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
6:00 AM	1	2	1	0	4	0	18	1	0	19	0	0	0	0	0	2	30	0	0	32	55	280	0.80
6:15 AM	0	0	2	0	2	0	28	3	0	31	0	0	0	0	0	4	27	0	0	31	64	323	0.82
6:30 AM	0	3	2	0	5	1	27	1	0	29	0	0	1	0	1	2	35	1	0	38	73	412	0.67
6:45 AM	1	1	0	0	2	1	37	2	0	40	0	0	1	0	1	1	44	0	0	45	88	591	0.59
7:00 AM	0	3	2	0	5	2	35	8	0	45	2	0	0	0	2	3	43	0	0	46	98	760	0.74
7:15 AM	0	2	1	0	3	2	43	13	0	58	3	0	1	0	4	6	81	1	0	88	153	842	0.82
7:30 AM	6	8	4	0	18	1	82	11	0	94	11	0	1	0	12	7	120	1	0	128	252	838	0.82
7:45 AM	5	5	7	0	17	3	98	18	0	119	7	2	1	0	10	6	105	0	0	111	257	691	0.67
8:00 AM	5	7	7	0	19	3	67	10	0	80	3	1	1	0	5	5	71	0	0	76	180	552	0.77
8:15 AM	2	3	2	0	7	1	59	5	0	65	7	1	0	0	8	7	61	1	0	69	149	522	0.87
8:30 AM	1	2	0	0	3	2	48	4	0	54	1	1	0	0	2	2	43	1	0	46	105	524	0.87
8:45 AM	2	3	1	0	6	1	53	5	0	59	1	0	1	0	2	3	46	2	0	51	118	546	0.90
9:00 AM	2	5	3	0	10	0	63	11	0	74	2	0	0	0	2	11	53	0	0	64	150	573	0.95
9:15 AM	1	4	6	0	11	3	74	6	0	83	0	1	0	0	1	3	53	0	0	56	151	578	0.93
9:30 AM	1	2	3	0	6	1	41	12	0	54	2	0	0	0	2	8	57	0	0	65	127	574	0.93
9:45 AM	0	5	3	0	8	0	63	8	0	71	0	1	0	0	1	8	57	0	0	65	145	614	0.92
10:00 AM	2	4	5	0	11	6	75	11	0	92	3	0	0	0	3	8	41	0	0	49	155	641	0.93
10:15 AM	2	3	2	0	7	3	66	8	0	77	2	0	1	0	3	4	56	0	0	60	147	645	0.94
10:30 AM	0	4	3	0	7	5	73	8	0	86	1	0	3	0	4	5	64	1	0	70	167	644	0.94
10:45 AM	3	3	5	0	11	0	69	7	0	76	1	0	1	0	2	3	80	0	0	83	172	629	0.91
11:00 AM	9	2	3	0	14	3	71	4	0	78	0	0	0	0	0	4	63	0	0	67	159	613	0.96
11:15 AM	5	2	2	0	9	2	68	4	0	74	0	0	0	0	0	3	60	0	0	63	146	638	0.87
11:30 AM	4	2	2	0	8	3	62	9	0	74	2	1	0	0	3	8	59	0	0	67	152	644	0.88
11:45 AM	1	2	4	0	7	3	70	10	0	83	0	0	0	0	0	4	62	0	0	66	156	630	0.86
12:00 PM	4	1	2	0	7	1	84	11	0	96	5	1	1	0	7	11	60	3	0	74	184	628	0.85
12:15 PM	3	1	1	0	5	1	71	5	0	77	1	0	1	0	2	3	63	2	0	68	152	591	0.96
12:30 PM	2	1	2	0	5	1	69	4	0	74	1	0	1	0	2	3	53	1	0	57	138	578	0.94
12:45 PM	0	2	1	0	3	5	60	8	0	73	0	0	0	0	0	5	71	2	0	78	154	604	0.92
1:00 PM	2	4	3	0	9	1	72	7	0	80	1	0	1	0	2	4	50	2	0	56	147	597	0.91
1:15 PM	3	4	7	0	14	1	54	3	0	58	2	0	0	0	2	13	52	0	0	65	139	608	0.93
1:30 PM	1	4	5	0	10	7	62	9	0	78	1	1	2	0	4	9	61	2	0	72	164	624	0.95
1:45 PM	2	3	6	0	11	2	66	4	0	72	1	2	1	0	4	3	57	0	0	60	147	623	0.96
2:00 PM	3	2	1	0	6	6	81	8	0	95	1	0	1	0	2	4	51	0	0	55	158	688	0.81
2:15 PM	0	4	3	0	7	1	65	7	0	73	1	1	0	0	2	5	67	1	0	73	155	750	0.85
2:30 PM	3	3	2	0	8	1	74	5	0	80	1	1	2	0	4	7	64	0	0	71	163	863	0.81
2:45 PM	8	5	3	0	16	5	74	9	0	88	5	0	1	0	6	8	92	2	0	102	212	960	0.90
3:00 PM	4	4	1	0	9	7	81	11	0	99	1	0	1	0	2	6	103	1	0	110	220	948	0.88
3:15 PM	1	5	6	0	12	7	105	10	1	123	6	0	1	0	7	9	115	2	0	126	268	932	0.87
3:30 PM	3	4	1	0	8	9	118	27	0	154	3	0	0	0	3	7	87	1	0	95	260	851	0.82
3:45 PM	3	2	2	0	7	2	94	4	0	100	1	1	2	0	4	6	78	5	0	89	200	833	0.86
4:00 PM	2	4	4	0	10	6	94	4	0	104	1	0	0	0	1	5	80	4	0	89	204	844	0.87
4:15 PM	5	1	3	0	9	2	86	6	0	94	1	0	0	0	1	6	79	2	0	83	187	869	0.90
4:30 PM	9	6	6	0	21	5	114	5	0	124	1	0	0	0	1	6	85	5	0	96	242	879	0.91
4:45 PM	4	3	3	0	10	8	85	8	0	101	0	0	1	0	1	5	91	3	0	99	211	816	0.89
5:00 PM	2	3	4	0	9	7	107	12	0	126	2	1	0	0	3	8	82	1	0	91	229	778	0.85
5:15 PM	3	1	5	0	9	3	102	5	0	110	2	0	2	0	4	2	70	2	0	74	197	724	0.92
5:30 PM	1	1	3	0	5	4	73	8	0	85	1	1	1	0	3	3	81	2	0	86	179	701	0.98
5:45 PM	4	3	2	0	9	1	73	8	0	82	1	1	0	0	2	3	75	2	0	80	173	673	0.96
6:00 PM	3	4	5	0	12	0	76	9	0	85	1	0	0	0	1	10	67	0	0	77	175	627	0.90
6:15 PM	1	6	3	0	10	4	72	7	0	83	1	0	0	0	1	10	65	5	0	80	174	553	0.79
6:30 PM	3	4	2	0	9	0	67	7	0	74	1	1	1	0	3	6	57	2	0	65	151	466	0.77
6:45 PM	4	3	2	0	9	0	53	0	0	53	2	0	0	0	2	4	58	1	0	63	127	414	0.81
7:00 PM	2	2	1	0	5	1	48	1	0	50	2	0	1	0	3	0	39	4	0	43	101	397	0.90
7:15 PM	2	3	3	0	8	2	51	0	0	53	0	0	0	0	0	0	26	0	0	26	87		
7:30 PM	0	3	5	0	8	1	45	4	0	50	0	1	2	0	3	2	34	2	0	38	99		
7:45 PM	5	0	2	0	7	2	55	1	0	58	0	0	0	0	0	0	45	0	0	45	110		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	147	171	169	0	487	149	3821	396	1	4367	95	20	35	0	150	286	3569	67	0	3922	8926		

AM Peak Period: 7:15 AM – 8:45 AM
Midday Peak Period: 10:15 AM – 11:45 AM
PM Peak Period: 2:45 PM – 4:15 PM

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North (N 5th)					From East (STH 19)					From South (N 5th)					From West (STH 19)					Total Hourly	
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM 7:15 AM	16	22	19	0	57	9	290	52	0	351	24	3	4	0	31	24	377	2	0	403	842	0.82
MD 10:15 AM	14	12	13	0	39	11	279	27	0	317	4	0	5	0	9	16	263	1	0	280	645	0.94
PM 2:45 PM	16	18	11	0	45	28	378	57	1	464	15	0	3	0	18	30	397	6	0	433	960	0.90

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Thursday, April 14, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

15-Minute Automobile Data

N 5th & STH 19

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period	From North (N 5th)					From East (STH 19)					From South (N 5th)					From West (STH 19)					15-Min	Hourly	
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
6:00 AM	0	2	1	0	3	0	18	1	0	19	0	0	0	0	0	2	30	0	0	32	54	271	
6:15 AM	0	0	2	0	2	0	28	3	0	31	0	0	0	0	0	4	26	0	0	30	63	311	
6:30 AM	0	3	2	0	5	1	27	1	0	29	0	0	1	0	1	2	31	1	0	34	69	395	
6:45 AM	1	1	0	0	2	1	34	2	0	37	0	0	1	0	1	1	44	0	0	45	85	573	
7:00 AM	0	3	2	0	5	2	33	8	0	43	2	0	0	0	2	3	41	0	0	44	94	740	
7:15 AM	0	2	1	0	3	2	40	12	0	54	3	0	1	0	4	6	79	1	0	86	147	823	
7:30 AM	6	8	4	0	18	0	81	11	0	92	11	0	1	0	12	7	117	1	0	125	247	820	
7:45 AM	5	5	7	0	17	3	94	18	0	115	7	2	1	0	10	6	104	0	0	110	252	676	
8:00 AM	5	7	7	0	19	3	65	10	0	78	3	1	1	0	5	5	70	0	0	75	177	540	
8:15 AM	2	3	2	0	7	1	57	5	0	63	7	1	0	0	8	7	58	1	0	66	144	508	
8:30 AM	1	2	0	0	3	2	47	4	0	53	1	1	0	0	2	2	42	1	0	45	103	511	
8:45 AM	2	3	1	0	6	1	51	5	0	57	1	0	1	0	2	3	46	2	0	51	116	532	
9:00 AM	2	5	3	0	10	0	61	11	0	72	2	0	0	0	2	11	50	0	0	61	145	557	
9:15 AM	1	4	5	0	10	3	72	6	0	81	0	1	0	0	1	3	52	0	0	55	147	563	
9:30 AM	1	2	3	0	6	1	40	12	0	53	1	0	0	0	1	8	56	0	0	64	124	557	
9:45 AM	0	5	3	0	8	0	61	8	0	69	0	1	0	0	1	8	55	0	0	63	141	595	
10:00 AM	2	4	5	0	11	6	71	11	0	88	3	0	0	0	3	8	41	0	0	49	151	619	
10:15 AM	2	3	1	0	6	3	62	8	0	73	2	0	1	0	3	4	55	0	0	59	141	623	
10:30 AM	0	3	3	0	6	5	73	8	0	86	1	0	3	0	4	4	61	1	0	66	162	621	
10:45 AM	2	3	4	0	9	0	67	6	0	73	1	0	1	0	2	3	78	0	0	81	165	607	
11:00 AM	9	2	3	0	14	3	69	4	0	76	0	0	0	0	0	4	61	0	0	65	155	592	
11:15 AM	5	1	2	0	8	2	66	4	0	72	0	0	0	0	0	3	56	0	0	59	139	617	
11:30 AM	4	2	2	0	8	3	60	9	0	72	2	1	0	0	3	8	57	0	0	65	148	627	
11:45 AM	1	2	4	0	7	3	66	10	0	79	0	0	0	0	0	4	60	0	0	64	150	608	
12:00 PM	4	1	2	0	7	1	84	9	0	94	5	1	1	0	7	11	58	3	0	72	180	607	
12:15 PM	3	1	1	0	5	1	69	5	0	75	1	0	1	0	2	3	62	2	0	67	149	569	
12:30 PM	2	1	2	0	5	1	64	4	0	69	1	0	0	0	1	3	50	1	0	54	129	556	
12:45 PM	0	2	1	0	3	5	59	8	0	72	0	0	0	0	0	5	67	2	0	74	149	585	
1:00 PM	2	4	3	0	9	1	69	7	0	77	1	0	1	0	2	4	48	2	0	54	142	576	
1:15 PM	3	4	6	0	13	1	53	3	0	57	2	0	0	0	2	12	52	0	0	64	136	586	
1:30 PM	1	4	4	0	9	7	61	9	0	77	0	1	2	0	3	9	58	2	0	69	158	603	
1:45 PM	2	3	6	0	11	2	62	4	0	68	1	2	1	0	4	3	54	0	0	57	140	606	
2:00 PM	3	2	1	0	6	6	76	8	0	90	1	0	1	0	2	3	51	0	0	54	152	669	
2:15 PM	0	4	3	0	7	1	64	7	0	72	1	0	0	0	1	5	67	1	0	73	153	730	
2:30 PM	3	3	2	0	8	1	72	5	0	78	1	1	2	0	4	7	64	0	0	71	161	841	
2:45 PM	8	5	3	0	16	5	71	9	0	85	5	0	1	0	6	8	86	2	0	96	203	939	
3:00 PM	4	4	1	0	9	7	78	11	0	96	1	0	1	0	2	6	99	1	0	106	213	928	
3:15 PM	1	5	6	0	12	7	102	10	1	120	6	0	1	0	7	9	114	2	0	125	264	915	
3:30 PM	3	4	1	0	8	9	117	27	0	153	3	0	0	0	3	7	87	1	0	95	259	833	
3:45 PM	3	2	2	0	7	2	93	4	0	99	1	1	2	0	4	6	71	5	0	82	192	816	
4:00 PM	4	2	4	0	10	6	93	4	0	103	1	0	0	0	1	5	77	4	0	86	200	832	
4:15 PM	5	1	3	0	9	2	82	6	0	90	1	0	0	0	1	2	78	2	0	82	182	860	
4:30 PM	9	6	6	0	21	5	114	5	0	124	1	0	0	0	1	6	85	5	0	96	242	873	
4:45 PM	4	3	3	0	10	8	84	8	0	100	0	0	1	0	1	5	89	3	0	97	208	810	
5:00 PM	2	3	4	0	9	7	106	12	0	125	2	1	0	0	3	8	82	1	0	91	228	774	
5:15 PM	3	1	5	0	9	3	100	5	0	108	2	0	2	0	4	2	70	2	0	74	195	721	
5:30 PM	1	1	3	0	5	4	73	8	0	85	1	1	1	0	3	3	81	2	0	86	179	700	
5:45 PM	4	3	2	0	9	1	73	8	0	82	1	1	0	0	2	3	74	2	0	79	172	672	
6:00 PM	3	4	5	0	12	0	76	9	0	85	1	0	0	0	1	10	67	0	0	77	175	627	
6:15 PM	1	6	3	0	10	4	72	7	0	83	1	0	0	0	1	10	65	5	0	80	174	553	
6:30 PM	3	4	2	0	9	0	67	7	0	74	1	1	1	0	3	6	57	2	0	65	151	466	
6:45 PM	4	3	2	0	9	0	53	0	0	53	2	0	0	0	2	4	58	1	0	63	127	414	
7:00 PM	2	2	1	0	5	1	48	1	0	50	2	0	1	0	3	0	39	4	0	43	101	396	
7:15 PM	2	3	3	0	8	2	51	0	0	53	0	0	0	0	0	0	26	0	0	26	87		
7:30 PM	0	3	5	0	8	1	45	4	0	50	0	1	2	0	3	2	34	2	0	38	99		
7:45 PM	5	0	2	0	7	2	54	1	0	57	0	0	0	0	0	0	45	0	0	45	109		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	145	169	164	0	478	148	3728	392	1	4269	93	19	34	0	146	283	3485	67	0	3835	8728		

AM Peak Period: 7:15 AM – 8:45 AM
Midday Peak Period: 10:15 AM – 11:45 AM
PM Peak Period: 2:45 PM – 4:15 PM

Peak Hour Automobile Volume Summary

Hourly Time Period	From North (N 5th)					From East (STH 19)					From South (N 5th)					From West (STH 19)					Total Hourly	
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	
AM 7:15 AM	16	22	19	0	57	8	280	51	0	339	24	3	4	0	31	24	370	2	0	396	823	
MD 10:15 AM	13	11	11	0	35	11	271	26	0	308	4	0	5	0	9	15	255	1	0	271	623	
PM 2:45 PM	16	18	11	0	45	28	368	57	1	454	15	0	3	0	18	30	386	6	0	422	939	

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, April 14, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

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

N 5th & STH 19

Single Unit (SU) Trucks & Buses

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

15-Minute Time Period		From North (↓) N 5th					From East (←) STH 19					From South (↑) N 5th					From West (→) STH 19					15-Min Totals	Hourly Sum
	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		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	10
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	15
	6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	15
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	18
	7:15 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	6	17
	7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	4	15
	7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	13
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	9
	8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	10
	8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	9
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
	9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	10
	9:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	10
	9:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2	10
	9:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	11
Midday Peak Period	10:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	15
	10:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	14
	10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3	16
	10:45 AM	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	6	15
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	13
	11:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5	14
	11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	11
	11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	17
	12:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	17
	12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	15
	12:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	3	0	0	3	8	16
	12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	13
	1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14
	1:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3	18
	1:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	5	16
	1:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	13
PM Peak Period	2:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	5	15
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	16
	2:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	19
	2:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	18
	3:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	18
	3:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	16
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7	13
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	8
	4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	5
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	5
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2
	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
	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
	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
	6:15 PM	0	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	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	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
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	2	4	0	7	1	65	3	0	69	2	1	1	0	4	3	64	0	0	67	147	

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

Hourly Time Period		From North (↓) N 5th					From East (←) STH 19					From South (↑) N 5th					From West (→) STH 19					Total Hourly Volume
	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	
AM	7:15 AM	0	0	0	0	0	1	9	1	0	11	0	0	0	0	0	0	6	0	0	6	17
MD	10:15 AM	1	1	1	0	3	0	4	1	0	5	0	0	0	0	0	1	5	0	0	6	14
PM	2:45 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18

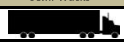
Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Thursday, April 14, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

N 5th & STH 19

Semi-Trucks



15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) N 5th					From East (←) STH 19					From South (↑) N 5th					From West (→) STH 19					15-Min Totals	Hourly Sum
	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		
AM Peak Period	6:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	9:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
Midday Peak Period	10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7
	10:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	8
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	7
	10:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	8
	11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	7
	11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	6
	11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	5
	12:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
	1:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	7
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	4
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	2:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	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	1
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	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
	4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	4
	4:30 PM	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	1	0	0	1	1	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	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	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
	6:15 PM	0	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	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	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	1
	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	1	0	2	0	28	1	0	29	0	0	0	0	0	0	20	0	0	20	51	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) N 5th					From East (←) STH 19					From South (↑) N 5th					From West (→) STH 19					Total Hourly Volume
	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	
AM	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
MD	10:15 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	8
PM	2:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, April 14, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

N 5th & STH 19

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

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North (N 5th) Right	Thru	Left	U-Tn	Total	From East (STH 19) Right	Thru	Left	U-Tn	Total	From South (N 5th) Right	Thru	Left	U-Tn	Total	From West (STH 19) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period 6:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	12
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	17
6:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	18
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	20
7:15 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	6	19
7:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	5	18
7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	15
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	12
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	14
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	13
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	14
9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	16
9:15 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	15
9:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	17
9:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	19
Midday Peak Period 10:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	22
10:15 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6	22
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	5	23
10:45 AM	1	0	1	0	2	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	7	22
11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	21
11:15 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7	21
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	17
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	22
12:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	4	21
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	22
12:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	9	22
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	19
1:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	21
1:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3	22
1:30 PM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	6	21
1:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	17
PM Peak Period 2:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	6	19
2:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	20
2:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	22
2:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9	21
3:00 PM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	20
3:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	17
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	18
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8	17
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	12
4:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	9
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	6
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
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
6:15 PM	0	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	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	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	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	2	2	5	0	9	1	93	4	0	98	2	1	1	0	4	3	84	0	0	87	198	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North (N 5th) Right	Thru	Left	U-Tn	Total	From East (STH 19) Right	Thru	Left	U-Tn	Total	From South (N 5th) Right	Thru	Left	U-Tn	Total	From West (STH 19) Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM 7:15 AM	0	0	0	0	0	1	10	1	0	12	0	0	0	0	0	0	7	0	0	7	19
MD 10:15 AM	1	1	2	0	4	0	8	1	0	9	0	0	0	0	0	1	8	0	0	9	22
PM 2:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	21

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Thursday, April 14, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

N 5th & STH 19

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

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time	From North (N 5th) Right	Thru	Left	U-Tn	Total	From East (STH 19) Right	Thru	Left	U-Tn	Total	From South (N 5th) Right	Thru	Left	U-Tn	Total	From West (STH 19) Right	Thru	Left	U-Tn	Total	Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
AM Peak Period 6:00 AM	100.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	3.2
6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.2	1.6	3.7
6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0	10.5	5.5	4.1
6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	3.0
7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.3	4.1	2.6
7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.0	7.7	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.3	3.9	2.3
7:30 AM	0.0	0.0	0.0	0.0	0.0	100.0	1.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.3	2.0	2.1
7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	1.9	2.2
8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	1.7	2.2
8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.3	3.4	2.7
8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	1.9	2.5
8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	2.6
9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	4.7	3.3	2.8
9:15 AM	0.0	0.0	16.7	0.0	9.1	0.0	2.7	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	2.6	2.6
9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	1.9	50.0	0.0	0.0	0.0	50.0	0.0	1.8	0.0	0.0	1.5	2.4	3.0
9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.1	2.8	3.1
Midday Peak Period 10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	3.4
10:15 AM	0.0	0.0	50.0	0.0	14.3	0.0	6.1	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	4.1	3.4
10:30 AM	0.0	25.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	4.7	0.0	0.0	5.7	3.0	3.6
10:45 AM	33.3	0.0	20.0	0.0	18.2	0.0	2.9	14.3	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.4	4.1	3.5
11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.0	2.5	3.4
11:15 AM	0.0	50.0	0.0	0.0	11.1	0.0	2.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.3	4.8	3.3
11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.0	2.6	2.6
11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.0	3.8	3.5
12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.7	2.2	3.3
12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	2.0	3.7
12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	6.8	0.0	0.0	100.0	0.0	50.0	0.0	5.7	0.0	0.0	5.3	6.5	3.8
12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.1	3.2	3.1
1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.6	3.4	3.5
1:15 PM	0.0	0.0	14.3	0.0	7.1	0.0	1.9	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	1.5	2.2	3.6
1:30 PM	0.0	0.0	20.0	0.0	10.0	0.0	1.6	0.0	0.0	1.3	100.0	0.0	0.0	0.0	25.0	0.0	4.9	0.0	0.0	4.2	3.7	3.4
1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.0	4.8	2.7
PM Peak Period 2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	1.8	3.8	2.8
2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	1.3	2.7
2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	2.5
2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	5.9	4.2	2.2
3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.6	3.2	2.1
3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	1.5	1.8
3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	2.1
3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	7.9	4.0	2.0
4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.4	2.0	1.4
4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	2.7	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.0	1.4	0.7
5:00 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	0.0	0.0	0.0	0.0	0.0	0.4	0.5
5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.0	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	1.0	0.4
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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.6	0.1
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	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:30 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
6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.3
7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	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	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	
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	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:30 PM	0.0	0.0	0.0

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Thursday, April 14, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 14		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

N 5th & STH 19

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach N 5th			Crossing East Approach STH 19			Crossing South Approach N 5th			Crossing West Approach STH 19			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	5
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	3
	6:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	4
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	7:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	10
	7:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	3	9
	8:00 AM	0	0	0	1	0	1	1	0	1	0	0	0	2	8
	8:15 AM	0	0	0	0	0	0	3	0	3	0	0	0	3	9
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	7
	8:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	2	6
	9:00 AM	0	0	0	0	0	0	3	0	3	0	0	0	3	7
	9:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	6
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	9:45 AM	0	0	0	0	0	0	2	0	2	1	0	1	3	15
Midday Peak Period	10:00 AM	1	0	1	1	0	1	0	0	0	0	0	0	2	15
	10:15 AM	2	0	2	0	0	0	3	0	3	1	0	1	6	17
	10:30 AM	1	0	1	3	0	3	0	0	0	0	0	0	4	20
	10:45 AM	2	0	2	0	0	0	1	0	1	0	0	0	3	20
	11:00 AM	1	0	1	1	0	1	0	0	0	2	0	2	4	22
	11:15 AM	2	0	2	1	0	1	4	0	4	2	0	2	9	26
	11:30 AM	2	0	2	0	0	0	2	0	2	0	0	0	4	25
	11:45 AM	3	0	3	0	0	0	1	0	1	1	0	1	5	29
	12:00 PM	6	0	6	0	0	0	2	0	2	0	0	0	8	31
	12:15 PM	1	0	1	0	0	0	2	0	2	5	0	5	8	26
	12:30 PM	4	0	4	1	0	1	3	0	3	0	0	0	8	18
	12:45 PM	3	0	3	0	0	0	1	0	1	3	0	3	7	15
	1:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	13
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	1:30 PM	1	0	1	0	0	0	2	0	2	2	0	2	5	21
	1:45 PM	1	0	1	0	0	0	3	0	3	1	0	1	5	18
PM Peak Period	2:00 PM	2	0	2	0	0	0	3	0	3	1	0	1	6	22
	2:15 PM	3	0	3	0	0	0	0	0	0	2	0	2	5	25
	2:30 PM	0	0	0	0	0	0	1	0	1	1	0	1	2	25
	2:45 PM	3	0	3	2	0	2	4	0	4	0	0	0	9	27
	3:00 PM	2	0	2	1	0	1	3	2	5	1	0	1	9	20
	3:15 PM	2	0	2	0	0	0	2	1	3	0	0	0	5	15
	3:30 PM	3	0	3	0	0	0	0	0	0	1	0	1	4	13
	3:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	14
	4:00 PM	2	0	2	0	0	0	2	0	2	0	0	0	4	21
	4:15 PM	1	0	1	0	0	0	2	0	2	0	0	0	3	27
	4:30 PM	5	0	5	0	0	0	0	0	0	0	0	0	5	26
	4:45 PM	4	0	4	1	0	1	1	2	3	1	0	1	9	26
	5:00 PM	5	0	5	0	0	0	2	0	2	3	0	3	10	22
	5:15 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	20
	5:30 PM	3	0	3	0	0	0	1	0	1	1	0	1	5	23
	5:45 PM	3	0	3	1	0	1	1	0	1	0	0	0	5	19
	6:00 PM	6	0	6	0	0	0	0	0	0	2	0	2	8	16
	6:15 PM	1	0	1	0	0	0	3	0	3	1	0	1	5	9
	6:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	6
	6:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	6
	7:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	7
	7:15 PM	1	0	1	0	0	0	1	0	1	0	0	0	2	
	7:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	
	7:45 PM	1	0	1	0	0	0	2	0	2	0	0	0	3	
	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	
Totals		92	0	92	14	0	14	68	6	74	34	0	34	214	

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

WisDOT Bi-Directional Roadway Counts

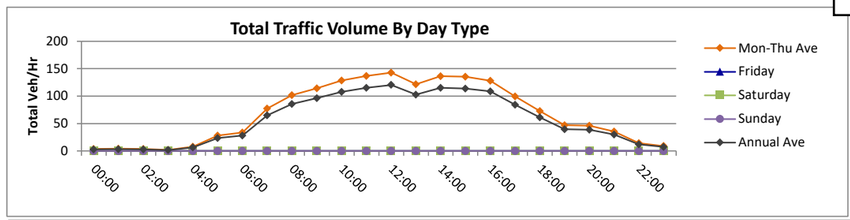
Wisconsin Department of Transportation

Hourly Traffic Volume Report **2022-Jul-18 to 2022-Jul-20**

Coverage Count

49 Hour Count - Averages and Graphs Do Not Include All Days

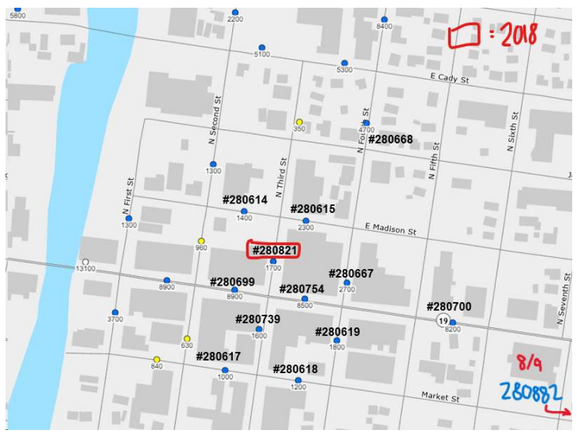
Location	**E MADISON ST BTWN N SECOND & N THIRD STS WATERTOWN**	Segment ID	
Site #	280614	Seasonal Factor Group	2
Region	SW	Daily Factor Group	2
County	JEFFERSON	Axle Factor Group	7
Funct. Class	U Collector	Growth Factor Group	



Hour	Sun			Mon 2022-07-18		Tues 2022-07-19		Wed 2022-07-20		Thur		Fri		Sat	
	Undivided Hwy		*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*
00:00-00:59			-		-	3	*3*	4	*4*		-		-		-
01:00-01:59			-		-	6	*6*	2	*2*		-		-		-
02:00-02:59			-		-	4	*4*	3	*3*		-		-		-
03:00-03:59			-		-	3	*3*	1	*1*		-		-		-
04:00-04:59			-		-	8	*8*	8	*8*		-		-		-
05:00-05:59			-	25	*25*	28	*28*	31	*31*		-		-		-
06:00-06:59			-	24	*24*	43	*43*		-		-		-		-
07:00-07:59			-	69	*69*	86	*86*		-		-		-		-
08:00-08:59			-	90	*90*	114	*114*		-		-		-		-
09:00-09:59			-	98	*98*	131	*131*		-		-		-		-
10:00-10:59			-	110	*110*	147	*147*		-		-		-		-
11:00-11:59			-	124	*124*	150	*150*		-		-		-		-
12:00-12:59			-	139	*139*	147	*147*		-		-		-		-
13:00-13:59			-	128	*128*	115	*115*		-		-		-		-
14:00-14:59			-	133	*133*	140	*140*		-		-		-		-
15:00-15:59			-	122	*122*	149	*149*		-		-		-		-
16:00-16:59			-	145	*145*	111	*111*		-		-		-		-
17:00-17:59			-	104	*104*	95	*95*		-		-		-		-
18:00-18:59			-	56	*56*	90	*90*		-		-		-		-
19:00-19:59			-	40	*40*	54	*54*		-		-		-		-
20:00-20:59			-	37	*37*	55	*55*		-		-		-		-
21:00-21:59			-	29	*29*	42	*42*		-		-		-		-
22:00-22:59			-	10	*10*	19	*19*		-		-		-		-
23:00-23:59			-	9	*9*	9	*9*		-		-		-		-
Daily Total	-	-	-	-	-	-	**1,749**	***1,749***	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	**131**	***131***	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	09:00	*09:00*	-	-	-	-	-	-	-	-	-	-
MD Peak	-	-	-	-	**139**	***139***	-	**150**	***150***	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	12:00	*12:00*	-	11:00	*11:00*	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	**145**	***145***	-	**149**	***149***	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	16:00	*16:00*	-	15:00	*15:00*	-	-	-	-	-	-	-	-	-	-
Daily Peak	-	-	-	-	-	-	-	**150**	***150***	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	11:00	*11:00*	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	8.6%	*8.6%*	-	-	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	**73**	***73***	-	-	-	-	-	-	-	-	-	-

Seasonal Fctr				0.894	0.894		0.894	0.894		0.894	0.894								
Daily Fctr				1.024	1.024		0.952	0.952		0.961	0.961								
Axle Factor				0.478	0.478		0.478	0.478		0.478	0.478								
Pulse Fctr				2.000	2.000		2.000	2.000		2.000	2.000								
Overall Fctr	0.000	0.000		0.875	0.875		0.814	0.814		0.821	0.821		0.000	0.000		0.000	0.000		0.000	0.000	

Hour	Mon-Thurs Average		Mon-Fri Average		7 Day Average		Estimated Annual Ave	
	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*
00:00-00:59	-	4	*4*	-	-	-	-	3	*3*
01:00-01:59	-	4	*4*	-	-	-	-	3	*3*
02:00-02:59	-	4	*4*	-	-	-	-	3	*3*
03:00-03:59	-	2	*2*	-	-	-	-	2	*2*
04:00-04:59	-	8	*8*	-	-	-	-	7	*7*
05:00-05:59	-	28	*28*	-	-	-	-	23	*23*
06:00-06:59	-	34	*34*	-	-	-	-	28	*28*
07:00-07:59	-	78	*78*	-	-	-	-	65	*65*
08:00-08:59	-	102	*102*	-	-	-	-	86	*86*
09:00-09:59	-	115	*115*	-	-	-	-	96	*96*
10:00-10:59	-	129	*129*	-	-	-	-	108	*108*
11:00-11:59	-	137	*137*	-	-	-	-	115	*115*
12:00-12:59	-	143	*143*	-	-	-	-	121	*121*
13:00-13:59	-	122	*122*	-	-	-	-	103	*103*
14:00-14:59	-	137	*137*	-	-	-	-	115	*115*
15:00-15:59	-	136	*136*	-	-	-	-	114	*114*
16:00-16:59	-	128	*128*	-	-	-	-	109	*109*
17:00-17:59	-	100	*100*	-	-	-	-	84	*84*
18:00-18:59	-	73	*73*	-	-	-	-	61	*61*
19:00-19:59	-	47	*47*	-	-	-	-	39	*39*
20:00-20:59	-	46	*46*	-	-	-	-	39	*39*
21:00-21:59	-	36	*36*	-	-	-	-	30	*30*
22:00-22:59	-	15	*15*	-	-	-	-	12	*12*
23:00-23:59	-	9	*9*	-	-	-	-	8	*8*
Daily Total	-	**1,631**	***1,631***	-	-	-	-	**1,373**	**1,373**
AM Peak	-	**115**	***115***	-	-	-	-	**96**	***96***
Hour	-	09:00	*09:00*	-	-	-	-	09:00	*09:00*
MD Peak	-	**143**	***143***	-	-	-	-	**121**	***121***
Hour	-	12:00	*12:00*	-	-	-	-	12:00	*12:00*
PM Peak	-	**136**	***136***	-	-	-	-	**114**	***114***
Hour	-	15:00	*15:00*	-	-	-	-	15:00	*15:00*
Daily Peak	-	**143**	***143***	-	-	-	-	**121**	***121***
Hour	-	12:00	*12:00*	-	-	-	-	12:00	*12:00*
% of Total	-	8.8%	*8.8%*	-	-	-	-	8.8%	*8.8%*
Daily Ave	-	**68**	***68***	-	-	-	-	**57**	***57***



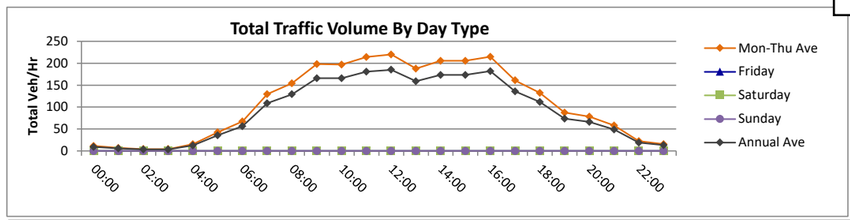
Wisconsin Department of Transportation

Hourly Traffic Volume Report **2022-Jul-18 to 2022-Jul-20**

Coverage Count

49 Hour Count - Averages and Graphs Do Not Include All Days

Location	**E MADISON ST BTWN N THIRD & N FOURTH STS WATERTOWN**	Segment ID	
Site #	280615	Seasonal Factor Group	2
Region	SW	Daily Factor Group	2
County	JEFFERSON	Axle Factor Group	7
Funct. Class	U Collector	Growth Factor Group	



Hour	Sun			Mon 2022-07-18		Tues 2022-07-19		Wed 2022-07-20		Thur		Fri		Sat	
	Undivided Hwy		*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*
00:00-00:59			-		-	14	*14*	9	*9*		-		-		-
01:00-01:59			-		-	10	*10*	4	*4*		-		-		-
02:00-02:59			-		-	6	*6*	3	*3*		-		-		-
03:00-03:59			-		-	5	*5*	4	*4*		-		-		-
04:00-04:59			-		-	13	*13*	18	*18*		-		-		-
05:00-05:59			-	41	*41*	46	*46*	41	*41*		-		-		-
06:00-06:59			-	58	*58*	77	*77*		-		-		-		-
07:00-07:59			-	107	*107*	152	*152*		-		-		-		-
08:00-08:59			-	117	*117*	192	*192*		-		-		-		-
09:00-09:59			-	162	*162*	234	*234*		-		-		-		-
10:00-10:59			-	175	*175*	219	*219*		-		-		-		-
11:00-11:59			-	206	*206*	223	*223*		-		-		-		-
12:00-12:59			-	203	*203*	237	*237*		-		-		-		-
13:00-13:59			-	187	*187*	189	*189*		-		-		-		-
14:00-14:59			-	208	*208*	203	*203*		-		-		-		-
15:00-15:59			-	194	*194*	217	*217*		-		-		-		-
16:00-16:59			-	222	*222*	208	*208*		-		-		-		-
17:00-17:59			-	164	*164*	158	*158*		-		-		-		-
18:00-18:59			-	120	*120*	145	*145*		-		-		-		-
19:00-19:59			-	85	*85*	90	*90*		-		-		-		-
20:00-20:59			-	80	*80*	77	*77*		-		-		-		-
21:00-21:59			-	54	*54*	62	*62*		-		-		-		-
22:00-22:59			-	19	*19*	26	*26*		-		-		-		-
23:00-23:59			-	14	*14*	17	*17*		-		-		-		-
Daily Total	-	-	-	-	-	**2,820**	***2,820***	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	**234**	***234***	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	09:00	*09:00*	-	-	-	-	-	-	-	-
MD Peak	-	-	-	**208**	***208***	**237**	***237***	-	-	-	-	-	-	-	-
Hour	-	-	-	14:00	*14:00*	12:00	*12:00*	-	-	-	-	-	-	-	-
PM Peak	-	-	-	**222**	***222***	**217**	***217***	-	-	-	-	-	-	-	-
Hour	-	-	-	16:00	*16:00*	15:00	*15:00*	-	-	-	-	-	-	-	-
Daily Peak	-	-	-	-	-	**237**	***237***	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	12:00	*12:00*	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	8.4%	*8.4%*	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	**118**	***118***	-	-	-	-	-	-	-	-

Seasonal Fctr				0.894	0.894		0.894	0.894		0.894	0.894								
Daily Fctr				1.024	1.024		0.952	0.952		0.961	0.961								
Axle Factor				0.478	0.478		0.478	0.478		0.478	0.478								
Pulse Fctr				2.000	2.000		2.000	2.000		2.000	2.000								
Overall Fctr	0.000	0.000		0.875	0.875		0.814	0.814		0.821	0.821		0.000	0.000		0.000	0.000		0.000	0.000	

Hour	Mon-Thurs Average		Mon-Fri Average		7 Day Average		Estimated Annual Ave	
	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*
00:00-00:59	-	12	*12*	-	-	-	-	9	*9*
01:00-01:59	-	7	*7*	-	-	-	-	6	*6*
02:00-02:59	-	5	*5*	-	-	-	-	4	*4*
03:00-03:59	-	5	*5*	-	-	-	-	4	*4*
04:00-04:59	-	16	*16*	-	-	-	-	13	*13*
05:00-05:59	-	43	*43*	-	-	-	-	36	*36*
06:00-06:59	-	68	*68*	-	-	-	-	57	*57*
07:00-07:59	-	130	*130*	-	-	-	-	109	*109*
08:00-08:59	-	155	*155*	-	-	-	-	129	*129*
09:00-09:59	-	198	*198*	-	-	-	-	166	*166*
10:00-10:59	-	197	*197*	-	-	-	-	166	*166*
11:00-11:59	-	215	*215*	-	-	-	-	181	*181*
12:00-12:59	-	220	*220*	-	-	-	-	185	*185*
13:00-13:59	-	188	*188*	-	-	-	-	159	*159*
14:00-14:59	-	206	*206*	-	-	-	-	174	*174*
15:00-15:59	-	206	*206*	-	-	-	-	173	*173*
16:00-16:59	-	215	*215*	-	-	-	-	182	*182*
17:00-17:59	-	161	*161*	-	-	-	-	136	*136*
18:00-18:59	-	133	*133*	-	-	-	-	111	*111*
19:00-19:59	-	88	*88*	-	-	-	-	74	*74*
20:00-20:59	-	79	*79*	-	-	-	-	66	*66*
21:00-21:59	-	58	*58*	-	-	-	-	49	*49*
22:00-22:59	-	23	*23*	-	-	-	-	19	*19*
23:00-23:59	-	16	*16*	-	-	-	-	13	*13*
Daily Total	-	**2,636**	***2,636***	-	-	-	-	**2,219**	***2,219***
AM Peak	-	**198**	***198***	-	-	-	-	**166**	***166***
Hour	-	09:00	*09:00*	-	-	-	-	09:00	*09:00*
MD Peak	-	**220**	***220***	-	-	-	-	**185**	***185***
Hour	-	12:00	*12:00*	-	-	-	-	12:00	*12:00*
PM Peak	-	**215**	***215***	-	-	-	-	**182**	***182***
Hour	-	16:00	*16:00*	-	-	-	-	16:00	*16:00*
Daily Peak	-	**220**	***220***	-	-	-	-	**185**	***185***
Hour	-	12:00	*12:00*	-	-	-	-	12:00	*12:00*
% of Total	-	8.3%	*8.3%*	-	-	-	-	8.3%	*8.3%*
Daily Ave	-	**110**	***110***	-	-	-	-	**92**	***92***

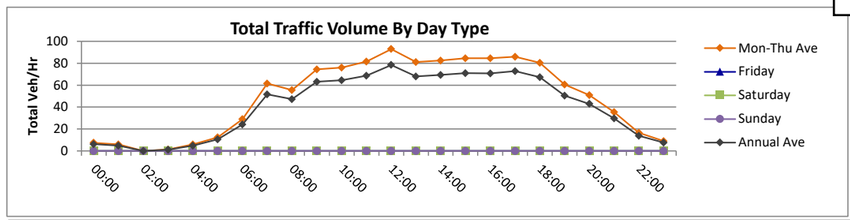
Wisconsin Department of Transportation

Hourly Traffic Volume Report **2022-Jul-18 to 2022-Jul-20**

Coverage Count

47 Hour Count - Averages and Graphs Do Not Include All Days

Location	**MARKET ST BTWN S SECOND & S THIRD STS WATERTOWN**	Segment ID	
Site #	280617	Seasonal Factor Group	2
Region	SW	Daily Factor Group	2
County	JEFFERSON	Axle Factor Group	7
Funct. Class	U Collector	Growth Factor Group	



Hour	Sun			Mon 2022-07-18		Tues 2022-07-19		Wed 2022-07-20		Thur		Fri		Sat	
	Undivided Hwy		*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*
00:00-00:59			-		-	8	*8*	7	*7*		-		-		-
01:00-01:59			-		-	6	*6*	6	*6*		-		-		-
02:00-02:59			-		-		-	4	*4*		-		-		-
03:00-03:59			-		-	1	*1*	2	*2*		-		-		-
04:00-04:59			-		-	7	*7*	5	*5*		-		-		-
05:00-05:59			-	15	*15*	10	*10*		-		-		-		-
06:00-06:59			-	20	*20*	38	*38*		-		-		-		-
07:00-07:59			-	51	*51*	72	*72*		-		-		-		-
08:00-08:59			-	66	*66*	45	*45*		-		-		-		-
09:00-09:59			-	83	*83*	66	*66*		-		-		-		-
10:00-10:59			-	85	*85*	67	*67*		-		-		-		-
11:00-11:59			-	78	*78*	85	*85*		-		-		-		-
12:00-12:59			-	91	*91*	95	*95*		-		-		-		-
13:00-13:59			-	70	*70*	92	*92*		-		-		-		-
14:00-14:59			-	74	*74*	91	*91*		-		-		-		-
15:00-15:59			-	71	*71*	98	*98*		-		-		-		-
16:00-16:59			-	67	*67*	102	*102*		-		-		-		-
17:00-17:59			-	91	*91*	81	*81*		-		-		-		-
18:00-18:59			-	61	*61*	100	*100*		-		-		-		-
19:00-19:59			-	42	*42*	79	*79*		-		-		-		-
20:00-20:59			-	48	*48*	54	*54*		-		-		-		-
21:00-21:59			-	26	*26*	45	*45*		-		-		-		-
22:00-22:59			-	11	*11*	22	*22*		-		-		-		-
23:00-23:59			-	10	*10*	8	*8*		-		-		-		-
Daily Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MD Peak	-	-	-	-	**91**	***91***	-	**95**	***95***	-	-	-	-	-	-
Hour	-	-	-	-	12:00	*12:00*	-	12:00	*12:00*	-	-	-	-	-	-
PM Peak	-	-	-	-	**91**	***91***	-	**102**	***102***	-	-	-	-	-	-
Hour	-	-	-	-	17:00	*17:00*	-	16:00	*16:00*	-	-	-	-	-	-
Daily Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seasonal Fctr				0.894	0.894	0.894	0.894	0.894	0.894						
Daily Fctr				1.024	1.024	0.952	0.952	0.961	0.961						
Axle Factor				0.478	0.478	0.478	0.478	0.478	0.478						
Pulse Fctr				2.000	2.000	2.000	2.000	2.000	2.000						
Overall Fctr	0.000	0.000		0.875	0.875	0.814	0.814	0.821	0.821	0.000	0.000	0.000	0.000	0.000	0.000

Hour	Mon-Thurs Average		Mon-Fri Average		7 Day Average		Estimated Annual Ave	
	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*
00:00-00:59	-	*8*	-	-	-	-	-	*6*
01:00-01:59	-	*6*	-	-	-	-	-	*5*
02:00-02:59	-	*-*	-	-	-	-	-	*-*
03:00-03:59	-	*2*	-	-	-	-	-	*1*
04:00-04:59	-	*6*	-	-	-	-	-	*5*
05:00-05:59	-	*13*	-	-	-	-	-	*11*
06:00-06:59	-	*29*	-	-	-	-	-	*24*
07:00-07:59	-	*62*	-	-	-	-	-	*52*
08:00-08:59	-	*56*	-	-	-	-	-	*47*
09:00-09:59	-	*75*	-	-	-	-	-	*63*
10:00-10:59	-	*76*	-	-	-	-	-	*64*
11:00-11:59	-	*82*	-	-	-	-	-	*69*
12:00-12:59	-	*93*	-	-	-	-	-	*78*
13:00-13:59	-	*81*	-	-	-	-	-	*68*
14:00-14:59	-	*83*	-	-	-	-	-	*69*
15:00-15:59	-	*85*	-	-	-	-	-	*71*
16:00-16:59	-	*85*	-	-	-	-	-	*71*
17:00-17:59	-	*86*	-	-	-	-	-	*73*
18:00-18:59	-	*81*	-	-	-	-	-	*67*
19:00-19:59	-	*61*	-	-	-	-	-	*51*
20:00-20:59	-	*51*	-	-	-	-	-	*43*
21:00-21:59	-	*36*	-	-	-	-	-	*30*
22:00-22:59	-	*17*	-	-	-	-	-	*14*
23:00-23:59	-	*9*	-	-	-	-	-	*8*
Daily Total	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-
MD Peak	-	***93***	-	-	-	-	-	***78***
Hour	-	*12:00*	-	-	-	-	-	*12:00*
PM Peak	-	***86***	-	-	-	-	-	***73***
Hour	-	*17:00*	-	-	-	-	-	*17:00*
Daily Peak	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	-

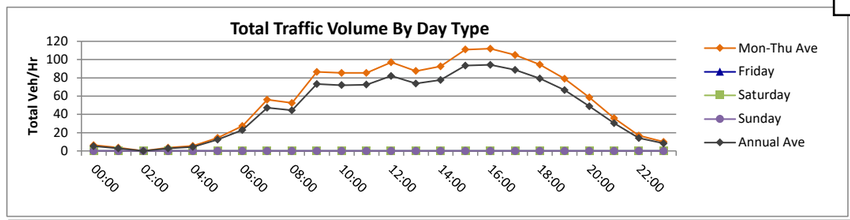
Wisconsin Department of Transportation

Hourly Traffic Volume Report **2022-Jul-18 to 2022-Jul-20**

Coverage Count

47 Hour Count - Averages and Graphs Do Not Include All Days

Location	**MARKET ST BTWN S THIRD & S FOURTH STS WATERTOWN**	Segment ID	
Site #	280618	Seasonal Factor Group	2
Region	SW	Daily Factor Group	2
County	JEFFERSON	Axle Factor Group	7
Funct. Class	U Collector	Growth Factor Group	



Hour	Sun			Mon 2022-07-18		Tues 2022-07-19		Wed 2022-07-20		Thur		Fri		Sat	
	Undivided Hwy		*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*
00:00-00:59			-		-	6	*6*	7	*7*		-		-		-
01:00-01:59			-		-	3	*3*	4	*4*		-		-		-
02:00-02:59			-		-		-	3	*3*		-		-		-
03:00-03:59			-		-	5	*5*	2	*2*		-		-		-
04:00-04:59			-		-	6	*6*	5	*5*		-		-		-
05:00-05:59			-	18	*18*	11	*11*		-		-		-		-
06:00-06:59			-	21	*21*	34	*34*		-		-		-		-
07:00-07:59			-	53	*53*	59	*59*		-		-		-		-
08:00-08:59			-	61	*61*	44	*44*		-		-		-		-
09:00-09:59			-	93	*93*	80	*80*		-		-		-		-
10:00-10:59			-	80	*80*	91	*91*		-		-		-		-
11:00-11:59			-	98	*98*	73	*73*		-		-		-		-
12:00-12:59			-	104	*104*	90	*90*		-		-		-		-
13:00-13:59			-	87	*87*	88	*88*		-		-		-		-
14:00-14:59			-	75	*75*	110	*110*		-		-		-		-
15:00-15:59			-	105	*105*	117	*117*		-		-		-		-
16:00-16:59			-	102	*102*	122	*122*		-		-		-		-
17:00-17:59			-	112	*112*	98	*98*		-		-		-		-
18:00-18:59			-	83	*83*	106	*106*		-		-		-		-
19:00-19:59			-	77	*77*	81	*81*		-		-		-		-
20:00-20:59			-	46	*46*	71	*71*		-		-		-		-
21:00-21:59			-	34	*34*	38	*38*		-		-		-		-
22:00-22:59			-	12	*12*	22	*22*		-		-		-		-
23:00-23:59			-	8	*8*	12	*12*		-		-		-		-
Daily Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MD Peak	-	-	-	-	**104**	***104***	-	**110**	***110***	-	-	-	-	-	-
Hour	-	-	-	-	12:00	*12:00*	-	14:00	*14:00*	-	-	-	-	-	-
PM Peak	-	-	-	-	**112**	***112***	-	**122**	***122***	-	-	-	-	-	-
Hour	-	-	-	-	17:00	*17:00*	-	16:00	*16:00*	-	-	-	-	-	-
Daily Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seasonal Fctr				0.894	0.894	0.894	0.894	0.894	0.894						
Daily Fctr				1.024	1.024	0.952	0.952	0.961	0.961						
Axle Factor				0.478	0.478	0.478	0.478	0.478	0.478						
Pulse Fctr				2.000	2.000	2.000	2.000	2.000	2.000						
Overall Fctr	0.000	0.000		0.875	0.875	0.814	0.814	0.821	0.821	0.000	0.000	0.000	0.000	0.000	0.000

Hour	Mon-Thurs Average		Mon-Fri Average		7 Day Average		Estimated Annual Ave	
	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*	Undivided Hwy	*Total*
00:00-00:59	-	7	-	-	-	-	-	5
01:00-01:59	-	4	-	-	-	-	-	3
02:00-02:59	-	-	-	-	-	-	-	-
03:00-03:59	-	4	-	-	-	-	-	3
04:00-04:59	-	6	-	-	-	-	-	4
05:00-05:59	-	15	-	-	-	-	-	12
06:00-06:59	-	28	-	-	-	-	-	23
07:00-07:59	-	56	-	-	-	-	-	47
08:00-08:59	-	53	-	-	-	-	-	45
09:00-09:59	-	87	-	-	-	-	-	73
10:00-10:59	-	86	-	-	-	-	-	72
11:00-11:59	-	86	-	-	-	-	-	73
12:00-12:59	-	97	-	-	-	-	-	82
13:00-13:59	-	88	-	-	-	-	-	74
14:00-14:59	-	93	-	-	-	-	-	78
15:00-15:59	-	111	-	-	-	-	-	94
16:00-16:59	-	112	-	-	-	-	-	94
17:00-17:59	-	105	-	-	-	-	-	89
18:00-18:59	-	95	-	-	-	-	-	79
19:00-19:59	-	79	-	-	-	-	-	67
20:00-20:59	-	59	-	-	-	-	-	49
21:00-21:59	-	36	-	-	-	-	-	30
22:00-22:59	-	17	-	-	-	-	-	14
23:00-23:59	-	10	-	-	-	-	-	8
Daily Total	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-
MD Peak	-	**97**	-	-	-	-	-	**82**
Hour	-	12:00	-	-	-	-	-	12:00
PM Peak	-	**112**	-	-	-	-	-	**94**
Hour	-	16:00	-	-	-	-	-	16:00
Daily Peak	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	-

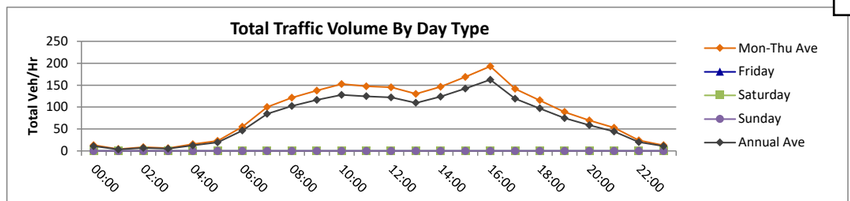
Wisconsin Department of Transportation

Hourly Traffic Volume Report **2022-Jul-18 to 2022-Jul-20**

Coverage Count

48 Hour Count - Averages and Graphs Do Not Include All Days

Location	**S FOURTH ST BTWN STH 19 & MARKET ST WATERTOWN**	Segment ID	
Site #	280619	Seasonal Factor Group	2
Region	SW	Daily Factor Group	2
County	JEFFERSON	Axle Factor Group	6
Funct. Class	U Minor Arterial	Growth Factor Group	



Hour	Sun			Mon 2022-07-18			Tues 2022-07-19			Wed 2022-07-20			Thur			Fri			Sat		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59			-			-	13		*13*	14		*14*			-			-			-
01:00-01:59			-			-	3		*3*	6		*6*			-			-			-
02:00-02:59			-			-	5		*5*	12		*12*			-			-			-
03:00-03:59			-			-	6		*6*	7		*7*			-			-			-
04:00-04:59			-			-	13		*13*	18		*18*			-			-			-
05:00-05:59			-	21		*21*	25		*25*			-			-			-			-
06:00-06:59			-	53		*53*	58		*58*			-			-			-			-
07:00-07:59			-	94		*94*	107		*107*			-			-			-			-
08:00-08:59			-	122		*122*	121		*121*			-			-			-			-
09:00-09:59			-	146		*146*	129		*129*			-			-			-			-
10:00-10:59			-	132		*132*	173		*173*			-			-			-			-
11:00-11:59			-	153		*153*	142		*142*			-			-			-			-
12:00-12:59			-	137		*137*	153		*153*			-			-			-			-
13:00-13:59			-	129		*129*	131		*131*			-			-			-			-
14:00-14:59			-	155		*155*	138		*138*			-			-			-			-
15:00-15:59			-	169		*169*	168		*168*			-			-			-			-
16:00-16:59			-	184		*184*	202		*202*			-			-			-			-
17:00-17:59			-	139		*139*	144		*144*			-			-			-			-
18:00-18:59			-	101		*101*	130		*130*			-			-			-			-
19:00-19:59			-	81		*81*	97		*97*			-			-			-			-
20:00-20:59			-	68		*68*	71		*71*			-			-			-			-
21:00-21:59			-	42		*42*	64		*64*			-			-			-			-
22:00-22:59			-	21		*21*	27		*27*			-			-			-			-
23:00-23:59			-	13		*13*	13		*13*			-			-			-			-
Daily Total	**-**	**-**	**-**	-	-	-	**2,133**	**-**	***2,133***	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	**-**	**-**	**-**	-	-	-	**129**	**-**	***129***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	09:00	-	*09:00*	-	-	-	-	-	-	-	-	-	-	-	-
MD Peak	**-**	**-**	**-**	**155**	**-**	***155***	**173**	**-**	***173***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	14:00	-	*14:00*	10:00	-	*10:00*	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	**-**	**-**	**-**	**184**	**-**	***184***	**202**	**-**	***202***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Hour	-	-	-	16:00	-	*16:00*	16:00	-	*16:00*	-	-	-	-	-	-	-	-	-	-	-	-
Daily Peak	**-**	**-**	**-**	-	-	-	**202**	**-**	***202***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	16:00	-	*16:00*	-	-	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	9.5%	-	*9.5%*	-	-	-	-	-	-	-	-	-	-	-	-
Daily Ave	**-**	**-**	**-**	-	-	-	**89**	**-**	***89***	-	-	-	-	-	-	-	-	-	-	-	-

Seasonal Fctr				0.894	0.894		0.894	0.894		0.894	0.894										
Daily Fctr				1.024	1.024		0.952	0.952		0.961	0.961										
Axle Factor				0.478	0.478		0.478	0.478		0.478	0.478										
Pulse Fctr				2.000	2.000		2.000	2.000		2.000	2.000										
Overall Fctr	0.000	0.000		0.875	0.875		0.814	0.814		0.821	0.821		0.000	0.000		0.000	0.000		0.000	0.000	

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	14	-	*14*	-	-	-	-	-	-	11	-	*11*
01:00-01:59	5	-	*5*	-	-	-	-	-	-	4	-	*4*
02:00-02:59	9	-	*9*	-	-	-	-	-	-	7	-	*7*
03:00-03:59	7	-	*7*	-	-	-	-	-	-	5	-	*5*
04:00-04:59	16	-	*16*	-	-	-	-	-	-	13	-	*13*
05:00-05:59	23	-	*23*	-	-	-	-	-	-	19	-	*19*
06:00-06:59	56	-	*56*	-	-	-	-	-	-	47	-	*47*
07:00-07:59	101	-	*101*	-	-	-	-	-	-	85	-	*85*
08:00-08:59	122	-	*122*	-	-	-	-	-	-	103	-	*103*
09:00-09:59	138	-	*138*	-	-	-	-	-	-	116	-	*116*
10:00-10:59	153	-	*153*	-	-	-	-	-	-	128	-	*128*
11:00-11:59	148	-	*148*	-	-	-	-	-	-	125	-	*125*
12:00-12:59	145	-	*145*	-	-	-	-	-	-	122	-	*122*
13:00-13:59	130	-	*130*	-	-	-	-	-	-	110	-	*110*
14:00-14:59	147	-	*147*	-	-	-	-	-	-	124	-	*124*
15:00-15:59	169	-	*169*	-	-	-	-	-	-	142	-	*142*
16:00-16:59	193	-	*193*	-	-	-	-	-	-	163	-	*163*
17:00-17:59	142	-	*142*	-	-	-	-	-	-	119	-	*119*
18:00-18:59	116	-	*116*	-	-	-	-	-	-	97	-	*97*
19:00-19:59	89	-	*89*	-	-	-	-	-	-	75	-	*75*
20:00-20:59	70	-	*70*	-	-	-	-	-	-	59	-	*59*
21:00-21:59	53	-	*53*	-	-	-	-	-	-	44	-	*44*
22:00-22:59	24	-	*24*	-	-	-	-	-	-	20	-	*20*
23:00-23:59	13	-	*13*	-	-	-	-	-	-	11	-	*11*
Daily Total	**2,075**	**-**	***2,075***	**-**	**-**	**-**	**-**	**-**	**-**	**1,749**	**-**	**1,749**
AM Peak	**138**	**-**	***138***	**-**	**-**	**-**	**-**	**-**	**-**	**116**	**-**	***116***
Hour	09:00	-	*09:00*	-	-	-	-	-	-	09:00	-	*09:00*
MD Peak	**153**	**-**	***153***	**-**	**-**	**-**	**-**	**-**	**-**	**128**	**-**	***128***
Hour	10:00	-	*10:00*	-	-	-	-	-	-	10:00	-	*10:00*
PM Peak	**193**	**-**	***193***	**-**	**-**	**-**	**-**	**-**	**-**	**163**	**-**	***163***
Hour	16:00	-	*16:00*	-	-	-	-	-	-	16:00	-	*16:00*
Daily Peak	**193**	**-**	***193***	**-**	**-**	**-**	**-**	**-**	**-**	**163**	**-**	***163***
Hour	16:00	-	*16:00*	-	-	-	-	-	-	16:00	-	*16:00*
% of Total	9.3%	-	*9.3%*	-	-	-	-	-	-	9.3%	-	*9.3%*
Daily Ave	**86**	**-**	***86***	**-**	**-**	**-**	**-**	**-**	**-**	**73**	**-**	***73***

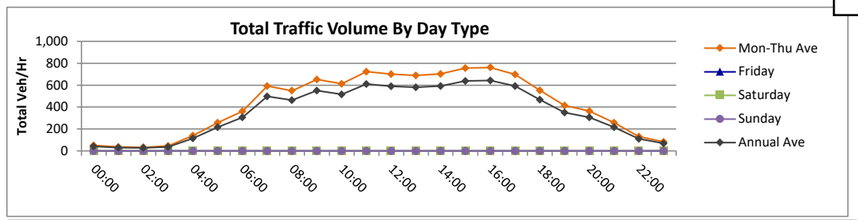
Wisconsin Department of Transportation

Hourly Traffic Volume Report **2022-Jul-18 to 2022-Jul-20**

Coverage Count

48 Hour Count - Averages and Graphs Do Not Include All Days

Location	**STH 19 BTWN SECOND & THIRD STS WATERTOWN**	Segment ID	9932
Site #	280699	Seasonal Factor Group	2
Region	SW	Daily Factor Group	2
County	JEFFERSON	Axle Factor Group	5
Funct. Class	U Principal Arterial - Other	Growth Factor Group	1



Hour	Sun			Mon 2022-07-18			Tues 2022-07-19			Wed 2022-07-20			Thur			Fri			Sat		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59			-			-	31	31	*62*	28	13	*41*			-			-			-
01:00-01:59			-			-	20	14	*34*	23	15	*38*			-			-			-
02:00-02:59			-			-	22	11	*33*	21	14	*35*			-			-			-
03:00-03:59			-			-	28	17	*45*	29	18	*47*			-			-			-
04:00-04:59			-			-	95	48	*143*	92	46	*138*			-			-			-
05:00-05:59			-	150	84	*234*	171	111	*282*			-			-			-			-
06:00-06:59			-	194	152	*346*	249	130	*379*			-			-			-			-
07:00-07:59			-	302	232	*534*	401	249	*650*			-			-			-			-
08:00-08:59			-	301	210	*511*	323	265	*588*			-			-			-			-
09:00-09:59			-	316	283	*599*	384	323	*707*			-			-			-			-
10:00-10:59			-	295	287	*582*	331	314	*645*			-			-			-			-
11:00-11:59			-	358	325	*683*	404	360	*764*			-			-			-			-
12:00-12:59			-	376	316	*692*	391	317	*708*			-			-			-			-
13:00-13:59			-	364	310	*674*	426	277	*703*			-			-			-			-
14:00-14:59			-	368	332	*700*	373	331	*704*			-			-			-			-
15:00-15:59			-	383	381	*764*	354	392	*746*			-			-			-			-
16:00-16:59			-	418	356	*774*	382	368	*750*			-			-			-			-
17:00-17:59			-	382	346	*728*	361	309	*670*			-			-			-			-
18:00-18:59			-	310	235	*545*	309	252	*561*			-			-			-			-
19:00-19:59			-	223	209	*432*	214	184	*398*			-			-			-			-
20:00-20:59			-	170	167	*337*	223	167	*390*			-			-			-			-
21:00-21:59			-	135	107	*242*	134	140	*274*			-			-			-			-
22:00-22:59			-	61	49	*110*	74	78	*152*			-			-			-			-
23:00-23:59			-	43	40	*83*	52	29	*81*			-			-			-			-
Daily Total	**-**	**-**	**-**	-	-	-	**5,752**	**4,717**	***10,469***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
AM Peak	**-**	**-**	**-**	-	-	-	**401**	**323**	***707***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Hour	-	-	-	-	-	-	07:00	09:00	*09:00*	-	-	-	-	-	-	-	-	-	-	-	-
MD Peak	**-**	**-**	**-**	**376**	**332**	***700***	**426**	**360**	***764***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Hour	-	-	-	12:00	14:00	*14:00*	13:00	11:00	*11:00*	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	**-**	**-**	**-**	**418**	**381**	***774***	**382**	**392**	***750***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Hour	-	-	-	16:00	15:00	*16:00*	16:00	15:00	*16:00*	-	-	-	-	-	-	-	-	-	-	-	-
Daily Peak	**-**	**-**	**-**	-	-	-	**426**	**392**	***764***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Hour	-	-	-	-	-	-	13:00	15:00	*11:00*	-	-	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	7.4%	8.3%	*7.3%*	-	-	-	-	-	-	-	-	-	-	-	-
Daily Ave	**-**	**-**	**-**	-	-	-	**240**	**197**	***436***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Seasonal Fctr				0.894	0.894		0.894	0.894		0.894	0.894										
Daily Fctr				1.024	1.024		0.952	0.952		0.961	0.961										
Axle Factor				0.478	0.478		0.478	0.478		0.478	0.478										
Pulse Fctr				2.000	2.000		2.000	2.000		2.000	2.000										
Overall Fctr	0.000	0.000		0.875	0.875		0.814	0.814		0.821	0.821		0.000	0.000		0.000	0.000		0.000	0.000	

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	30	22	*52*	-	-	-	-	-	-	24	18	*42*
01:00-01:59	22	15	*36*	-	-	-	-	-	-	18	12	*29*
02:00-02:59	22	13	*34*	-	-	-	-	-	-	18	10	*28*
03:00-03:59	29	18	*46*	-	-	-	-	-	-	23	14	*38*
04:00-04:59	94	47	*141*	-	-	-	-	-	-	76	38	*115*
05:00-05:59	161	98	*258*	-	-	-	-	-	-	135	82	*217*
06:00-06:59	222	141	*363*	-	-	-	-	-	-	186	119	*306*
07:00-07:59	352	241	*592*	-	-	-	-	-	-	295	203	*498*
08:00-08:59	312	238	*550*	-	-	-	-	-	-	263	200	*463*
09:00-09:59	350	303	*653*	-	-	-	-	-	-	294	255	*550*
10:00-10:59	313	301	*614*	-	-	-	-	-	-	264	253	*517*
11:00-11:59	381	343	*724*	-	-	-	-	-	-	321	289	*610*
12:00-12:59	384	317	*700*	-	-	-	-	-	-	324	267	*591*
13:00-13:59	395	294	*689*	-	-	-	-	-	-	333	248	*581*
14:00-14:59	371	332	*702*	-	-	-	-	-	-	313	280	*593*
15:00-15:59	369	387	*755*	-	-	-	-	-	-	312	326	*638*
16:00-16:59	400	362	*762*	-	-	-	-	-	-	338	305	*644*
17:00-17:59	372	328	*699*	-	-	-	-	-	-	314	277	*591*
18:00-18:59	310	244	*553*	-	-	-	-	-	-	261	205	*467*
19:00-19:59	219	197	*415*	-	-	-	-	-	-	185	166	*351*
20:00-20:59	197	167	*364*	-	-	-	-	-	-	165	141	*306*
21:00-21:59	135	124	*258*	-	-	-	-	-	-	114	104	*217*
22:00-22:59	68	64	*131*	-	-	-	-	-	-	57	53	*110*
23:00-23:59	48	35	*82*	-	-	-	-	-	-	40	29	*69*
Daily Total	**5,547**	**4,622**	***10,169***	**-**	**-**	**-**	**-**	**-**	**-**	**4,672**	**3,897**	**8,570**
AM Peak	**352**	**303**	***653***	**-**	**-**	**-**	**-**	**-**	**-**	**295**	**255**	***550***
Hour	07:00	09:00	*09:00*	-	-	-	-	-	-	07:00	09:00	*09:00*
MD Peak	**395**	**343**	***724***	**-**	**-**	**-**	**-**	**-**	**-**	**333**	**289**	***610***
Hour	13:00	11:00	*11:00*	-	-	-	-	-	-	13:00	11:00	*11:00*
PM Peak	**400**	**387**	***762***	**-**	**-**	**-**	**-**	**-**	**-**	**338**	**326**	***644***
Hour	16:00	15:00	*16:00*	-	-	-	-	-	-	16:00	15:00	*16:00*
Daily Peak	**400**	**387**	***762***	**-**	**-**	**-**	**-**	**-**	**-**	**338**	**326**	***644***
Hour	16:00	15:00	*16:00*	-	-	-	-	-	-	16:00	15:00	*16:00*
% of Total	7.2%	8.4%	*7.5%*	-	-	-	-	-	-	7.2%	8.4%	*7.5%*
Daily Ave	**231**	**193**	***424***	**-**	**-**	**-**	**-**	**-**	**-**	**195**	**162**	***357***

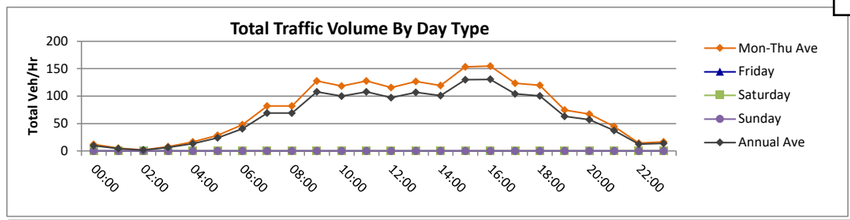
Wisconsin Department of Transportation

Hourly Traffic Volume Report **2022-Jul-18 to 2022-Jul-20**

Coverage Count

48 Hour Count - Averages and Graphs Do Not Include All Days

Location	**3RD ST BTWN STH 19 MAIN ST & MARKET WATERTOWN**	Segment ID	
Site #	280739	Seasonal Factor Group	2
Region	SW	Daily Factor Group	2
County	JEFFERSON	Axle Factor Group	6
Funct. Class	U Minor Arterial	Growth Factor Group	



Hour	Sun			Mon 2022-07-18			Tues 2022-07-19			Wed 2022-07-20			Thur			Fri			Sat		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59			-			-		14	*14*		10	*10*			-			-			-
01:00-01:59			-			-		6	*6*		4	*4*			-			-			-
02:00-02:59			-			-		1	*1*		3	*3*			-			-			-
03:00-03:59			-			-		8	*8*		8	*8*			-			-			-
04:00-04:59			-			-		16	*16*		17	*17*			-			-			-
05:00-05:59			-		28	*28*		29	*29*			-			-			-			-
06:00-06:59			-		43	*43*		53	*53*			-			-			-			-
07:00-07:59			-		72	*72*		92	*92*			-			-			-			-
08:00-08:59			-		78	*78*		86	*86*			-			-			-			-
09:00-09:59			-		126	*126*		129	*129*			-			-			-			-
10:00-10:59			-		116	*116*		121	*121*			-			-			-			-
11:00-11:59			-		131	*131*		124	*124*			-			-			-			-
12:00-12:59			-		103	*103*		128	*128*			-			-			-			-
13:00-13:59			-		123	*123*		130	*130*			-			-			-			-
14:00-14:59			-		117	*117*		122	*122*			-			-			-			-
15:00-15:59			-		165	*165*		142	*142*			-			-			-			-
16:00-16:59			-		152	*152*		158	*158*			-			-			-			-
17:00-17:59			-		123	*123*		124	*124*			-			-			-			-
18:00-18:59			-		98	*98*		142	*142*			-			-			-			-
19:00-19:59			-		78	*78*		71	*71*			-			-			-			-
20:00-20:59			-		66	*66*		69	*69*			-			-			-			-
21:00-21:59			-		32	*32*		57	*57*			-			-			-			-
22:00-22:59			-		16	*16*		13	*13*			-			-			-			-
23:00-23:59			-		17	*17*		16	*16*			-			-			-			-
Daily Total	-	-	-	-	-	-	-	**1,851**	***1,851***	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	**129**	***129***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	09:00	*09:00*	-	-	-	-	-	-	-	-	-	-	-	-
MD Peak	-	-	-	-	**131**	***131***	-	**130**	***130***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	11:00	*11:00*	-	13:00	*13:00*	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	**165**	***165***	-	**158**	***158***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	15:00	*15:00*	-	16:00	*16:00*	-	-	-	-	-	-	-	-	-	-	-	-
Daily Peak	-	-	-	-	-	-	-	**158**	***158***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	16:00	*16:00*	-	-	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	8.5%	*8.5%*	-	-	-	-	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	**77**	***77***	-	-	-	-	-	-	-	-	-	-	-	-

Seasonal Fctr				0.894	0.894		0.894	0.894		0.894	0.894										
Daily Fctr				1.024	1.024		0.952	0.952		0.961	0.961										
Axle Factor				0.478	0.478		0.478	0.478		0.478	0.478										
Pulse Fctr				2.000	2.000		2.000	2.000		2.000	2.000										
Overall Fctr	0.000	0.000		0.875	0.875		0.814	0.814		0.821	0.821		0.000	0.000		0.000	0.000		0.000	0.000	

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	-	12	*12*	-	-	-	-	-	-	-	10	*10*
01:00-01:59	-	5	*5*	-	-	-	-	-	-	-	4	*4*
02:00-02:59	-	2	*2*	-	-	-	-	-	-	-	2	*2*
03:00-03:59	-	8	*8*	-	-	-	-	-	-	-	7	*7*
04:00-04:59	-	17	*17*	-	-	-	-	-	-	-	13	*13*
05:00-05:59	-	29	*29*	-	-	-	-	-	-	-	24	*24*
06:00-06:59	-	48	*48*	-	-	-	-	-	-	-	40	*40*
07:00-07:59	-	82	*82*	-	-	-	-	-	-	-	69	*69*
08:00-08:59	-	82	*82*	-	-	-	-	-	-	-	69	*69*
09:00-09:59	-	128	*128*	-	-	-	-	-	-	-	108	*108*
10:00-10:59	-	119	*119*	-	-	-	-	-	-	-	100	*100*
11:00-11:59	-	128	*128*	-	-	-	-	-	-	-	108	*108*
12:00-12:59	-	116	*116*	-	-	-	-	-	-	-	97	*97*
13:00-13:59	-	127	*127*	-	-	-	-	-	-	-	107	*107*
14:00-14:59	-	120	*120*	-	-	-	-	-	-	-	101	*101*
15:00-15:59	-	154	*154*	-	-	-	-	-	-	-	130	*130*
16:00-16:59	-	155	*155*	-	-	-	-	-	-	-	131	*131*
17:00-17:59	-	124	*124*	-	-	-	-	-	-	-	104	*104*
18:00-18:59	-	120	*120*	-	-	-	-	-	-	-	101	*101*
19:00-19:59	-	75	*75*	-	-	-	-	-	-	-	63	*63*
20:00-20:59	-	68	*68*	-	-	-	-	-	-	-	57	*57*
21:00-21:59	-	45	*45*	-	-	-	-	-	-	-	37	*37*
22:00-22:59	-	15	*15*	-	-	-	-	-	-	-	12	*12*
23:00-23:59	-	17	*17*	-	-	-	-	-	-	-	14	*14*
Daily Total	-	**1,789**	***1,789***	-	-	-	-	-	-	-	**1,507**	**1,507**
AM Peak	-	**128**	***128***	-	-	-	-	-	-	-	**108**	***108***
Hour	-	09:00	*09:00*	-	-	-	-	-	-	-	09:00	*09:00*
MD Peak	-	**128**	***128***	-	-	-	-	-	-	-	**108**	***108***
Hour	-	11:00	*11:00*	-	-	-	-	-	-	-	11:00	*11:00*
PM Peak	-	**155**	***155***	-	-	-	-	-	-	-	**131**	***131***
Hour	-	16:00	*16:00*	-	-	-	-	-	-	-	16:00	*16:00*
Daily Peak	-	**155**	***155***	-	-	-	-	-	-	-	**131**	***131***
Hour	-	16:00	*16:00*	-	-	-	-	-	-	-	16:00	*16:00*
% of Total	-	8.7%	*8.7%*	-	-	-	-	-	-	-	8.7%	*8.7%*
Daily Ave	-	**75**	***75***	-	-	-	-	-	-	-	**63**	***63***

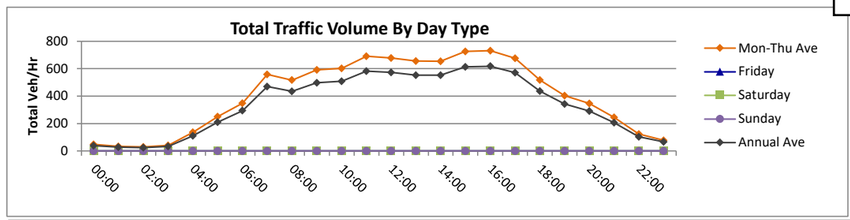
Wisconsin Department of Transportation

Hourly Traffic Volume Report **2022-Jul-18 to 2022-Jul-20**

Coverage Count

48 Hour Count - Averages and Graphs Do Not Include All Days

Location	**STH 19 MAIN BTWN THIRD & FOURTH WATERTOWN**	Segment ID	1042
Site #	280754	Seasonal Factor Group	2
Region	SW	Daily Factor Group	2
County	JEFFERSON	Axle Factor Group	5
Funct. Class	U Principal Arterial - Other	Growth Factor Group	1



Hour	Sun			Mon 2022-07-18			Tues 2022-07-19			Wed 2022-07-20			Thur			Fri			Sat		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59			-			-	29	27	*56*	25	14	*39*			-			-			-
01:00-01:59			-			-	20	12	*32*	24	12	*36*			-			-			-
02:00-02:59			-			-	19	9	*28*	17	15	*32*			-			-			-
03:00-03:59			-			-	22	17	*39*	23	19	*42*			-			-			-
04:00-04:59			-			-	94	45	*139*	88	45	*133*			-			-			-
05:00-05:59			-	145	83	*228*	161	111	*272*			-			-			-			-
06:00-06:59			-	184	143	*327*	238	133	*371*			-			-			-			-
07:00-07:59			-	284	221	*505*	384	229	*613*			-			-			-			-
08:00-08:59			-	277	191	*468*	320	246	*566*			-			-			-			-
09:00-09:59			-	269	270	*539*	358	287	*645*			-			-			-			-
10:00-10:59			-	275	292	*567*	322	317	*639*			-			-			-			-
11:00-11:59			-	322	315	*637*	394	353	*747*			-			-			-			-
12:00-12:59			-	352	311	*663*	370	325	*695*			-			-			-			-
13:00-13:59			-	339	296	*635*	406	270	*676*			-			-			-			-
14:00-14:59			-	345	319	*664*	342	304	*646*			-			-			-			-
15:00-15:59			-	360	372	*732*	343	378	*721*			-			-			-			-
16:00-16:59			-	388	358	*746*	358	360	*718*			-			-			-			-
17:00-17:59			-	353	335	*688*	344	322	*666*			-			-			-			-
18:00-18:59			-	286	229	*515*	272	249	*521*			-			-			-			-
19:00-19:59			-	207	213	*420*	200	189	*389*			-			-			-			-
20:00-20:59			-	158	159	*317*	202	174	*376*			-			-			-			-
21:00-21:59			-	132	100	*232*	126	131	*257*			-			-			-			-
22:00-22:59			-	56	43	*99*	71	76	*147*			-			-			-			-
23:00-23:59			-	37	38	*75*	47	34	*81*			-			-			-			-
Daily Total	**-**	**-**	**-**	-	-	-	**5,442**	**4,598**	***10,040***	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	**-**	**-**	**-**	-	-	-	**384**	**287**	***645***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	07:00	09:00	*09:00*	-	-	-	-	-	-	-	-	-	-	-	-
MD Peak	**-**	**-**	**-**	**352**	**319**	***664***	**406**	**353**	***747***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	12:00	14:00	*14:00*	13:00	11:00	*11:00*	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	**-**	**-**	**-**	**388**	**372**	***746***	**358**	**378**	***721***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	16:00	15:00	*16:00*	16:00	15:00	*15:00*	-	-	-	-	-	-	-	-	-	-	-	-
Daily Peak	**-**	**-**	**-**	-	-	-	**406**	**378**	***747***	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	13:00	15:00	*11:00*	-	-	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	7.5%	8.2%	*7.4%*	-	-	-	-	-	-	-	-	-	-	-	-
Daily Ave	**-**	**-**	**-**	-	-	-	**227**	**192**	***418***	-	-	-	-	-	-	-	-	-	-	-	-

Seasonal Fctr				0.894	0.894		0.894	0.894		0.894	0.894										
Daily Fctr				1.024	1.024		0.952	0.952		0.961	0.961										
Axle Factor				0.478	0.478		0.478	0.478		0.478	0.478										
Pulse Fctr				2.000	2.000		2.000	2.000		2.000	2.000										
Overall Fctr	0.000	0.000		0.875	0.875		0.814	0.814		0.821	0.821		0.000	0.000		0.000	0.000		0.000	0.000	

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	27	21	*48*	-	-	-	-	-	-	22	17	*39*
01:00-01:59	22	12	*34*	-	-	-	-	-	-	18	10	*28*
02:00-02:59	18	12	*30*	-	-	-	-	-	-	15	10	*25*
03:00-03:59	23	18	*41*	-	-	-	-	-	-	18	15	*33*
04:00-04:59	91	45	*136*	-	-	-	-	-	-	74	37	*111*
05:00-05:59	153	97	*250*	-	-	-	-	-	-	129	81	*210*
06:00-06:59	211	138	*349*	-	-	-	-	-	-	177	117	*294*
07:00-07:59	334	225	*559*	-	-	-	-	-	-	280	190	*470*
08:00-08:59	299	219	*517*	-	-	-	-	-	-	251	184	*435*
09:00-09:59	314	279	*592*	-	-	-	-	-	-	263	235	*498*
10:00-10:59	299	305	*603*	-	-	-	-	-	-	251	257	*508*
11:00-11:59	358	334	*692*	-	-	-	-	-	-	301	281	*583*
12:00-12:59	361	318	*679*	-	-	-	-	-	-	305	268	*573*
13:00-13:59	373	283	*656*	-	-	-	-	-	-	314	239	*553*
14:00-14:59	344	312	*655*	-	-	-	-	-	-	290	263	*553*
15:00-15:59	352	375	*727*	-	-	-	-	-	-	297	317	*614*
16:00-16:59	373	359	*732*	-	-	-	-	-	-	315	303	*619*
17:00-17:59	349	329	*677*	-	-	-	-	-	-	294	278	*572*
18:00-18:59	279	239	*518*	-	-	-	-	-	-	236	202	*437*
19:00-19:59	204	201	*405*	-	-	-	-	-	-	172	170	*342*
20:00-20:59	180	167	*347*	-	-	-	-	-	-	151	140	*292*
21:00-21:59	129	116	*245*	-	-	-	-	-	-	109	97	*206*
22:00-22:59	64	60	*123*	-	-	-	-	-	-	53	50	*103*
23:00-23:59	42	36	*78*	-	-	-	-	-	-	35	30	*66*
Daily Total	**5,194**	**4,496**	***9,690***	-	-	-	-	-	-	**4,373**	**3,790**	**8,164**
AM Peak	**334**	**279**	***592***	-	-	-	-	-	-	**280**	**235**	***498***
Hour	07:00	09:00	*09:00*	-	-	-	-	-	-	07:00	09:00	*09:00*
MD Peak	**373**	**334**	***692***	-	-	-	-	-	-	**314**	**281**	***583***
Hour	13:00	11:00	*11:00*	-	-	-	-	-	-	13:00	11:00	*11:00*
PM Peak	**373**	**375**	***732***	-	-	-	-	-	-	**315**	**317**	***619***
Hour	16:00	15:00	*16:00*	-	-	-	-	-	-	16:00	15:00	*16:00*
Daily Peak	**373**	**375**	***732***	-	-	-	-	-	-	**315**	**317**	***619***
Hour	16:00	15:00	*16:00*	-	-	-	-	-	-	16:00	15:00	*16:00*
% of Total	7.2%	8.3%	*7.6%*	-	-	-	-	-	-	7.2%	8.4%	*7.6%*
Daily Ave	**216**	**187**	***404***	-	-	-	-	-	-	**182**	**158**	***340***

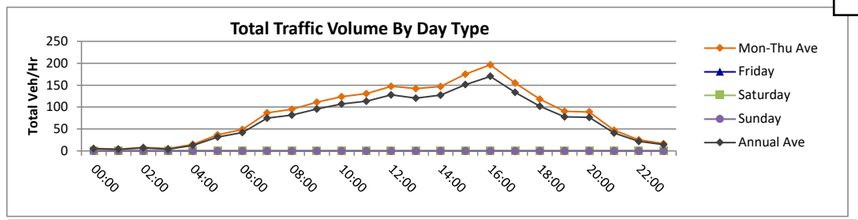
Wisconsin Department of Transportation

Hourly Traffic Volume Report **2018-Jul-24 to 2018-Jul-26**

Coverage Count

49 Hour Count - Averages and Graphs Do Not Include All Days

Location	**3RD BTWN MAIN & MADIS0N WATERTOWN**	Segment ID	
Site #	280821	Seasonal Factor Group	2
Region	SW	Daily Factor Group	2
County	JEFFERSON	Axle Factor Group	6
Funct. Class	U Minor Arterial	Growth Factor Group	



Hour	Sun			Mon			Tues 2018-07-24			Wed 2018-07-25			Thur 2018-07-26			Fri			Sat		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59			-			-			-		6	*6*		6	*6*			-			-
01:00-01:59			-			-			-		4	*4*		5	*5*			-			-
02:00-02:59			-			-			-		8	*8*		8	*8*			-			-
03:00-03:59			-			-			-		5	*5*		5	*5*			-			-
04:00-04:59			-			-			-		16	*16*		14	*14*			-			-
05:00-05:59			-			-			-		33	*33*		41	*41*			-			-
06:00-06:59			-			-			-		44	*44*		54	*54*			-			-
07:00-07:59			-			-			-		81	*81*		93	*93*			-			-
08:00-08:59			-			-			-		97	*97*		93	*93*			-			-
09:00-09:59			-			-			-		102	*102*		120	*120*			-			-
10:00-10:59			-			-			-		123	*123*		125	*125*			-			-
11:00-11:59			-			-			-		138	*138*		124	*124*			-			-
12:00-12:59			-			-			-		161	*161*		134	*134*			-			-
13:00-13:59			-			-		144	*144*		115	*115*		168	*168*			-			-
14:00-14:59			-			-		147	*147*		147	*147*			-			-			-
15:00-15:59			-			-		178	*178*		172	*172*			-			-			-
16:00-16:59			-			-		185	*185*		208	*208*			-			-			-
17:00-17:59			-			-		160	*160*		150	*150*			-			-			-
18:00-18:59			-			-		126	*126*		110	*110*			-			-			-
19:00-19:59			-			-		97	*97*		84	*84*			-			-			-
20:00-20:59			-			-		105	*105*		73	*73*			-			-			-
21:00-21:59			-			-		49	*49*		46	*46*			-			-			-
22:00-22:59			-			-		27	*27*		24	*24*			-			-			-
23:00-23:59			-			-		18	*18*		15	*15*			-			-			-
Daily Total	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,962**	***1,962***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
AM Peak	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**102**	***102***	**-**	**120**	***120***	**-**	**-**	**-**	**-**	**-**	**-**
Hour	-	-	-	-	-	-	-	-	-	-	09:00	*09:00*	-	09:00	*09:00*	-	-	-	-	-	-
MD Peak	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**161**	***161***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Hour	-	-	-	-	-	-	-	-	-	-	12:00	*12:00*	-	-	-	-	-	-	-	-	-
PM Peak	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**185**	***185***	**-**	**208**	***208***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Hour	-	-	-	-	-	-	-	16:00	*16:00*	-	16:00	*16:00*	-	-	-	-	-	-	-	-	-
Daily Peak	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**208**	***208***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Hour	-	-	-	-	-	-	-	-	-	-	16:00	*16:00*	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	-	-	-	10.6%	*10.6%*	-	-	-	-	-	-	-	-	-
Daily Ave	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82**	***82***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Seasonal Fctr							0.931	0.931		0.931	0.931		0.931	0.931							
Daily Fctr							0.917	0.917		0.998	0.998		0.913	0.913							
Axle Factor							0.485	0.485		0.485	0.485		0.485	0.485							
Pulse Fctr							2.000	2.000		2.000	2.000		2.000	2.000							
Overall Fctr	0.000	0.000		0.000	0.000		0.828	0.828		0.901	0.901		0.825	0.825		0.000	0.000		0.000	0.000	

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*	Pos Dir	Neg Dir	*Total*
00:00-00:59	-	6	*6*	-	-	-	-	-	-	-	5	*5*
01:00-01:59	-	5	*5*	-	-	-	-	-	-	-	4	*4*
02:00-02:59	-	8	*8*	-	-	-	-	-	-	-	7	*7*
03:00-03:59	-	5	*5*	-	-	-	-	-	-	-	4	*4*
04:00-04:59	-	15	*15*	-	-	-	-	-	-	-	13	*13*
05:00-05:59	-	37	*37*	-	-	-	-	-	-	-	32	*32*
06:00-06:59	-	49	*49*	-	-	-	-	-	-	-	42	*42*
07:00-07:59	-	87	*87*	-	-	-	-	-	-	-	75	*75*
08:00-08:59	-	95	*95*	-	-	-	-	-	-	-	82	*82*
09:00-09:59	-	111	*111*	-	-	-	-	-	-	-	95	*95*
10:00-10:59	-	124	*124*	-	-	-	-	-	-	-	107	*107*
11:00-11:59	-	131	*131*	-	-	-	-	-	-	-	113	*113*
12:00-12:59	-	148	*148*	-	-	-	-	-	-	-	128	*128*
13:00-13:59	-	142	*142*	-	-	-	-	-	-	-	120	*120*
14:00-14:59	-	147	*147*	-	-	-	-	-	-	-	127	*127*
15:00-15:59	-	175	*175*	-	-	-	-	-	-	-	151	*151*
16:00-16:59	-	197	*197*	-	-	-	-	-	-	-	170	*170*
17:00-17:59	-	155	*155*	-	-	-	-	-	-	-	134	*134*
18:00-18:59	-	118	*118*	-	-	-	-	-	-	-	102	*102*
19:00-19:59	-	91	*91*	-	-	-	-	-	-	-	78	*78*
20:00-20:59	-	89	*89*	-	-	-	-	-	-	-	76	*76*
21:00-21:59	-	48	*48*	-	-	-	-	-	-	-	41	*41*
22:00-22:59	-	26	*26*	-	-	-	-	-	-	-	22	*22*
23:00-23:59	-	17	*17*	-	-	-	-	-	-	-	14	*14*
Daily Total	**-**	**2,023**	***2,023***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,744**	**1,744**
AM Peak	**-**	**111**	***111***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**95**	***95***
Hour	-	09:00	*09:00*	-	-	-	-	-	-	-	09:00	*09:00*
MD Peak	**-**	**148**	***148***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**128**	***128***
Hour	-	12:00	*12:00*	-	-	-	-	-	-	-	12:00	*12:00*
PM Peak	**-**	**197**	***197***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**170**	***170***
Hour	-	16:00	*16:00*	-	-	-	-	-	-	-	16:00	*16:00*
Daily Peak	**-**	**197**	***197***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**170**	***170***
Hour	-	16:00	*16:00*	-	-	-	-	-	-	-	16:00	*16:00*
% of Total	-	9.7%	*9.7%*	-	-	-	-	-	-	-	9.8%	*9.8%*
Daily Ave	**-**	**84**	***84***	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**73**	***73***

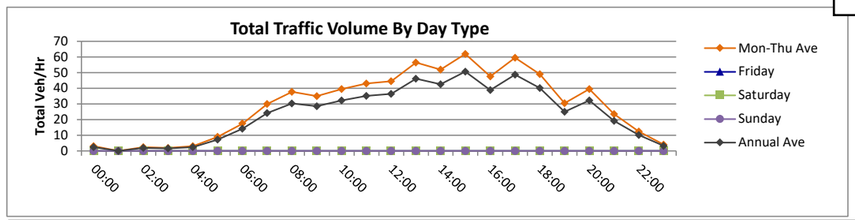
Wisconsin Department of Transportation

Hourly Traffic Volume Report **2022-Jul-26 to 2022-Jul-28**

Coverage Count

48 Hour Count - Averages and Graphs Do Not Include All Days

Location	**MARKET ST BTWN EIGHTH & NINTH STS WATERTOWN**	Segment ID	
Site #	280882	Seasonal Factor Group	2
Region	SW	Daily Factor Group	2
County	JEFFERSON	Axle Factor Group	7
Funct. Class	U Collector	Growth Factor Group	



Hour	Sun			Mon			Tues 2022-07-26			Wed 2022-07-27			Thur 2022-07-28			Fri			Sat		
	Undivided Hwy		*Total*	Undivided Hwy		*Total*	Undivided Hwy		*Total*	Undivided Hwy		*Total*	Undivided Hwy		*Total*	Undivided Hwy		*Total*	Undivided Hwy		*Total*
00:00-00:59			-			-			-		4	*4*		2	*2*			-			-
01:00-01:59			-			-			-			-		5	*5*			-			-
02:00-02:59			-			-			-		2	*2*		3	*3*			-			-
03:00-03:59			-			-			-		2	*2*		2	*2*			-			-
04:00-04:59			-			-			-		2	*2*		4	*4*			-			-
05:00-05:59			-			-			-		9	*9*		9	*9*			-			-
06:00-06:59			-			-			-		22	*22*		13	*13*			-			-
07:00-07:59			-			-			-		34	*34*		26	*26*			-			-
08:00-08:59			-			-		28	*28*		38	*38*		47	*47*			-			-
09:00-09:59			-			-		37	*37*		33	*33*			-			-			-
10:00-10:59			-			-		49	*49*		30	*30*			-			-			-
11:00-11:59			-			-		33	*33*		53	*53*			-			-			-
12:00-12:59			-			-		45	*45*		44	*44*			-			-			-
13:00-13:59			-			-		61	*61*		52	*52*			-			-			-
14:00-14:59			-			-		46	*46*		58	*58*			-			-			-
15:00-15:59			-			-		65	*65*		59	*59*			-			-			-
16:00-16:59			-			-		45	*45*		50	*50*			-			-			-
17:00-17:59			-			-		43	*43*		76	*76*			-			-			-
18:00-18:59			-			-		38	*38*		60	*60*			-			-			-
19:00-19:59			-			-		25	*25*		36	*36*			-			-			-
20:00-20:59			-			-		48	*48*		31	*31*			-			-			-
21:00-21:59			-			-		17	*17*		30	*30*			-			-			-
22:00-22:59			-			-		14	*14*		11	*11*			-			-			-
23:00-23:59			-			-		2	*2*		6	*6*			-			-			-
Daily Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MD Peak	-	-	-	-	-	-	-	**61**	***61***	-	**58**	***58***	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	13:00	*13:00*	-	14:00	*14:00*	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	-	**65**	***65***	-	**76**	***76***	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	15:00	*15:00*	-	17:00	*17:00*	-	-	-	-	-	-	-	-	-
Daily Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seasonal Fctr							0.894	0.894		0.894	0.894		0.894	0.894							
Daily Fctr							0.952	0.952		0.961	0.961		0.916	0.916							
Axle Factor							0.478	0.478		0.478	0.478		0.478	0.478							
Pulse Fctr							2.000	2.000		2.000	2.000		2.000	2.000							
Overall Fctr	0.000	0.000		0.000	0.000		0.814	0.814		0.821	0.821		0.783	0.783		0.000	0.000		0.000	0.000	

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Undivided Hwy		*Total*	Undivided Hwy		*Total*	Undivided Hwy		*Total*	Undivided Hwy		*Total*
00:00-00:59	-	3	*3*	-	-	-	-	-	-	-	2	*2*
01:00-01:59	-	-	*-*	-	-	-	-	-	-	-	-	*-*
02:00-02:59	-	3	*3*	-	-	-	-	-	-	-	2	*2*
03:00-03:59	-	2	*2*	-	-	-	-	-	-	-	2	*2*
04:00-04:59	-	3	*3*	-	-	-	-	-	-	-	2	*2*
05:00-05:59	-	9	*9*	-	-	-	-	-	-	-	7	*7*
06:00-06:59	-	18	*18*	-	-	-	-	-	-	-	14	*14*
07:00-07:59	-	30	*30*	-	-	-	-	-	-	-	24	*24*
08:00-08:59	-	38	*38*	-	-	-	-	-	-	-	30	*30*
09:00-09:59	-	35	*35*	-	-	-	-	-	-	-	29	*29*
10:00-10:59	-	40	*40*	-	-	-	-	-	-	-	32	*32*
11:00-11:59	-	43	*43*	-	-	-	-	-	-	-	35	*35*
12:00-12:59	-	45	*45*	-	-	-	-	-	-	-	36	*36*
13:00-13:59	-	57	*57*	-	-	-	-	-	-	-	46	*46*
14:00-14:59	-	52	*52*	-	-	-	-	-	-	-	43	*43*
15:00-15:59	-	62	*62*	-	-	-	-	-	-	-	51	*51*
16:00-16:59	-	48	*48*	-	-	-	-	-	-	-	39	*39*
17:00-17:59	-	60	*60*	-	-	-	-	-	-	-	49	*49*
18:00-18:59	-	49	*49*	-	-	-	-	-	-	-	40	*40*
19:00-19:59	-	31	*31*	-	-	-	-	-	-	-	25	*25*
20:00-20:59	-	40	*40*	-	-	-	-	-	-	-	32	*32*
21:00-21:59	-	24	*24*	-	-	-	-	-	-	-	19	*19*
22:00-22:59	-	13	*13*	-	-	-	-	-	-	-	10	*10*
23:00-23:59	-	4	*4*	-	-	-	-	-	-	-	3	*3*
Daily Total	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-	-	-	-	-
MD Peak	-	**57**	***57***	-	-	-	-	-	-	-	**46**	***46***
Hour	-	13:00	*13:00*	-	-	-	-	-	-	-	13:00	*13:00*
PM Peak	-	**62**	***62***	-	-	-	-	-	-	-	**51**	***51***
Hour	-	15:00	*15:00*	-	-	-	-	-	-	-	15:00	*15:00*
Daily Peak	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	-	-	-	-	-

Existing Signal Timings

SEPAC ECOM All Data

9/13/2017
2:25:49PM

Intersection Name: **Main & 3rd**

Intersection Alias: **Main3rd**

ccess Data

1 :**1200 Baud**
3 :**1200 Baud**

Access Code: **9999**
Channel: 1
Address: **0**
Revision: **3.34g**
IP Address:

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	4-Grn	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

	Vehical Basic Timings						Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	0	0.0	0	0	4.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
2	15	5.0	40	40	3.2	2.5	0.0	0.0	0	0-Advance	0.0	0.0	14	13	0	0	No	0	No
3	0	0.0	0	0	4.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
4	15	5.0	40	40	3.2	1.9	0.0	0.0	0	0-Advance	0.0	0.0	6	13	0	0	No	0	No
5	0	0.0	0	0	4.0	1.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
6	0	0.0	0	0	4.0	1.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
7	0	0.0	0	0	4.0	1.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
8	0	0.0	0	0	4.0	1.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No

	Vehicle Density Timings						General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	Min	Ped	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	Min	Ped	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment						Pedestrian Detector						Special Detector Phase Assignment					
	Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data						**Default Data**						**Default Data**					

Unit Data

General Control

Startup Time:	5 sec
Startup State:	Flash
Red Revert:	4.0 sec
Auto Ped Clr:	No
Stop T Reset:	No
Alt Sequence:	0
Special Seq:	0-Standard

I/O Modes:

ABC Input(Entry) Modes: 0 — D Input(Entry) Modes: 0

ABC Output(O/STS) Modes: 0 — D Output(O/STS) Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash No

Phase	Entry	Exit
2		Yes
4	Yes	

Default Data
- No Flash

Overlaps

Phase(s)	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Start Green

Phase(s)	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Concurrent Phases

Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 3=Short Way Plus

Offset Mode: 1=End Grn
Force Mode: 0=Plan
Max Dwell Time: 15
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	80
1/2	60
2/1	80
3/1	90
4/1	90

NOT CALLED IN TBC — 80 or ground dist

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	51	1=Coordinate	4	29	7=Dual Coord						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	31	1=Coordinate	4	29	7=Dual Coord						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	51	1=Coordinate	4	29	7=Dual Coord						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	61	1=Coordinate	4	29	7=Dual Coord						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	61	1=Coordinate	4	29	7=Dual Coord						

Traffic Plan Data

Plan: 1/1/1	Offset Time: 43	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/1/2	Offset Time: 43	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/1	Offset Time: 27	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/1	Offset Time: 43	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/1	Offset Time: 43	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/1/1	Offset Time: 43	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	5/5/0	Flash On																
2	1	6:0	2/1/1																	
3	1	12:0	1/1/1																	
4	1	18:0	2/1/1																	
5	1	23:0	5/5/0	Flash On																
6	2	0:1	5/5/0	Flash On																
7	2	6:0	2/1/1																	
8	2	10:0	1/1/1																	
9	2	18:0	2/1/1																	
10	2	23:0	5/5/0	Flash On																

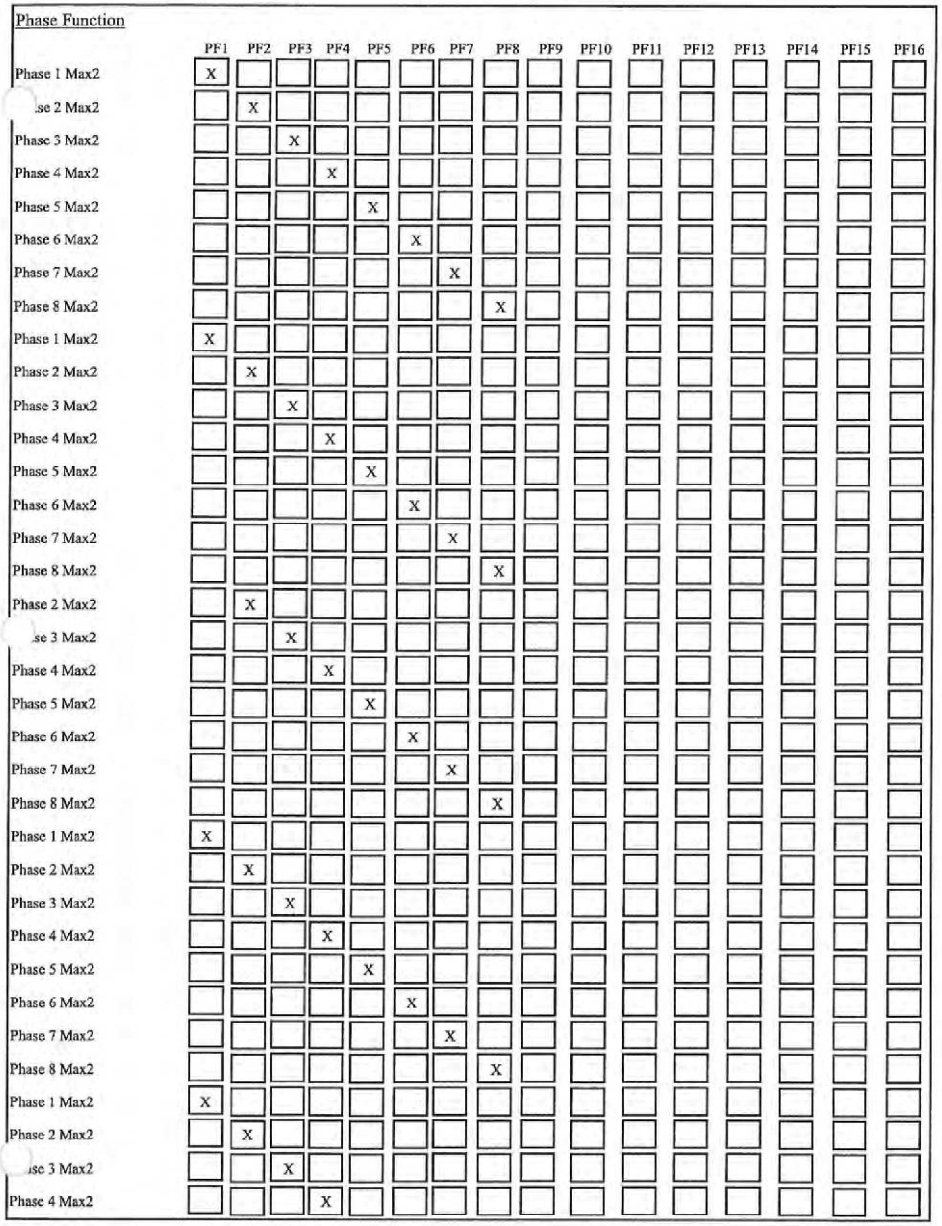
AUX. Events

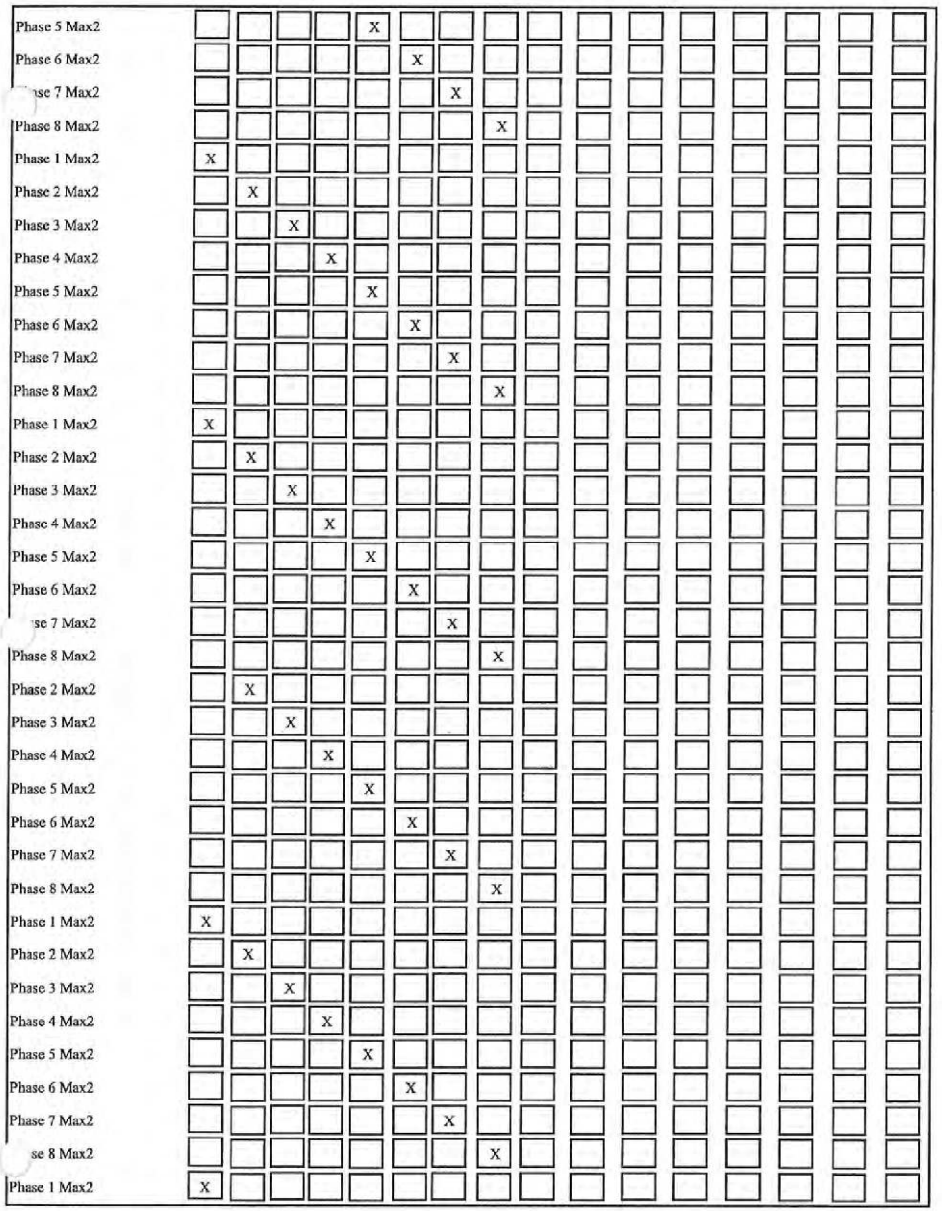
Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Ding. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	2	0	1															
2	2	14	30	X														
3	2	17	30															

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								


Phase Function
PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2


Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
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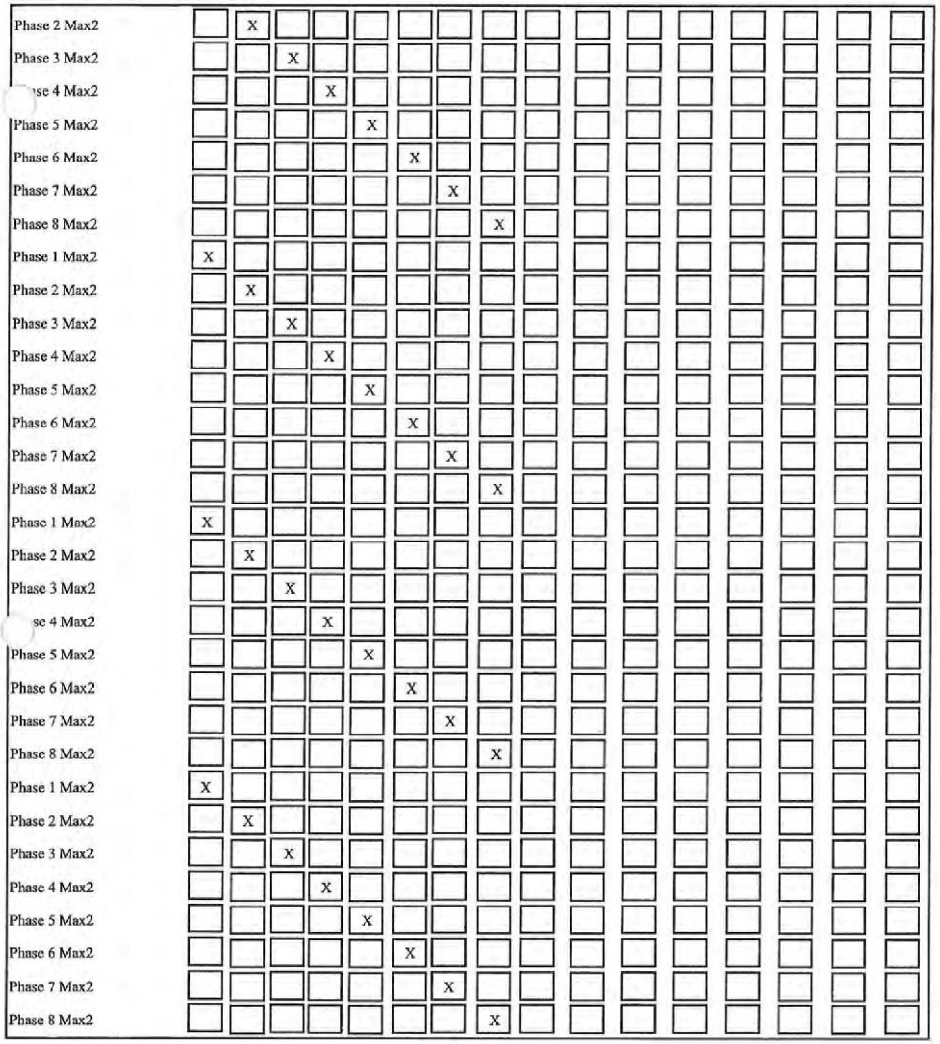
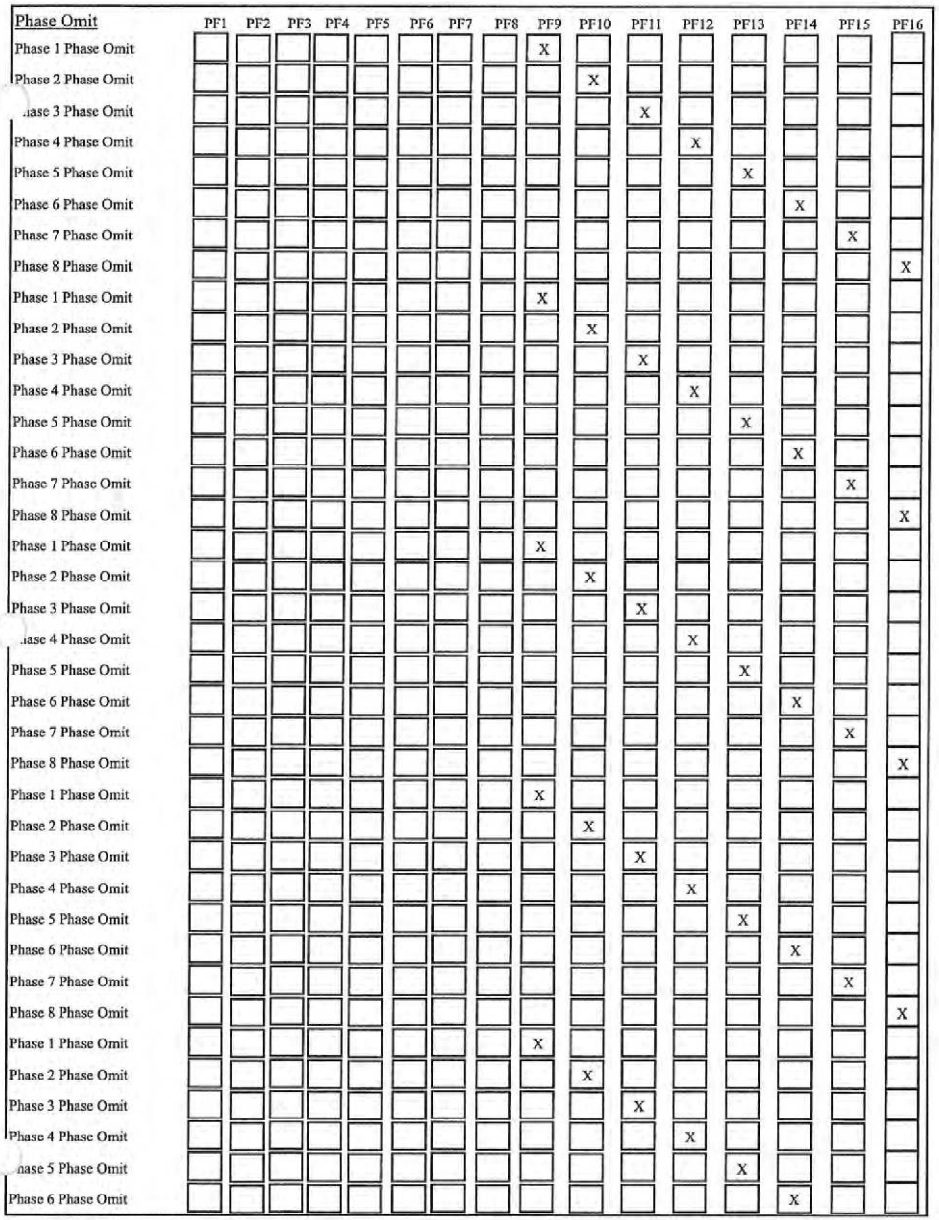
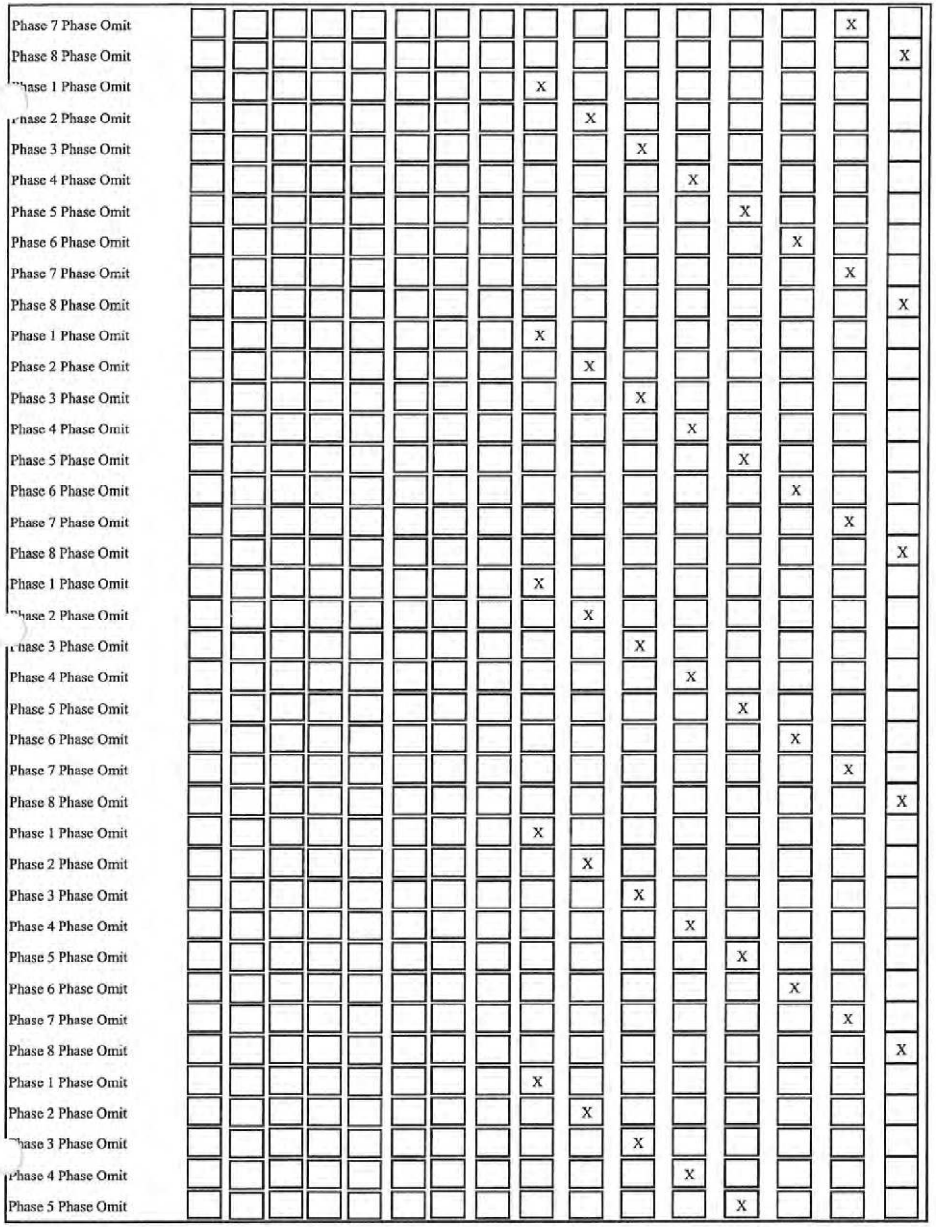
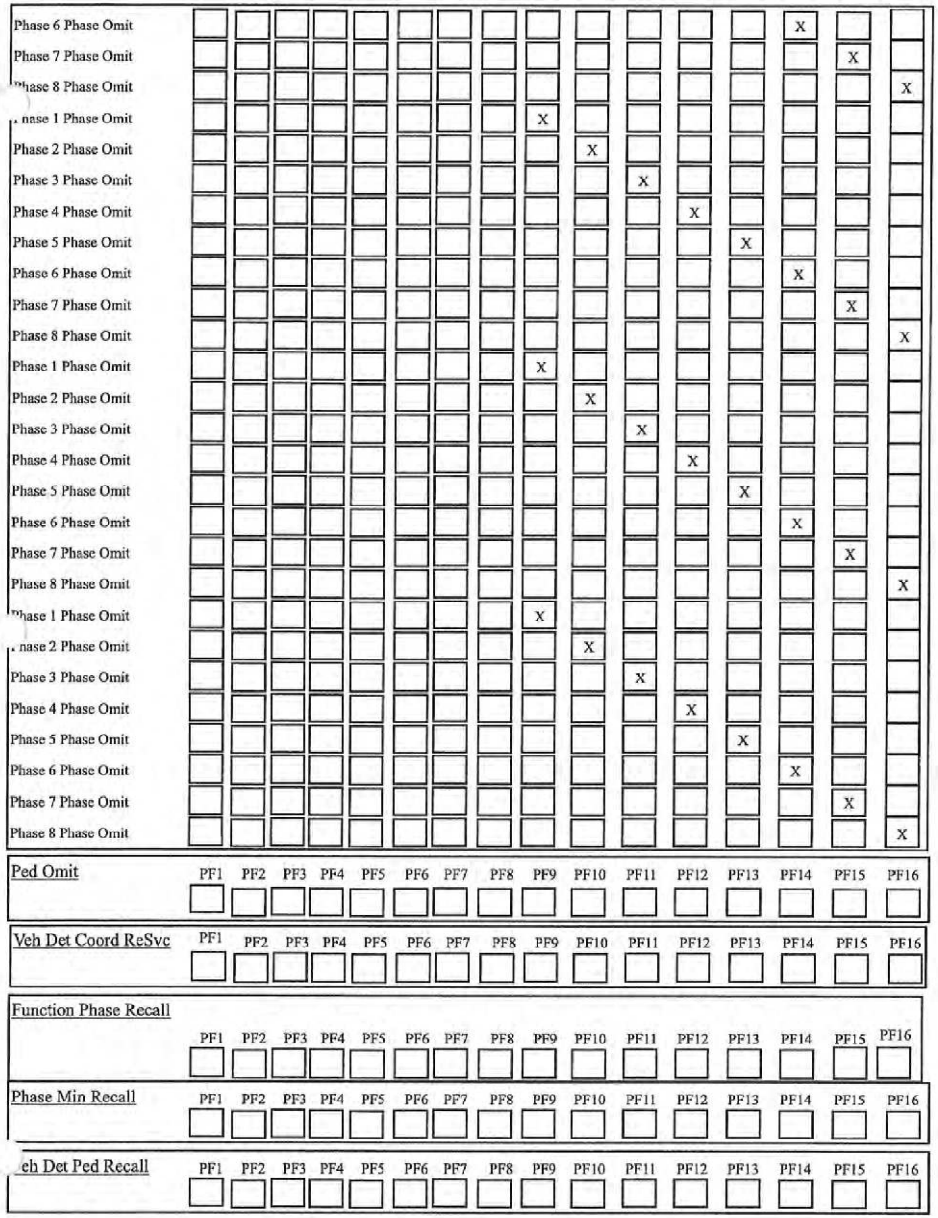
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2


Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2


Phase Omit
PF1
PF2
PF3
PF4
PF5
PF6
PF7
PF8
PF9
PF10
PF11
PF12
PF13
PF14
PF15
PF16
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit


Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit


Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Ped Omit
Veh Det Coord ReSvc
Function Phase Recall
Phase Min Recall
eh Det Ped Recall
PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Veh Det Bike Recall																

Vehicle Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Veh Det Switch Omit																
Veh Det Switch Now																
Veh Det Switch Also																
Overlap Function																

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day program_hour program_minute LanePhFun

Preemption Data

General Preemption Data

Preempt > Flash	Preempt 2 > Preempt 3	Preempt 4 > Preempt 5
Preempt 1 > Preempt 2	Preempt 3 > Preempt 4	Preempt 5 > Preempt 6

Preempt	NLock	Link to Pmpt	Preempt Timers Del	Ext	Dur	Max Call	De Lock-Out	Boun ce	Gate Ext	Min G | W	Select Ped Clear	Yel	Red	Track Grn	Ped	Yel	Red	Dwell Green	Return Ped Clear	Yel	Red	Sel Ret Mode
1	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
2	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
3	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
4	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
5	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
6	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut

Preempt 1 Phase	Exit Phase	Exit Calls	Preempt 2 Phase	Exit Phase	Exit Calls	Preempt 3 Phase	Exit Phase	Exit Calls	Preempt 4 Phase	Exit Phase	Exit Calls	Preempt 5 Phase	Exit Phase	Exit Calls	Preempt 6 Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Priority	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap: Signal Type	Transit Overlap: Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend: 0 FALSE 1 TRUE

CO-PHASE

QJ-PHASE

Priority

Priority Bank : Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes: 0 FALSE X TRUE

Priority :
Priority Bank :
Queue Phase Detector Time
Default data

Priority :
Priority Bank :
Queue Phase Detector Time
Default data

Priority :
Priority Bank :
Queue Phase Detector Time
Default data

Priority :
Priority Bank :
Queue Phase Detector Time
Default data

Priority :
Priority Bank :
Queue Phase Detector Time
Default data

Priority :
Priority Bank :
Queue Phase Detector Time
Default data

Priority :
Bank
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank
Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
..h.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
:fault Data				Default Data				Default Data				

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15 1st Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No 2nd Phone:

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data
Sample Interval: 0

Default Data
Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0
Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Default Data
Queue:
Level Enter Leave Dial / Split / Offset
/ /

Default Data

Vehical Detector
Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Pedestrian Detector
Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Vehical Detector
Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Pedestrian Detector
Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector
Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Valu

Special Detector
Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data
Speed Trap:

Measurement:
Detector 1 Detector_2 Distance :

Dial/Split/Offset
//
Default Data

Speed Trap Low Treshold | Speed Trap High Treshold

Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number	Controller Detector Channel

Default Data

SEPAC ECOM All Data

9/13/2017
2:26:48PM

Intersection Name: **Main & 4th**

Intersection Alias: **main4th**

Access Data

1 :1200 Baud
3 :1200 Baud

Access Code: **9999**
Revision: **3.32f**
Channel: 1
IP Address:
Address: **0**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	4-Grn	1-Inact	0-None	1-Inact	0-None	4-Grn	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						Actuated
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Rest in Walk
1	14	3.0	40	40	3.2	2.3	0.0	0.0	0	0-Advance	0.0	0.0	5	11	0	0	No	0	No
2	6	3.0	15	40	3.2	2.3	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
4	14	3.0	40	40	3.0	1.9	0.0	0.0	0	0-Advance	0.0	0.0	6	14	0	0	No	0	No
5	0	0.0	0	0	3.0	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
6	10	3.0	40	40	3.2	2.3	0.0	0.0	0	0-Advance	0.0	0.0	16	11	0	0	No	0	No
7	0	0.0	0	0	3.0	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	NonActII	Min	Ped	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonActII	Min	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	NonActII	Min	Ped	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	NonActII	Min	Ped	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment

Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data				

Pedestrian Detector

Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data				

Special Detector Phase Assignment

Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data				

Unit Data

General Control

Startup Time:	5 sec
rtup State:	Flash
d Revert:	4.0 sec
Auto Ped Clr:	No
Stop T Reset:	No
Alt Sequence:	0
Special Seq:	0-Standard

I/O Modes:

ABC Input(Entry) Modes: 0 — D Input(Entry) Modes: 0

ABC Output(O/STS) Modes: 0 — D Output(O/STS) Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash No

Phase	Entry	Exit
1		Yes
4	Yes	
6		Yes

Default Data - No Flash

Overlaps

	Overlaps														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)		1														
		6														

Start Green

	Overlaps														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
4	1	1
6	2	7

Concurrent Phases	Phase(s) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	19 - Ped Phase 3	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	22 - Ped Phase 6	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

Dial/Split	Cycle
1/1	80
2/1	80
3/1	90
4/1	90

eral Coordination Data

Operation Mode: 1=Auto — Offset Mode: 1=End Grn — Manual Dial: 1

Coordination Mode: 0=Permissive — Force Mode: 0=Plan — Manual Split: 1

Maximun Mode: 0=Inhibit — Max Dwell Time: 15 — Manual Offset: 1

Correction Mode: 3=Short Way Plus — Yield Period: 0

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	42	1=Coordinate	2	12	3=Max Recall	4	26	3=Max Recall	6	34	1=Coordinate

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	21	0=Actuated	2	12	0=Actuated	4	27	0=Actuated	6	33	0=Actuated

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	42	1=Coordinate	2	12	3=Max Recall	4	26	3=Max Recall	6	34	1=Coordinate

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	48	1=Coordinate	2	12	3=Max Recall	4	25	3=Max Recall	6	60	1=Coordinate

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	52	1=Coordinate	2	12	3=Max Recall	4	26	3=Max Recall	6	34	1=Coordinate

al 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	52	1=Coordinate	2	12	3=Max Recall	4	26	3=Max Recall	6	34	1=Coordinate

Traffic Plan Data

Plan: 1/1/1	Offset Time: 43	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/1/2	Offset Time: 43	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/1	Offset Time: 32	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/1	Offset Time: 43	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/2/1	Offset Time: 41	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/1	Offset Time: 43	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/1/1	Offset Time: 43	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	5/5/0	Flash On																
2	1	6:0	2/1/1																	
3	1	12:0	1/1/1																	
4	1	18:0	2/1/1																	
5	1	23:0	5/5/0	Flash On																
6	2	0:1	5/5/0	Flash On																
7	2	6:0	2/1/1																	
8	2	10:0	1/1/1																	
9	2	18:0	2/1/1																	
10	2	23:0	5/5/0	Flash On																

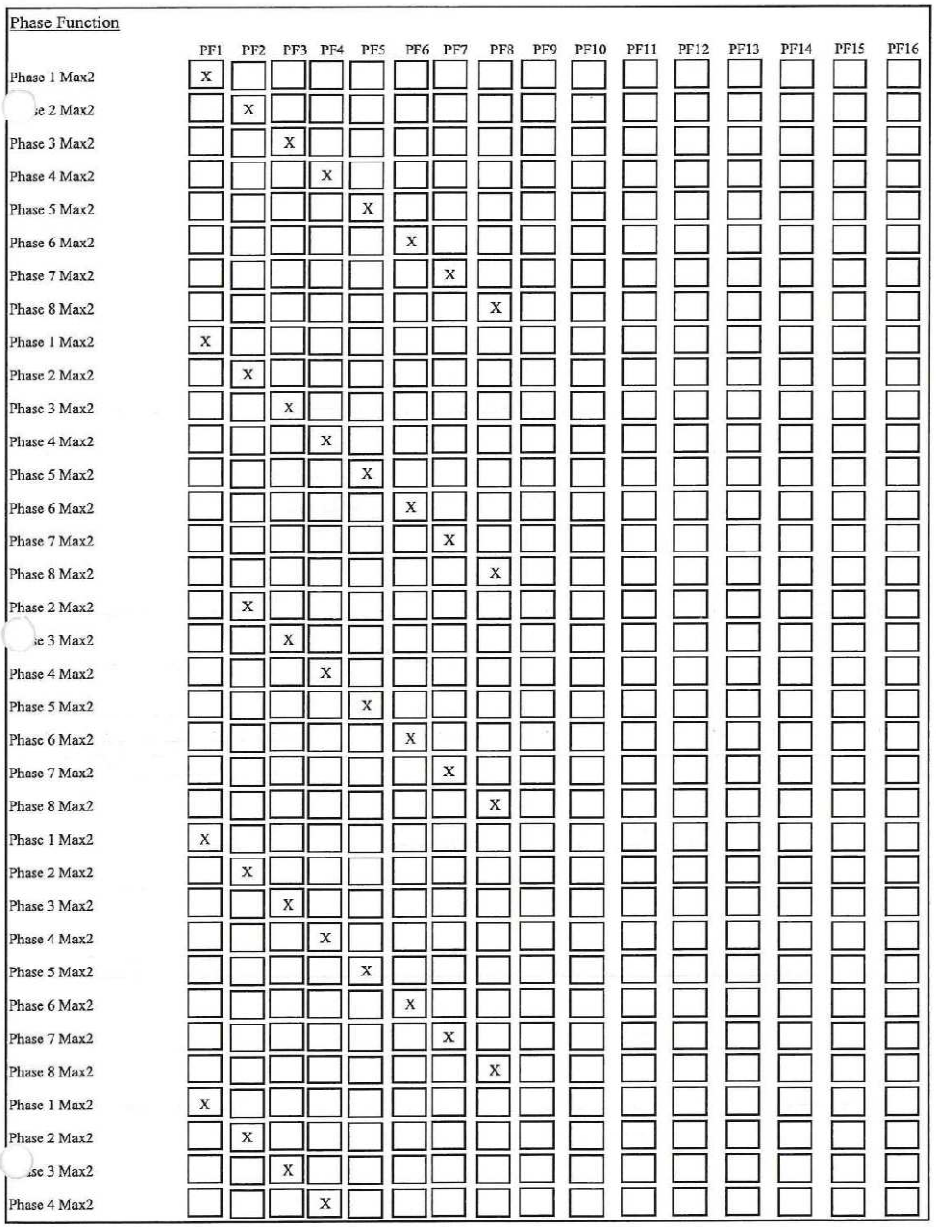
AUX. Events

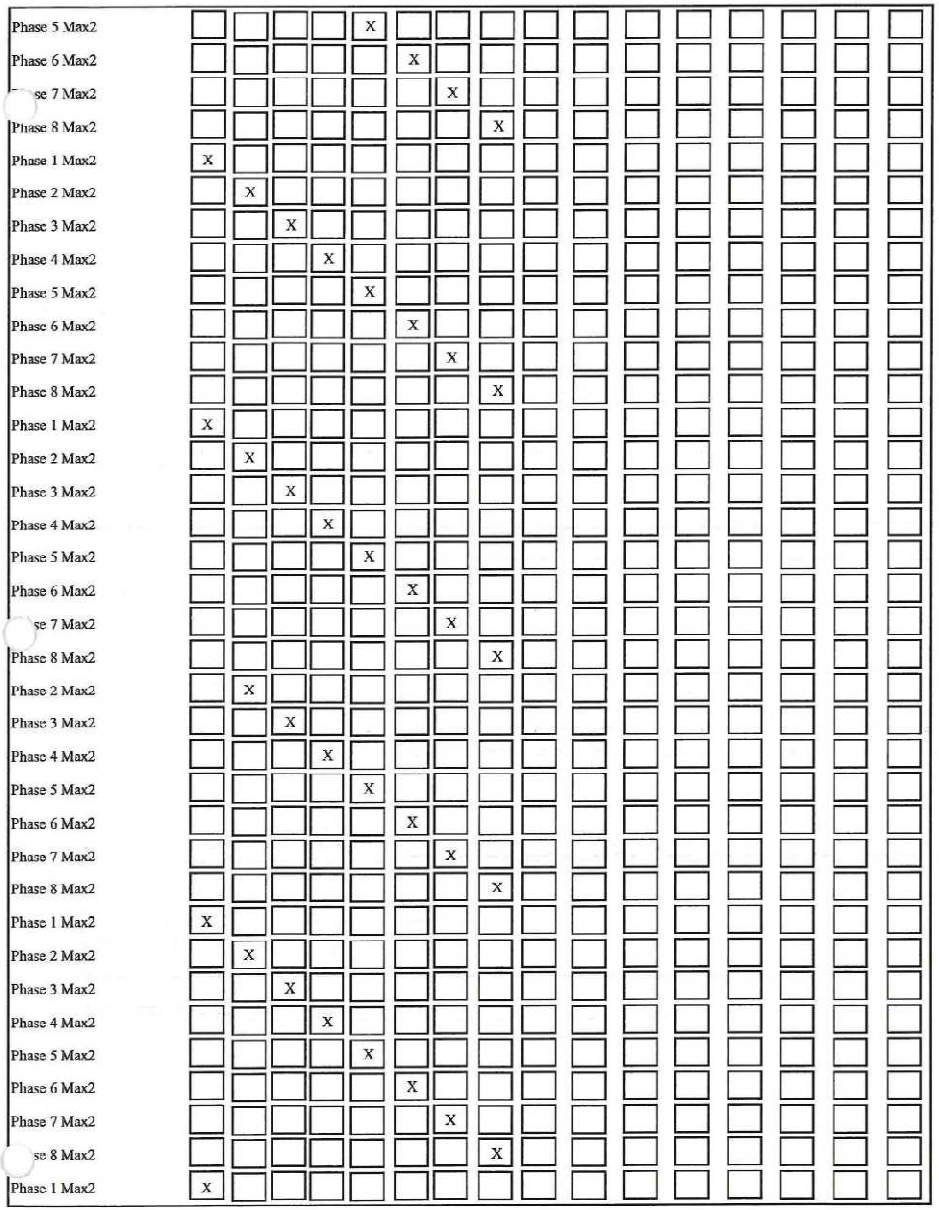
Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8

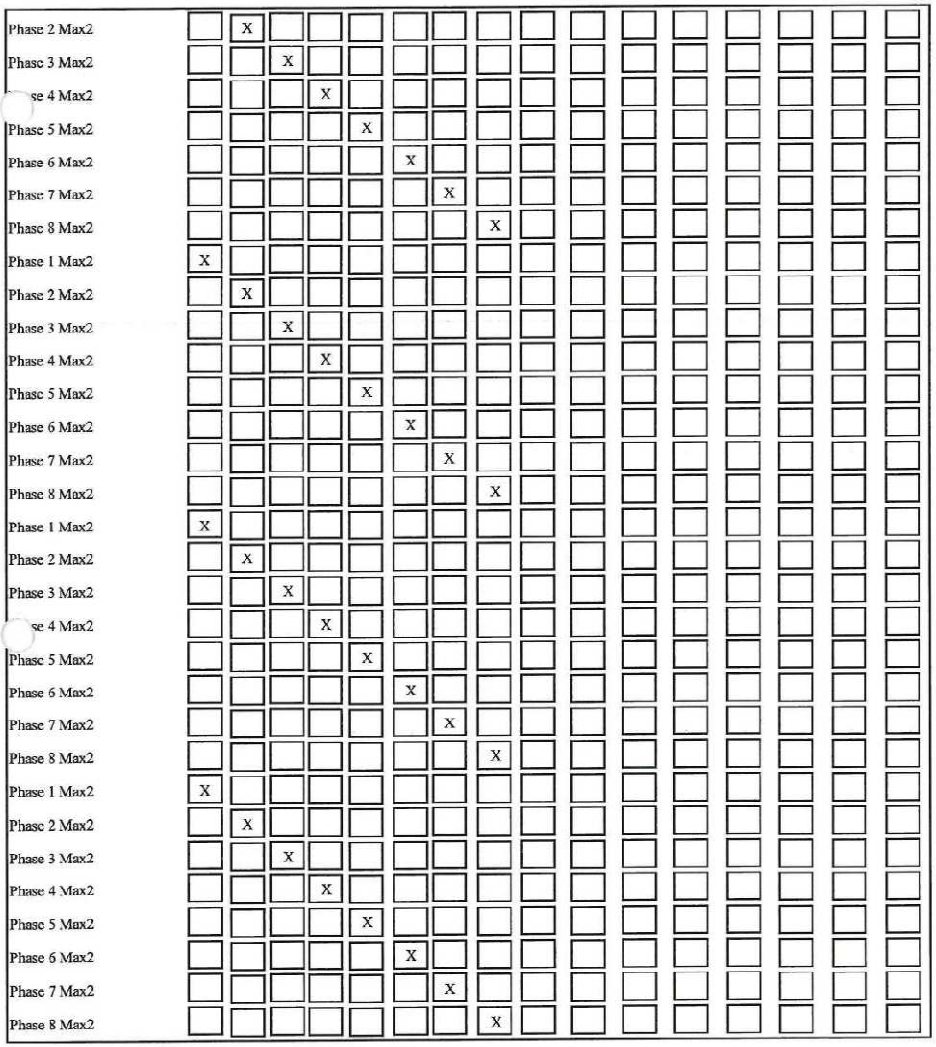
Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								


Phase Function
PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2


Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2


Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
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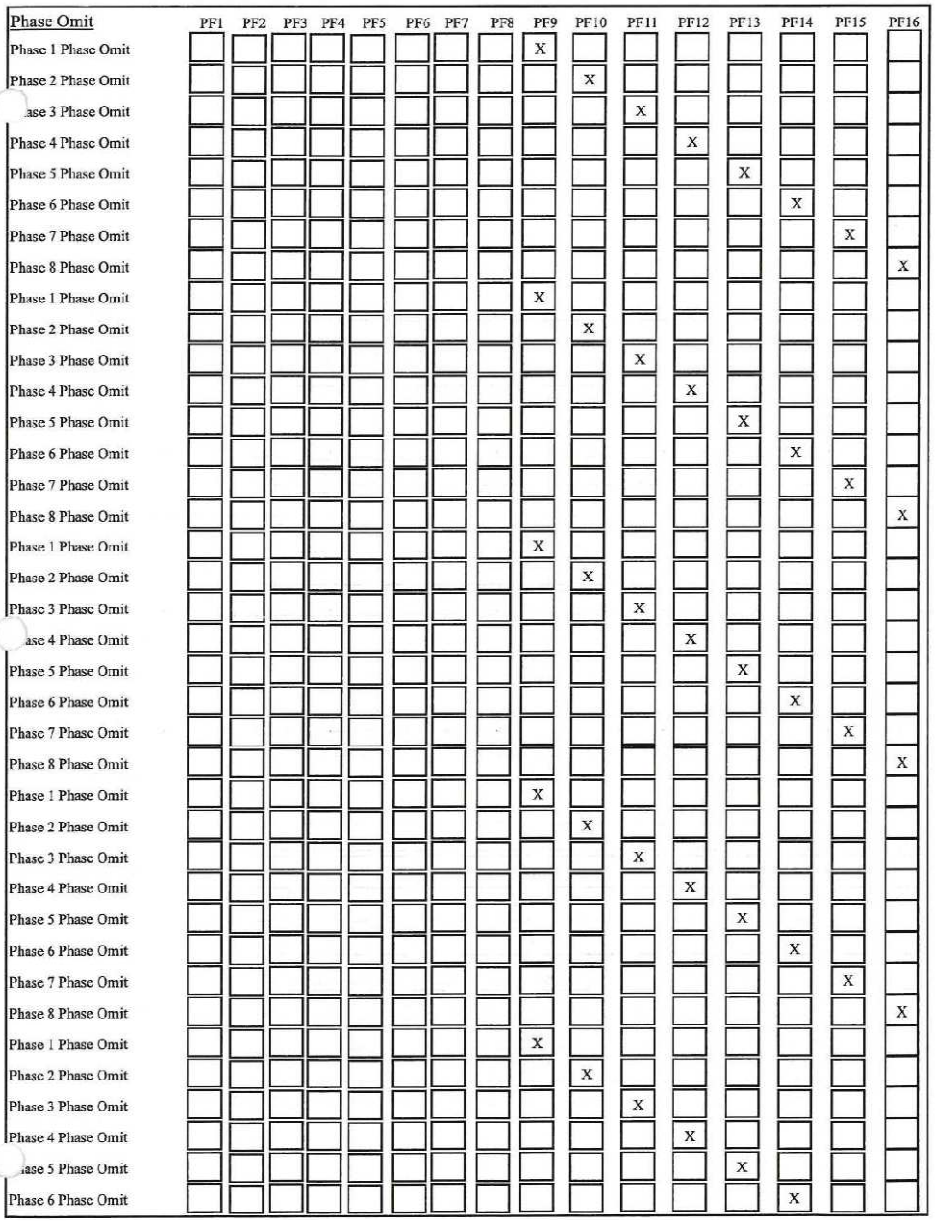
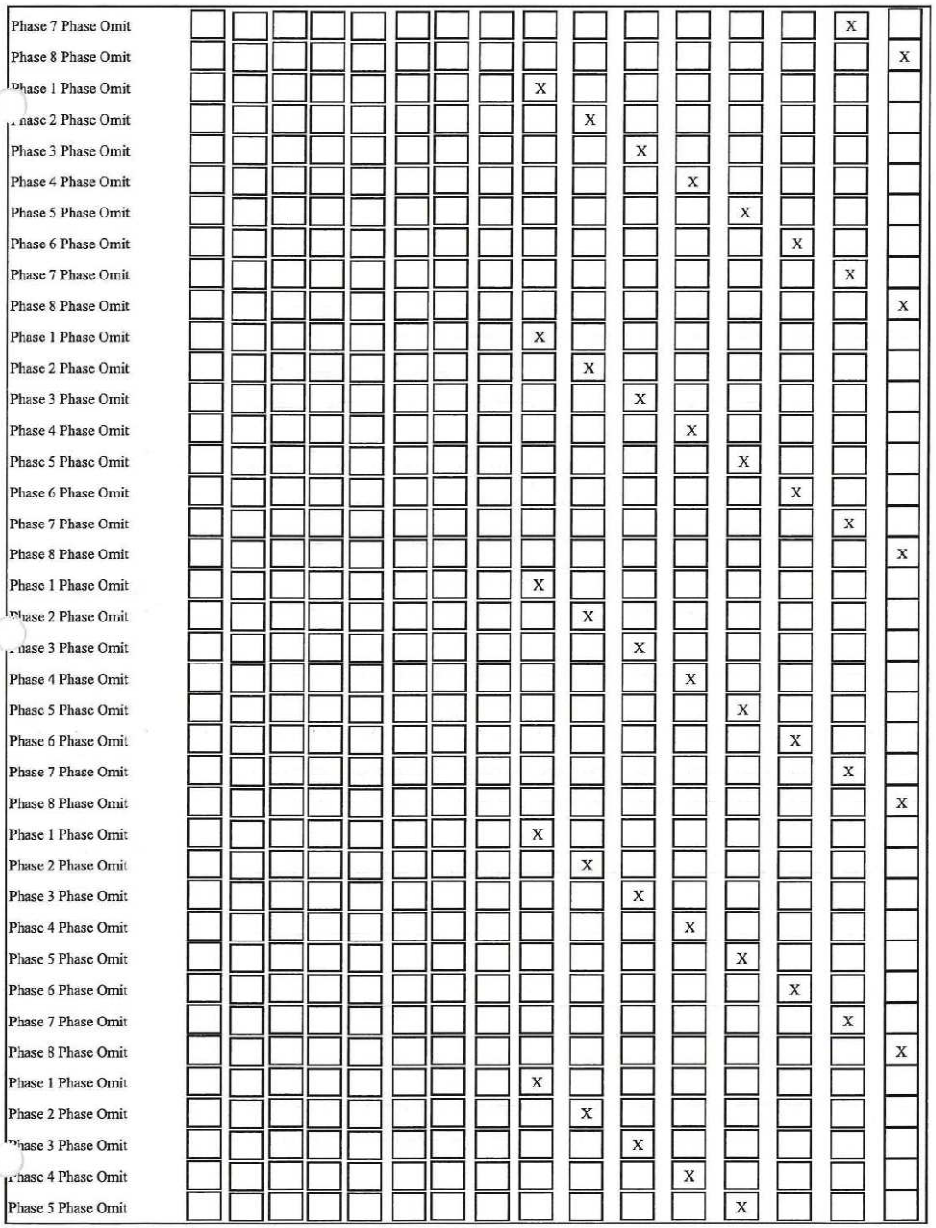
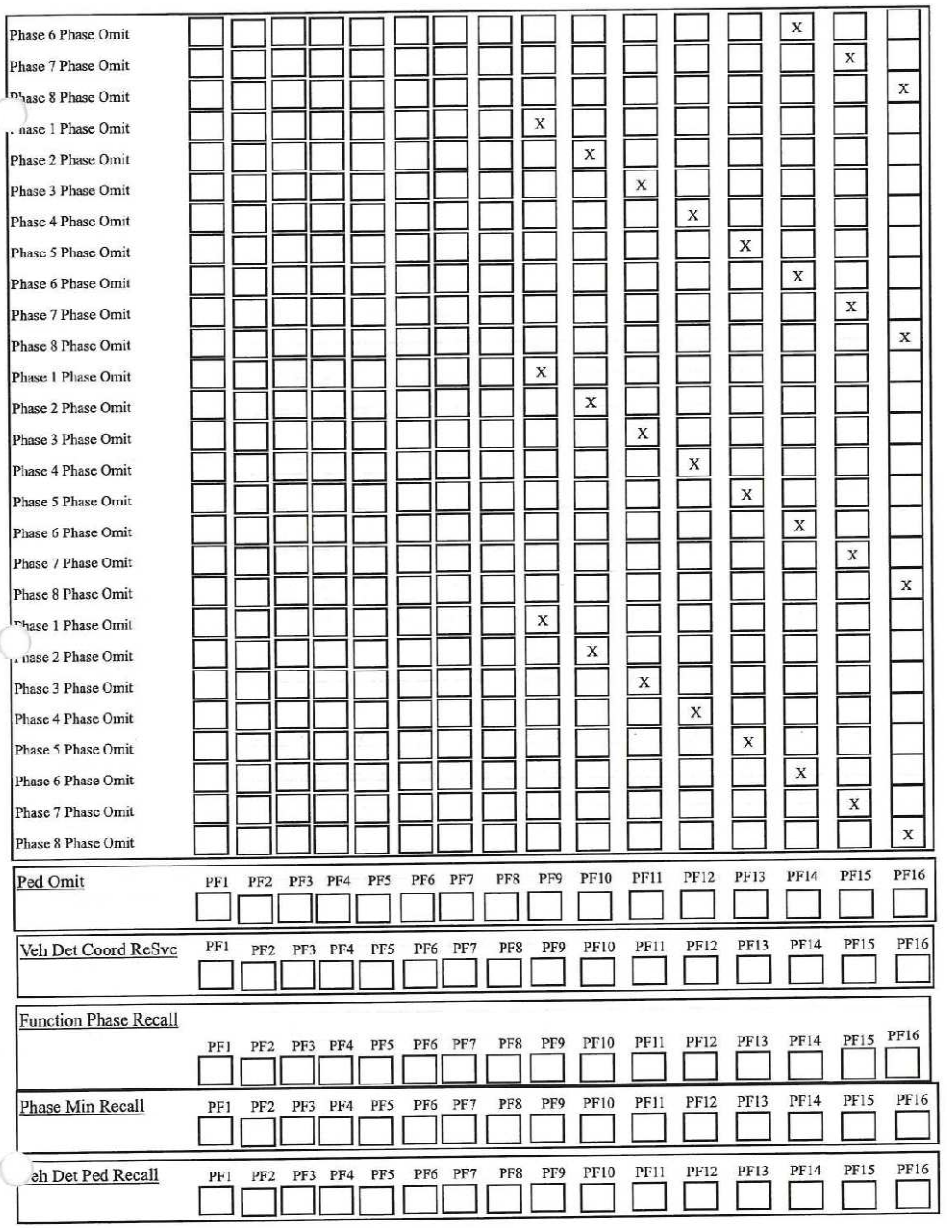
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2
Phase 1 Max2
Phase 2 Max2
Phase 3 Max2
Phase 4 Max2
Phase 5 Max2
Phase 6 Max2
Phase 7 Max2
Phase 8 Max2


Phase Omit
PF1
PF2
PF3
PF4
PF5
PF6
PF7
PF8
PF9
PF10
PF11
PF12
PF13
PF14
PF15
PF16
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit


Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit


Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Phase 1 Phase Omit
Phase 2 Phase Omit
Phase 3 Phase Omit
Phase 4 Phase Omit
Phase 5 Phase Omit
Phase 6 Phase Omit
Phase 7 Phase Omit
Phase 8 Phase Omit
Ped Omit
Veh Det Coord ReSvc
Function Phase Recall
Phase Min Recall
eh Det Ped Recall
PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Veh Det Bike Recall	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Vehicle Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Veh Det Switch Omit	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Det Switch Now	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Det Switch Also	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Overlap Function	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day program_hour program_minute LanePhFun

Preemption Data

General Preemption Data

Preempt > Flash
Preempt 1 > Preempt 2
Preempt 2 > Preempt 3
Preempt 3 > Preempt 4
Preempt 4 > Preempt 5
Preempt 5 > Preempt 6

Preempt	NLock	Link to Pmpt	Preempt Timers Del	Ext	Dur	Max Call	Lock-Out	De Bounce	Gate Ext	Min G | W	Select Ped Clear	Yel	Red	Track Grn	Ped	Yel	Red	Dwell Green	Return Ped Clear	Yel	Red	Sel Ret Mode
1	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
2	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
3	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
4	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
5	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
6	N	0	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut

Preempt 1 Phase	Exit Phase	Exit Calls	Preempt 2 Phase	Exit Phase	Exit Calls	Preempt 3 Phase	Exit Phase	Exit Calls	Preempt 4 Phase	Exit Phase	Exit Calls	Preempt 5 Phase	Exit Phase	Exit Calls	Preempt 6 Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap: Signal Type	Transit Overlap: Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:
CO-PHASE
QJ-PHASE
0 FALSE
1 TRUE

Priority

Priority Bank : Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:
0 FALSE
X TRUE

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :
Queue Phase Detector Time

Default data

Priority :

Priority Bank :
Queue Phase Detector Time

Default data

Priority :

Priority Bank :
Queue Phase Detector Time

Default data

Priority :

Bank
Detector PE 1A 2A 3A 4A 5A 6A B

Default Data

Priority :

Bank
Detector PE 1A 2A 3A 4A 5A 6A B

Default Data

Priority :

Bank
Detector PE 1A 2A 3A 4A 5A 6A B

Default Data

Priority :

Bank
Detector PE 1A 2A 3A 4A 5A 6A B

Default Data

Priority :

Bank
Detector PE 1A 2A 3A 4A 5A 6A B

Default Data

Priority :

Bank
Detector PE 1A 2A 3A 4A 5A 6A B

Default Data

eempt 1

Vehical Phases: Ph. Track Dwell Cycle
Pedestrian Phases: Ph. Track Dwell Cycle
Overlaps: Ovlp Track Dwell Cycle Trail Grn

Default Data | Default Data | Default Data

Preempt 2

Vehical Phases: Ph. Track Dwell Cycle
Pedestrian Phases: Ph. Track Dwell Cycle
Overlaps: Ovlp. Track Dwell Cycle Trail Grn

Default Data | Default Data | Default Data

Preempt 3

Vehical Phases: Ph. Track Dwell Cycle
Pedestrian Phases: Ph. Track Dwell Cycle
Overlaps: Ovlp. Track Dwell Cycle Trail Grn

Default Data | Default Data | Default Data

Preempt 4

Vehical Phases: Ph. Track Dwell Cycle
Pedestrian Phases: Ph. Track Dwell Cycle
Overlaps: Ovlp. Track Dwell Cycle Trail Grn

Default Data | Default Data | Default Data

Preempt 5

Vehical Phases: Ph. Track Dwell Cycle
Pedestrian Phases: Ph. Track Dwell Cycle
Overlaps: Ovlp. Track Dwell Cycle Trail Grn

efault Data | Default Data | Default Data

Preempt 6

Vehical Phases: Ph. Track Dwell Cycle
Pedestrian Phases: Ph. Track Dwell Cycle
Overlaps: Ovlp. Track Dwell Cycle Trail Grn

efault Data | Default Data | Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15 | 1st Phone: | 2nd Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No
Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No | Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector | Detector Channel | Name | Veh/ Hr | Average Time(mins) | Occupancy Correction/10 | Min Volume % | Queue 1 Detectors | System Detectors | Weight Factor | Queue 2 Detectors | System Detectors | Weight Factor

Default Data
Sample Interval: 0

Default Data
Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0
Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Default Data
Queue:
Level Enter Leave Dial / Split / Offset
/ /

Default Data

Vehical Detector — Diagnostic Value 0
Detector | Max Presence | No Activity | Erratic Count

Vehical Detector — Diagnostic Value 1
Detector | Max Presence | No Activity | Erratic Count

Special Detector — Diagnostic Value 0
Detector | Max Presence | No Activity | Erratic Count

Default Data - Diag 0 Values

Pedestrian Detector — Diagnostic Value 0
Detector | Max Presence | No Activity | Erratic Count

Default Data - No Diag 1 Values

Pedestrian Detector — Diagnostic Value 1
Detector | Max Presence | No Activity | Erratic Count

Default Data - No Diag 0 Valu

Special Detector — Diagnostic Value 1
Detector | Max Presence | No Activity | Erratic Count

Default Data - No Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:
Detector 1 | Detector_2 | Distance :

Dial/Split/Offset
//

Default Data

Speed Trap Low Treshold | Speed Trap High Treshold

Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number | Controller Detector Channel

Default Data

DRAFT ORDINANCE TO REPEAL A PORTION OF SECTION 500-5, ONE-WAY STREETS AND ALLEYS OF CHAPTER 500 TRAFFIC CODE OF THE CITY OF WATERTOWN

SPONSOR: ALDERPERSON DAVIS
FROM: PUBLIC SAFETY & WELFARE COMMITTEE

WITH FULL SUPPORT FROM: PUBLIC WORKS COMMISSION AND THE DOWNTOWN MAIN STREET RECONSTRUCTION TASK FORCE

THE COMMON COUNCIL OF THE CITY OF WATERTOWN DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 500-5 One-Way Streets and Alleys, is hereby repealed as follows:

Name of Street	Location	Direction of Travel
~~Fourth Street [Amended by Ord. No. 72-36]~~	~~From Western Ave. to Madison St.~~	~~North~~
~~Third Street [Amended by Ord. No. 72-36]~~	~~From Madison St. to Western Ave.~~	~~South~~

SECTION 2. All ordinances or parts of ordinances inconsistent with the provisions of this ordinance are hereby repealed.

SECTION 3. This ordinance shall take effect and be in force the day the WisDOT Main Street Reconstruction project is completed and opened to the traveling public. This is anticipated to be in Fall 2028.

DATE:	*September 17, 2024*		*October 1, 2024*	
READING:	*1ST*		*2ND*	
	YES	*NO*	*YES*	*NO*
DAVIS				
LAMPE				
BOARD				
BARTZ				
BLANKE				

ADOPTED September 17, 2024

_____

CITY CLERK

APPROVED September 17, 2024

SMITH				
SCHMID				
WETZEL				
MOLDENHAUER				
MAYOR MCFARLAND				
TOTAL				

_____

MAYOR

THE CITY OF WATERTOWN

Office of the
Clerk
106 Jones Street
PO Box 477
Watertown, WI 53094-0477
(920) 262-4006

September 4, 2024

TO: Members of the Public Safety & Welfare Committee

The following application has been made for a Special Event Permit:

Freedom Ride from because We Care to be held on September 14, 2024.
There are no estimated extraordinary charges from any city departments.

Respectfully Submitted,

Becky Wegner, Admin Clerk

THE CITY OF WATERTOWN
Opportunity runs through it.

SPECIAL EVENT PERMIT APPLICATION

New Event ☐ Repeat Event ☒ Date Received: _____ Date of Event: 9/14/24 Fee Amount: $50.00

APPLICANT INFORMATION:

Name of person, entity, or organization holding the special event:
b-Cause We Care, Inc. - Keith Jasinski

Address: Street, City, State, Zip
P.O. Box 773, Watertown, WI 53094-0773

Phone:	**Email:**	**Website:**
(608) 225-8765	Keithjasinski@yahoo.com	

☒ **Non-profit Group**	☐ **For Profit**	☐ **Other, please describe:**	**Nonprofit Tax-Exempt Number** 47-1044895 *501(c)3, if applicable (include photocopy)*

Is this the applicant's 1st special event application for the calendar year? Yes ☒ No ☐

Wisconsin Seller Permit Number: *Sales Tax, if applicable (include photocopy)* N/A
If the named applicant is not required to hold a Wisconsin Seller's Permit pursuant to s. 77.54 (7m), Wis. Stats., check this box ☐

EVENT INFORMATION:

Event Name: Freedom Ride **Event Date(s):** 9/14/24

Event Location Address *include parking locations and streets to be used if applicable:*
Start → 207 S. 2nd Street Watertown, WI 53094

A DETAILED map is required upon submittal of application, is it included? Yes ☒ No ☐

Is the event located in a City Park? Yes ☐ No ☒
If yes, do you have a park reservation? Yes ☐ No ☐ **Park name:** _____

Is the event closing of a Street/Alley/Right-of-Way/Parking Lot? Yes ☐ No ☒

Will you need City Services for your event? Yes ☐ No ☒ **for** _____

Is the event on private property? Yes ☒ No ☐ **If yes, do you have written permission?** Yes ☒ No ☐

Is the event a city sponsored parade or celebrating a Federal Holiday? Yes ☐ No ☒
If yes, please explain:

Event start/end time: 8:00 am Registration
10:00 am Start

Event set up/take down times: 7:30 am Start
5:00 pm End

Total Attendance: # 135 **Alcohol consumed, sold, or served?** Yes ☐ No ☒ **Vendors?** Yes ☐ No ☒

Event Description *(purpose, activity, who can participate, etc. Attach additional sheet if necessary.)*
Honor Ride for Police, Fire Fighters & EMT's

Will your event be selling food? Yes ☐ No ☒ **If yes, please explain:** *(Type of food and sold by who)*

MAIN EVENT ORGANIZER – PRIMARY CONTACT IF DIFFERENT FROM APPLICANT:

Contact Name: First, Middle, Last Keith J Jasinski

Address: Street, City, State, Zip	**Phone:**	**Email:**

OFFICE USE ONLY:

APPROVED ON:	**PERMIT #**

Indemnification and Hold Harmless

(Read carefully before signing!)

Indemnification: By signing below, I acknowledge that for good and valuable consideration, I (applicant), on behalf of myself and the organization, if applicable, agree to indemnify, defend and hold harmless the City of Watertown and its officers, officials, employees and agents from and against any and all liability, loss, damage, expenses and costs, including attorney fees, arising out of the activities performed as described herein, caused in whole or in part by any negligent act of omission of the applicant/organization, anyone directly or indirectly employed by any of them or anyone whose acts may be liable, except where caused by the sole negligence or willful misconduct of the City.

Certification: By signing below, I certify that I am at least 18 years of age and that I have reviewed and understand the City's Insurance Requirements and Ordinance for Special Events. My signature further confirms: (i) I understand the filing of this application does not ensure the issuance of a Special Event Permit; (ii) The special event application fee is non- refundable (iii) I will be responsible for ensuring the event and event participants comply with all applicable City ordinances, traffic rules, park rules, state health laws, fire codes, alcohol licensing regulations, and any other applicable laws, rules and regulation;. (iv) Fees for park facilities, food vendor permits, fireworks permit, any other applicable City of Watertown permits or licenses, other municipal services and equipment, etc., are in addition to the Special Event Permit application fee; (v) I am authorized to apply for this Special Event Permit on behalf of the organization holding the event (if applicable). (vi) The information contained in this application is true and correct to the best of my knowledge. I understand that intentionally providing false or misleading information in this application will be the basis for denial/revocation of the permit and may lead to civil or criminal penalties.

If there are any changes to the Special Event after submittal of the application, I agree to notify the City of Watertown of these changes for review.

Name of Applicant: Keith Jasinski Signature: [signature] Date: 7/30/24

SPECIAL EVENT APPLICATION FEE & EXTRAORDINARY SERVICES

Application fee is due when the application is submitted and is nonrefundable if the event is cancelled. If the event is rescheduled for a date within 6-months, the application fee would apply to the rescheduled date; if the event is rescheduled for a date later than 6-months of the original event date the application fee is nonrefundable.

$50.00 - first application for the year of the applicant if submitted 45 days or more prior to event date.
$35.00 - each subsequent application of the applicant if submitted 45 days or more prior to event date.
(The fee is doubled if submitted less than 45 days prior to event date)

Extraordinary Services - measurable financial costs which are above and beyond the normal levels of public health and safety services on a nonevent day. See the special event fee schedule for more information. Extraordinary services do not include the provision of police protection against hostile individuals targeting the event's message or intentions.

The applicant is liable for and must pay to the city clerk the actual cost of all extraordinary services provided by the city and is required to pay 50% of the estimated extraordinary services prior to the special event with the remaining amount billed at the conclusion of the event. Sales tax will be added if applicable. By signing the applicant acknowledges that they have been made aware of this information.

Signature of Applicant: [signature] Date: 7/30/24

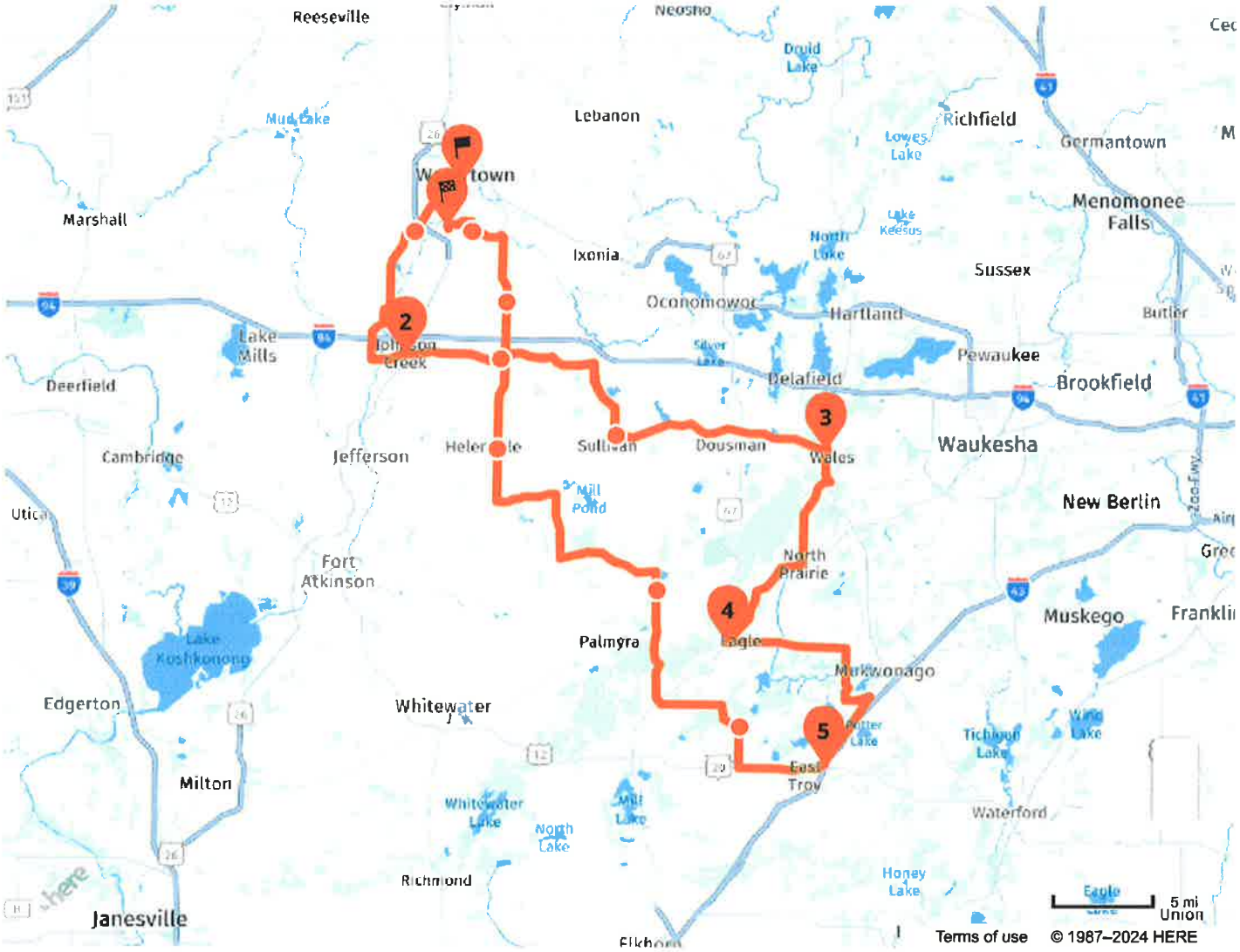
Submit Special Event Application and fee (cash or check) in person or by mail to:

City Clerk 106 Jones Street
PO Box 477
Watertown, WI 53094
Questions: 920-262-4010 or email cityclerk@watertownwi.gov

Ride to 2024 freedom ride

106 mi / 2 hr 28 min

fire dept



	Start at 207 S 2nd St, Watertown, WI 53094-4416, United States **Head toward Jefferson St on S 2nd St. Go for 118 ft.** Ride Segment: 12.1 mi / 20 min	0 mi / 1 min
↱	**Turn right onto Jefferson St. Go for 272 ft.**	0.1 mi / 1 min
↰	**Turn left onto S 1st St. Go for 0.2 mi.**	0.2 mi / 1 min
↱	**Turn right onto E Milwaukee St. Go for 0.3 mi.**	0.3 mi / 1 min
↰	**Turn left onto Milford St (CR-A). Go for 1.7 mi.**	1.7 mi / 3 min

↑ **Continue on County Road A (CR-A). Go for 0.7 mi.**	0 min
Take the 2nd exit from roundabout onto County Road A (CR-A S). Go for 2.6 mi.	2.6 mi / 3 min
↰ **Turn left onto County Rd N (CR-N). Go for 2.2 mi.**	2.2 mi / 3 min
↰ **Turn left onto CR-N. Go for 0.3 mi.**	0.3 mi / 1 min
↑ **Continue on County Rd N (CR-N). Go for 0.7 mi.**	0.7 mi / 1 min
↑ **Continue toward CR-N. Go for 157 ft.**	0 mi / 1 min
↑ **Continue on County Rd N (CR-N). Go for 1.6 mi.**	1.6 mi / 2 min
↰ **Turn left onto County Road B (CR-B). Go for 1.0 mi.**	1 mi / 1 min
↑ **Continue on Aztalan St (CR-B). Go for 0.6 mi.**	0.6 mi / 1 min
↱ **Turn right onto Milwaukee St (CR-B). Go for 0.1 mi.**	0.1 mi / 1 min
↱ **Turn right onto S Watertown St. Go for 256 ft.**	0 mi / 1 min
2 **Arrive at Johnson Creek Fire Department, 120 S Watertown St, Johnson Creek, WI 53038-9510, United States** **Your destination is on the right.**	
Start at Johnson Creek Fire Department, 120 S Watertown St, Johnson Creek, WI 53038-9510, United States **Head toward Milwaukee St on S Watertown St. Go for 256 ft.** Ride Segment: 24 mi / 30 min	0 mi / 1 min
↱ **Turn right onto Milwaukee St (CR-B). Go for 0.6 mi.**	0.6 mi / 1 min
↑ **Continue on County Road B (CR-B). Go for 8.5 mi.**	8.5 mi / 9 min
↱ **Turn right onto County Road F (CR-E). Go for 1.2 mi.**	1.2 mi / 1 min
↑ **Continue on CR-E. Go for 0.2 mi.**	0.2 mi / 1 min
↑ **Continue on County Road F (CR-E). Go for 2.4 mi.**	2.4 mi / 2 min

Turn left onto State Road 18 (US-18). Go for 2.1 mi.	2 min
Continue on Sunset Dr (US-18). Go for 4.3 mi.	4.3 mi / 5 min
Continue on Sunset Dr (US-18). Go for 2.1 mi.	2.1 mi / 2 min
Continue on Summit Ave (US-18). Go for 2.0 mi.	2 mi / 2 min
Take the 2nd exit from roundabout onto W Summit Ave (US-18 E). Go for 0.1 mi.	0.1 mi / 1 min
Take the 1st exit from roundabout onto N Wales Rd (WI-83 S). Go for 0.3 mi.	0.3 mi / 1 min
Make a U-Turn at Cymric Ct onto N Wales Rd (WI-83 N). Go for 0.2 mi.	0.2 mi / 1 min
Turn right toward Waukesha. Go for 46 ft.	0 mi / 1 min
3 Arrive at 600 N Wales Rd, Wales, WI 53183, United States	
Start at 600 N Wales Rd, Wales, WI 53183, United States **Head toward N Wales Rd. Go for 46 ft.** Ride Segment: 12 mi / 16 min	0 mi / 1 min
Turn right onto N Wales Rd (WI-83 N). Go for 410 ft.	0.1 mi / 1 min
Take the 4th exit from roundabout onto N Wales Rd (WI-83 S). Go for 1.7 mi.	1.7 mi / 2 min
Turn right onto CR-E W toward CR-E/W Tomlin Rd. Go for 0.3 mi.	0.3 mi / 1 min
Continue on W Tomlin Rd (CR-E). Go for 0.7 mi.	0.7 mi / 1 min
Continue on CR-E. Go for 2.7 mi.	2.7 mi / 3 min
Continue on N Main St (CR-E). Go for 0.9 mi.	0.9 mi / 1 min
Turn right onto W State St (WI-59). Go for 5.5 mi.	5.5 mi / 6 min
Turn left onto Kettle Moraine Dr (WI-67). Go for 0.1 mi.	0.1 mi / 1 min
Turn left onto W Main St (CR-NN). Go for 112 ft.	0 mi / 1 min

Turn right onto Grove St. Go for 276 ft.	0 min
Turn right onto W Eagle St. Go for 85 ft.	0 mi / 1 min
4 **Arrive at 126 W Eagle St, Eagle, WI 53119, United States** **Your destination is on the right.**	
Start at 126 W Eagle St, Eagle, WI 53119, United States **Head toward South St on W Eagle St. Go for 141 ft.** Ride Segment: 13.4 mi / 19 min	0 mi / 1 min
Turn right onto South St. Go for 266 ft.	0.1 mi / 1 min
Turn right onto W Main St (WI-67). Go for 108 ft.	0 mi / 1 min
Turn right onto W Main St (CR-NN). Go for 0.8 mi.	0.8 mi / 1 min
Continue on County Road NN (CR-NN). Go for 4.9 mi.	4.9 mi / 6 min
Turn right onto County Road I (CR-I). Go for 2.6 mi.	2.6 mi / 4 min
Turn left onto County Road J (CR-J). Go for 1.2 mi.	1.2 mi / 1 min
Turn sharp right onto Main St (CR-ES). Go for 3.8 mi.	3.8 mi / 5 min
Turn left. Go for 148 ft.	0 mi / 1 min
Turn left. Go for 305 ft.	0.1 mi / 1 min
5 **Arrive at N8406 County Road es, East Troy, WI 53120-2163, United States**	
Start at N8406 County Road es, East Troy, WI 53120-2163, United States **Head southwest. Go for 338 ft.** Ride Segment: 44 mi / 1 hr 1 min	0.1 mi / 1 min
Turn left toward County Road es/CR-ES. Go for 151 ft.	0 mi / 1 min
Turn left onto County Road es (CR-ES). Go for 0.3 mi.	0.3 mi / 1 min
Turn right onto North St (WI-20 W). Go for 3.9 mi.	3.9 mi / 5 min
Turn right onto County Rd N (CR-N). Go for 1.6 mi.	1.6 mi / 2 min

Continue on Bluff Rd. Go for 0.5 mi.	0 min
Turn left onto Bluff Rd. Go for 4.4 mi.	4.4 mi / 7 min
Turn right onto Palmyra Rd (CR-Z). Go for 0.5 mi.	0.5 mi / 1 min
Continue on Little Prairie Rd (CR-Z). Go for 0.6 mi.	0.6 mi / 1 min
Continue on County Road Z (CR-Z). Go for 2.0 mi.	2 mi / 2 min
Continue on CR-Z. Go for 364 ft.	0.1 mi / 1 min
Continue on County Road Z (CR-Z). Go for 3.3 mi.	3.3 mi / 4 min
Turn left onto County Road Ci (CR-CI). Go for 3.5 mi.	3.5 mi / 4 min
Continue on CR-CI. Go for 0.2 mi.	0.2 mi / 1 min
Continue on County Road Ci (CR-CI). Go for 1.1 mi.	1.1 mi / 1 min
Turn right onto County Road F (CR-F). Go for 3.1 mi.	3.1 mi / 3 min
Turn left onto County Road Y (CR-Y). Go for 2.9 mi.	2.9 mi / 3 min
Turn right onto County Road D (CR-D). Go for 12.6 mi.	12.6 mi / 13 min
Turn left onto County Rd E (CR-E). Go for 0.2 mi.	0.2 mi / 1 min
Turn left onto Beryl Dr. Go for 1.5 mi.	1.5 mi / 2 min
Turn right onto County Road X (CR-X). Go for 0.5 mi.	0.5 mi / 1 min
Turn left onto Air Park Dr. Go for 1.1 mi.	1.1 mi / 2 min
Turn left onto WI-26-BR S. Go for 0.2 mi.	0.2 mi / 1 min
Take the 1st exit from roundabout onto High Rd. Go for 0.2 mi.	0.2 mi / 1 min

Arrive at N8775 High Rd, Watertown, WI 53094-9498, United States
Your destination is on the left.