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Technical Memorandum

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Subject: Traffic and Safety Study
Court Street Corridor – Waveland Road to Pearl Street
Janesville, Wisconsin

PART A – INTRODUCTION

Based on the results of a safety screening analysis completed for the City of Janesville, the City of Janesville requested a traffic operations and safety study along the 4-lane undivided Court Street corridor between Waveland Road and Pearl Street. The operations analysis along this 1.32-mile stretch of Court Street included the intersections with Crosby Avenue, Grant Avenue, Arch Street, Oakhill Avenue, Pine Street and Pearl Street. The operations analysis was conducted to determine if modifications to the Court Street cross section and/or changes to the intersection geometry and traffic signal phasing would provide for acceptable operations from a delay perspective. The existing 4-lane undivided cross section as well as a 3-lane Two-Way-Left-Turn-Lane (TWLTL) cross section were analyzed in this study. The safety analysis was conducted to document the crashes observed in the past five years (2014-2018), identify the crash patterns, and determine safety improvement solutions. This technical memorandum has been prepared to analyze the corridor under year 2018 existing traffic and 2043 design year traffic conditions. A map showing the limits of the corridor including the study area intersections is shown in [Exhibit 1](#) and aerial of the overall corridor is shown in [Exhibit 2](#).

PART B – CRASH ANALYSIS

Crash Frequency/Severity

A review of the crash records indicated that 164 non-deer crashes occurred along the 1.32 mile corridor from Waveland Road to Pearl Street over the past five years (2014 through 2018). This

total includes all crashes involving vehicles traveling on, across, or turning onto or from Court Street in addition to crashes that occurred on the side street intersection/driveway approaches within the functional areas of the intersections. The crash analysis includes the entirety of the existing 4-lane undivided roadway from Waveland Road to Pearl Street.

The corridor crash rate was calculated to be 749.76 crashes per one-hundred million entering vehicles (HMVMT) which is **more than double** than the statewide crash rate for urban streets of 356.13 HMVMT.

Crash Patterns Observed

Since 2014, throughout the corridor, there were 45 right angle crashes, 22 left turn crashes, 53 rear end crashes, **16 pedestrian/bicycle crashes**, 10 sideswipe crashes, nine hit object crashes, and 18 miscellaneous other crash types. Two crashes resulted in a fatality, one resulted in an incapacitating injury, and 20 other crashes resulted in non-incapacitating injuries.

The crash patterns observed are consistent with crash patterns typically observed on four-lane undivided roadways that experience frequent lane changing and sudden stops resulting in part from a lack of exclusive left-turn lanes.

The high number of pedestrian and bicycle crashes are particularly concerning. AAA has found through research that 25 percent of pedestrians struck by vehicles going just 32 mph are killed, and more than 50 percent are seriously injured¹.

¹Tefft, B.C. (2011). *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*. AAA Foundation for Traffic Safety.

Twenty-five of the crashes occurred at night and 29 crashes occurred on wet pavement. Neither of these patterns, which are below or consistent with statewide averages, indicate night-specific or pavement-friction related safety issues.

The three signalized intersections within the study area observed the following crash patterns:

Crosby Avenue & Court Street:

- 55 crashes
- 15,950 entering vehicles
- 1.89 crashes per MEV
- 15 right angles
- 8 left turn angles
- 20 rear ends
- 3 ped/bicycle

Arch Street & Court Street:

- 17 crashes
- 13,650 entering vehicles
- 0.68 crashes per MEV
- 6 right angles

- 5 rear ends
- 3 ped/bicycle

Pearl Street & Court Street:

- 38 crashes
- 14,450 entering vehicles
- 1.44 crashes per MEV
- 11 right angles
- 11 left turn angles
- 10 rear ends
- 4 ped/bicycle

The frequency of pedestrian and bicycle crashes at these signalized intersections indicate a need to improve pedestrian and bicycle accommodations. In addition, many of the other crash types such as left-turn angles, right angles (often from red-light running), and rear-ends are mitigatable through improved signal equipment/visibility, exclusive left-turn lanes, and updated signal timings.

A crash overview exhibit and collision diagrams from west to east along Court Street can be found in the [Appendix](#).

Recommendations to improve safety are provided in PART D of this memorandum following the subsequent operations analysis results.

PART C – OPERATIONAL ANALYSIS

The study area intersections were analyzed based on the procedures set forth in the *2010 Highway Capacity Manual* (HCM). Intersection operation is defined by “level of service”. Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A’, to very poor, represented by LOS ‘F’. For the purpose of this study, LOS D has been identified as the acceptable LOS for peak hour operating conditions. It is noted that this threshold is the industry standard for urban areas used by WisDOT and many municipalities. Descriptions of the various levels of service are as follows:

LOS A is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized and unsignalized intersections, average delays are less than 10 seconds.

LOS B represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At unsignalized intersections, average delays are 10 to 15 seconds.

LOS C still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At unsignalized intersections, average delays are 15 to 25 seconds.

LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At signalized intersections, average vehicle delays are 35 to 55 seconds. At unsignalized intersections, average delays are 25 to 35 seconds.

LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.

LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average delays exceed 50 seconds.

Year 2018 Existing Operations – Existing Geometry

The weekday morning and weekday afternoon peak hours are expected to drive the improvements necessary to adequately accommodate the study area corridor intersection volumes. Therefore, weekday morning (6:00 to 9:00 am) and weekday afternoon (3:00 to 6:00 pm) peak hour turning movement counts were conducted in mid-September of 2018 at the study area intersections. Please note since several schools are located adjacent to the corridor, all counts were conducted while school was in session. Based on the turning movement counts, the weekday morning and weekday evening peak hours were identified as being 7:15 to 8:15 am and 3:15 to 4:15 pm; respectively. The existing traffic volumes at the study area intersections are shown in [Exhibit 3](#). The traffic counts used to determine peak hour factors and truck percentages have been included in the [Appendix](#) of this study.

[Table 1](#) shows the results of the year 2018 existing weekday morning and weekday evening peak hour operational analysis at the study area intersections. The existing study area corridor geometry, as shown in [Exhibit 2](#), along with the year 2018 existing weekday morning and weekday evening peak hour traffic volumes, as shown in [Exhibit 3](#), were used for the analysis.

**Table 1: Year 2018 Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control**

Intersection	Traffic Control	Peak Hour	Level of Service, Delay (sec) and Queue Length per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
#100 - Court Street & Crosby Avenue Traffic Signal*	AM	LOS	C	C	C	C	C	C	B	C	B	C		
		Delay	27	27	27	29	29	29	14	28	16	23		
		Queue	-	180	-	-	170	-	90	320	85	205		
	PM	LOS	C	C	C	E	E	E	B	C	B	C		
		Delay	29	29	29	58	58	58	15	31	19	26		
		Queue	-	180	-	-	365	-	75	325	100	230		
#200 - Court Street & Grant Avenue One-Way Stop	AM	LOS	A	A	A	A	A	A	-	-	C	-		
		Delay	9	1	0	0	0	0	-	-	18	-		
		Queue	25	0	0	0	0	0	-	-	25	-		
	PM	LOS	A	A	A	A	A	A	-	-	C	-		
		Delay	10	1	0	0	0	0	-	-	21	-		
		Queue	25	0	0	0	0	0	-	-	30	-		
#300 - Court Street & Arch Street Traffic Signal	AM	LOS	A	A	A	A	A	A	B	-	B	-		
		Delay	7	7	7	7	7	7	11	-	12	-		
		Queue	-	70	-	-	65	-	25	-	40	-		
	PM	LOS	A	A	A	A	A	A	B	-	B	-		
		Delay	8	8	8	8	8	8	12	-	12	-		
		Queue	-	90	-	-	90	-	45	-	55	-		
#400 - Court Street & Oakhill Avenue One-Way Stop	AM	LOS	A	A	A	A	A	A	-	-	C	-		
		Delay	9	1	0	0	0	0	-	-	23	-		
		Queue	25	0	0	0	0	0	-	-	50	-		
	PM	LOS	A	A	A	A	A	A	-	-	D	-		
		Delay	10	1	0	0	0	0	-	-	32	-		
		Queue	25	0	0	0	0	0	-	-	85	-		
#500 - Court Street & Pine Street Two-Way Stop	AM	LOS	A	A	A	A	A	A	B	-	C	-		
		Delay	9	0	0	9	0	0	14	-	20	-		
		Queue	0	0	0	0	0	0	25	-	25	-		
	PM	LOS	A	A	A	A	A	A	C	-	B	-		
		Delay	9	1	0	9	0	0	22	-	13	-		
		Queue	0	0	0	0	0	0	25	-	25	-		
#600 - Court Street & Pearl Street Traffic Signal	AM	LOS	A	A	A	A	A	A	B	-	B	-		
		Delay	7	8	8	7	7	7	11	-	12	-		
		Queue	-	105	-	-	75	-	80	-	100	-		
	PM	LOS	A	A	A	A	A	A	B	-	B	-		
		Delay	8	8	8	8	8	8	11	-	12	-		
		Queue	-	100	-	-	105	-	60	-	115	-		

Table shows level of service, seconds of delay and 95th percentile queue lengths (in feet) in the three rows for each peak period.

* Results at Crosby Avenue intersection taken from HCM 2000, HCM 6th Edition doesn't report left-turn phasing from thru lanes.

As shown in [Table 1](#), all traffic turning movements at the study area intersections are expected to operate at LOS D or better conditions during the year 2018 existing weekday morning and weekday evening peak hour traffic conditions under conditions as they currently exist except the westbound movements at the Court Street intersection with Crosby Avenue which are currently operating at LOS E during the typical weekday evening peak hour.

Design Year 2043 Operations – Existing Geometry

This study investigates year 2018 and year 2043 traffic operations; therefore, future year forecasts were developed based on historic annual average daily traffic (AADT) volumes collected by WisDOT through their annual count program. Historical AADT volumes from the year 1977 through current year were available along Court Street, immediately east of Arch Street. In addition, historical AADT volumes from the year 1998 through current year were available along Court Street, east of Crosby Avenue and west of Pearl Street.

Historical AADT trend lines, shown in the [Appendix](#), were developed to determine the expected annual growth of traffic that may occur along the corridor between the present and horizon year 2043. Based on the calculations, growth rates along Court Street are expected to either decline or be relatively flat with a high growth rate of 0.08 calculated based on historic volumes. However, to account for potential growth into the future, a growth rate of 0.50 percent was utilized to determine design year 2043 traffic volumes. The historic growth rate calculations are included in the [Appendix](#) of this report. The design year 2043 traffic volumes account for this identified annual growth. The resulting design year 2043 projected traffic volumes are shown in [Exhibit 4](#).

[Table 2](#) shows the results of the design year 2043 weekday morning and weekday evening peak hour operational analysis at the study area intersections. The existing study area corridor geometry, as shown in [Exhibit 2](#), along with the design year 2043 weekday morning and weekday evening peak hour traffic volumes, as shown in [Exhibit 4](#), were used for the analysis.

**Table 2: Design Year 2043 Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control**

Intersection	Traffic Control	Peak Hour	Level of Service, Delay (sec) and Queue Length per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
#100 - Court Street & Crosby Avenue Traffic Signal*	AM	LOS	D	D	D	D	D	D	B	C	B	C		
		Delay	42	42	42	46	46	46	14	29	16	23		
		Queue	-	230	-	-	225	-	100	410	95	255		
	PM	LOS	D	D	D	F	F	F	B	C	B	C		
		Delay	50	50	50	230	230	230	14	34	18	27		
		Queue	-	240	-	-	500	-	85	420	110	285		
#200 - Court Street & Grant Avenue One-Way Stop	AM	LOS	A	A	A	A	A	A	-	-	C			
		Delay	9	1	0	0	0	0	-	-	22			
		Queue	25	0	0	0	0	0	-	-	35			
	PM	LOS	A	A	A	A	A	A	-	-	D			
		Delay	10	1	0	0	0	0	-	-	28			
		Queue	25	0	0	0	0	0	-	-	55			
#300 - Court Street & Arch Street Traffic Signal	AM	LOS	A	A	A	A	A	A	B	-	B			
		Delay	7	7	7	7	7	7	12	-	13			
		Queue	-	85	-	-	75	-	25	-	45			
	PM	LOS	A	A	A	A	A	A	B	-	B			
		Delay	8	8	8	8	8	8	13	-	14			
		Queue	-	105	-	-	105	-	60	-	65			
#400 - Court Street & Oakhill Avenue One-Way Stop	AM	LOS	A	A	A	A	A	A	-	-	D			
		Delay	9	1	0	0	0	0	-	-	32			
		Queue	25	0	0	0	0	0	-	-	75			
	PM	LOS	B	A	A	A	A	A	-	-	F			
		Delay	10	1	0	0	0	0	-	-	61			
		Queue	25	0	0	0	0	0	-	-	155			
#500 - Court Street & Pine Street Two-Way Stop	AM	LOS	A	A	A	A	A	A	B	-	C			
		Delay	9	0	0	9	0	0	16	-	23			
		Queue	0	0	0	0	0	0	25	-	25			
	PM	LOS	A	A	A	A	A	A	D	-	B			
		Delay	9	1	0	9	0	0	26	-	14			
		Queue	0	0	0	0	0	0	25	-	25			
#600 - Court Street & Pearl Street Traffic Signal	AM	LOS	A	A	A	A	A	A	B	-	B			
		Delay	7	8	8	7	7	7	13	-	14			
		Queue	-	145	-	-	100	-	105	-	130			
	PM	LOS	A	A	A	A	A	A	B	-	B			
		Delay	8	8	8	8	8	8	12	-	13			
		Queue	-	140	-	-	140	-	80	-	150			

Table shows level of service, seconds of delay and 95th percentile queue lengths (in feet) in the three rows for each peak period.

* Results at Crosby Avenue intersection taken from HCM 2000, HCM 6th Edition doesn't report left-turn phasing from thru lanes.

As shown in [Table 2](#), all traffic turning movements at the study area intersections are expected to continue to operate at LOS D or better conditions during the design year 2043 weekday morning and weekday evening peak hour traffic conditions under conditions as they currently exist except the westbound movements at the Court Street intersection with Crosby Avenue which are expected to operate at LOS F during the typical weekday evening peak hour and the southbound movements at the Court Street intersection with Oakhill Avenue which are expected to operate at LOS F during the typical weekday evening peak hour.

AADT Analysis

The existing and projected ADT volumes along Court Street were analyzed to determine if modifications to the roadway cross section should be considered to provide for safe and efficient operations along the corridor. The existing year 2018 and design year 2043 projected traffic volumes, as shown in [Table 3](#), account for the previously discussed and identified 0.5-percent annual growth.

**Table 3: Court Street Corridor
 Forecast AADT Volumes**

Roadway	Year 2016*	Year 2018	Year 2043
Court Street, East of Arch Street	11,900	12,000	13,600

* 2016 count taken as part of WisDOT’s three year count program.

As shown in [Table 3](#), the current year AADT along the Court Street corridor are 11,900 vehicles per day (vpd) and are expected to increase to approximately 13,600-vpd by the design year 2043. Due to the projected AADT volumes along Court Street falling within the planning level volumes for a four-lane divided cross section and a 3-lane TWLTL cross section, these two cross section alternatives were considered.

According to the *WisDOT Facilities Development Manual* (FDM), Procedure 11-20, Attachment 1.1, the AADT threshold for a four-lane undivided urban (curb and gutter) arterial highway cross section should fall between 17,500-vpd and 47,000-vpd to operate acceptably. The difference in the two thresholds is based on several capacity-reducing features of the existing facility such as narrow lanes, high turnover parking stalls, no exclusive turn lanes, poor access control, etc. Since there are many turning movements due to the high number of access points along the corridor, no turn lanes at the non-signalized intersections along the corridor and the substandard lane widths within the corridor limits due to the tight right-of-way, it would be expected that the lower limit of the four-lane thresholds is likely appropriate for this section of Court Street.

In addition, WisDOT FDM Procedure 11-25, Section 5.4.2 states that a 3-lane TWLTL cross section could be considered when AADT volumes range between 8,000-vpd and 17,500-vpd. It also states that a 3-lane TWLTL could be considered in an urban residential setting where operating speeds are relatively low, where the existing roadway is undivided and where there is a combination of traffic congestion and numerous left-turn maneuvers. In addition, it is noted that TWLTL cross sections have been shown to accommodate AADT volumes at or above 20,000-vpd within the state and across the country.

With a projected design year 2043 AADT expected near 14,000-vpd; a 3-lane TWLTL could be appropriate for this section of Court Street. A four-lane divided cross section could allow for significantly more capacity along the corridor if lanes could be widened; however, a 3-lane TWLTL cross section is expected to provide for safer operations along the corridor due to the numerous access points and driveways located along the corridor as well as the limited right-of-way in this tight residential corridor. The center lane of the 3-lane TWLTL cross section is intended for use by vehicles traveling in either east/west direction for deceleration and refuge while making a midblock left-turn maneuver. The middle lane also serves as a separation for opposing lanes of travel, an acceleration lane for vehicles turning left to enter the street from midblock driveways, and can be utilized as a by-pass for service vehicles (mail, garbage, etc.) in the outside adjacent lanes.

Design Year 2043 Operations – Alternative Analysis

The following geometry and/or traffic signal phasing modifications were evaluated at the study area intersection:

Modification Scenario 1: Maintain the 4-lane undivided cross section along Court Street. Adjust cycle lengths and phasing to provide for optimal operations at the study area intersections. In addition, reconfigure the north and south approach left-turn lanes at Crosby Avenue to be aligned directly across from each other (shift of approximately 6-feet towards the roadway centerline). The northbound and southbound left-turn movements should operate with flashing yellow left-turn phasing.

Modification Scenario 2: Reconfigure Court Street with a 3-lane TWLTL cross section between a point immediately west of Crosby Avenue through the Pearl Street intersection. At the Crosby Avenue intersection, provide a dedicated left-turn (10') lane, a dedicated through lane (11') and a dedicated right-turn lane (9') on the east and west approaches. This configuration would allow for a 14' receiving lane with 2' gutter pans on either side of the road. In addition, reconfigure the north and south approach left-turn lanes to be aligned directly across from each other (shift of approximately 6-feet towards the roadway centerline). All left-turn movements should operate with flashing yellow left-turn phasing.

Tables 4 and 5 show the results of the design year 2043 weekday morning and weekday evening peak hour operational analysis at the study area intersections under each of the two modification scenarios implemented. The design year 2043 weekday morning and weekday evening peak hour traffic volumes, as shown in Exhibit 4, were used for the analysis.

**Table 4: Design Year 2043 Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control – Scenario 1 (Four Lane Cross Section)**

Intersection	Traffic Control	Peak Hour	Level of Service, Delay (sec) and Queue Length per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
#100 - Court Street & Crosby Avenue Traffic Signal*	AM	LOS	C	C	C	C	C	C	B	D	C	C		
		Delay	31	31	31	33	33	33	19	39	24	29		
		Queue	-	250	-	-	250	-	155	535	145	325		
	PM	LOS	C	C	C	D	D	D	C	E	E	D		
		Delay	32	32	32	54	54	54	29	76	74	42		
		Queue	-	215	-	-	410	-	155	585	285	380		
#200 - Court Street & Grant Avenue One-Way Stop	AM	LOS	A	A	A	A	A	A	-	-	C			
		Delay	9	1	0	0	0	0	-	-	22			
		Queue	25	0	0	0	0	0	-	-	35			
	PM	LOS	A	A	A	A	A	A	-	-	D			
		Delay	10	1	0	0	0	0	-	-	28			
		Queue	25	0	0	0	0	0	-	-	55			
#300 - Court Street & Arch Street Traffic Signal	AM	LOS	A	A	A	A	A	A	B	-	B			
		Delay	7	7	7	7	7	7	12	-	13			
		Queue	-	85	-	-	75	-	25	-	45			
	PM	LOS	A	A	A	A	A	A	B	-	B			
		Delay	8	8	8	8	8	8	13	-	14			
		Queue	-	105	-	-	105	-	60	-	65			
#400 - Court Street & Oakhill Avenue One-Way Stop	AM	LOS	A	A	A	A	A	A	-	-	D			
		Delay	9	1	0	0	0	0	-	-	32			
		Queue	25	0	0	0	0	0	-	-	75			
	PM	LOS	B	A	A	A	A	A	-	-	F			
		Delay	10	1	0	0	0	0	-	-	61			
		Queue	25	0	0	0	0	0	-	-	155			
#500 - Court Street & Pine Street Two-Way Stop	AM	LOS	A	A	A	A	A	A	B	-	C			
		Delay	9	0	0	9	0	0	16	-	23			
		Queue	0	0	0	0	0	0	25	-	25			
	PM	LOS	A	A	A	A	A	A	D	-	B			
		Delay	9	1	0	9	0	0	26	-	14			
		Queue	0	0	0	0	0	0	25	-	25			
#600 - Court Street & Pearl Street Traffic Signal	AM	LOS	A	A	A	A	A	A	B	-	B			
		Delay	7	8	8	7	7	7	13	-	14			
		Queue	-	145	-	-	100	-	105	-	130			
	PM	LOS	A	A	A	A	A	A	B	-	B			
		Delay	8	8	8	8	8	8	12	-	13			
		Queue	-	140	-	-	140	-	80	-	150			

Table shows level of service, seconds of delay and 95th percentile queue lengths (in feet) in the three rows for each peak period.

* Results at Crosby Avenue intersection taken from HCM 2000, HCM 6th Edition doesn't report left-turn phasing from thru lanes.

**Table 5: Design Year 2043 Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control – Scenario 2 (Three Lane Cross Section)**

Intersection	Traffic Control	Peak Hour	Level of Service, Delay (sec) and Queue Length per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
#100 - Court Street & Crosby Avenue Traffic Signal*	AM	LOS	C	D	C	C	C	C	B	D	C	C		
		Delay	20	40	27	23	28	33	19	53	33	27		
		Queue	40	235	25	65	145	35	115	420	165	240		
	PM	LOS	C	D	D	D	D	C	B	D	D	C		
		Delay	25	49	35	45	41	33	19	50	38	27		
		Queue	35	290	30	150	305	30	100	395	200	265		
#200 - Court Street & Grant Avenue One-Way Stop	AM	LOS	A	A	A	A	A	A	-	-	C			
		Delay	9	0	0	0	0	0	-	-	20			
		Queue	25	0	0	0	0	0	-	-	35			
	PM	LOS	A	A	A	A	A	A	-	-	D			
		Delay	10	0	0	0	0	0	-	-	26			
		Queue	25	0	0	0	0	0	-	-	50			
#300 - Court Street & Arch Street Traffic Signal	AM	LOS	B	A	A	B	A	A	C	C				
		Delay	15	9	9	13	9	9	20	20	22			
		Queue	25	220	220	25	215	215	35	35	65			
	PM	LOS	B	A	A	B	A	A	C	C				
		Delay	13	9	9	13	9	9	21	21	22			
		Queue	25	360	360	25	350	350	95	95	120			
#400 - Court Street & Oakhill Avenue One-Way Stop	AM	LOS	A	A	A	A	A	A	-	-	C			
		Delay	9	0	0	0	0	0	-	-	25			
		Queue	25	0	0	0	0	0	-	-	55			
	PM	LOS	B	A	A	A	A	A	-	-	E			
		Delay	10	0	0	0	0	0	-	-	42			
		Queue	25	0	0	0	0	0	-	-	120			
#500 - Court Street & Pine Street Two-Way Stop	AM	LOS	A	A	A	A	A	A	C	C				
		Delay	9	0	0	9	0	0	15	15	18			
		Queue	0	0	0	0	0	0	25	25	25			
	PM	LOS	A	A	A	A	A	A	C	C				
		Delay	9	0	0	9	0	0	19	19	15			
		Queue	0	0	0	0	0	0	25	25	25			
#600 - Court Street & Pearl Street Traffic Signal	AM	LOS	B	A	A	B	A	A	B	B				
		Delay	11	9	9	12	7	7	17	17	18			
		Queue	40	330	330	25	240	240	135	135	170			
	PM	LOS	B	A	A	B	A	A	B	B				
		Delay	13	8	8	12	9	9	18	18	20			
		Queue	40	350	350	30	380	380	115	115	215			

Table shows level of service, seconds of delay and 95th percentile queue lengths (in feet) in the three rows for each peak period.

* Results at Crosby Avenue intersection taken from HCM 2000, HCM 6th Edition doesn't report left-turn phasing from thru lanes.

As shown in [Table 4](#), all traffic turning movements at the study area intersections are expected to continue to operate at LOS D or better conditions during the design year 2043 weekday morning and weekday evening peak hour traffic conditions under modification scenario 1 as described above except the northbound through and right-turn movements and the southbound left-turn movements on Crosby Avenue which are expected to operate at LOS E during the typical weekday evening peak hour and the southbound movements at the Court Street intersection with Oakhill Avenue which are expected to operate at LOS F during the typical weekday evening peak hour.

As shown in [Table 5](#), all traffic turning movements at the study area intersections are expected to continue to operate at LOS D or better conditions during the design year 2043 weekday morning and weekday evening peak hour traffic conditions under modification scenario 2 as described above except the southbound movements at the Court Street intersection with Oakhill Avenue which are expected to operate at LOS F during the typical weekday evening peak hour. It is noted that this movement would be expected to operate acceptably at LOS D or better if approximately 15 of the 55 expected southbound left-turn movements divert to an adjacent signalized intersection.

PART D – RECOMMENDATIONS

The results of the operational analysis showed the 3-lane TWLTL cross section would be expected to operate acceptably, and comparatively to a 4-lane undivided cross section in the design year of 2043. When combined with the research-proven safety benefits of a 3-lane TWLTL, the recommendation of this study is to consider a 3-lane TWLTL with the supplemental improvements listed below and displayed in [Exhibit 5](#).

- Corridor-wide
 - Reconfigure Court Street with a 3-lane TWLTL cross section from Waveland Road through the Pearl Street intersection. A 3-lane TWLTL cross section could potentially accommodate bike lanes and/or parking if desired.
 - Consider opportunities for access management
 - Consider locations for mid-block pedestrian crossings with median refuge islands
- At the Crosby Avenue intersection:
 - Provide a dedicated left-turn (10') lane, a dedicated through lane (11') and a dedicated right-turn lane (9') on the east and west approaches. This configuration would allow for a 14' receiving lane with 2' gutter pans on either side of the road. If wider lane widths are desired, a minor expansion of the intersection is recommended for consideration. It should be noted that Court Street at Crosby Avenue is a truck route that needs a minimum of 10 feet lane width with at least 11 feet being preferred.
 - Reconfigure the north and south approach left-turn lanes to be aligned directly across from each other (shift of approximately 6-feet towards the roadway centerline).
 - Provide flashing yellow left-turn phasing for all left-turn movements on all approaches.

- Install new traffic signals, preferably with signal heads over each approach lane, pedestrian countdown timers, high-visibility crosswalks, a new controller, and new vehicle detection.
- At the Arch Street intersection:
 - Install new traffic signals, preferably with signal heads over each approach lane, dedicated left-turn lanes eastbound and westbound, pedestrian countdown timers, high-visibility crosswalks, a new controller, and new vehicle detection.
- At the Pearl Street intersection:
 - Install new traffic signals, preferably with signal heads over each approach lane, , dedicated left-turn lanes eastbound and westbound, pedestrian countdown timers, high-visibility crosswalks, a new controller, and new vehicle detection.

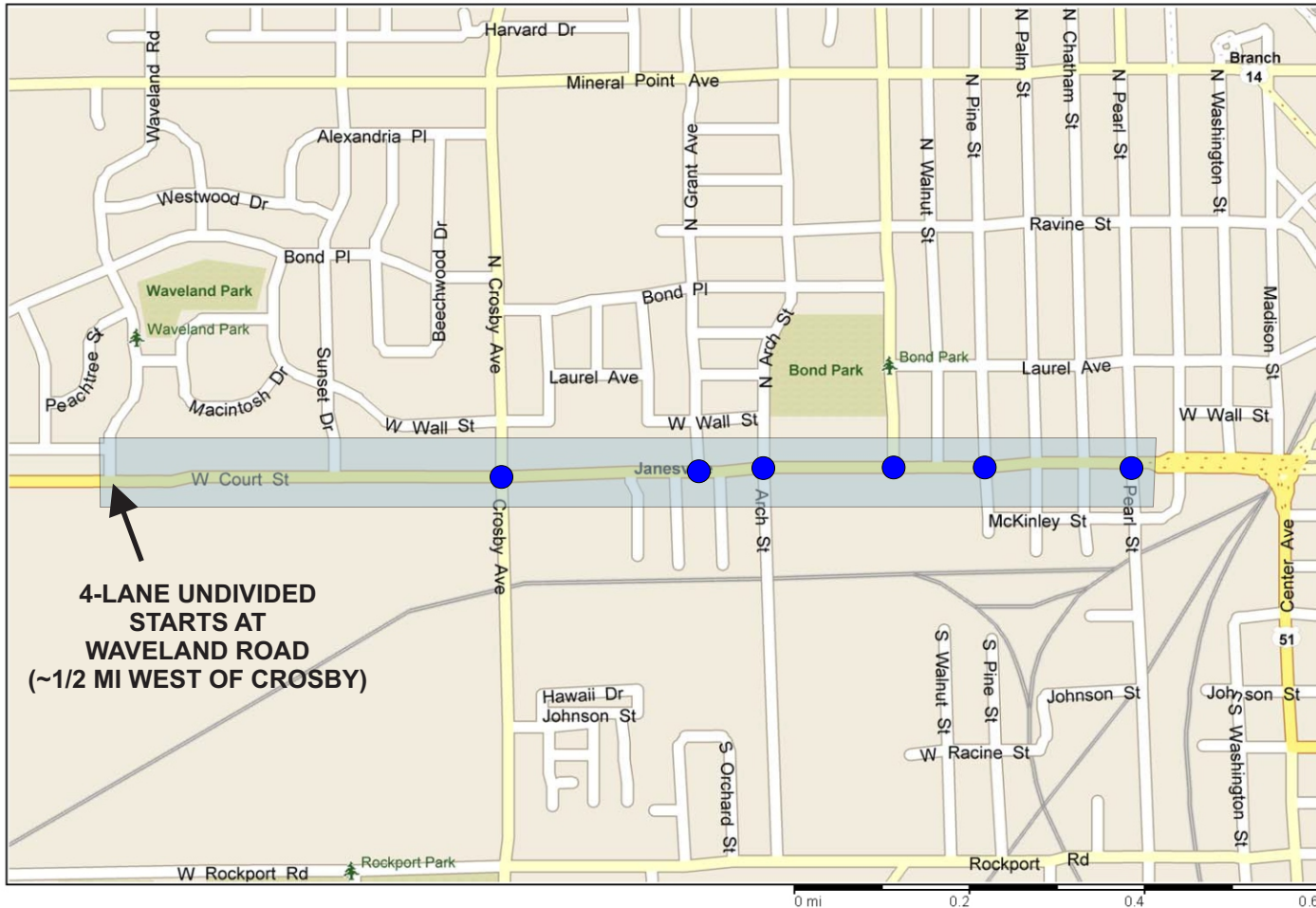
PART E – CONCLUSIONS

The Court Street corridor experiences crash patterns that are mitigatable through engineering solutions. In this study, the feasibility of a 3-lane TWLTL cross section was evaluated operationally and is expected to provide acceptable operations through year 2043 with the addition of exclusive eastbound/westbound right-turn lanes at Crosby Avenue.

This corridor is a very strong candidate for potentially qualifying for Highway Safety Improvement Program (HSIP) funds given the observed crash history and the crash reduction benefits associated with pedestrian countdown timers, conversions from 4-lane undivided cross sections to 3-lane TWLTLs, and improved signal visibility. A conversion to a 3-lane TWLTL cross section may also present opportunities to manage access, provide bicycle lanes, and provide mid-block pedestrian crossings with refuge islands.

With the implementation of the recommended modifications as listed in this memorandum and shown in [Exhibit 5](#), safe and efficient operations are expected at the study area intersections through the design year 2043 traffic volume conditions.

Janesville, Wisconsin, United States



**4-LANE UNDIVIDED
STARTS AT
WAVELAND ROAD
(~1/2 MI WEST OF CROSBY)**

LEGEND

- Intersections Analyzed Operationally
- Safety Study Area Limits



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NOT TO SCALE

**EXHIBIT 1
PROJECT OVERVIEW MAP**

**COURT STREET
JANESVILLE, WISCONSIN**



LEGEND

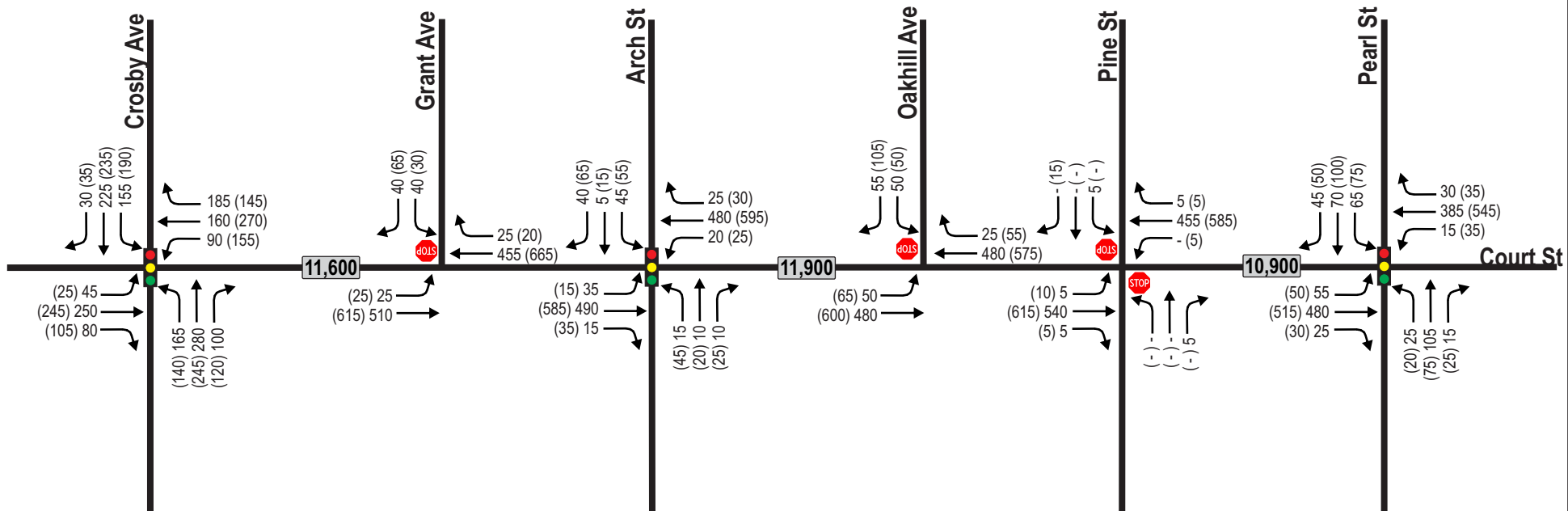
-  Traffic Signal
-  Stop Sign
-  Existing Lane Configuration



NOT TO SCALE

**EXHIBIT 2
EXISTING TRANSPORTATION DETAIL**

**COURT STREET
JANESVILLE, WISCONSIN**



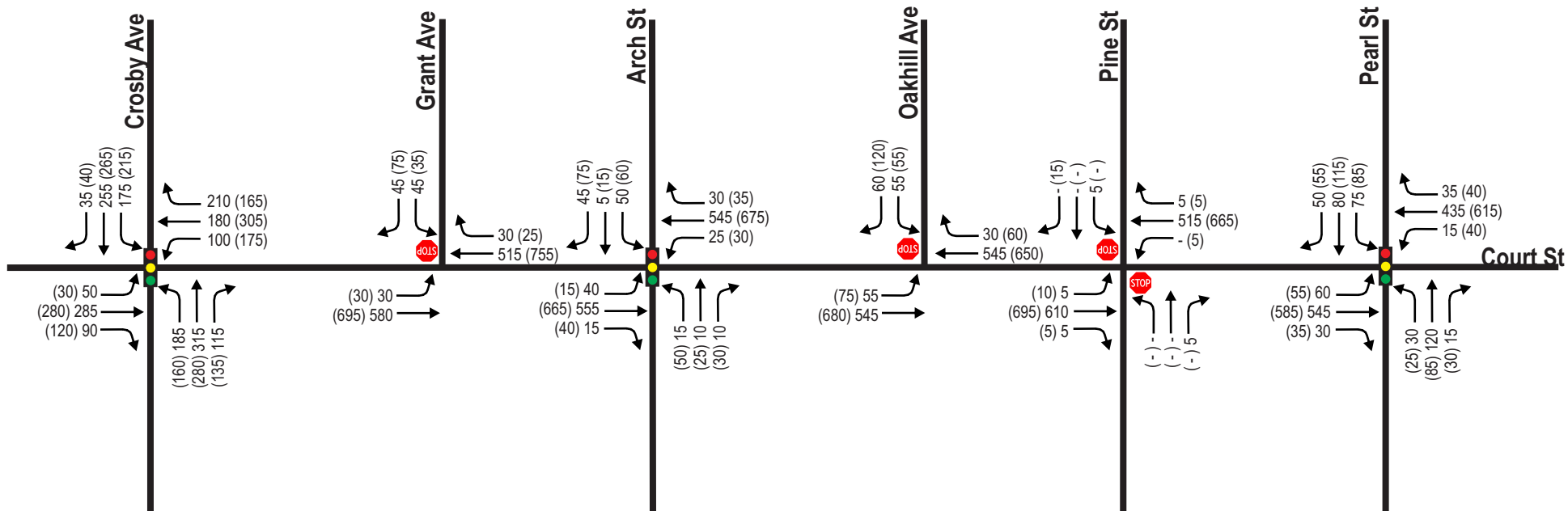
LEGEND

- XX AM Peak Hour Volumes (7:15-8:15 AM)
- (XX) PM Peak Hour Volumes (3:15-4:15 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)
- X,XXX 2017 Annual Average Daily Traffic (AADT)



NOT TO SCALE

**EXHIBIT 3
YEAR 2018 EXISTING VOLUMES
BALANCED
COURT STREET
JANESVILLE, WISCONSIN**



LEGEND

- XX AM Peak Hour Volumes (7:15-8:15 AM)
- (XX) PM Peak Hour Volumes (3:15-4:15 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



NOT TO SCALE

**EXHIBIT 4
DESIGN YEAR 2043 TRAFFIC VOLUMES**

**COURT STREET
JANESVILLE, WISCONSIN**

Provide a dedicated left-turn (10') lane, a dedicated through lane (11') and a dedicated right-turn lane (9') on the east and west approaches. This configuration would allow for a 14' receiving lane with 2' gutter pans on either side of the road.

All left-turn movements should operate with flashing yellow left-turn phasing.

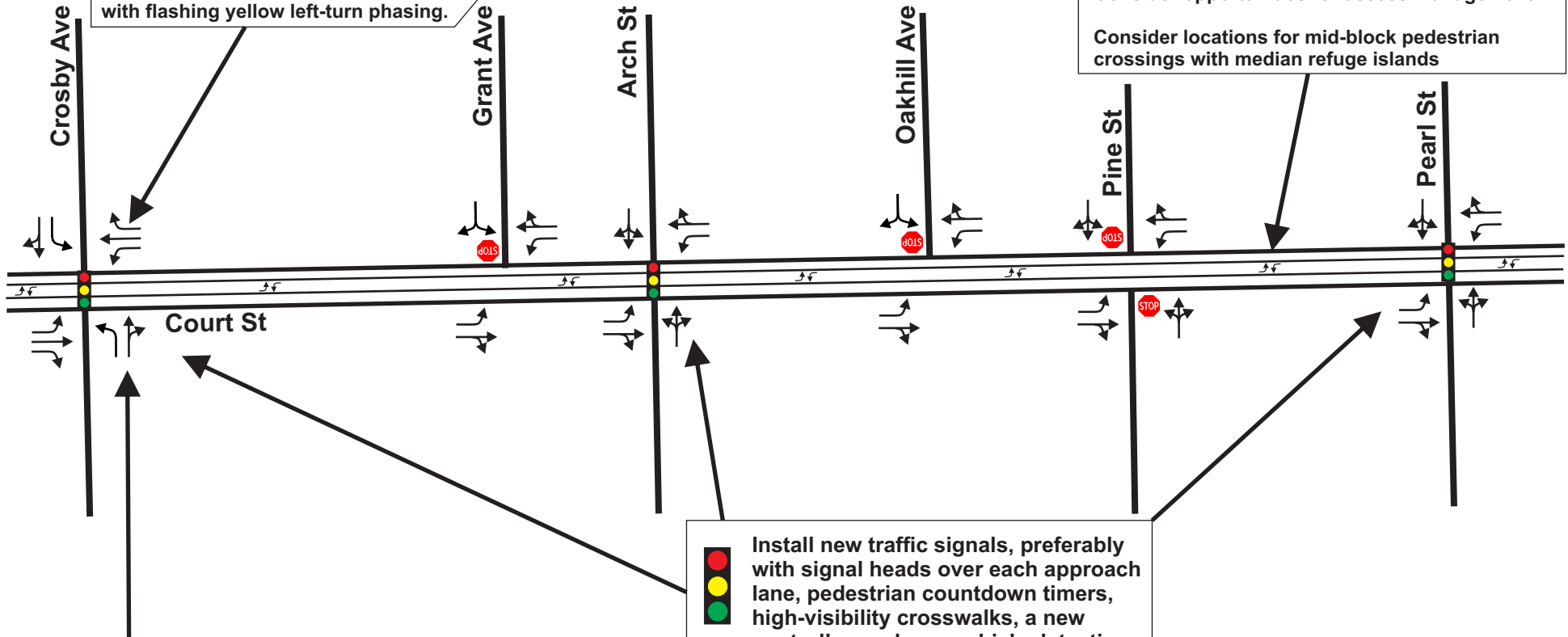
Consideration could be given to providing wider lanes through an expansion of the intersection.

Reconfigure Court Street with a 3-lane TWLTL cross section from Waveland Road through the Pearl Street intersection.

A 3-lane TWLTL cross section could potentially accommodate bike lanes and/or parking if desired.

Consider opportunities for access management

Consider locations for mid-block pedestrian crossings with median refuge islands



Reconfigure the north and south approach left-turn lanes to be aligned directly across from each other (shift of approximately 6-feet towards the roadway centerline). The northbound and southbound left-turn movements should operate with flashing yellow left-turn phasing.

Install new traffic signals, preferably with signal heads over each approach lane, pedestrian countdown timers, high-visibility crosswalks, a new controller, and new vehicle detection.

LEGEND

- Traffic Signal
- Stop Sign
- Existing Lane Configuration



**EXHIBIT 5
RECOMMENDATIONS
3-LANE TWLTL CROSS SECTION
COURT STREET
JANESVILLE, WISCONSIN**

APPENDIX A

Traffic Counts

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 11	
Start Date:	Thursday, September 06, 2018	Weekday	Schools in Session		
Total Number of Hours Counted:	6	Non-Holiday	No Special Events		

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

Intersection of: **Crosby Avenue and Court Street**

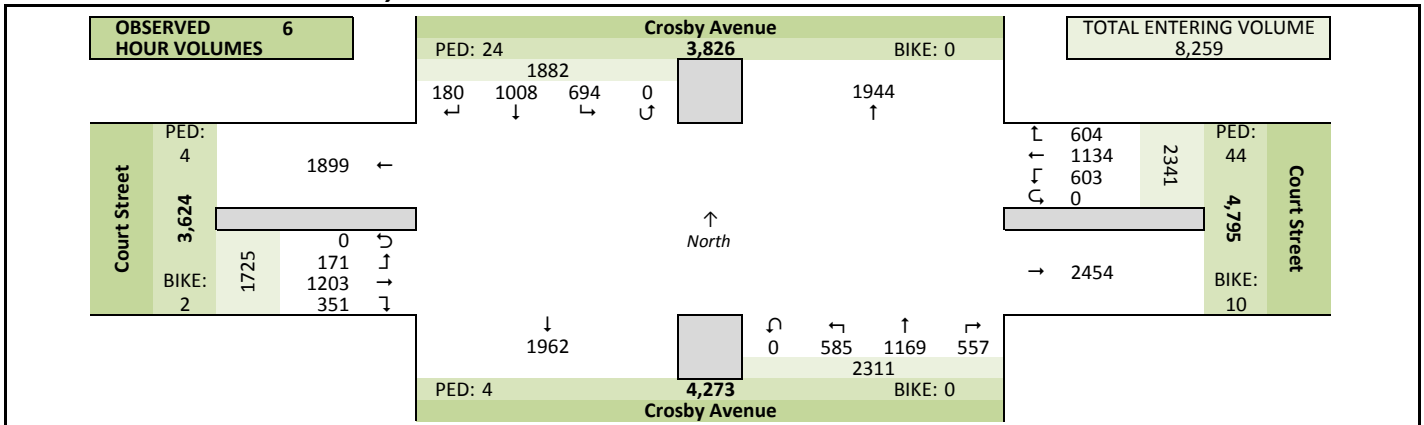
Site Information

Municipality	Janesville		
County	Rock	WisDOT Region	SW-M
Traffic Control	Traffic Signal		
Roadway Names	North Direction ↑		
North Leg	Crosby Avenue		
East Leg	Court Street		
South Leg	Crosby Avenue		
West Leg	Court Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None	None	

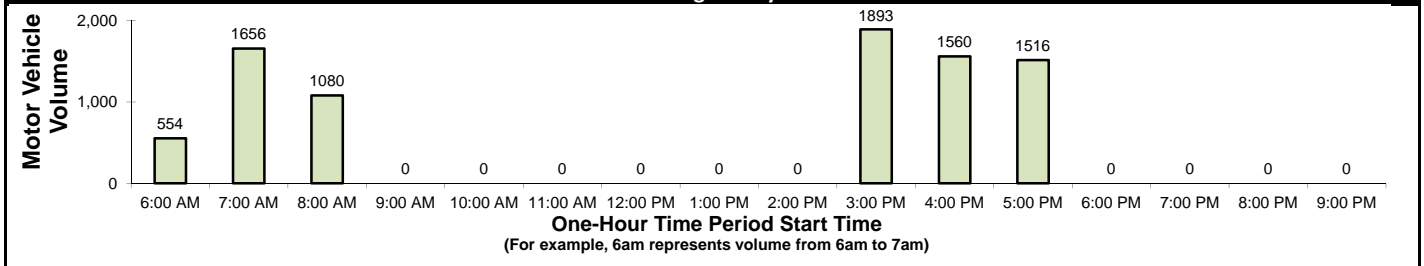
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 06, 2018		Weather
AM Peak Period	Thursday, September 06, 2018		Clear & Dry
Midday Peak Period			
PM Peak Period	Thursday, September 06, 2018		Clear & Dry
Calculated Peak Hours			
	AM	7:15-8:15am	MD
			PM
			3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	7:15-8:15am	MD
			PM
			3:15-4:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.863	Count Expansion Factor	2.675
Company Name	TADI		Manual Adj.
			1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period		
	PM Peak Period	Ted Atwell	
Comments	2016 DOT Seasonal Factors and Expansion Factors		

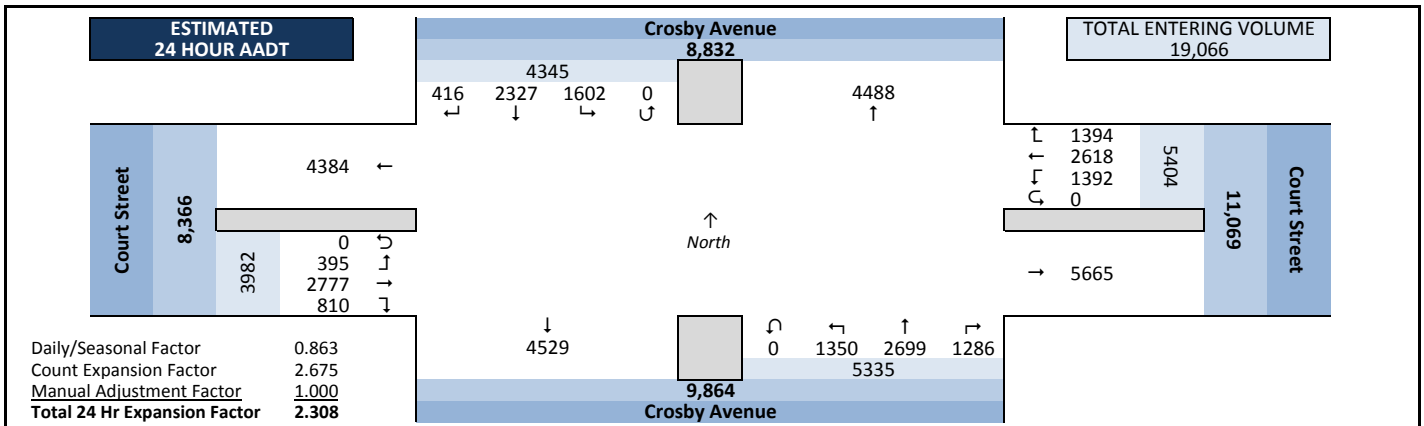
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

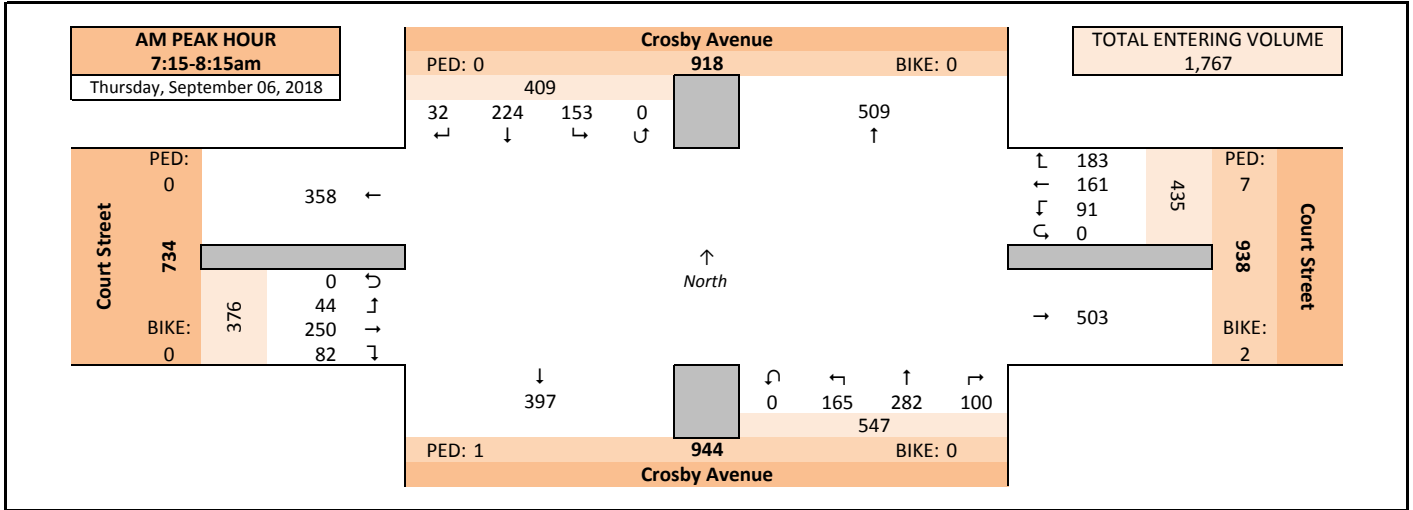
Count Basics		Page 2 of 11	
Start Date:	Thursday, September 06, 2018	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

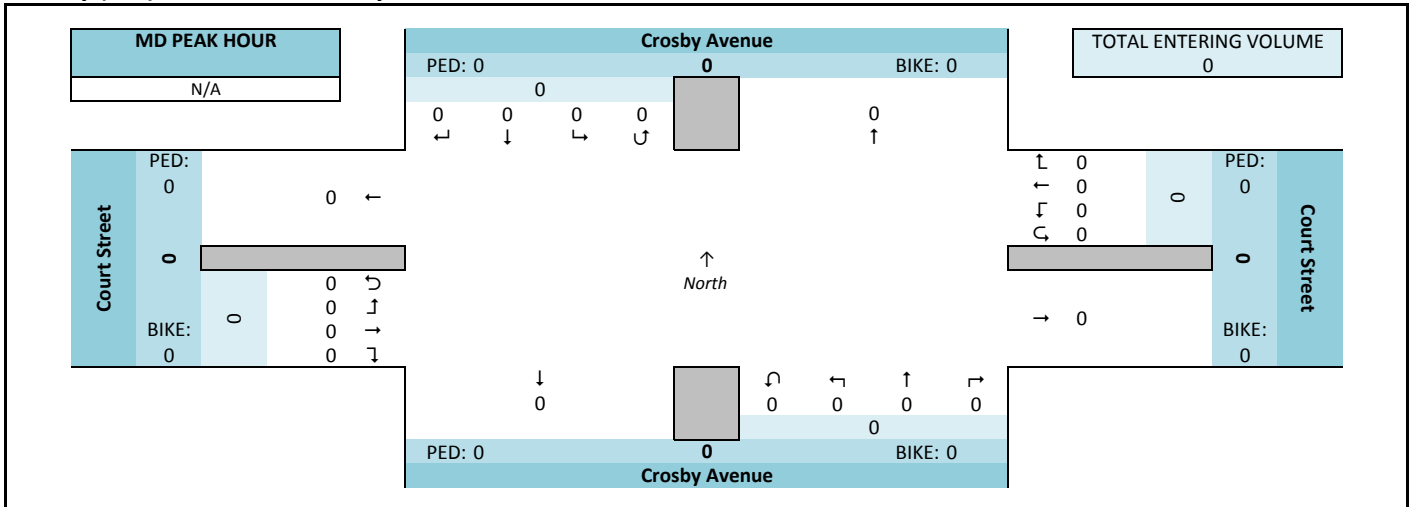
Crosby Avenue and Court Street



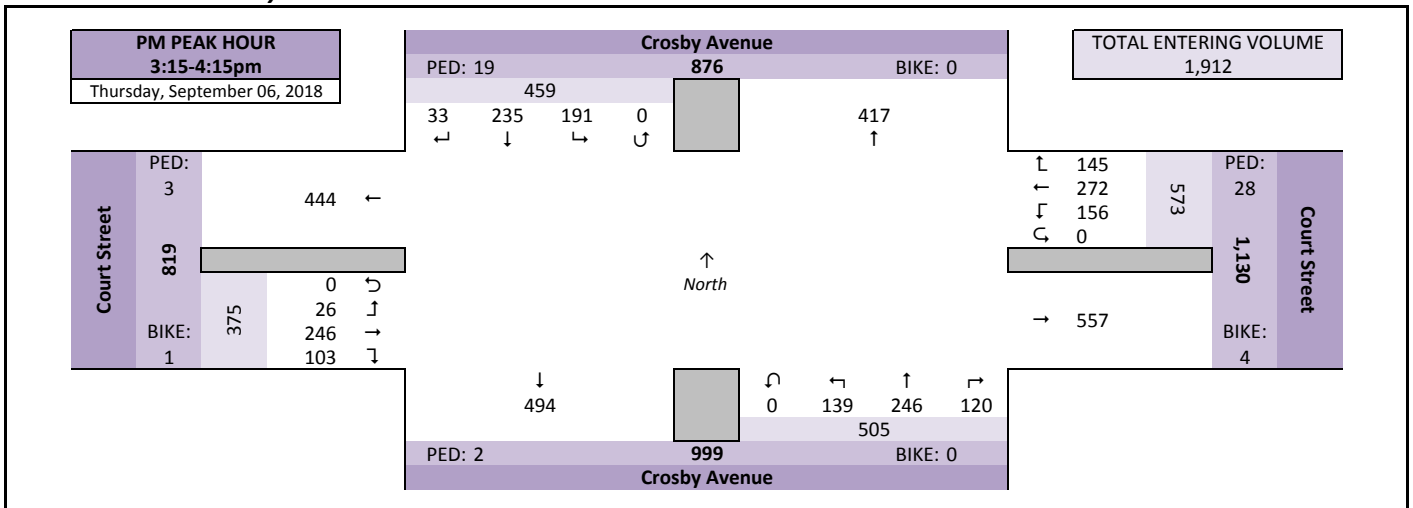
AM Peak Hour Summary



Middy (MD) Peak Hour Summary



PM Peak Hour Summary

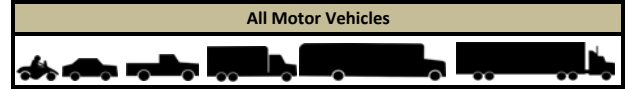


Intersection Traffic Volume Report

Count Basics		Page 3 of 11	
Start Date:	Thursday, September 06, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Summary

Crosby Avenue and Court Street



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 06, 2018		From North					From East					From South					From West					Totals
		Crosby Avenue					Court Street					Crosby Avenue					Court Street					
AM Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM Peak Hour	Start Time																					
	7:15 AM	11	34	29	0	74	35	28	17	0	80	17	75	39	0	131	22	49	10	0	81	
	7:30 AM	10	75	35	0	120	65	47	21	0	133	17	79	57	0	153	20	79	15	0	114	
	7:45 AM	4	71	61	0	136	63	46	32	0	141	30	78	52	0	160	27	69	13	0	109	
	8:00 AM	7	44	28	0	79	20	40	21	0	81	36	50	17	0	103	13	53	6	0	72	
	Peak Hour Volume	32	224	153	0	409	183	161	91	0	435	100	282	165	0	547	82	250	44	0	376	
	Rounded Hourly Volume	30	225	155	0	410	185	160	90	0	435	100	280	165	0	545	80	250	45	0	375	
	% Single Unit Trucks	3.1	3.1	0.7	0.0	2.2	2.2	5.6	4.4	0.0	3.9	7.0	2.8	3.6	0.0	3.8	6.1	7.6	0.0	0.0	6.4	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	
	% Trucks (Total)	3.1	3.1	0.7	0.0	2.2	2.7	6.2	4.4	0.0	4.4	7.0	2.8	3.6	0.0	3.8	6.1	8.0	0.0	0.0	6.6	
Peak Hour Factor (PHF)	0.73	0.75	0.63	0.00	0.75	0.70	0.86	0.71	0.00	0.77	0.69	0.89	0.72	0.00	0.85	0.76	0.79	0.73	0.00	0.82		

N/A		From North					From East					From South					From West					Totals
		Crosby Avenue					Court Street					Crosby Avenue					Court Street					
Midday (MD) Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
Midday (MD) Peak Hour	Start Time																					
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

Thursday, September 06, 2018		From North					From East					From South					From West					Totals
		Crosby Avenue					Court Street					Crosby Avenue					Court Street					
PM Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
PM Peak Hour	Start Time																					
	3:15 PM	11	39	27	0	77	55	58	45	0	158	33	78	41	0	152	11	43	5	0	59	
	3:30 PM	10	88	75	0	173	36	75	32	0	143	31	61	52	0	144	53	92	9	0	154	
	3:45 PM	6	65	49	0	120	39	76	42	0	157	31	55	22	0	108	20	57	9	0	86	
	4:00 PM	6	43	40	0	89	15	63	37	0	115	25	52	24	0	101	19	54	3	0	76	
	Peak Hour Volume	33	235	191	0	459	145	272	156	0	573	120	246	139	0	505	103	246	26	0	375	
	Rounded Hourly Volume	35	235	190	0	460	145	270	155	0	570	120	245	140	0	505	105	245	25	0	375	
	% Single Unit Trucks	0.0	2.6	2.1	0.0	2.2	2.8	3.7	1.9	0.0	3.0	5.0	1.6	2.9	0.0	2.8	6.8	3.3	0.0	0.0	4.0	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.6	0.0	0.9	0.8	0.0	0.0	0.0	0.2	0.0	1.2	0.0	0.0	0.8	
	% Trucks (Total)	0.0	2.6	2.1	0.0	2.2	2.8	5.1	2.6	0.0	3.8	5.8	1.6	2.9	0.0	3.0	6.8	4.5	0.0	0.0	4.8	
Peak Hour Factor (PHF)	0.75	0.67	0.64	0.00	0.66	0.66	0.89	0.87	0.00	0.91	0.91	0.79	0.67	0.00	0.83	0.49	0.67	0.72	0.00	0.61		

Peak Hour Pedestrian and Bicyclist Volumes

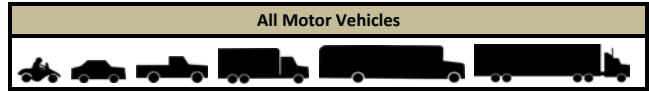
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Crosby Avenue			Court Street			Crosby Avenue			Court Street			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	
	7:30 AM	0	0	0	2	1	3	0	0	0	0	0	0	
	7:45 AM	0	0	0	3	0	3	0	0	0	0	0	0	
	8:00 AM	0	0	0	2	0	2	1	0	1	0	0	0	
	Total	0	0	0	7	2	9	1	0	1	0	0	0	
	MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	
Total		0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	0	0	0	4	0	4	0	0	0	0	1	1	
	3:30 PM	8	0	8	12	3	15	0	0	0	1	0	1	
	3:45 PM	4	0	4	5	1	6	2	0	2	2	0	2	
	4:00 PM	7	0	7	7	0	7	0	0	0	0	0	0	
	Total	19	0	19	28	4	32	2	0	2	3	1	4	

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Thursday, September 06, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

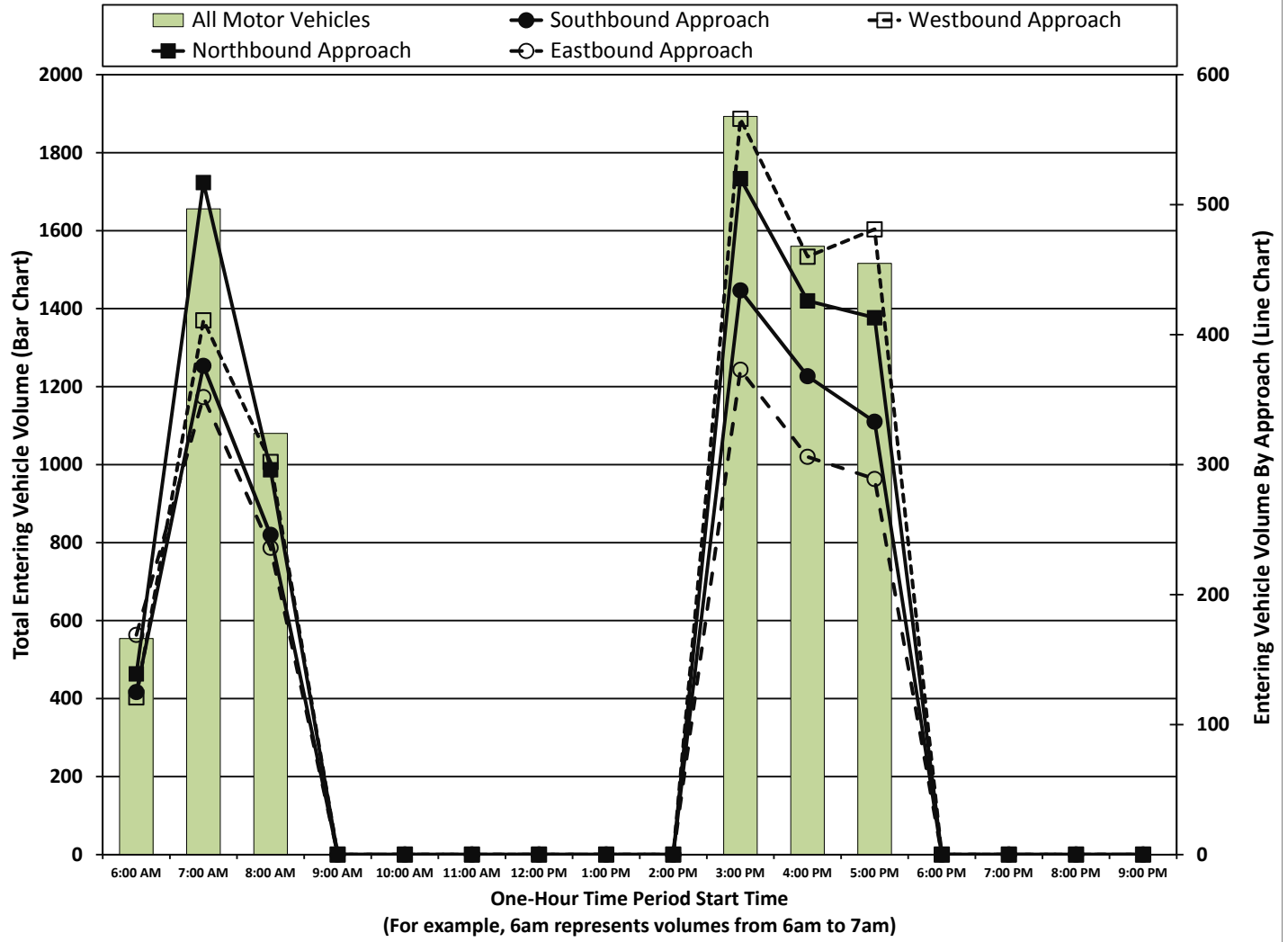
Crosby Avenue and Court Street



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Crosby Avenue					From East Court Street					From South Crosby Avenue					From West Court Street					Total Vehicle Volume	Directional Volume Totals		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S	
	Start Time																							
AM	6:00 AM	20	74	31	0	125	24	72	25	0	121	43	65	31	0	139	23	127	19	0	169	554	290	264
	7:00 AM	35	206	135	0	376	173	160	78	0	411	77	279	161	0	517	77	227	48	0	352	1656	763	893
	8:00 AM	24	126	96	0	246	68	153	81	0	302	90	151	55	0	296	44	170	22	0	236	1080	538	542
MD	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	34	224	176	0	434	166	256	144	0	566	128	254	138	0	520	98	244	31	0	373	1893	939	954
	4:00 PM	37	180	151	0	368	83	235	142	0	460	107	202	117	0	426	51	222	33	0	306	1560	766	794
	5:00 PM	30	198	105	0	333	90	258	133	0	481	112	218	83	0	413	58	213	18	0	289	1516	770	746
	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
Totals		180	1008	694	0	1882	604	1134	603	0	2341	557	1169	585	0	2311	351	1203	171	0	1725	8259	4066	4193

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Crosby Avenue and Court Street



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Crosby Avenue			Court Street			Crosby Avenue			Court Street				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	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	3
6:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	2	6
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	10
7:30 AM	0	0	0	2	1	3	0	0	0	0	0	0	3	9
7:45 AM	0	0	0	3	0	3	0	0	0	0	0	0	3	7
8:00 AM	0	0	0	2	0	2	1	0	1	0	0	0	3	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	7
8:45 AM	1	0	1	0	0	0	1	0	1	1	0	1	3	7
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3:00 PM	0	0	0	3	0	3	0	0	0	0	0	0	3	46
3:15 PM	0	0	0	4	0	4	0	0	0	1	1	5	57	
3:30 PM	8	0	8	12	3	15	0	0	0	1	0	1	24	52
3:45 PM	4	0	4	5	1	6	2	0	2	2	0	2	14	28
4:00 PM	7	0	7	7	0	7	0	0	0	0	0	0	14	14
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
5:00 PM	0	0	0	2	0	2	0	0	0	0	1	1	3	12
5:15 PM	4	0	4	2	3	5	0	0	0	0	0	0	9	12
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Totals	24	0	24	44	10	54	4	0	4	4	2	6	88	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 11	
Start Date:	Thursday, September 06, 2018	Weekday	Schools in Session		
Total Number of Hours Counted:	6	Non-Holiday	No Special Events		

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

Intersection of: **Grant Avenue and Court Street**

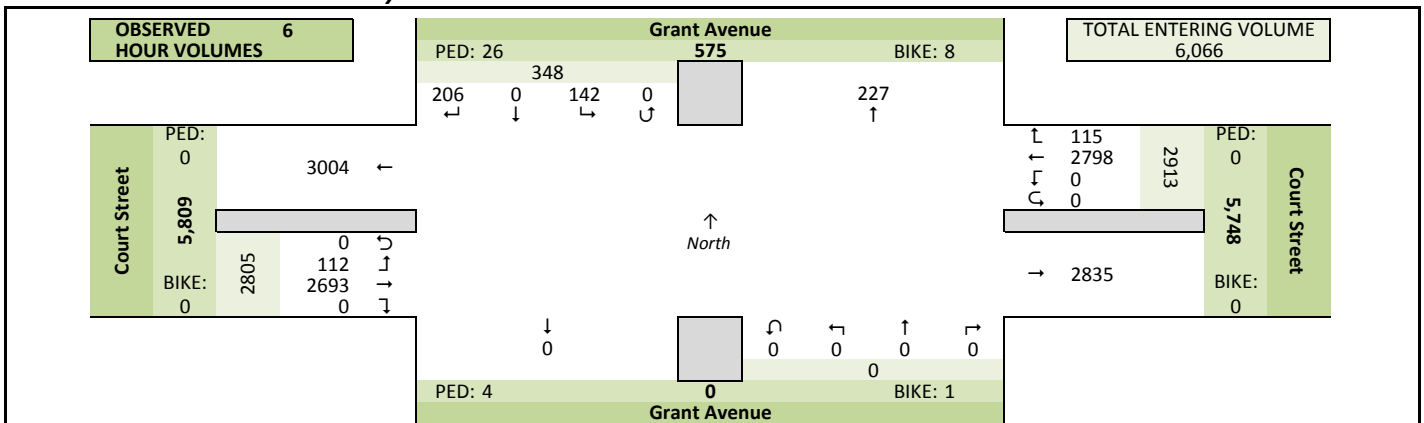
Site Information

Municipality	Janesville		
County	Rock	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Grant Avenue		
East Leg	Court Street		
South Leg	Grant Avenue		
West Leg	Court Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

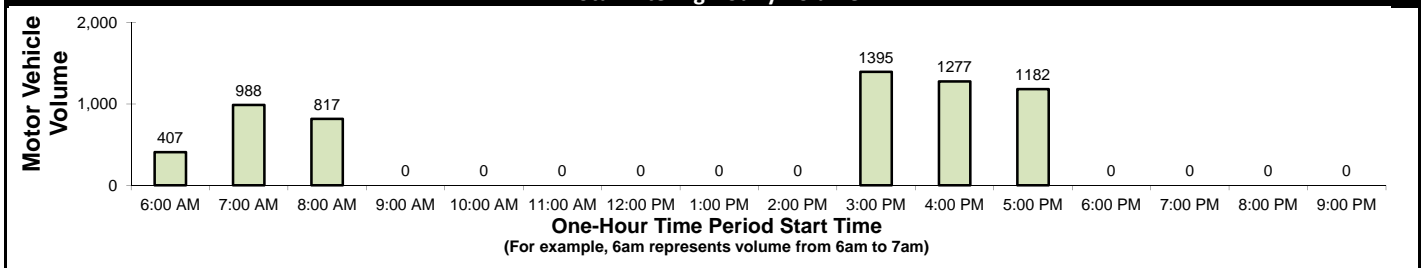
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 06, 2018		Weather
AM Peak Period	Thursday, September 06, 2018		Clear & Dry
Midday Peak Period			
PM Peak Period	Thursday, September 06, 2018		Clear & Dry
Calculated Peak Hours			
	AM	7:15-8:15am	MD
			PM
			3:15-4:15pm
Peak Hours Selected for Analysis			
	AM	7:15-8:15am	MD
			PM
			3:15-4:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.863	Count Expansion Factor	2.675
Company Name	TADI		Manual Adj.
			1.000
Observers	AM Peak Period	Ron Andryk	
	Midday Peak Period		
	PM Peak Period	Larry Numerich	
Comments	2016 DOT Seasonal Factors and Expansion Factors		

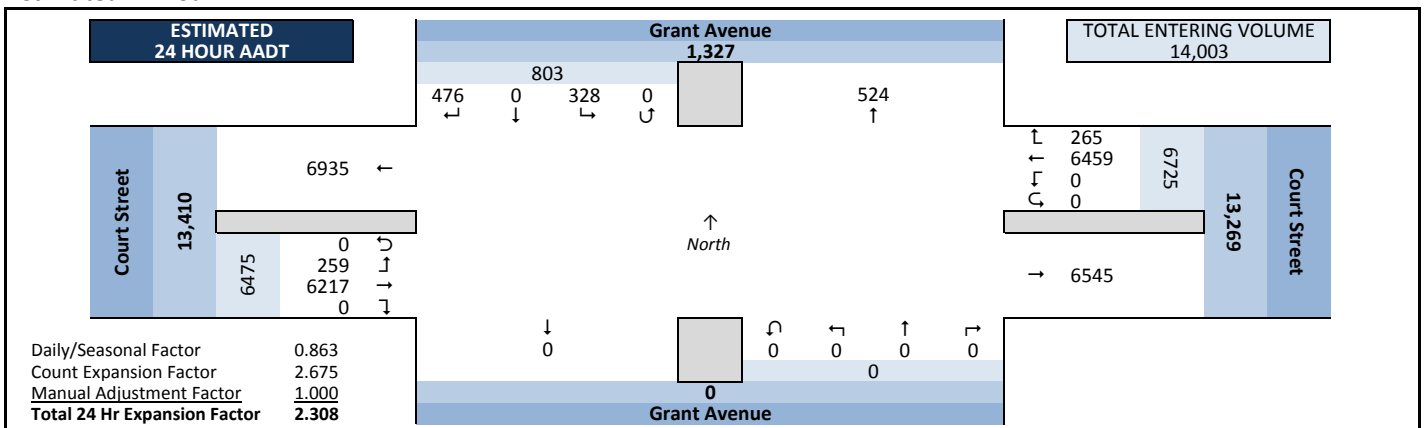
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

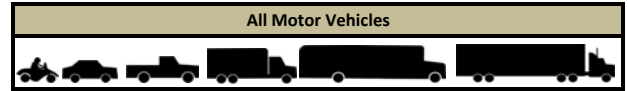


Intersection Traffic Volume Report

Count Basics		Page 3 of 11	
Start Date:	Thursday, September 06, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Summary

Grant Avenue and Court Street



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 06, 2018		From North					From East					From South					From West					Totals	
		Grant Avenue					Court Street					Grant Avenue					Court Street						
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	7:15 AM	4	0	4	0	8	6	99	0	0	105	0	0	0	0	0	0	0	107	5	0	112	225
	7:30 AM	12	0	12	0	24	5	134	0	0	139	0	0	0	0	0	0	0	133	4	0	137	300
	7:45 AM	10	0	9	0	19	5	135	0	0	140	0	0	0	0	0	0	0	160	11	0	171	330
	8:00 AM	14	0	17	0	31	10	85	0	0	95	0	0	0	0	0	0	0	112	6	0	118	244
	Peak Hour Volume	40	0	42	0	82	26	453	0	0	479	0	0	0	0	0	0	0	512	26	0	538	1099
	Rounded Hourly Volume	40	0	40	0	80	25	455	0	0	480	0	0	0	0	0	0	0	510	25	0	535	1095
	% Single Unit Trucks	0.0	0.0	2.4	0.0	1.2	3.8	4.2	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.0	4.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	3.8	0.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.6
	% Trucks (Total)	0.0	0.0	2.4	0.0	1.2	7.7	5.1	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.4	5.0
	Peak Hour Factor (PHF)	0.71	0.00	0.62	0.00	0.66	0.65	0.84	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.59	0.00	0.79	0.83

N/A		From North					From East					From South					From West					Totals	
		Grant Avenue					Court Street					Grant Avenue					Court Street						
MD Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, September 06, 2018		From North					From East					From South					From West					Totals	
		Grant Avenue					Court Street					Grant Avenue					Court Street						
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	3:15 PM	20	0	11	0	31	3	217	0	0	220	0	0	0	0	0	0	0	114	7	0	121	372
	3:30 PM	22	0	9	0	31	3	153	0	0	156	0	0	0	0	0	0	0	205	5	0	210	397
	3:45 PM	14	0	5	0	19	6	158	0	0	164	0	0	0	0	0	0	0	154	8	0	162	345
	4:00 PM	8	0	3	0	11	6	138	0	0	144	0	0	0	0	0	0	0	140	5	0	145	300
	Peak Hour Volume	64	0	28	0	92	18	666	0	0	684	0	0	0	0	0	0	0	613	25	0	638	1414
	Rounded Hourly Volume	65	0	30	0	95	20	665	0	0	685	0	0	0	0	0	0	0	615	25	0	640	1420
	% Single Unit Trucks	1.6	0.0	3.6	0.0	2.2	2.0	3.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.7	2.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.6	0.6
	% Trucks (Total)	1.6	0.0	3.6	0.0	2.2	2.0	3.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.3	3.4
	Peak Hour Factor (PHF)	0.73	0.00	0.64	0.00	0.74	0.75	0.77	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.78	0.00	0.76	0.89

Peak Hour Pedestrian and Bicyclist Volumes

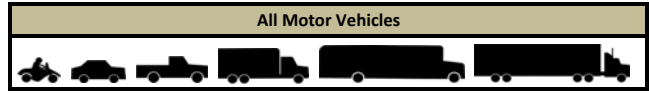
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Grant Avenue			Court Street			Grant Avenue			Court Street			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	1	1	0	0	0	0	0	0	0	0	0	1
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
	3:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	2
	3:45 PM	3	0	3	0	0	0	2	0	2	0	0	0	5
	4:00 PM	3	1	4	0	0	0	0	0	0	0	0	0	4
	Total	8	3	11	0	0	0	2	0	2	0	0	0	13

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Thursday, September 06, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

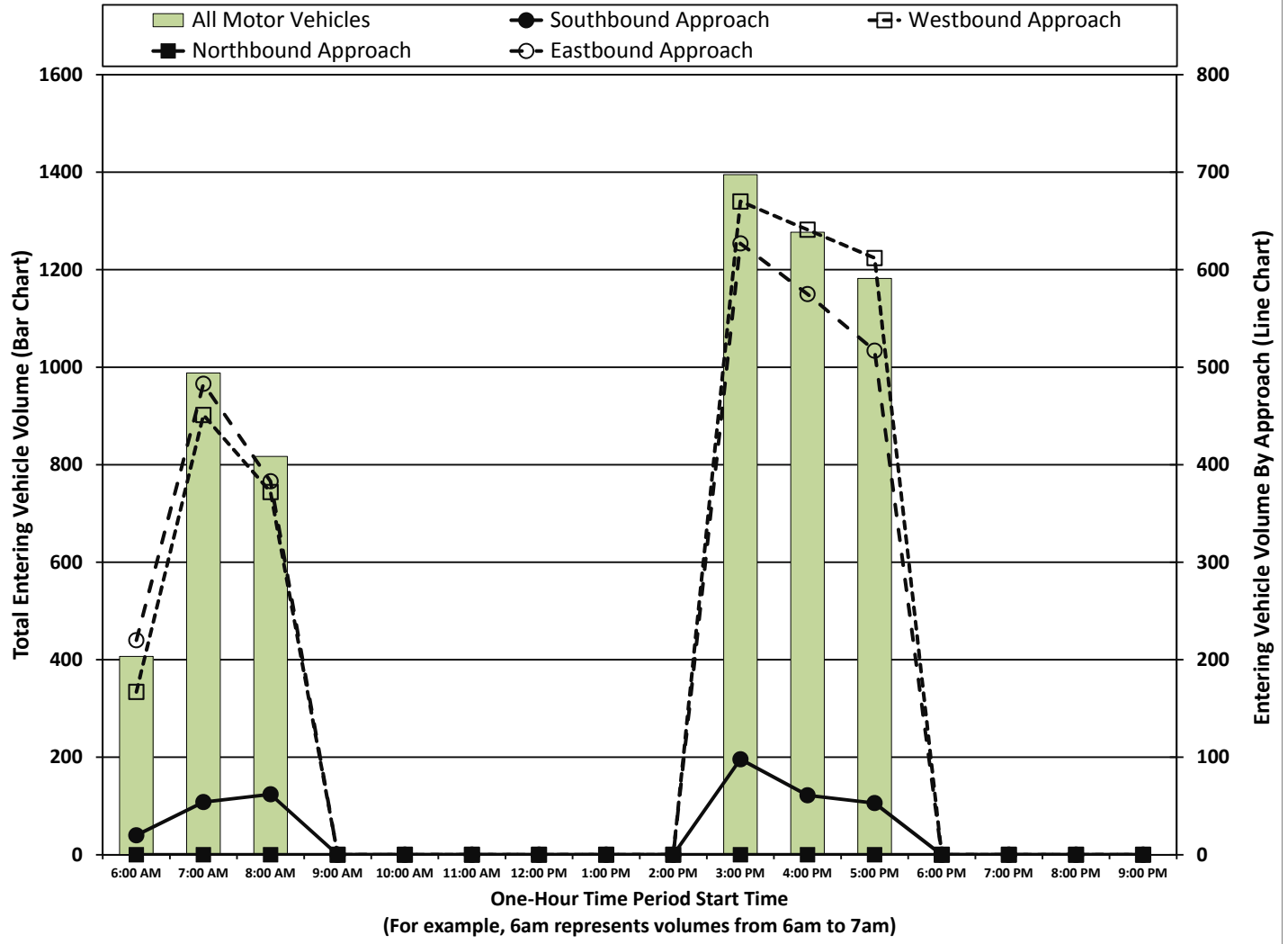
Grant Avenue and Court Street



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Grant Avenue					From East Court Street					From South Grant Avenue					From West Court Street					Total Vehicle Volume	Directional Volume Totals	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
	Start Time																						
AM	6:00 AM	12	0	8	0	20	8	159	0	0	167	0	0	0	0	0	0	214	6	0	220	387	20
	7:00 AM	27	0	27	0	54	17	434	0	0	451	0	0	0	0	0	0	460	23	0	483	934	54
	8:00 AM	33	0	29	0	62	15	357	0	0	372	0	0	0	0	0	0	369	14	0	383	817	62
MD	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	67	0	31	0	98	20	650	0	0	670	0	0	0	0	0	0	601	26	0	627	1297	98
	4:00 PM	37	0	24	0	61	34	607	0	0	641	0	0	0	0	0	0	559	16	0	575	1277	61
	5:00 PM	30	0	23	0	53	21	591	0	0	612	0	0	0	0	0	0	490	27	0	517	1182	53
	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
	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
	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
Totals	206	0	142	0	348	115	2798	0	0	2913	0	0	0	0	0	0	2693	112	0	2805	6066	348	

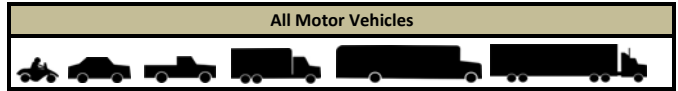
Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Grant Avenue and Court Street



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	↙ From North Grant Avenue					← From East Court Street					↗ From South Grant Avenue					→ From West Court Street					15-Min Totals	Hourly Sum	PHF																																																																																																																																																																																																																																																																																																									
	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					6:15 AM					6:30 AM					6:45 AM							7:00 AM					7:15 AM					7:30 AM					7:45 AM					8:00 AM					8:15 AM					8:30 AM					8:45 AM					9:00 AM					9:15 AM					9:30 AM					9:45 AM					10:00 AM					10:15 AM					10:30 AM					10:45 AM					11:00 AM					11:15 AM					11:30 AM					11:45 AM					12:00 PM					12:15 PM					12:30 PM					12:45 PM					1:00 PM					1:15 PM					1:30 PM					1:45 PM					2:00 PM					2:15 PM					2:30 PM					2:45 PM					3:00 PM					3:15 PM					3:30 PM					3:45 PM					4:00 PM					4:15 PM					4:30 PM					4:45 PM					5:00 PM					5:15 PM					5:30 PM					5:45 PM					6:00 PM					6:15 PM					6:30 PM					6:45 PM					7:00 PM					7:15 PM					7:30 PM					7:45 PM					8:00 PM					8:15 PM					8:30 PM					8:45 PM					9:00 PM					9:15 PM					9:30 PM					9:45 PM	
Totals	206					142					348					115					2798					2913					2693					112					2805					6066					1395					1414					1339					1268					1277					1282					1331					1287					1182																																																																																																																																																																																																																																					

Peak Hour All Vehicle Volume Summary

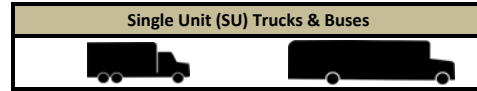
Hourly Time Period Start Time	↙ From North Grant Avenue					← From East Court Street					↗ From South Grant Avenue					→ From West Court Street					Total Hourly Volume	PHF																																						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total																																								
AM 7:15 AM	40					26					453					0					479					512					26					538					1099					0.83														
MD 12:00 PM	0					0					0					0					0					0					0					0					0					0					0					0				
PM 3:15 PM	64					18					666					0					684					613					25					638					1414					0.89														

Intersection Traffic Volume Report

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

Count Basics Page 7 of 11
Start Date: Thursday, September 06, 2018 Weekday Schools in Session
Total Number of Hours Counted: 6 Non-Holiday No Special Events

Grant Avenue and Court Street



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

Large table with columns: 15-Minute Time Period, From North (Grant Avenue), From East (Court Street), From South (Grant Avenue), From West (Court Street), 15-Min Totals, Hourly Sum. Rows include AM Peak Period, Midday Peak Period, and PM Peak Period.

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

Summary table with columns: Hourly Time Period, From North (Grant Avenue), From East (Court Street), From South (Grant Avenue), From West (Court Street), Total Hourly Volume. Rows: AM 7:15 AM, MD 12:00 PM, PM 3:15 PM.

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Grant Avenue and Court Street



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Grant Avenue			Court Street			Grant Avenue			Court Street				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	1	1	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	1
7:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
8:30 AM	1	1	2	0	0	0	0	0	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
3:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	13
3:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	2	13
3:45 PM	3	0	3	0	0	0	2	0	2	0	0	0	5	14
4:00 PM	3	1	4	0	0	0	0	0	0	0	0	0	4	10
4:15 PM	1	0	1	0	0	0	1	0	1	0	0	0	2	8
4:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	10
4:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	13
5:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	14
5:15 PM	4	0	4	0	0	0	0	0	0	0	0	0	4	
5:30 PM	5	1	6	0	0	0	0	0	0	0	0	0	6	
5:45 PM	0	1	1	0	0	0	0	1	1	0	0	0	2	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	26	8	34	0	0	0	4	1	5	0	0	0	39	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 11	
Start Date:	Friday, September 07, 2018	Weekday	Schools in Session		
Total Number of Hours Counted:	6	Non-Holiday	No Special Events		

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

Intersection of: Arch Street and Court Street

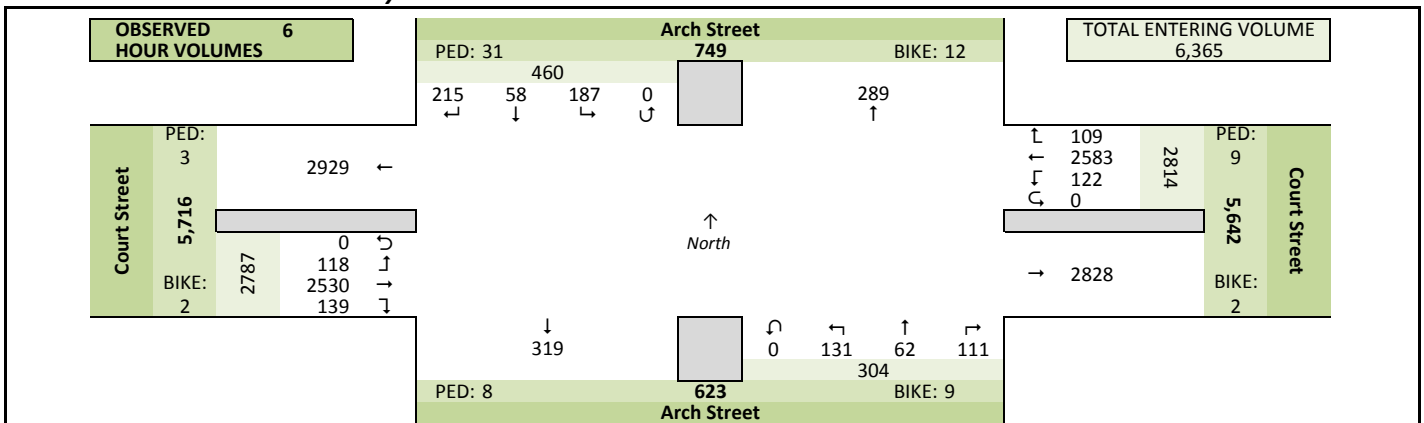
Site Information

Municipality	Janesville		
County	Rock	WisDOT Region	SW-M
Traffic Control	Traffic Signal		
Roadway Names	North Direction ↑		
North Leg	Arch Street		
East Leg	Court Street		
South Leg	Arch Street		
West Leg	Court Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None	None	

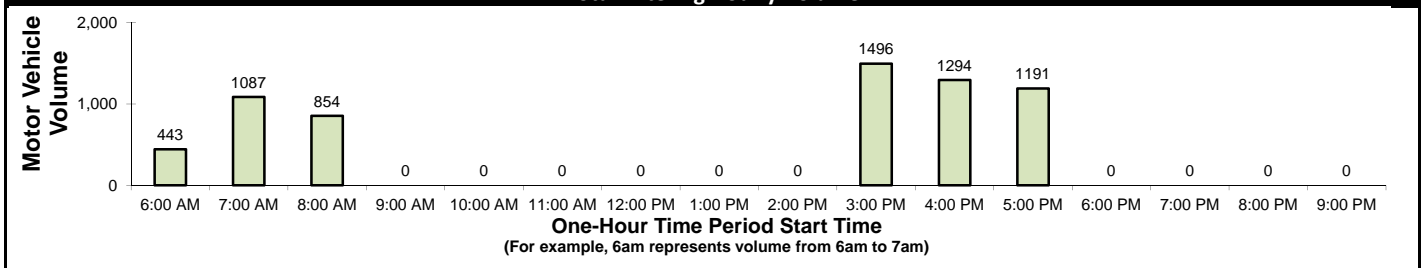
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Friday, September 07, 2018	Weather	
AM Peak Period	Friday, September 07, 2018	Clear & Dry	
Midday Peak Period		Clear & Dry	
PM Peak Period	Monday, September 10, 2018	Clear & Dry	
Calculated Peak Hours			
	AM 7:30-8:30am	MD	PM 3:15-4:15pm
Peak Hours Selected for Analysis			
	AM 7:15-8:15am	MD	PM 3:15-4:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.906	Count Expansion Factor	2.675
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period		
	PM Peak Period	Wendy Picard	
Comments	2016 DOT Seasonal Factors and Expansion Factors		

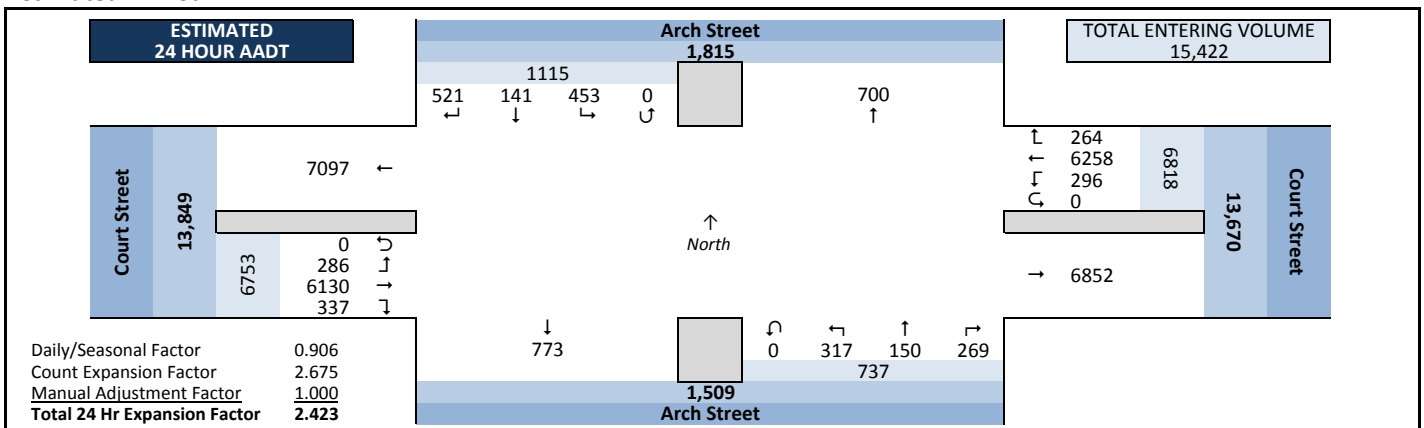
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



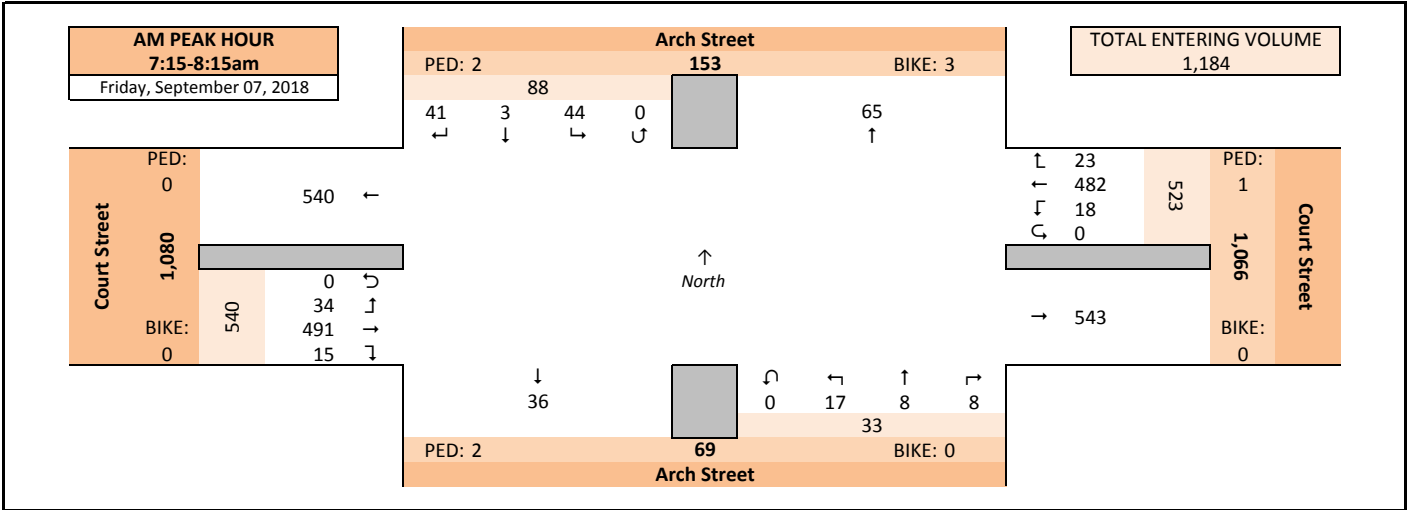
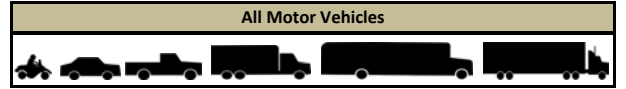
Intersection Traffic Volume Report

Count Basics		Page 2 of 11	
Start Date:	Friday, September 07, 2018	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

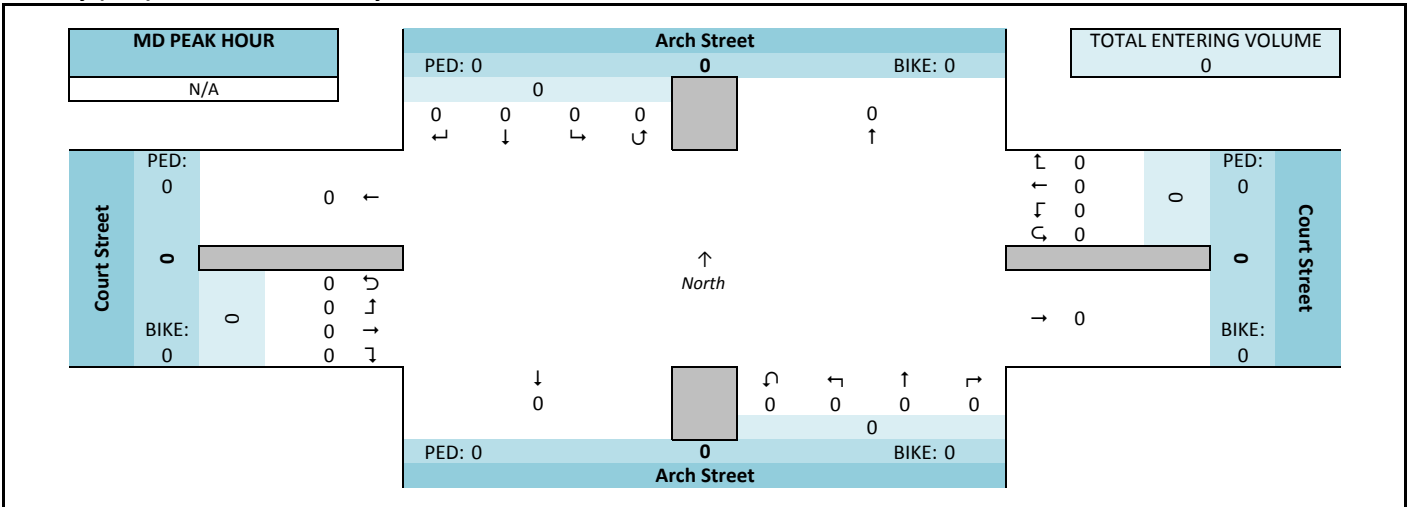
Peak Hour Volume Graphical Summary

Arch Street and Court Street

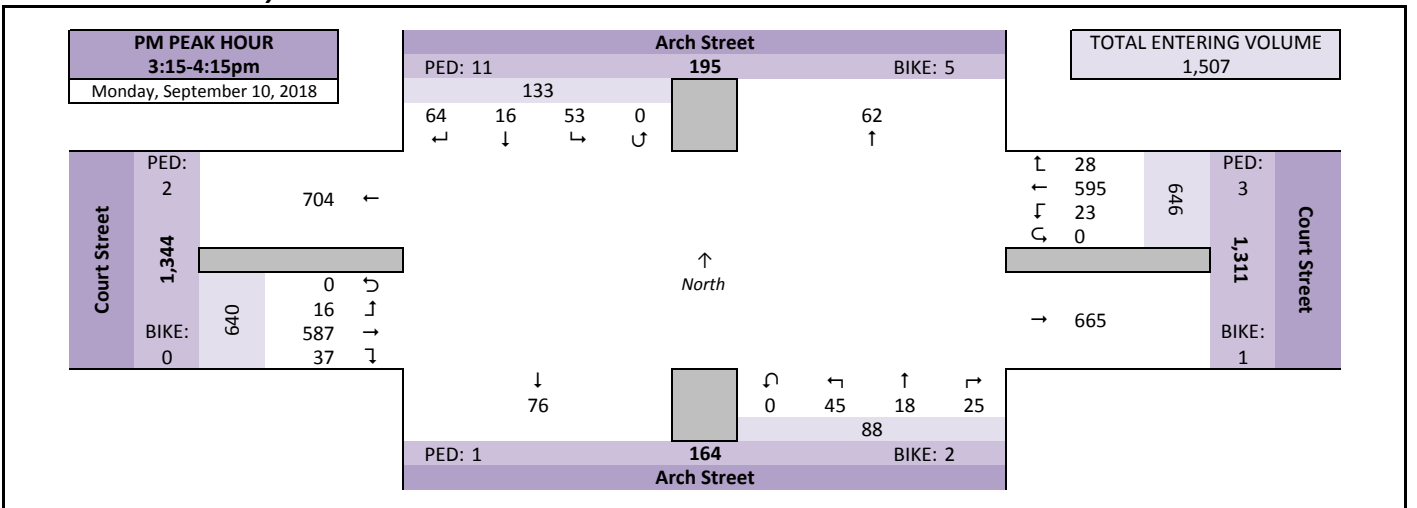
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

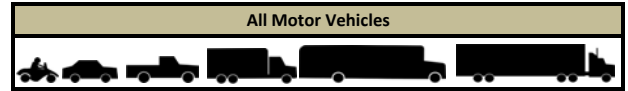


Intersection Traffic Volume Report

Count Basics		Page 3 of 11	
Start Date:	Friday, September 07, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Summary

Arch Street and Court Street



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 07, 2018		From North					From East					From South					From West					Totals
		Arch Street					Court Street					Arch Street					Court Street					
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	7:15 AM	5	0	10	0	15	7	106	4	0	117	1	1	5	0	7	2	81	3	0	86	225
	7:30 AM	7	0	6	0	13	2	146	1	0	149	1	0	2	0	3	4	142	3	0	149	314
	7:45 AM	16	0	10	0	26	8	146	7	0	161	3	4	7	0	14	4	173	20	0	197	398
	8:00 AM	13	3	18	0	34	6	84	6	0	96	3	3	3	0	9	5	95	8	0	108	247
	Peak Hour Volume	41	3	44	0	88	23	482	18	0	523	8	8	17	0	33	15	491	34	0	540	1184
	Rounded Hourly Volume	40	5	45	0	90	25	480	20	0	525	10	10	15	0	35	15	490	35	0	540	1190
	% Single Unit Trucks	0.0	0.0	2.3	0.0	1.1	4.3	4.4	16.7	0.0	4.8	0.0	0.0	23.5	0.0	12.1	0.0	4.1	0.0	0.0	3.7	4.2
	% Heavy Trucks	0.0	0.0	2.3	0.0	1.1	0.0	0.6	5.6	0.0	0.8	0.0	0.0	5.9	0.0	3.0	6.7	0.6	0.0	0.0	0.7	0.8
	% Trucks (Total)	0.0	0.0	4.5	0.0	2.3	4.3	5.0	22.2	0.0	5.5	0.0	0.0	29.4	0.0	15.2	6.7	4.7	0.0	0.0	4.4	5.1
	Peak Hour Factor (PHF)	0.64	0.25	0.61	0.00	0.65	0.72	0.83	0.64	0.00	0.81	0.67	0.50	0.61	0.00	0.59	0.75	0.71	0.42	0.00	0.69	0.74

N/A		From North					From East					From South					From West					Totals
		Arch Street					Court Street					Arch Street					Court Street					
MD Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, September 10, 2018		From North					From East					From South					From West					Totals
		Arch Street					Court Street					Arch Street					Court Street					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	3:15 PM	25	2	15	0	42	8	162	8	0	178	4	5	13	0	22	14	123	6	0	143	385
	3:30 PM	17	6	25	0	48	7	134	5	0	146	7	2	14	0	23	8	182	5	0	195	412
	3:45 PM	7	4	8	0	19	9	162	7	0	178	5	6	5	0	16	6	162	2	0	170	383
	4:00 PM	15	4	5	0	24	4	137	3	0	144	9	5	13	0	27	9	120	3	0	132	327
	Peak Hour Volume	64	16	53	0	133	28	595	23	0	646	25	18	45	0	88	37	587	16	0	640	1507
	Rounded Hourly Volume	65	15	55	0	135	30	595	25	0	650	25	20	45	0	90	35	585	15	0	635	1510
	% Single Unit Trucks	3.1	0.0	0.0	0.0	1.5	0.0	2.5	13.0	0.0	2.8	12.0	5.6	2.2	0.0	5.7	5.4	3.1	6.2	0.0	3.3	3.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	1.1	0.0	0.2	0.0	0.0	0.2	0.1
	% Trucks (Total)	3.1	0.0	0.0	0.0	1.5	0.0	2.5	13.0	0.0	2.8	12.0	5.6	4.4	0.0	6.8	5.4	3.2	6.2	0.0	3.4	3.2
	Peak Hour Factor (PHF)	0.64	0.67	0.53	0.00	0.69	0.78	0.92	0.72	0.00	0.91	0.69	0.75	0.80	0.00	0.81	0.66	0.81	0.67	0.00	0.82	0.91

Peak Hour Pedestrian and Bicyclist Volumes

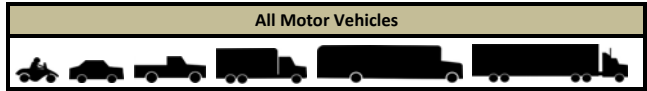
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Arch Street			Court Street			Arch Street			Court Street			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	3	3	0	0	0	1	0	1	0	0	0	4
	7:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
	8:00 AM	1	0	1	1	0	1	0	0	0	0	0	0	2
	Total		2	3	5	1	0	1	2	0	2	0	0	8
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	1	1	1	0	1	0	1	1	0	0	0	3
	3:30 PM	3	4	7	0	0	0	0	0	0	0	0	0	7
	3:45 PM	7	0	7	2	0	2	1	1	2	2	0	2	13
	4:00 PM	1	0	1	0	1	1	0	0	0	0	0	0	2
	Total		11	5	16	3	1	4	1	2	3	2	0	25

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Friday, September 07, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

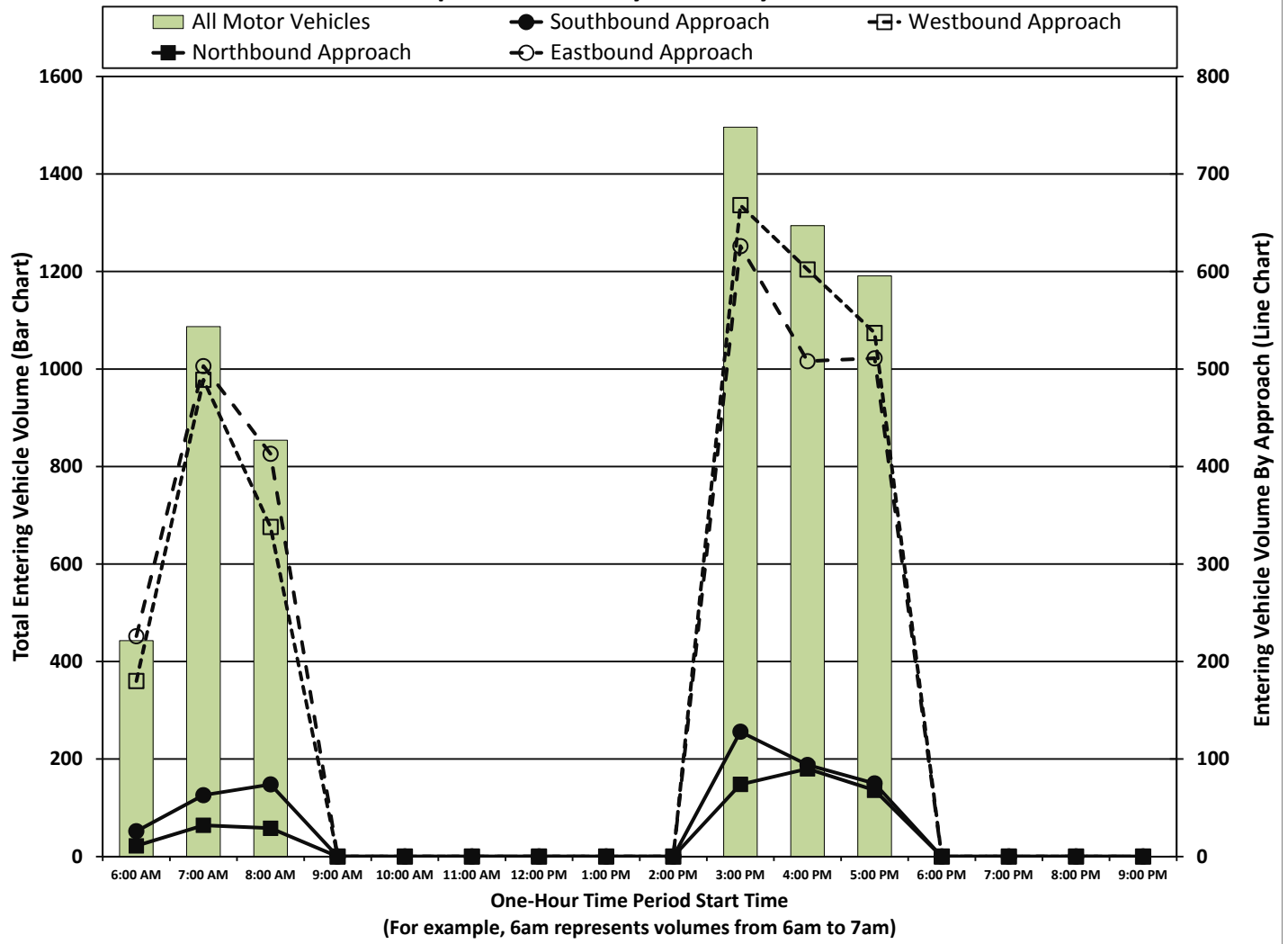
Arch Street and Court Street



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
	Arch Street					Court Street					Arch Street					Court Street							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	13	4	9	0	26	5	156	19	0	180	2	5	4	0	11	12	209	5	0	226	443	406	37
7:00 AM	31	1	31	0	63	19	454	16	0	489	8	6	18	0	32	14	461	28	0	503	1087	992	95
8:00 AM	31	9	34	0	74	15	311	12	0	338	15	4	10	0	29	23	374	16	0	413	854	751	103
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	59	13	56	0	128	37	603	28	0	668	20	17	37	0	74	32	571	23	0	626	1496	1294	202
4:00 PM	47	11	36	0	94	19	559	24	0	602	37	20	33	0	90	34	450	24	0	508	1294	1110	184
5:00 PM	34	20	21	0	75	14	500	23	0	537	29	10	29	0	68	24	465	22	0	511	1191	1048	143
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	215	58	187	0	460	109	2583	122	0	2814	111	62	131	0	304	139	2530	118	0	2787	6365	5601	764

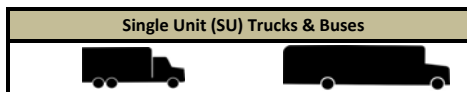
Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

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

Arch Street and Court Street



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

Main data table with columns for 15-Minute Time Period, Direction (From North, East, South, West), Street (Arch Street, Court Street), and vehicle counts (Right, Thru, Left, U-Tn, Total). Includes AM, Midday, and PM Peak Periods.

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

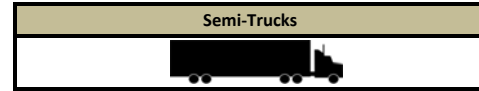
Summary table for AM, MD, and PM peak hours, showing vehicle counts for each direction and street.

Intersection Traffic Volume Report

Count Basics				Page 8 of 11
Start Date:	Friday, September 07, 2018	Weekday	Schools in Session	
Total Number of Hours Counted:	6	Non-Holiday	No Special Events	

15-Minute Semi-Truck Data

Arch Street and Court Street



15-Minute Semi-Truck Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Arch Street					Court Street					Arch Street					Court Street						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	[Data rows for AM Peak Period: 6:00 AM to 9:45 AM]																					
Midday Peak Period	[Data rows for Midday Peak Period: 10:00 AM to 1:45 PM]																					
PM Peak Period	[Data rows for PM Peak Period: 2:00 PM to 9:45 PM]																					
Totals	0	1	1	0	2	1	8	1	0	10	0	0	2	0	2	2	3	8	0	11	25	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Arch Street					Court Street					Arch Street					Court Street					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:15 AM	0	0	1	0	1	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	7
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Arch Street and Court Street



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Arch Street			Court Street			Arch Street			Court Street				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	2	0	2	0	0	0	0	0	0	2	6
6:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	7
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:45 AM	0	0	0	1	0	1	0	2	2	0	0	0	3	11
7:00 AM	2	0	2	0	0	0	0	0	0	0	1	1	3	9
7:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	8
7:30 AM	0	3	3	0	0	0	1	0	1	0	0	0	4	9
7:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	6
8:00 AM	1	0	1	1	0	1	0	0	0	0	0	0	2	6
8:15 AM	0	0	0	1	0	1	1	0	1	0	0	0	2	6
8:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	1	1	1	0	1	0	1	1	0	1	1	4	27
3:15 PM	0	1	1	1	0	1	0	1	1	0	0	0	3	25
3:30 PM	3	4	7	0	0	0	0	0	0	0	0	0	7	26
3:45 PM	7	0	7	2	0	2	1	1	2	2	0	2	13	23
4:00 PM	1	0	1	0	1	1	0	0	0	0	0	0	2	13
4:15 PM	3	0	3	0	0	0	0	1	1	0	0	0	4	15
4:30 PM	0	1	1	0	0	0	1	2	3	0	0	0	4	13
4:45 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	16
5:00 PM	1	1	2	0	1	1	1	0	1	0	0	0	4	15
5:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	
5:30 PM	4	1	5	0	0	0	0	1	1	1	0	1	7	
5:45 PM	1	0	1	0	0	0	1	0	1	0	0	0	2	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	31	12	43	9	2	11	8	9	17	3	2	5	76	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 11	
Start Date:	Friday, September 07, 2018	Weekday	Schools in Session		
Total Number of Hours Counted:	6	Non-Holiday	No Special Events		

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

Intersection of: **Oakhill Avenue and Court Street**

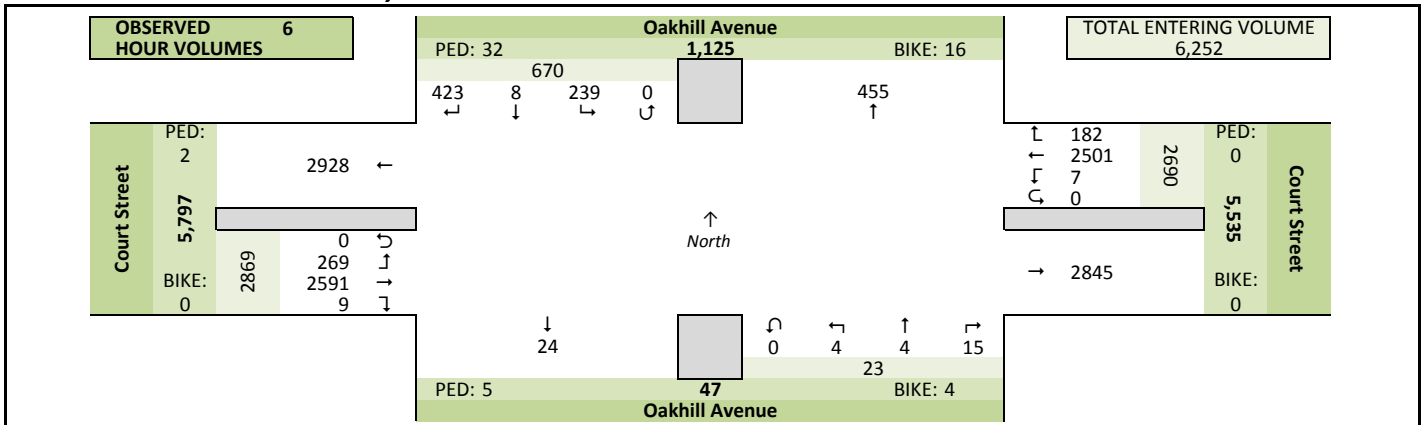
Site Information

Municipality	Janesville		
County	Rock	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Oakhill Avenue		
East Leg	Court Street		
South Leg	Oakhill Avenue		
West Leg	Court Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)		None	None

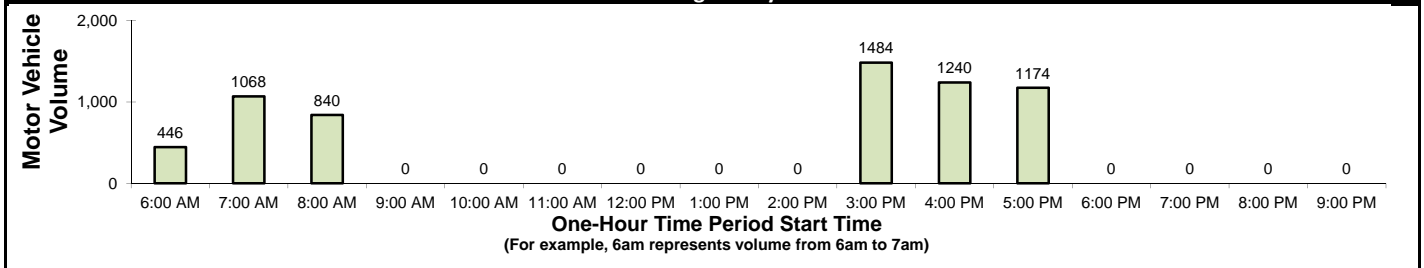
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 06, 2018	Weather	
AM Peak Period	Friday, September 07, 2018	Clear & Dry	
Midday Peak Period			
PM Peak Period	Monday, September 10, 2018	Clear & Dry	
Calculated Peak Hours			
	AM 7:30-8:30am	MD	PM 3:00-4:00pm
Peak Hours Selected for Analysis			
	AM 7:15-8:15am	MD	PM 3:15-4:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.906	Count Expansion Factor	2.675
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	Jeff Schleif	
	Midday Peak Period		
	PM Peak Period	Ted Atwell	
Comments	2016 DOT Seasonal Factors and Expansion Factors		

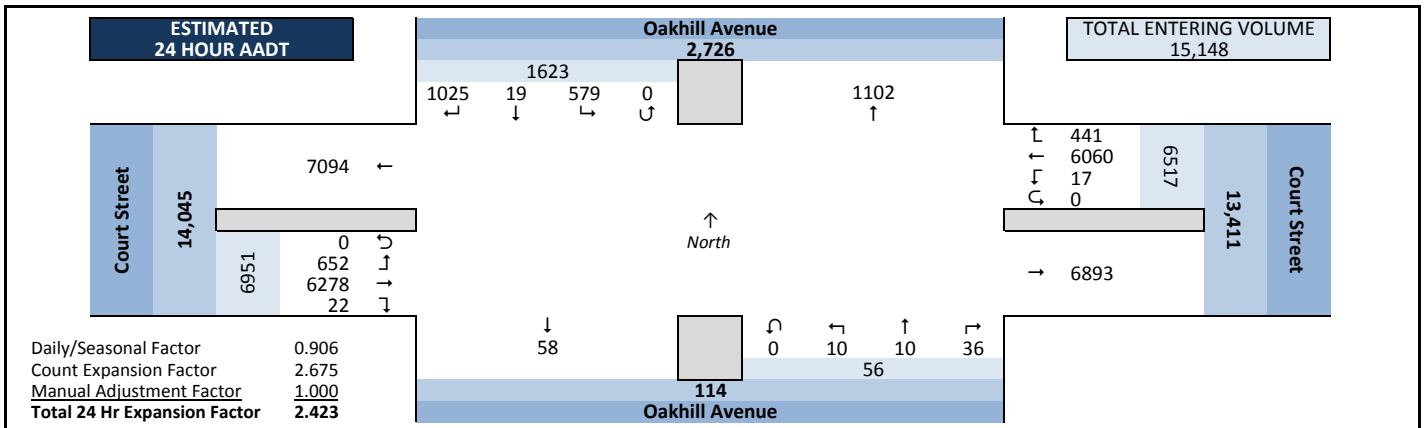
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

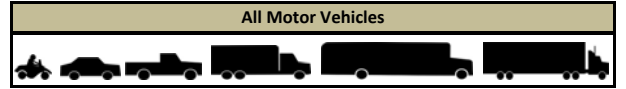


Intersection Traffic Volume Report

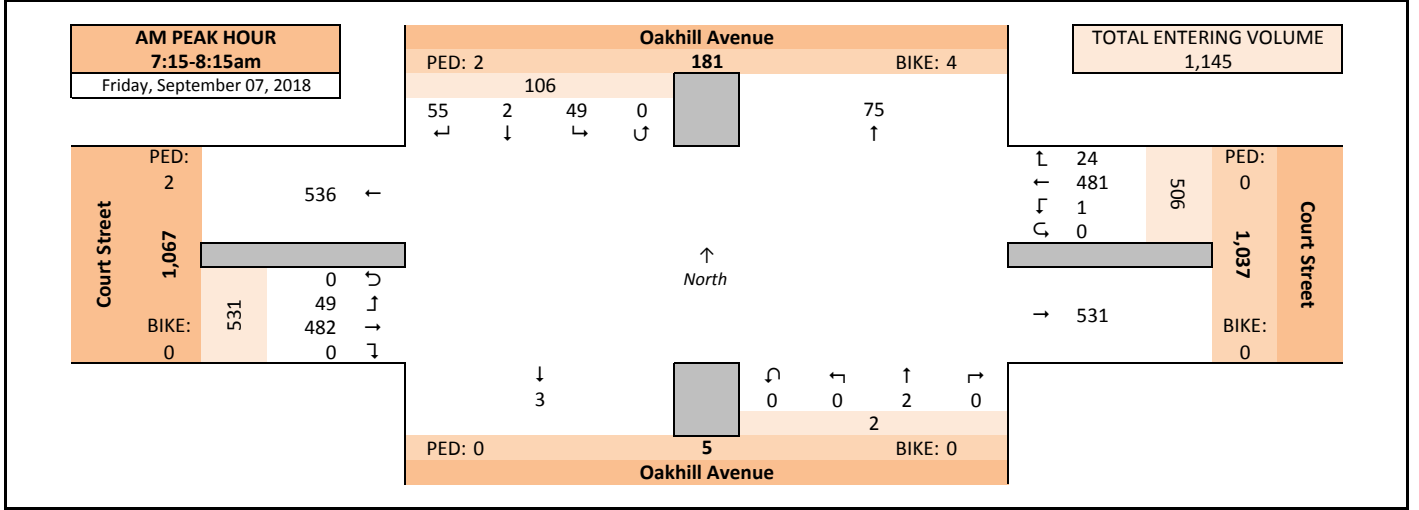
Count Basics		Page 2 of 11	
Start Date:	Friday, September 07, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

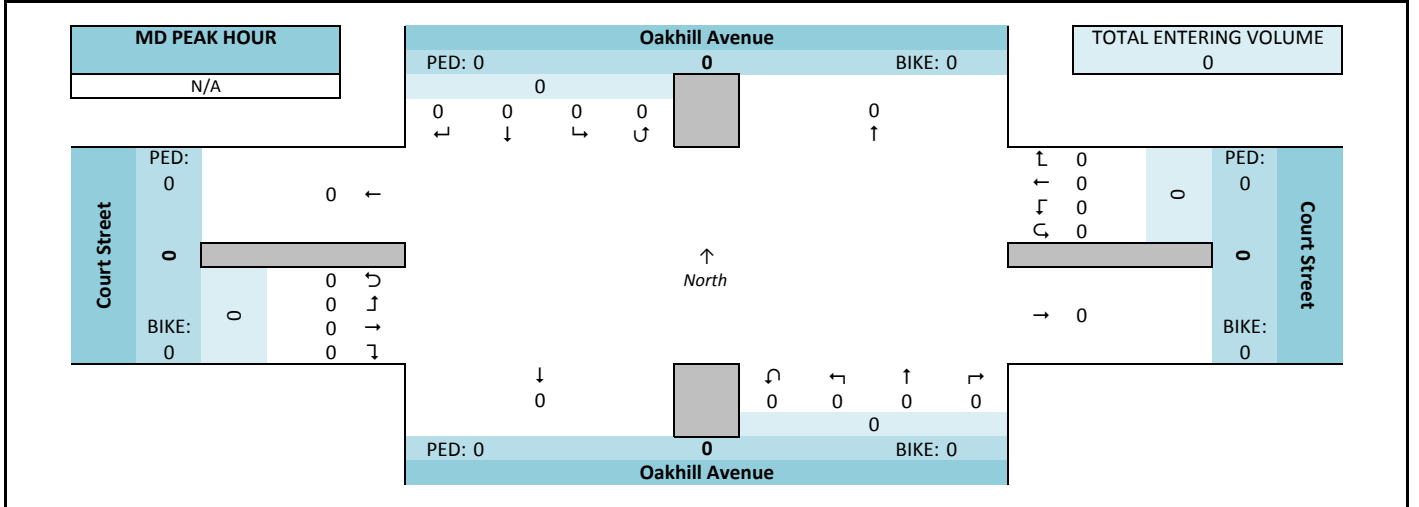
Oakhill Avenue and Court Street



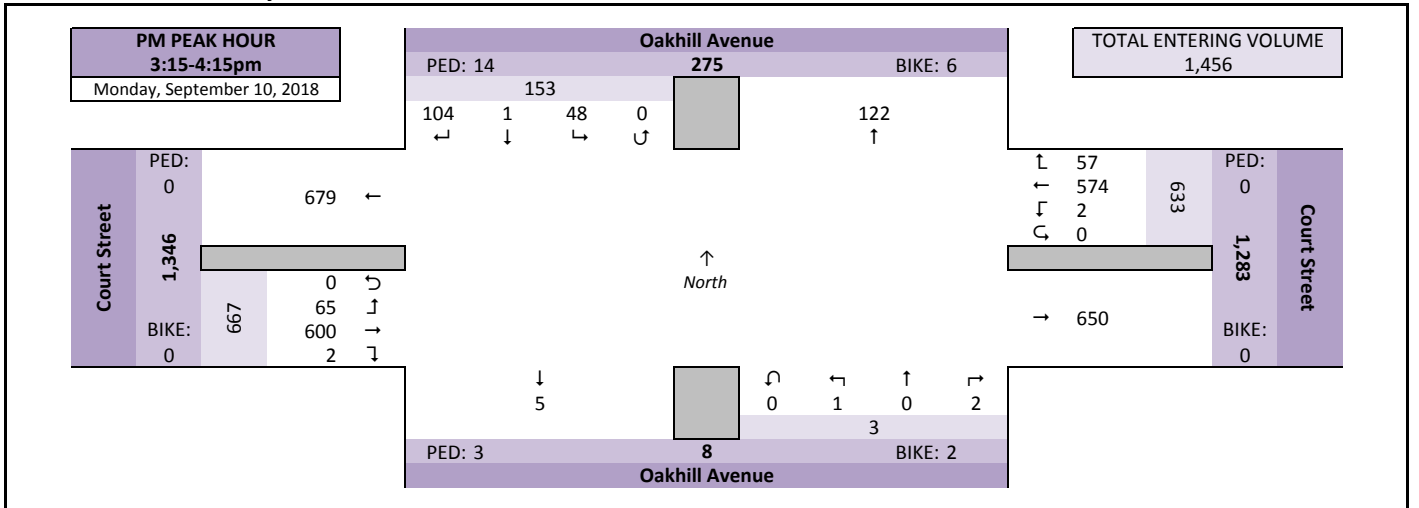
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

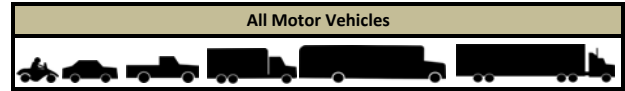


Intersection Traffic Volume Report

Count Basics		Page 3 of 11	
Start Date:	Friday, September 07, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Summary

Oakhill Avenue and Court Street



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 07, 2018		From North					From East					From South					From West					Totals
		Oakhill Avenue					Court Street					Oakhill Avenue					Court Street					
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM Peak Hour	7:15 AM	9	1	8	0	18	3	110	0	0	113	0	0	0	0	0	0	0	85	7	0	92
	7:30 AM	18	0	13	0	31	10	148	0	0	158	0	0	0	0	0	0	0	135	15	0	150
	7:45 AM	17	0	16	0	33	6	135	0	0	141	0	0	0	0	0	0	0	161	16	0	177
	8:00 AM	11	1	12	0	24	5	88	1	0	94	0	2	0	0	2	0	0	101	11	0	112
	Peak Hour Volume	55	2	49	0	106	24	481	1	0	506	0	2	0	0	2	0	0	482	49	0	531
	Rounded Hourly Volume	55	0	50	0	105	25	480	0	0	505	0	0	0	0	0	0	0	480	50	0	530
	% Single Unit Trucks	1.8	0.0	2.0	0.0	1.9	0.0	4.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	2.0	0.0	3.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6
	% Trucks (Total)	1.8	0.0	2.0	0.0	1.9	0.0	5.2	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	2.0	0.0	3.6
	Peak Hour Factor (PHF)	0.76	0.50	0.77	0.00	0.80	0.60	0.81	0.25	0.00	0.80	0.00	0.25	0.00	0.00	0.25	0.00	0.75	0.77	0.00	0.75	0.82

N/A		From North					From East					From South					From West					Totals
		Oakhill Avenue					Court Street					Oakhill Avenue					Court Street					
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

Monday, September 10, 2018		From North					From East					From South					From West					Totals
		Oakhill Avenue					Court Street					Oakhill Avenue					Court Street					
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
PM Peak Hour	3:15 PM	37	0	13	0	50	15	164	2	0	181	1	0	0	0	1	1	131	10	0	142	
	3:30 PM	22	0	17	0	39	18	132	0	0	150	0	0	0	0	0	1	204	24	0	229	
	3:45 PM	27	1	7	0	35	13	153	0	0	166	0	0	0	0	0	0	153	19	0	172	
	4:00 PM	18	0	11	0	29	11	125	0	0	136	1	0	1	0	2	0	112	12	0	124	
	Peak Hour Volume	104	1	48	0	153	57	574	2	0	633	2	0	1	0	3	2	600	65	0	667	
	Rounded Hourly Volume	105	0	50	0	155	55	575	0	0	630	0	0	0	0	0	0	600	65	0	665	
	% Single Unit Trucks	1.0	0.0	0.0	0.0	0.7	1.8	3.7	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	2.8	3.1	0.0	2.8	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	
	% Trucks (Total)	1.0	0.0	0.0	0.0	0.7	1.8	3.7	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.1	0.0	3.0	
Peak Hour Factor (PHF)	0.70	0.25	0.71	0.00	0.76	0.79	0.87	0.25	0.00	0.87	0.50	0.00	0.25	0.00	0.37	0.50	0.74	0.68	0.00	0.73		

Peak Hour Pedestrian and Bicyclist Volumes

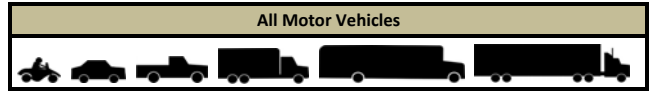
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Oakhill Avenue			Court Street			Oakhill Avenue			Court Street			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	2	1	3	0	0	0	0	0	0	2	0	2	
	Total	2	4	6	0	0	0	0	0	0	2	0	2	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	Total	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	
	3:30 PM	1	3	4	0	0	0	0	0	0	0	0	0	
	3:45 PM	13	0	13	0	0	0	3	2	5	0	0	0	
	4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	
	Total	14	6	20	0	0	0	3	2	5	0	0	0	

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Friday, September 07, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

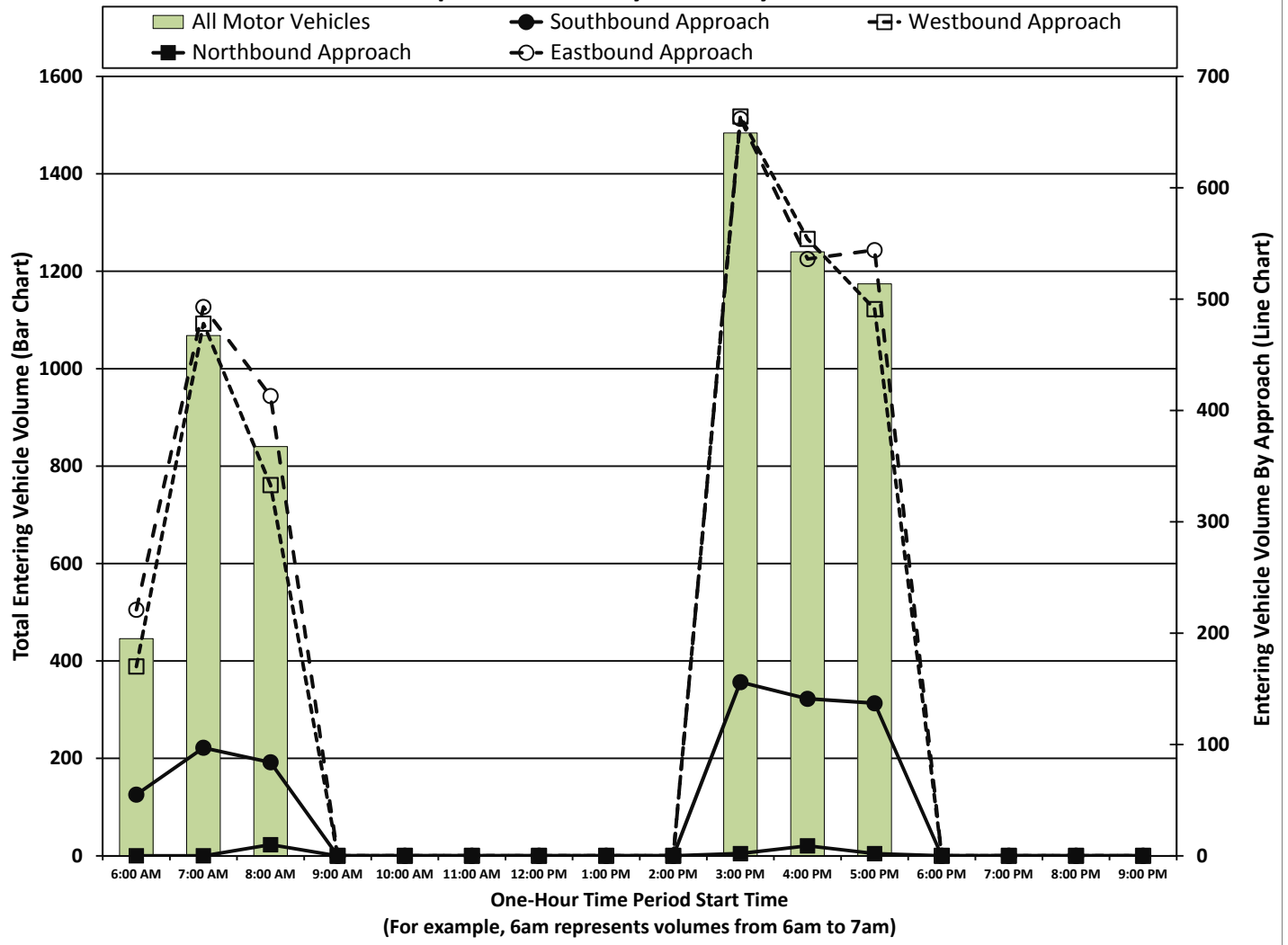
Oakhill Avenue and Court Street



One-Hour Motor Vehicle Data

One-Hour Time Period	From North Oakhill Avenue					From East Court Street					From South Oakhill Avenue					From West Court Street					Total Vehicle Volume	Directional Volume Totals		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S	
	Start Time																							
AM	6:00 AM	26	2	27	0	55	5	165	0	0	170	0	0	0	0	0	3	206	12	0	221	446	391	55
	7:00 AM	51	1	45	0	97	22	455	1	0	478	0	0	0	0	0	3	448	42	0	493	1068	971	97
	8:00 AM	54	1	29	0	84	17	313	3	0	333	6	3	1	0	10	1	375	37	0	413	840	746	94
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	106	1	49	0	156	66	596	2	0	664	2	0	0	0	2	2	595	65	0	662	1484	1326	158
	4:00 PM	97	0	44	0	141	38	515	1	0	554	6	0	3	0	9	0	485	51	0	536	1240	1090	150
	5:00 PM	89	3	45	0	137	34	457	0	0	491	1	1	0	0	2	0	482	62	0	544	1174	1035	139
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals	423	8	239	0	670	182	2501	7	0	2690	15	4	4	0	23	9	2591	269	0	2869	6252	5559	693

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Oakhill Avenue and Court Street



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Oakhill Avenue			Court Street			Oakhill Avenue			Court Street				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	8
7:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	2	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	2	1	3	0	0	0	0	0	0	2	0	2	5	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	2	2	4	0	0	0	0	0	0	0	0	0	4	28
3:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	2	25
3:30 PM	1	3	4	0	0	0	0	0	0	0	0	0	4	26
3:45 PM	13	0	13	0	0	0	3	2	5	0	0	0	18	28
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	10
4:15 PM	2	1	3	0	0	0	0	0	0	0	0	0	3	15
4:30 PM	2	1	3	0	0	0	1	2	3	0	0	0	6	15
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
5:00 PM	3	2	5	0	0	0	1	0	1	0	0	0	6	12
5:15 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	0
5:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	0
5:45 PM	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
6:15 PM	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
6:45 PM	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
7:15 PM	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
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	32	16	48	0	0	0	5	4	9	2	0	2	59	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 11	
Start Date:	Tuesday, September 11, 2018	Weekday	Schools in Session		
Total Number of Hours Counted:	6	Non-Holiday	No Special Events		

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

Intersection of: **Pine Street and Court Street**

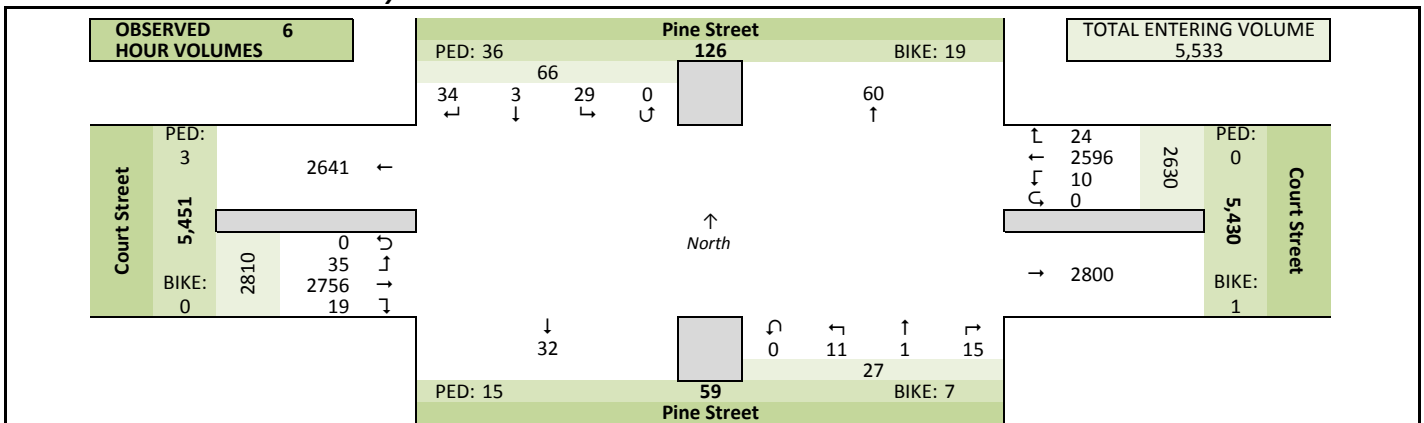
Site Information

Municipality	Janesville		
County	Rock	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names	North Direction ↑		
North Leg	Pine Street		
East Leg	Court Street		
South Leg	Pine Street		
West Leg	Court Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None	None	

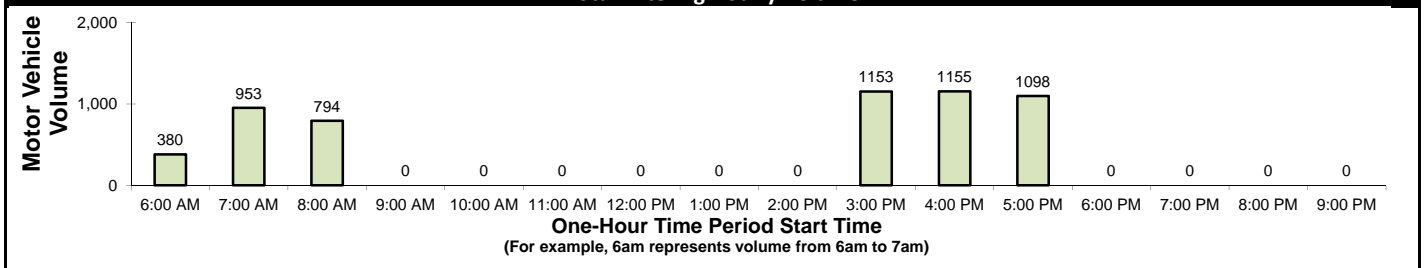
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Thursday, September 06, 2018	Weather	
AM Peak Period	Tuesday, September 11, 2018	Clear & Dry	
Midday Peak Period			
PM Peak Period	Wednesday, September 12, 2018	Clear & Dry	
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 3:15-4:15pm
Peak Hours Selected for Analysis			
	AM 7:15-8:15am	MD	PM 3:15-4:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.899	Count Expansion Factor	2.675
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	Ron Andryk	
	Midday Peak Period		
	PM Peak Period	Ron Andryk	
Comments	2016 DOT Seasonal Factors and Expansion Factors		

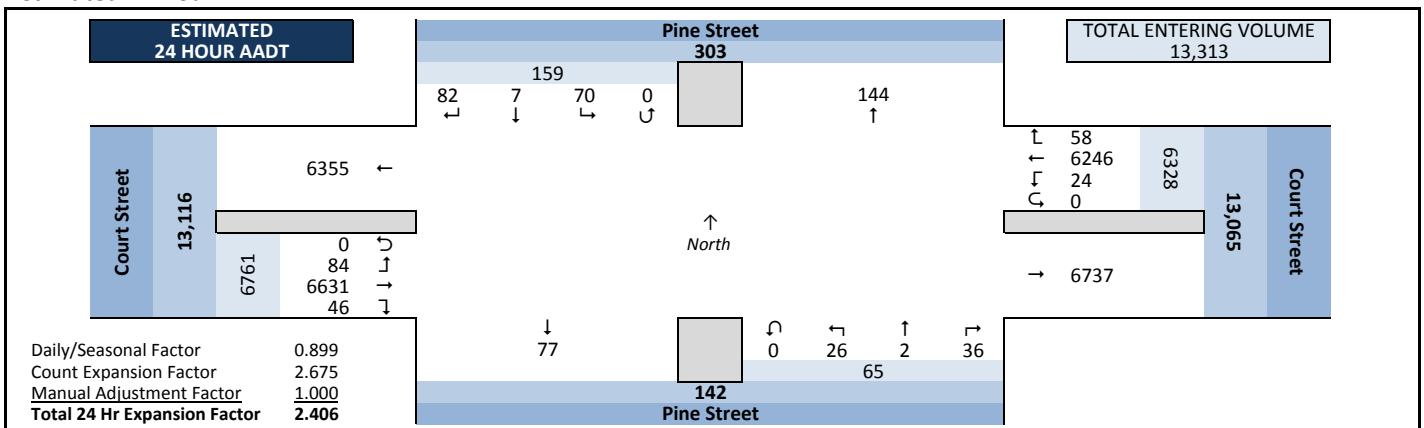
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

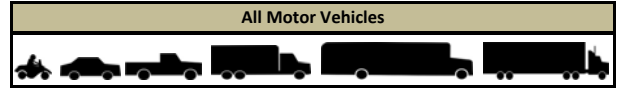


Intersection Traffic Volume Report

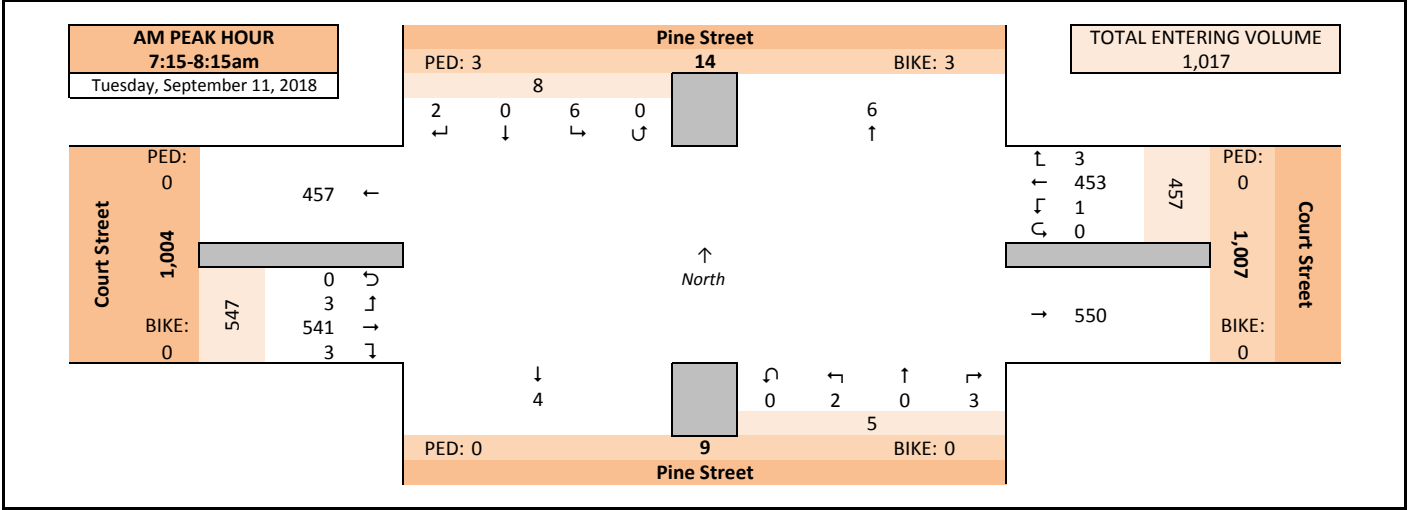
Count Basics		Page 2 of 11	
Start Date:	Tuesday, September 11, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

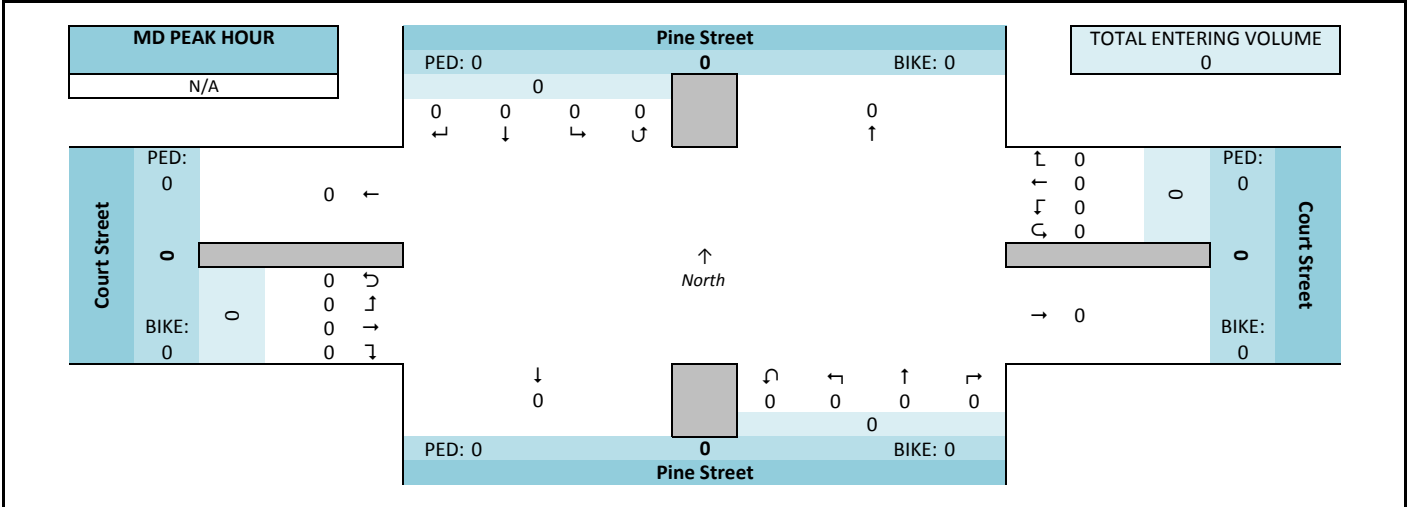
Pine Street and Court Street



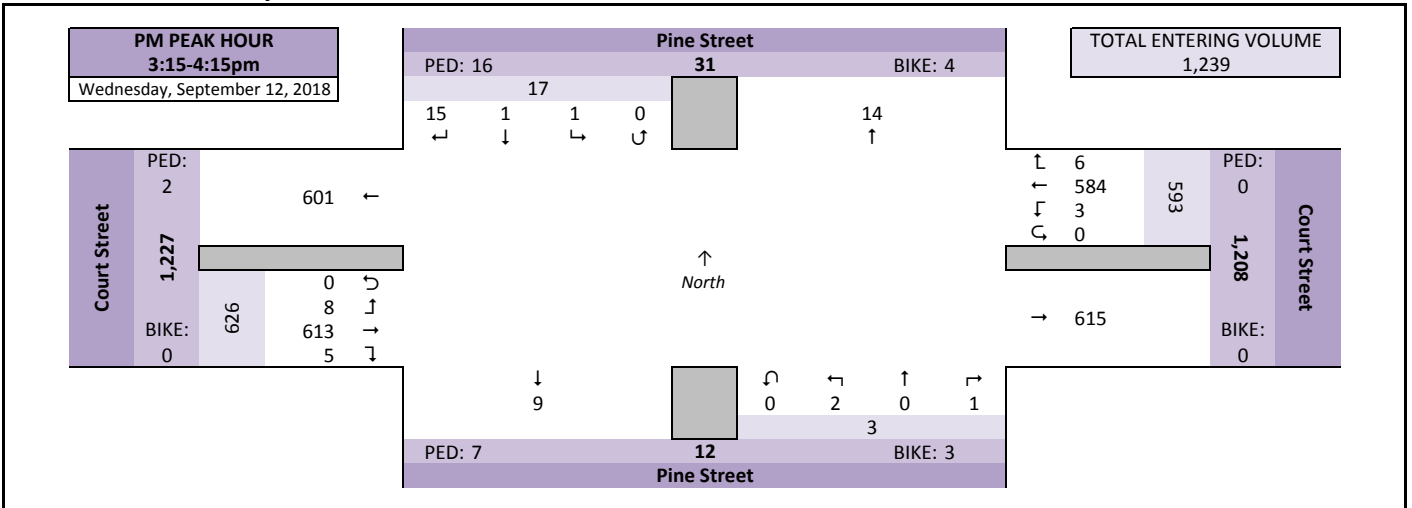
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

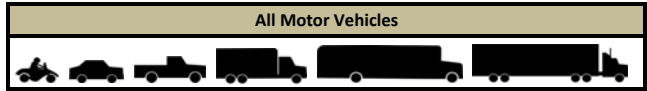


Intersection Traffic Volume Report

Count Basics		Page 4 of 11	
Start Date:	Tuesday, September 11, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

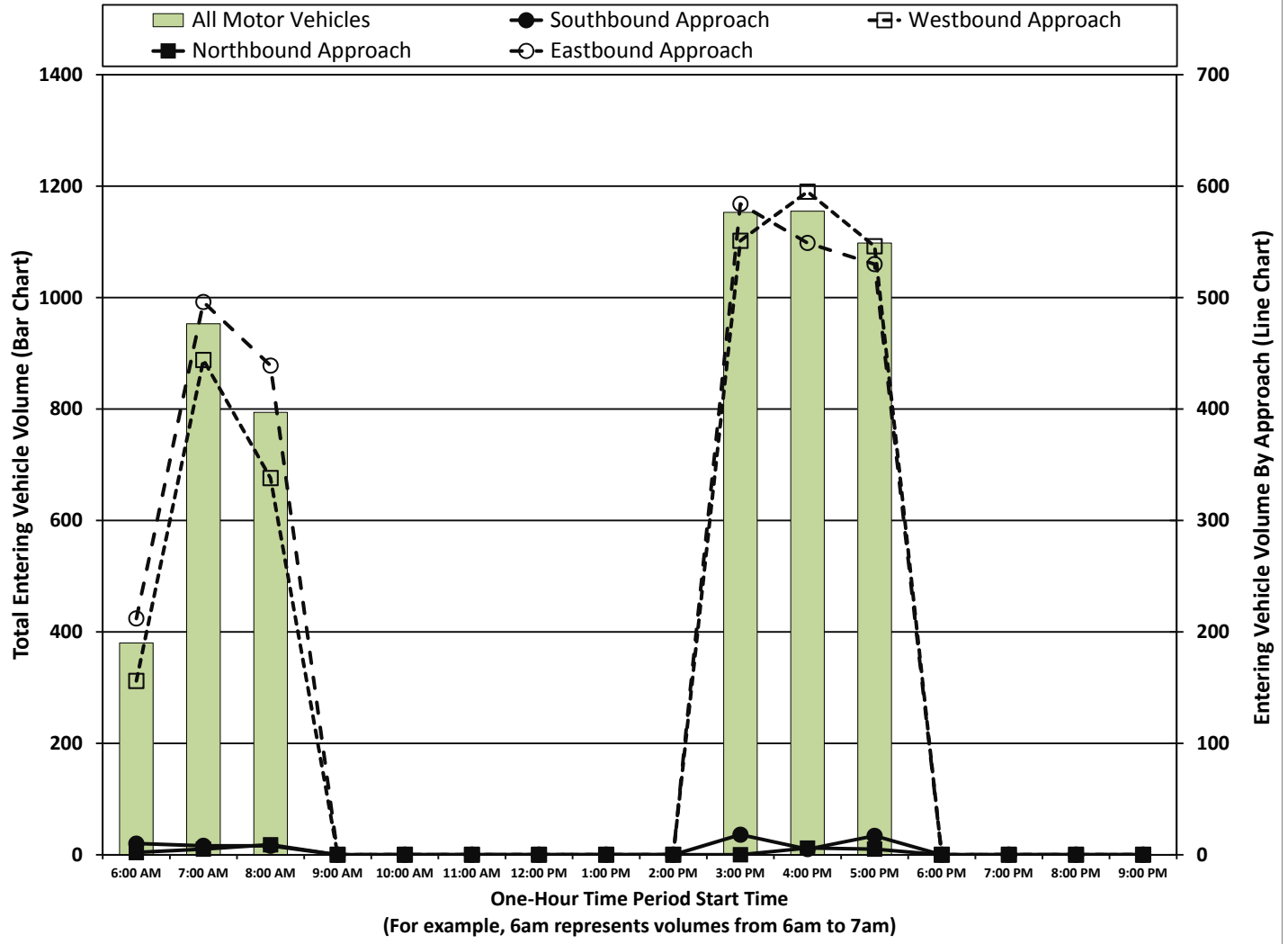
Pine Street and Court Street



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
	Pine Street					Court Street					Pine Street					Court Street						E/W	N/S
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	4	1	5	0	10	0	156	0	0	156	1	0	1	0	2	1	209	2	0	212	380	368	12
7:00 AM	2	1	5	0	8	2	441	1	0	444	4	0	1	0	5	2	491	3	0	496	953	940	13
8:00 AM	4	0	4	0	8	3	335	0	0	338	5	1	3	0	9	7	430	2	0	439	794	777	17
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	14	1	3	0	18	6	542	3	0	551	0	0	0	0	0	5	569	10	0	584	1153	1135	18
4:00 PM	4	0	1	0	5	7	583	5	0	595	3	0	3	0	6	4	536	9	0	549	1155	1144	11
5:00 PM	6	0	11	0	17	6	539	1	0	546	2	0	3	0	5	0	521	9	0	530	1098	1076	22
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	34	3	29	0	66	24	2596	10	0	2630	15	1	11	0	27	19	2756	35	0	2810	5533	5440	93

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Pine Street and Court Street



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Pine Street			Court Street			Pine Street			Court Street				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:15 AM	1	0	1	0	1	1	0	0	0	0	0	0	2	6
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:45 AM	0	1	1	0	0	0	0	1	1	0	0	0	2	9
7:00 AM	0	1	1	0	0	0	1	0	1	0	0	0	2	7
7:15 AM	2	1	3	0	0	0	0	0	0	0	0	0	3	6
7:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	11
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	1	0	1	0	0	0	2	0	2	0	0	0	3	
8:45 AM	4	1	5	0	0	0	0	1	1	1	0	1	7	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	1	1	0	0	0	2	0	2	0	0	0	3	29
3:15 PM	1	1	2	0	0	0	0	0	0	0	0	0	2	32
3:30 PM	3	1	4	0	0	0	1	3	4	0	0	0	8	34
3:45 PM	11	2	13	0	0	0	1	0	1	2	0	2	16	29
4:00 PM	1	0	1	0	0	0	5	0	5	0	0	0	6	19
4:15 PM	0	3	3	0	0	0	0	1	1	0	0	0	4	15
4:30 PM	2	0	2	0	0	0	0	1	1	0	0	0	3	19
4:45 PM	3	3	6	0	0	0	0	0	0	0	0	0	6	17
5:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	11
5:15 PM	3	2	5	0	0	0	3	0	3	0	0	0	8	
5:30 PM	1	0	1	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	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	36	19	55	0	1	1	15	7	22	3	0	3	81	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 11	
Start Date:	Tuesday, September 11, 2018	Weekday	Schools in Session		
Total Number of Hours Counted:	6	Non-Holiday	No Special Events		

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

Intersection of: **Pearl Street and Court Street**

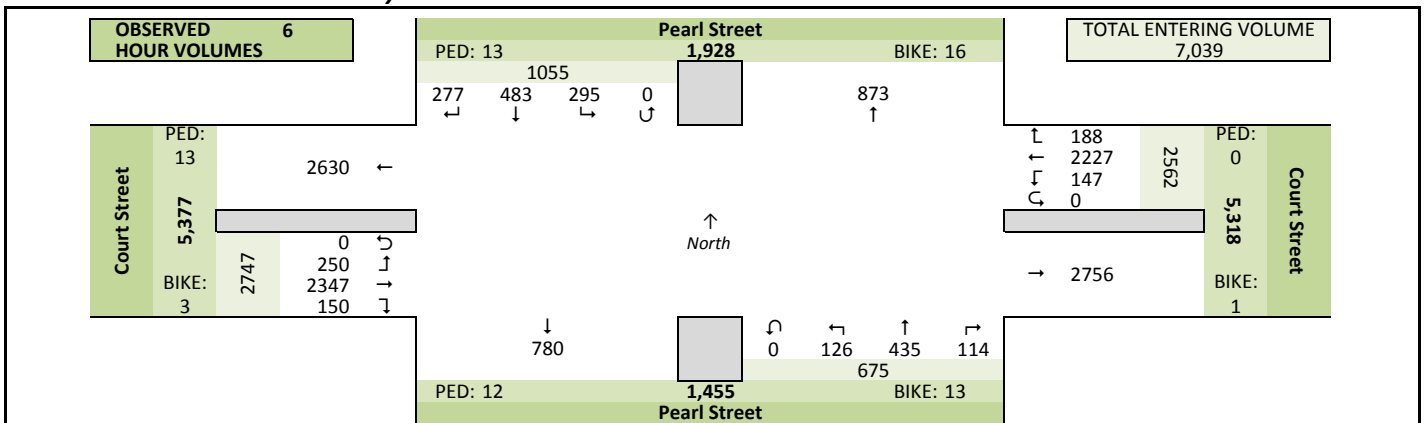
Site Information

Municipality	Janesville		
County	Rock	WisDOT Region	SW-M
Traffic Control	Traffic Signal		
Roadway Names	North Direction ↑		
North Leg	Pearl Street		
East Leg	Court Street		
South Leg	Pearl Street		
West Leg	Court Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

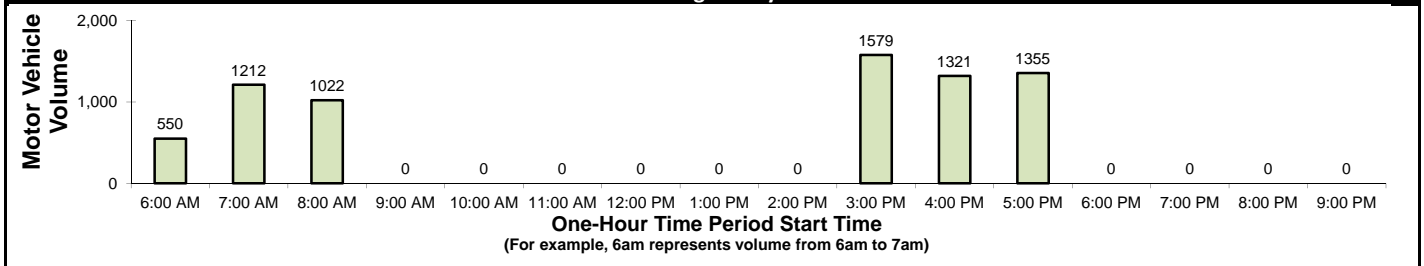
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Tuesday, September 11, 2018	Weather	
AM Peak Period	Tuesday, September 11, 2018	Clear & Dry	
Midday Peak Period			
PM Peak Period	Monday, September 17, 2018	Clear & Dry	
Calculated Peak Hours			
	AM 7:15-8:15am	MD	PM 3:00-4:00pm
Peak Hours Selected for Analysis			
	AM 7:15-8:15am	MD	PM 3:15-4:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.946	Count Expansion Factor	2.675
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period		
	PM Peak Period	Wendy Picard	
Comments	2016 DOT Seasonal Factors and Expansion Factors		

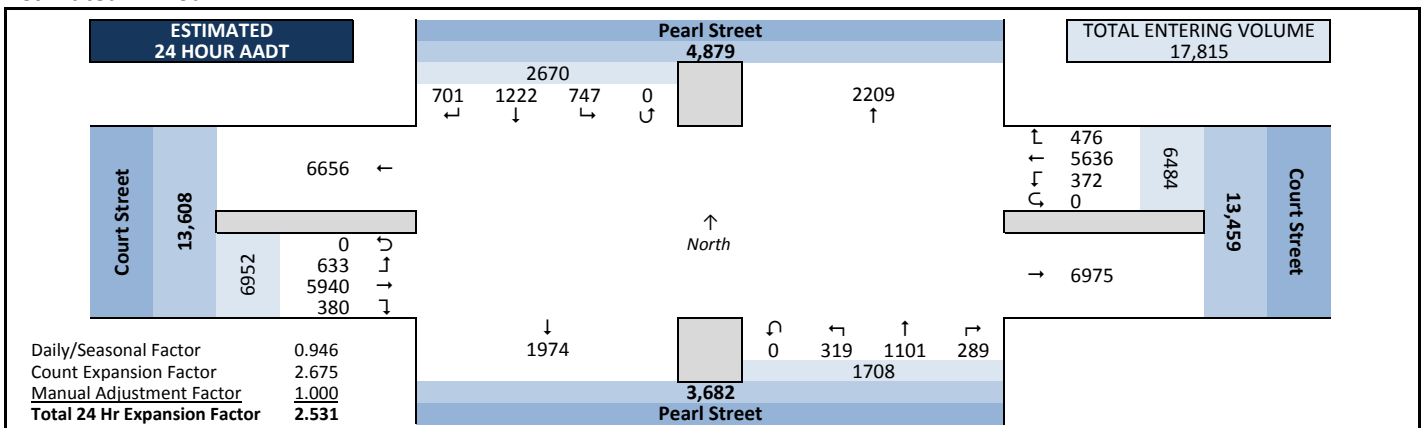
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

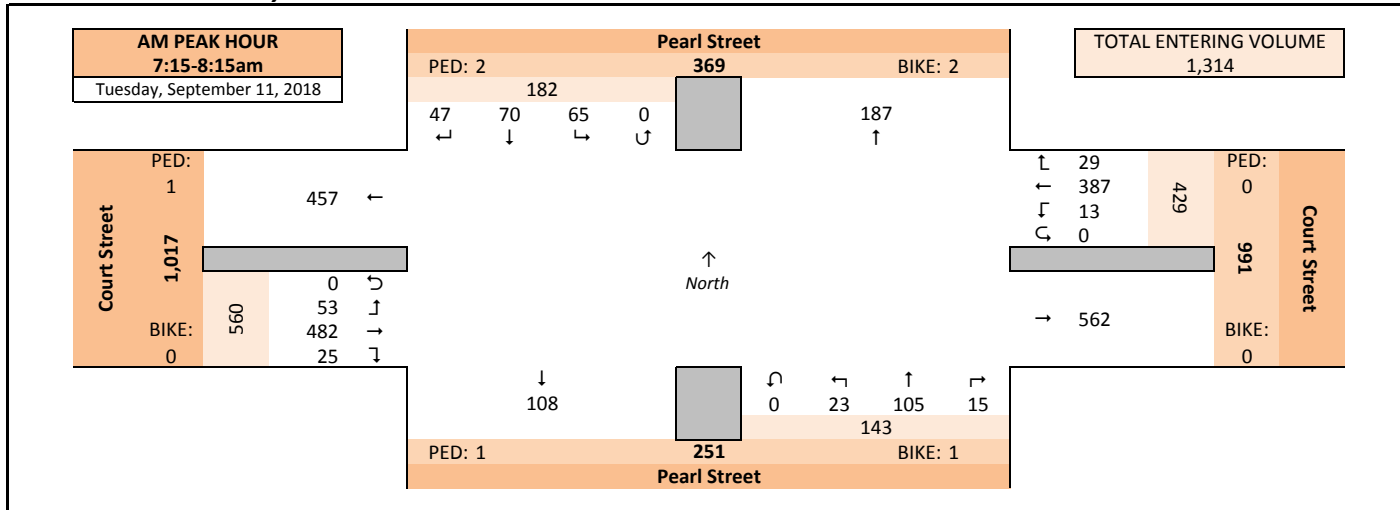
Count Basics		Page 2 of 11	
Start Date:	Tuesday, September 11, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

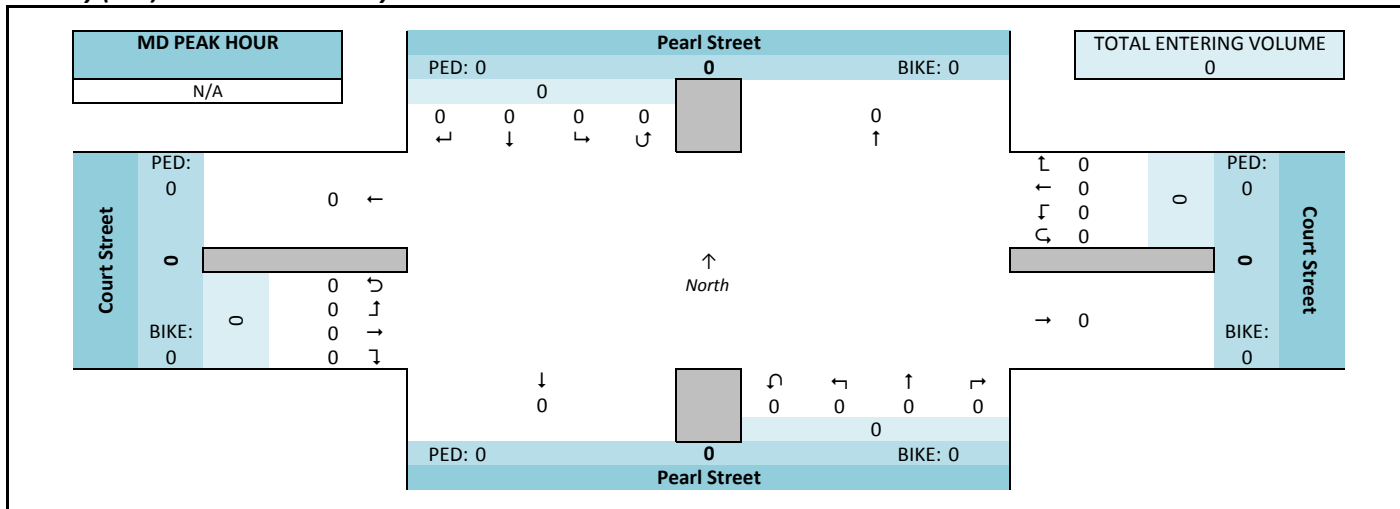
Pearl Street and Court Street



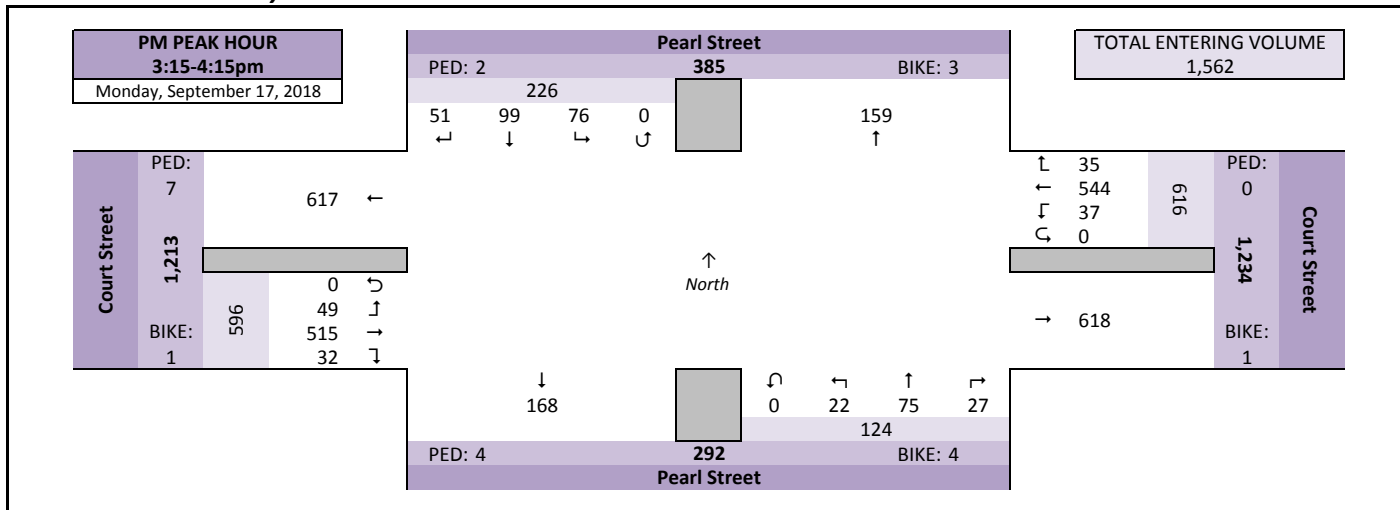
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		Page 3 of 11	
Start Date:	Tuesday, September 11, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Summary

Pearl Street and Court Street



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, September 11, 2018		↓ From North					← From East					↑ From South					→ From West					
		Pearl Street					Court Street					Pearl Street					Court Street					
AM Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	Start Time																					
	7:15 AM	12	14	8	0	34	6	83	4	0	93	5	18	7	0	30	5	95	12	0	112	269
	7:30 AM	17	21	16	0	54	7	128	1	0	136	2	23	4	0	29	7	123	7	0	137	356
	7:45 AM	7	22	25	0	54	5	101	2	0	108	5	37	4	0	46	9	150	20	0	179	387
	8:00 AM	11	13	16	0	40	11	75	6	0	92	3	27	8	0	38	4	114	14	0	132	302
	Peak Hour Volume	47	70	65	0	182	29	387	13	0	429	15	105	23	0	143	25	482	53	0	560	1314
	Rounded Hourly Volume	45	70	65	0	180	30	385	15	0	430	15	105	25	0	145	25	480	55	0	560	1315
	% Single Unit Trucks	29.8	8.6	0.0	0.0	11.0	0.0	3.9	15.4	0.0	4.0	20.0	1.9	4.3	0.0	4.2	0.0	4.1	18.9	0.0	5.4	5.6
	% Heavy Trucks	0.0	0.0	1.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.9	0.0	1.4	0.7
	% Trucks (Total)	29.8	8.6	1.5	0.0	11.5	0.0	3.9	15.4	0.0	4.0	20.0	1.9	4.3	0.0	4.2	0.0	5.6	20.8	0.0	6.8	6.2
Peak Hour Factor (PHF)	0.69	0.80	0.65	0.00	0.84	0.66	0.76	0.54	0.00	0.79	0.75	0.71	0.72	0.00	0.78	0.69	0.80	0.66	0.00	0.78	0.85	

N/A		↓ From North					← From East					↑ From South					→ From West					
		Pearl Street					Court Street					Pearl Street					Court Street					
Midday (MD) Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	Start Time																					
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Monday, September 17, 2018		↓ From North					← From East					↑ From South					→ From West					
		Pearl Street					Court Street					Pearl Street					Court Street					
PM Peak Hour		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	Start Time																					
	3:15 PM	18	25	21	0	64	15	164	9	0	188	8	18	8	0	34	7	108	12	0	127	413
	3:30 PM	17	30	20	0	67	7	105	9	0	121	7	18	5	0	30	10	157	15	0	182	400
	3:45 PM	10	26	16	0	52	3	149	10	0	162	7	26	5	0	38	10	131	13	0	154	406
	4:00 PM	6	18	19	0	43	10	126	9	0	145	5	13	4	0	22	5	119	9	0	133	343
	Peak Hour Volume	51	99	76	0	226	35	544	37	0	616	27	75	22	0	124	32	515	49	0	596	1562
	Rounded Hourly Volume	50	100	75	0	225	35	545	35	0	615	25	75	20	0	120	30	515	50	0	595	1555
	% Single Unit Trucks	3.9	5.1	1.3	0.0	3.5	2.9	2.9	2.7	0.0	2.9	3.7	6.7	4.5	0.0	5.6	6.2	1.6	4.1	0.0	2.0	2.9
	% Heavy Trucks	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	0.0	0.8	0.0	0.2	0.0	0.0	0.2	0.1
	% Trucks (Total)	3.9	5.1	1.3	0.0	3.5	2.9	2.9	2.7	0.0	2.9	7.4	6.7	4.5	0.0	6.5	6.2	1.7	4.1	0.0	2.2	3.0
Peak Hour Factor (PHF)	0.71	0.82	0.90	0.00	0.84	0.58	0.83	0.92	0.00	0.82	0.84	0.72	0.69	0.00	0.82	0.80	0.82	0.82	0.00	0.82	0.95	

Peak Hour Pedestrian and Bicyclist Volumes

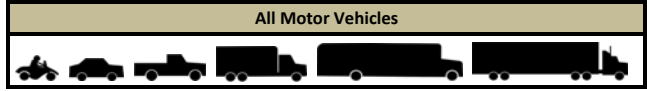
Pedestrians and Bicyclists		Crossing ← → North Approach			Crossing ↑ ↓ East Approach			Crossing ↔ South Approach			Crossing ↕ West Approach			Total Ped & Bike
		Pearl Street			Court Street			Pearl Street			Court Street			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	1	1	2	0	0	0	0	0	0	1	0	1	3
	7:30 AM	1	1	2	0	0	0	0	1	1	0	0	0	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
	Total	2	2	4	0	0	0	1	1	2	1	0	1	7
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	1	1	0	0	0	0	0	0	4	0	4	5
	3:30 PM	0	0	0	0	0	0	0	3	3	0	0	0	3
	3:45 PM	0	2	2	0	0	0	1	1	2	1	0	1	5
	4:00 PM	2	0	2	0	1	1	3	0	3	2	1	3	9
	Total	2	3	5	0	1	1	4	4	8	7	1	8	22

Intersection Traffic Volume Report

Count Basics		Page 4 of 11	
Start Date:	Tuesday, September 11, 2018	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

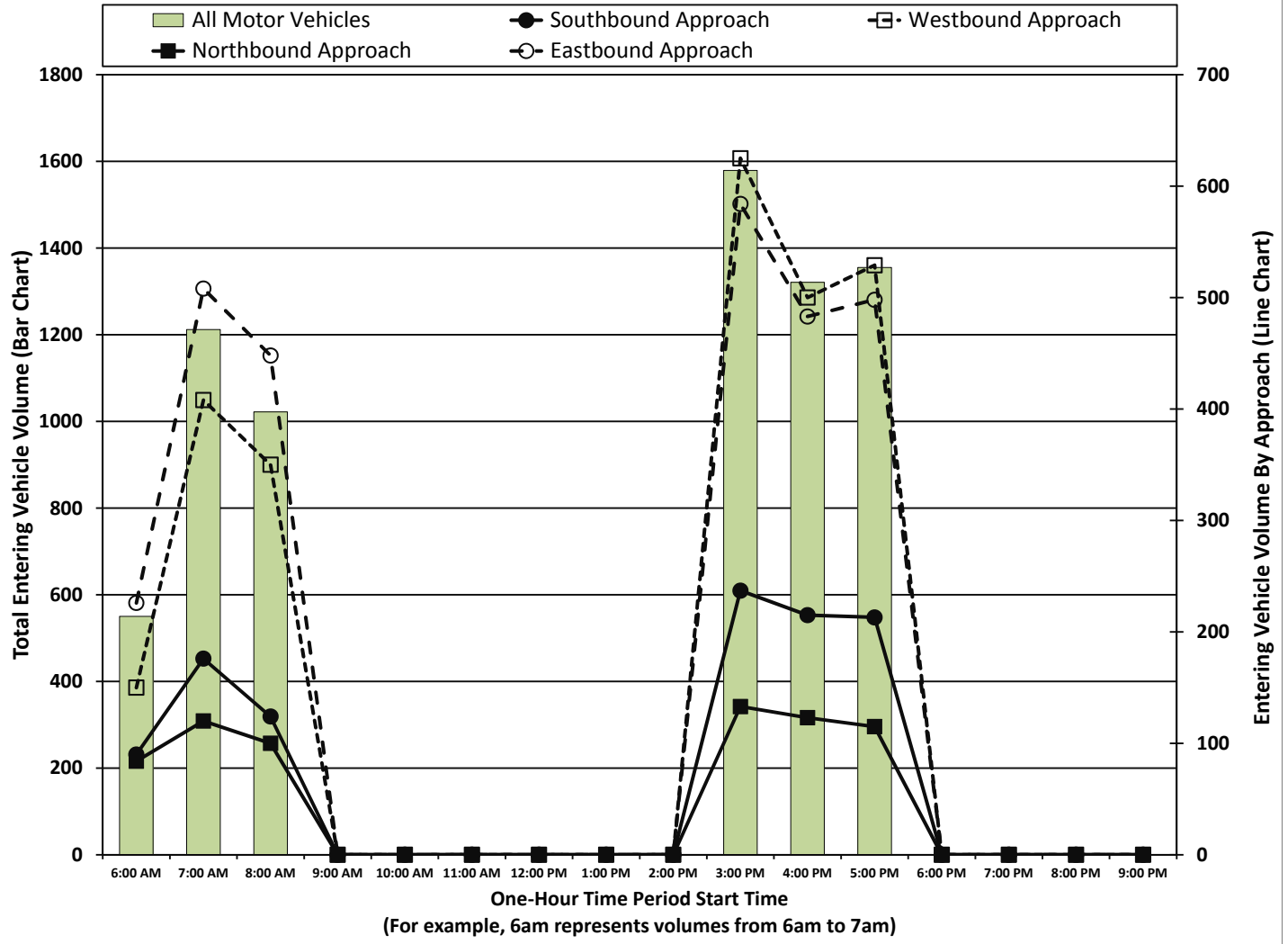
Pearl Street and Court Street



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
	Pearl Street					Court Street					Pearl Street					Court Street						E/W	N/S
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	18	48	24	0	90	12	123	15	0	150	9	67	8	0	84	7	199	20	0	226	550	376	174
7:00 AM	45	71	60	0	176	22	378	8	0	408	15	87	18	0	120	24	436	48	0	508	1212	916	296
8:00 AM	35	44	45	0	124	40	292	18	0	350	26	58	16	0	100	30	359	59	0	448	1022	798	224
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	61	110	66	0	237	34	553	38	0	625	26	80	27	0	133	36	501	47	0	584	1579	1209	370
4:00 PM	68	95	52	0	215	40	426	34	0	500	16	76	31	0	123	21	430	32	0	483	1321	983	338
5:00 PM	50	115	48	0	213	40	455	34	0	529	22	67	26	0	115	32	422	44	0	498	1355	1027	328
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	277	483	295	0	1055	188	2227	147	0	2562	114	435	126	0	675	150	2347	250	0	2747	7039	5309	1730

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Pearl Street and Court Street



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Pearl Street			Court Street			Pearl Street			Court Street				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	4
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	2	9
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	7
7:15 AM	1	1	2	0	0	0	0	0	1	0	1	3	7	7
7:30 AM	1	1	2	0	0	0	0	1	1	0	0	3	5	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	1	0	1	0	0	1	9	9
8:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	
8:45 AM	2	0	2	0	0	0	2	1	3	1	0	1	6	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	2	2	0	0	0	2	15
3:15 PM	0	1	1	0	0	0	0	0	0	4	0	4	5	22
3:30 PM	0	0	0	0	0	0	0	3	3	0	0	3	25	25
3:45 PM	0	2	2	0	0	0	1	1	2	1	0	1	5	25
4:00 PM	2	0	2	0	1	1	3	0	3	2	1	3	9	23
4:15 PM	0	2	2	0	0	0	4	1	5	1	0	1	8	17
4:30 PM	1	1	2	0	0	0	0	1	1	0	0	0	3	12
4:45 PM	1	2	3	0	0	0	0	0	0	0	0	0	3	11
5:00 PM	1	1	2	0	0	0	0	0	0	0	1	1	3	14
5:15 PM	0	0	0	0	0	0	1	0	1	2	0	2	3	
5:30 PM	1	0	1	0	0	0	0	1	1	0	0	0	2	
5:45 PM	1	1	2	0	0	0	0	2	2	1	1	2	6	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	13	16	29	0	1	1	12	13	25	13	3	16	71	

Special Pedestrians

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

APPENDIX B

Historic Growth Calculations

Court Street
Growth Rate Analysis

Court Street, East of Crosby Ave

Year	AADT
1989	7480
2001	13600
2003	12200
2010	10300
2013	10600
2016	11600

Growth Rate calculation

Year 2016: $89.615 * (2016) - 168745 = 11919$
 Year 2003: $89.615 * (2003) - 168745 = 10754$

FV = PV (1+x) ^n
 $11,919 = 10,754 (1 + X) ^{13}$
 $x = 0.8\%$

1986 thru 2003 -->

$y = 89.615x - 168745$

Court Street, East of Arch Street

Year	AADT
1977	10450
1983	11710
1986	13430
1989	13430
1995	14000
1998	14100
2001	15800
2003	12600
2010	11900
2013	11200
2016	11900

Year 2016: $3.508 * (2016) + 5767.9 = 12840$
 Year 2003: $3.508 * (2003) + 5767.9 = 12794$

FV = PV (1+x) ^n
 $12,840 = 12,794 (1 + X) ^{13}$
 $x = 0.03\%$

$y = 3.508x + 5767.9$

Court Street, West of Pearl Street

Year	AADT
1998	12000
2001	14300
2003	13700
2010	11200
2013	10600
2016	10900

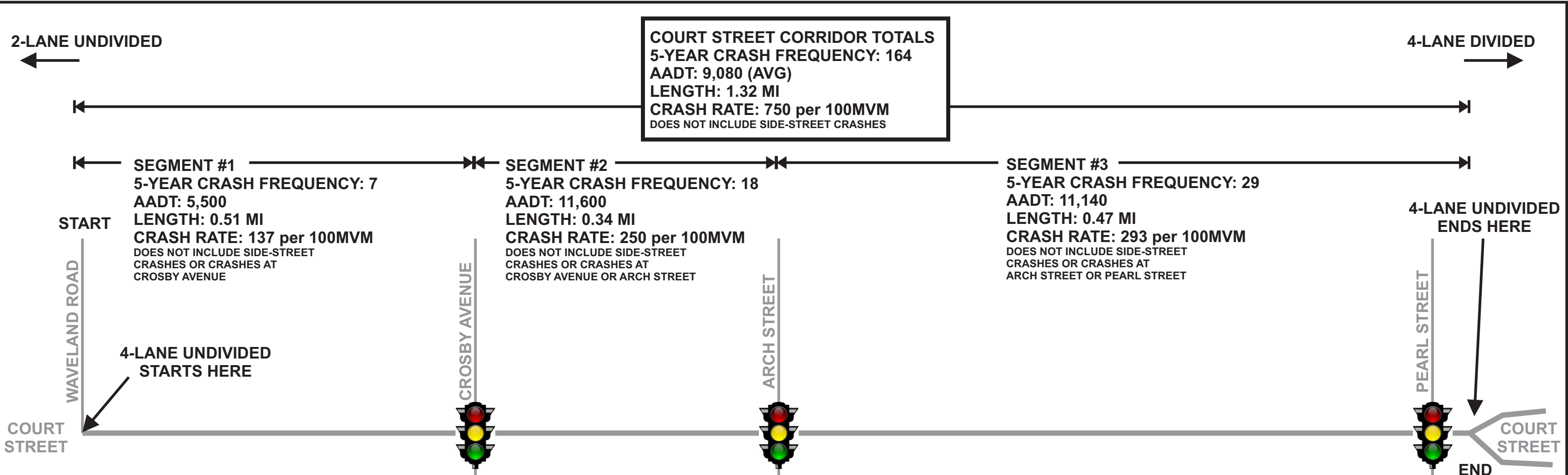
Year 2016: $-159.11 * (2016) + 331427 = 10661$
 Year 2003: $-159.11 * (2003) + 331427 = 12730$

FV = PV (1+x) ^n
 $10,661 = 12,730 (1 + X) ^{13}$
 $x = -1.4\%$

$y = -159.11x + 331427$

APPENDIX C

Collision Diagrams



COURT STREET CORRIDOR TOTALS
 5-YEAR CRASH FREQUENCY: 164
 AADT: 9,080 (AVG)
 LENGTH: 1.32 MI
 CRASH RATE: 750 per 100MVM
 DOES NOT INCLUDE SIDE-STREET CRASHES

SEGMENT #1
 5-YEAR CRASH FREQUENCY: 7
 AADT: 5,500
 LENGTH: 0.51 MI
 CRASH RATE: 137 per 100MVM
 DOES NOT INCLUDE SIDE-STREET CRASHES OR CRASHES AT CROSBY AVENUE

SEGMENT #2
 5-YEAR CRASH FREQUENCY: 18
 AADT: 11,600
 LENGTH: 0.34 MI
 CRASH RATE: 250 per 100MVM
 DOES NOT INCLUDE SIDE-STREET CRASHES OR CRASHES AT CROSBY AVENUE OR ARCH STREET

SEGMENT #3
 5-YEAR CRASH FREQUENCY: 29
 AADT: 11,140
 LENGTH: 0.47 MI
 CRASH RATE: 293 per 100MVM
 DOES NOT INCLUDE SIDE-STREET CRASHES OR CRASHES AT ARCH STREET OR PEARL STREET

CROSBY AVENUE INTERSECTION
 5-YEAR CRASH FREQUENCY: 55
 ENTERING AADT: 15,950
 CRASH RATE: 1.89 per MEV
 INCLUDES ALL CRASHES IN FUNCTIONAL AREA OF INTERSECTION

ARCH STREET INTERSECTION
 5-YEAR CRASH FREQUENCY: 17
 ENTERING AADT: 13,650
 CRASH RATE: 0.68 per MEV
 INCLUDES ALL CRASHES IN FUNCTIONAL AREA OF INTERSECTION

PEARL STREET INTERSECTION
 5-YEAR CRASH FREQUENCY: 38
 ENTERING AADT: 14,450
 CRASH RATE: 1.44 per MEV
 INCLUDES ALL CRASHES IN FUNCTIONAL AREA OF INTERSECTION

SEGMENT CRASH STATISTICS

Total Number of Crashes (5-Year Period)	164					
AAADT	9,080					
Length (Miles)	1.32					
Crash Rate per 100 Million Vehicle Miles	749.76					

Crash Type	K	A	B	C	PDO	TOTAL
Right Angle	0	0	7	8	30	45
Left Turn	0	0	2	4	16	22
Rear End	0	0	2	15	36	53
Sideswipe-Opposite	0	0	0	0	0	0
Sideswipe-Same	0	0	0	1	9	10
Merging	0	0	0	0	0	0
Head On	0	0	0	0	0	0
Hit Object	0	0	2	0	7	9
Run Off Road	0	0	0	1	1	2
Pedestrian/Bicycle	1	1	7	6	1	16
Overturn	1	0	0	0	0	1
Other	0	0	0	1	5	6
Totals	2	1	20	36	105	164

Light Conditions	K	A	B	C	PDO	TOTAL
Daytime, Dusk, Dawn	1	1	19	30	88	139
Nighttime	1	0	1	6	17	25
Totals	2	1	20	36	105	164

Road Conditions	K	A	B	C	PDO	TOTAL
Wet	0	0	2	4	23	29
Dry, Snow, Ice, Other	2	1	18	32	82	135
Totals	2	1	20	36	105	164

THIS TABLE INCLUDES ALL CRASHES INVOLVING VEHICLES DRIVING ON, ACROSS, TURNING ON OR TURNING OFF OF COURT STREET.



LEGEND

- Moving Vehicle (arrow)
- Backing Vehicle (double arrow)
- Pedestrian (figure)
- Bicyclist (figure with wheels)
- Parked Vehicle (rectangle with 'P')
- Traffic Signal (circle with 'T')
- Stop/Yield Sign (octagon with 'S' or 'Y')
- Tree (circle with 'T')
- Utility Pole (circle with 'U')
- Fixed Object (circle with 'F')
- Non-Fixed Object (circle with 'N')
- Angle (Right Angle) (T-junction arrow)
- Angle (Left Turn) (L-turn arrow)
- Angle (Right Turn) (R-turn arrow)
- Sideswipe-Same (parallel arrows)
- Sideswipe-Opposite (opposite parallel arrows)
- Head-On (opposite arrows)
- Rear-End (arrow hitting from behind)
- Out of Control (wavy arrow)
- Overtake (arrow passing)
- Overturn (arrow with wheel)
- CRASH FREQUENCY (if > 1) (circle with number)
- REFERENCE: ALCOHOL/DRUG INVOLVEMENT ALDG (circle with 'A' or 'D')
- DATE OF CRASH, HOUR, SEVERITY, DARK/LIGHTED, ROAD WET (W) (circle with 'D', 'H', 'S', 'L', 'W')

CRASH SEVERITY DEFINITIONS

- Fatal Crash (red square)
- Incapacitating Injury Crash (orange square)
- Non-Incapacitating Injury Crash (yellow square)
- Possible Injury Crash (green square)
- Property Damage Only Crash (blue square)

**OVERVIEW EXHIBIT
 CRASH HISTORY (2014-2018)
 COURT STREET CORRIDOR
 CITY OF JANESVILLE
 ROCK COUNTY, WISCONSIN**

2-LANE UNDIVIDED



EQ 12/22/17 3 PM

FS 09/14/16 10 PM **C**

GA 07/30/17 12 AM **C**

BP 02/23/16 3 PM

WAVELAND ROAD

4-LANE UNDIVIDED STARTS HERE

SUNSET DRIVE

DRIVEWAY

DRIVEWAY

DRIVEWAY

CROSBY AVENUE ON NEXT EXHIBIT

COURT STREET

COURT STREET

SEGMENT CRASH STATISTICS

Total Number of Crashes (5-Year Period)	7
AADT	5,500
Length (Miles)	0.51
Crash Rate per 100 Million Vehicle Miles	136.74

Crash Type	K	A	B	C	PDO	TOTAL
Right Angle					1	1
Left Turn						0
Rear End				1	1	2
Sideswipe-Opposite						0
Sideswipe-Same				1	1	2
Merging						0
Head On						0
Hit Object						0
Run Off Road				1	1	2
Pedestrian/Bicycle						0
Overturn						0
Other						0
Totals	0	0	0	3	4	7

Light Conditions	K	A	B	C	PDO	TOTAL
Daytime, Dusk, Dawn				2	4	6
Nighttime				1	0	1
Totals	0	0	0	3	4	7

Road Conditions	K	A	B	C	PDO	TOTAL
Wet				1	0	1
Dry, Snow, Ice, Other				2	4	6
Totals	0	0	0	3	4	7

GB 05/22/15 12 AM

FR 03/07/16 3 PM

BO₂ 03/27/16 1 PM **C** W



LEGEND

→ Moving Vehicle	⊙ Traffic Signal	↘ Angle (Right Angle)	↔ Head-On	# = CRASH FREQUENCY (if > 1)	🔴 = Fatal Crash
↔ Backing Vehicle	⊙ Stop/Yield Sign	↙ Angle (Left Turn)	↔ Rear-End	🟡 = "REFERENCE" ALCOHOL/DRUG INVOLVEMENT AL/DG	🟠 = Incapacitating Injury Crash
⋯ Pedestrian	🌳 Tree	↘ Angle (Right Turn)	🌀 Out of Control	📅 DATE OF CRASH, HOUR, SEVERITY, DARK/LIGHTED, ROAD WET (W)	🟡 = Non-Incapacitating Injury Crash
⋯ Bicyclist	🚰 Utility Pole	↔ Sideswipe-Same	↔ Overtake	🟢 = Possible Injury Crash	🟠 = Property Damage Only Crash
🚗 Parked Vehicle	📍 Fixed Object	↔ Sideswipe-Opposite	🌀 Overturn		
	📍 Non-Fixed Object				

**SEGMENT #1
CRASH HISTORY (2014-2018)
COURT STREET CORRIDOR
CITY OF JANESVILLE
ROCK COUNTY, WISCONSIN**

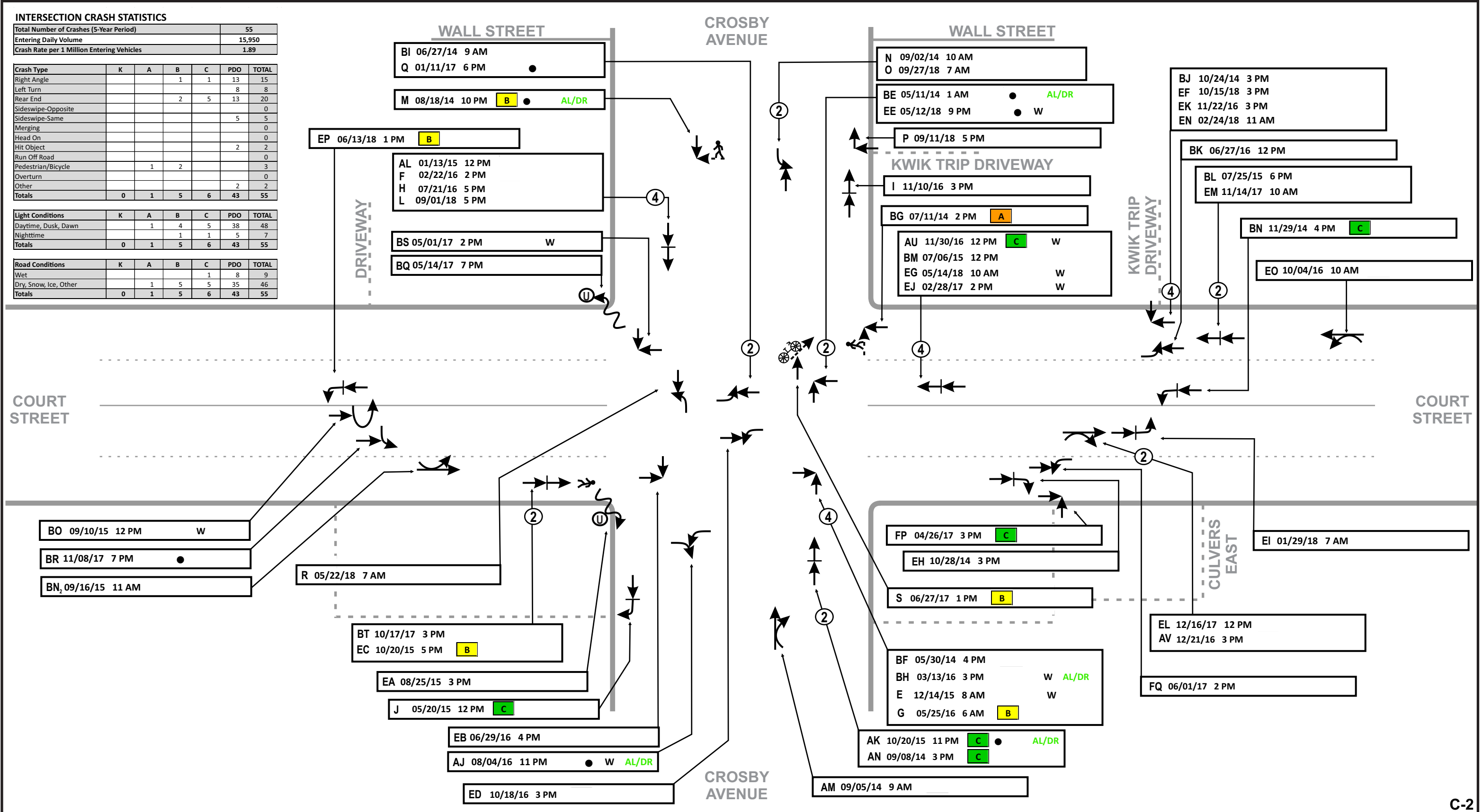
C-1

INTERSECTION CRASH STATISTICS

Total Number of Crashes (5-Year Period)		55					
Entering Daily Volume		15,950					
Crash Rate per 1 Million Entering Vehicles		1.89					
Crash Type	K	A	B	C	PDO	TOTAL	
Right Angle			1	1	13	15	
Left Turn					8	8	
Rear End			2	5	13	20	
Sideswipe-Opposite					0	0	
Sideswipe-Same					5	5	
Merging					0	0	
Head On					0	0	
Hit Object					2	2	
Run Off Road					0	0	
Pedestrian/Bicycle		1	2			3	
Overturn					0	0	
Other					2	2	
Totals	0	1	5	6	43	55	

Light Conditions	K	A	B	C	PDO	TOTAL
Daytime, Dusk, Dawn		1	4	5	38	48
Nighttime		1	1	1	5	7
Totals	0	1	5	6	43	55

Road Conditions	K	A	B	C	PDO	TOTAL
Wet				1	8	9
Dry, Snow, Ice, Other		1	5	5	35	46
Totals	0	1	5	6	43	55



C-2



LEGEND

→ Moving Vehicle	⊙ Traffic Signal	↘ Angle (Right Angle)	↔ Head-On
↔ Backing Vehicle	⊙ Stop/Yield Sign	↙ Angle (Left Turn)	↔ Rear-End
⋯ Pedestrian	⊙ Tree	↘ Angle (Right Turn)	⤴ Out of Control
⋯ Bicyclist	⊙ Utility Pole	↔ Sideswipe-Same	↔ Overtake
⊙ Parked Vehicle	⊙ Fixed Object	↔ Sideswipe-Opposite	⤴ Overtake
	⊙ Non-Fixed Object		

= CRASH FREQUENCY (if > 1)

“REFERENCE”
ALCOHOL/
DRUG INVOLVEMENT AL/DR
DATE OF CRASH, HOUR,
SEVERITY, DARK/LIGHTED,
ROAD WET (W)

CRASH SEVERITY DEFINITIONS

- Fatal Crash
- Incapacitating Injury Crash
- Non-Incapacitating Injury Crash
- Possible Injury Crash
- Property Damage Only Crash

**INTERSECTION OF COURT ST & CROSBY AVE
CRASH HISTORY (2014-2018)
COURT STREET CORRIDOR
CITY OF JANESVILLE
ROCK COUNTY, WISCONSIN**

SEGMENT CRASH STATISTICS

Total Number of Crashes (5-Year Period)	18
AADT	11,600
Length (Miles)	0.34
Crash Rate per 100 Million Vehicle Miles	250.08

Crash Type	K	A	B	C	PDO	TOTAL
Right Angle					5	5
Left Turn					0	0
Rear End				1	5	6
Sideswipe-Opposite					0	0
Sideswipe-Same				1	1	1
Merging					0	0
Head On					0	0
Hit Object				3	3	3
Run Off Road					0	0
Pedestrian/Bicycle				3	3	3
Overturn					0	0
Other					0	0
Totals	0	0	0	4	14	18

Light Conditions	K	A	B	C	PDO	TOTAL
Daytime, Dusk, Dawn				4	10	14
Nighttime					4	4
Totals	0	0	0	4	14	18

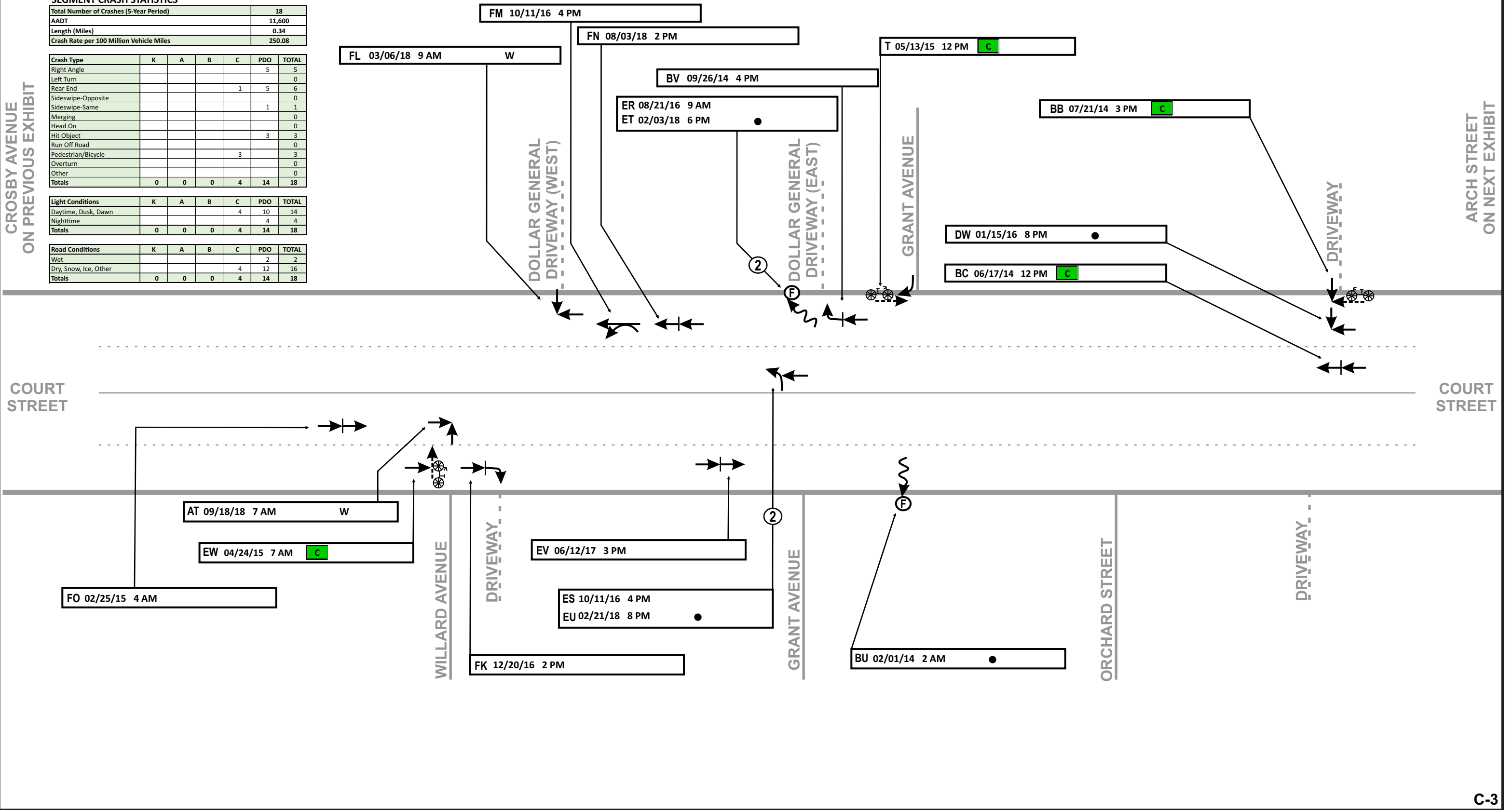
Road Conditions	K	A	B	C	PDO	TOTAL
Wet					2	2
Dry, Snow, Ice, Other				4	12	16
Totals	0	0	0	4	14	18

CROSBY AVENUE
ON PREVIOUS EXHIBIT

ARCH STREET
ON NEXT EXHIBIT

COURT STREET

COURT STREET



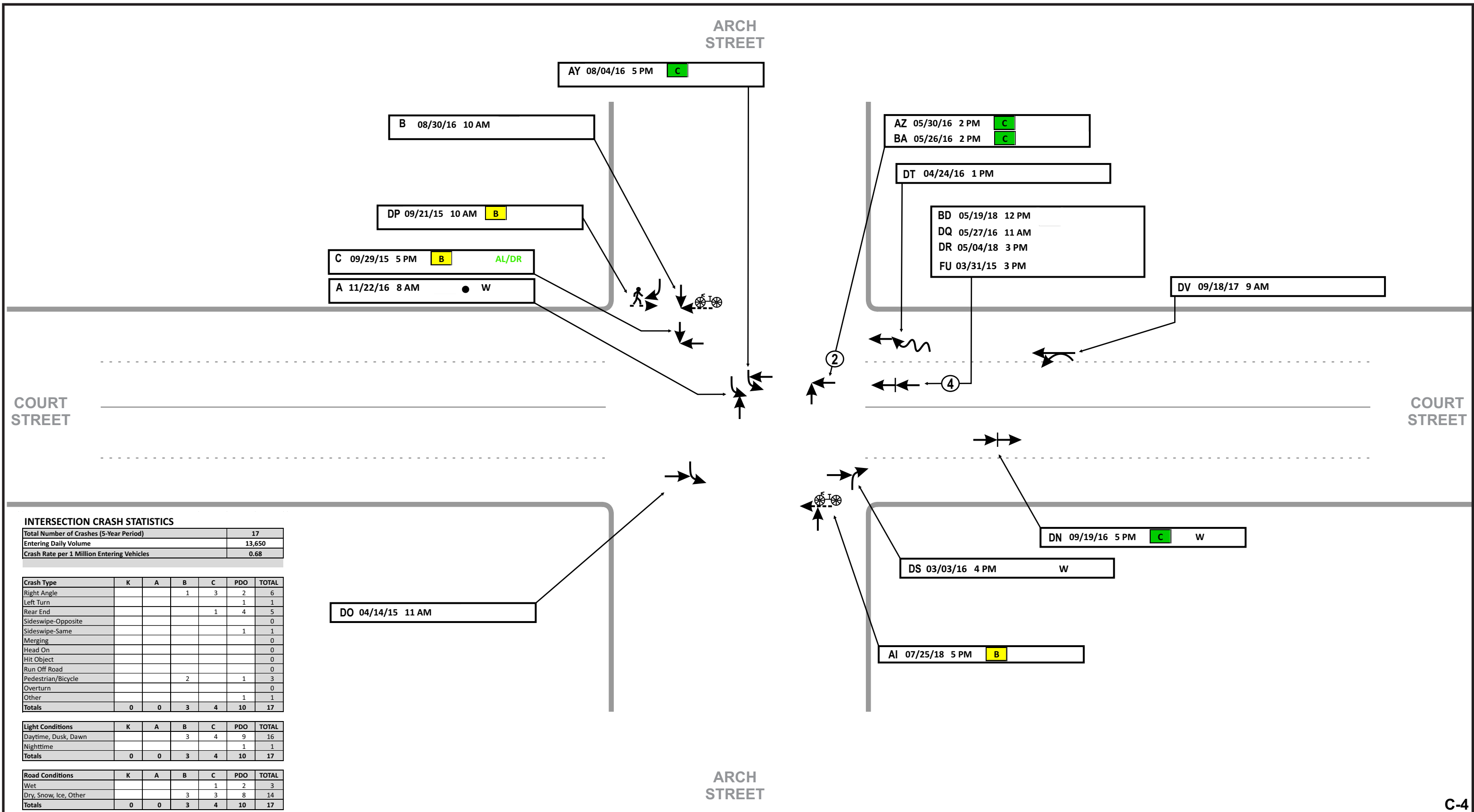
C-3



LEGEND

→ Moving Vehicle	⊙ Traffic Signal	↘ Angle (Right Angle)	↔ Head-On	⊕ = CRASH FREQUENCY (if > 1)	CRASH SEVERITY DEFINITIONS ■ = Fatal Crash ■ = Incapacitating Injury Crash ■ = Non-Incapacitating Injury Crash ■ = Possible Injury Crash ■ = Property Damage Only Crash
↔ Backing Vehicle	⊙ Stop/Yield Sign	↙ Angle (Left Turn)	↔ Rear-End	"REFERENCE" ALCOHOL/ DRUG INVOLVEMENT ALDG DATE OF CRASH, HOUR, SEVERITY, DARK/LIGHTED, ROAD WET (W)	
- - - Pedestrian	⊙ Tree	↘ Angle (Right Turn)	⚡ Out of Control		
⋯ Bicyclist	⊙ Utility Pole	↔ Sideswipe-Same	↔ Overtake		
⊙ Parked Vehicle	⊙ Fixed Object	↔ Sideswipe-Opposite	↔ Overtake		
	⊙ Non-Fixed Object				

**SEGMENT #2
CRASH HISTORY (2014-2018)
COURT STREET CORRIDOR
CITY OF JANESVILLE
ROCK COUNTY, WISCONSIN**



INTERSECTION CRASH STATISTICS

Total Number of Crashes (5-Year Period)	17
Entering Daily Volume	13,650
Crash Rate per 1 Million Entering Vehicles	0.68

Crash Type	K	A	B	C	PDO	TOTAL
Right Angle			1	3	2	6
Left Turn					1	1
Rear End				1	4	5
Sideswipe-Opposite						0
Sideswipe-Same					1	1
Merging						0
Head On						0
Hit Object						0
Run Off Road						0
Pedestrian/Bicycle			2		1	3
Overturn						0
Other					1	1
Totals	0	0	3	4	10	17

Light Conditions	K	A	B	C	PDO	TOTAL
Daytime, Dusk, Dawn			3	4	9	16
Nighttime					1	1
Totals	0	0	3	4	10	17

Road Conditions	K	A	B	C	PDO	TOTAL
Wet				1	2	3
Dry, Snow, Ice, Other			3	3	8	14
Totals	0	0	3	4	10	17

DO 04/14/15 11 AM



LEGEND

→ Moving Vehicle	⊙ Traffic Signal	↘ Angle (Right Angle)	↔ Head-On
↔ Backing Vehicle	⊙ Stop/Yield Sign	↙ Angle (Left Turn)	↔ Rear-End
⋯ Pedestrian	⊙ Tree	↘ Angle (Right Turn)	⤴ Out of Control
⋯ Bicyclist	⊙ Utility Pole	↔ Sideswipe-Same	↔ Overtake
⊙ Parked Vehicle	⊙ Fixed Object	↔ Sideswipe-Opposite	⊙ Overturn
	⊙ Non-Fixed Object		

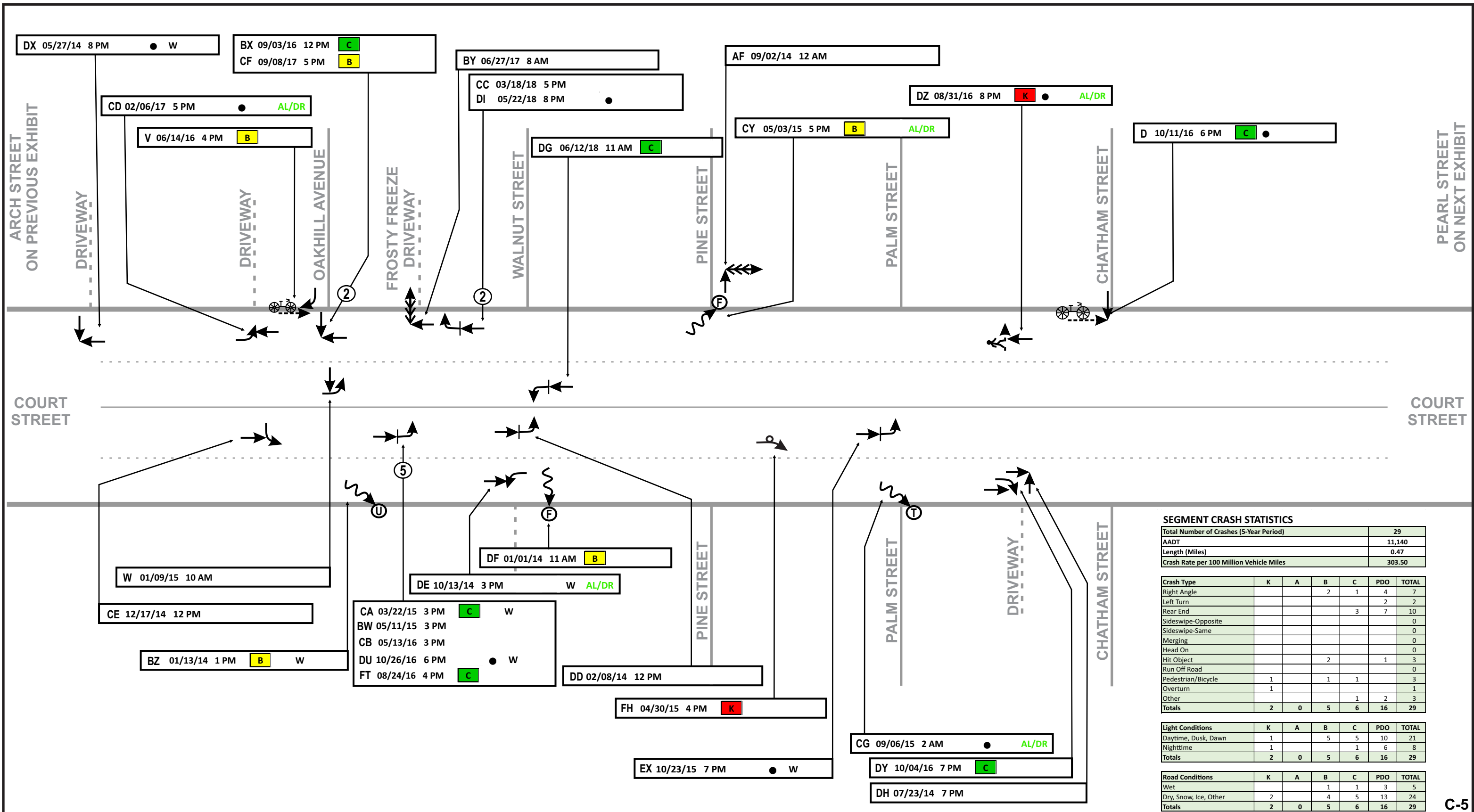
= CRASH FREQUENCY (if > 1)

"REFERENCE" ALCOHOL/ DRUG INVOLVEMENT AL/DG
 DATE OF CRASH, HOUR, SEVERITY, DARK/LIGHTED, ROAD WET (W)

CRASH SEVERITY DEFINITIONS

- ⬛ = Fatal Crash
- ⬜ = Incapacitating Injury Crash
- ⬜ = Non-Incapacitating Injury Crash
- ⬜ = Possible Injury Crash
- ⬜ = Property Damage Only Crash

**INTERSECTION OF COURT ST & ARCH ST
 CRASH HISTORY (2014-2018)
 COURT STREET CORRIDOR
 CITY OF JANESVILLE
 ROCK COUNTY, WISCONSIN**



SEGMENT CRASH STATISTICS

Total Number of Crashes (5-Year Period)	29
AADT	11,140
Length (Miles)	0.47
Crash Rate per 100 Million Vehicle Miles	303.50

Crash Type	K	A	B	C	PDO	TOTAL
Right Angle			2	1	4	7
Left Turn					2	2
Rear End				3	7	10
Sideswipe-Opposite						0
Sideswipe-Same						0
Merging						0
Head On						0
Hit Object			2		1	3
Run Off Road						0
Pedestrian/Bicycle	1		1	1		3
Overturn	1					1
Other				1	2	3
Totals	2	0	5	6	16	29

Light Conditions	K	A	B	C	PDO	TOTAL
Daytime, Dusk, Dawn	1		5	5	10	21
Nighttime	1			1	6	8
Totals	2	0	5	6	16	29

Road Conditions	K	A	B	C	PDO	TOTAL
Wet			1	1	3	5
Dry, Snow, Ice, Other	2		4	5	13	24
Totals	2	0	5	6	16	29

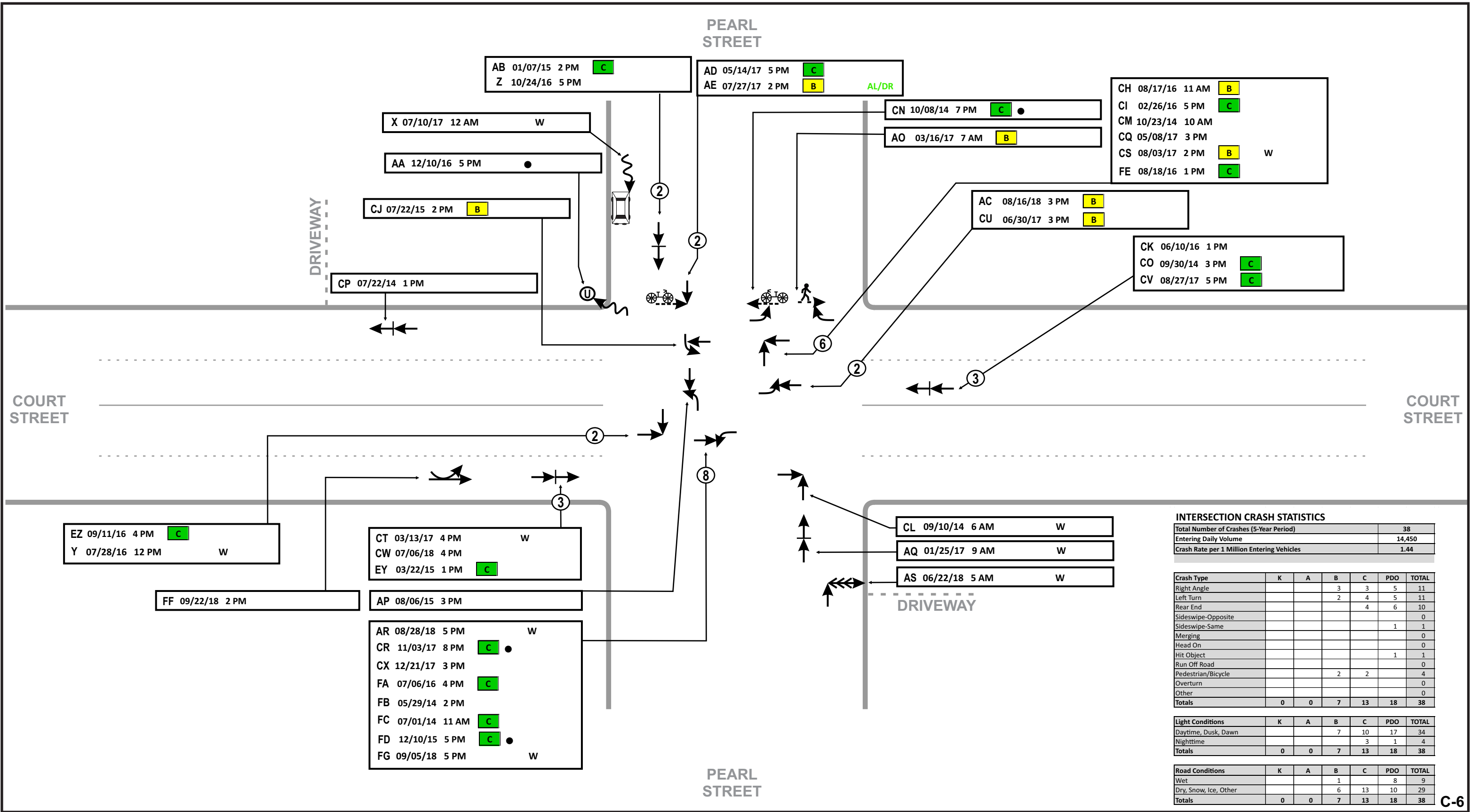
C-5



LEGEND

- Moving Vehicle (arrow)
- Backing Vehicle (dashed arrow)
- Pedestrian (walking figure)
- Bicyclist (bicycle)
- Parked Vehicle (car with 'P')
- Traffic Signal (circle with 'T')
- Stop/Yield Sign (octagon with 'S' or 'Y')
- Tree (circle with 'T')
- Utility Pole (circle with 'U')
- Fixed Object (circle with 'F')
- Non-Fixed Object (circle with 'N')
- Angle (Right Angle) (T-shaped arrow)
- Angle (Left Turn) (curved arrow)
- Angle (Right Turn) (curved arrow)
- Sideswipe-Same (two parallel arrows)
- Sideswipe-Opposite (two parallel arrows pointing opposite directions)
- Head-On (two arrows pointing towards each other)
- Rear-End (two arrows, one behind the other)
- Out of Control (wavy arrow)
- Overtake (two arrows, one passing the other)
- Overturn (circle with 'O')
- CRASH FREQUENCY (if > 1) (circle with number)
- "REFERENCE" ALCOHOL/DRUG INVOLVEMENT (AL/DG) (circle with 'A' or 'D')
- DATE OF CRASH, HOUR, SEVERITY, DARK/LIGHTED, ROAD WET (W) (circle with date, time, severity, and W)
- CRASH SEVERITY DEFINITIONS:
 - Fatal Crash (K)
 - Incapacitating Injury Crash (A)
 - Non-Incapacitating Injury Crash (B)
 - Possible Injury Crash (C)
 - Property Damage Only Crash (D)

**SEGMENT #3
CRASH HISTORY (2014-2018)
COURT STREET CORRIDOR
CITY OF JANESVILLE
ROCK COUNTY, WISCONSIN**



INTERSECTION CRASH STATISTICS

Total Number of Crashes (5-Year Period)	38
Entering Daily Volume	14,450
Crash Rate per 1 Million Entering Vehicles	1.44

Crash Type	K	A	B	C	PDO	TOTAL
Right Angle			3	3	5	11
Left Turn			2	4	5	11
Rear End				4	6	10
Sideswipe-Opposite						0
Sideswipe-Same					1	1
Merging						0
Head On						0
Hit Object					1	1
Run Off Road						0
Pedestrian/Bicycle			2	2		4
Overturn						0
Other						0
Totals	0	0	7	13	18	38

Light Conditions	K	A	B	C	PDO	TOTAL
Daytime, Dusk, Dawn				7	10	17
Nighttime				3	1	4
Totals	0	0	7	13	18	38

Road Conditions	K	A	B	C	PDO	TOTAL
Wet				1		8
Dry, Snow, Ice, Other				6	13	29
Totals	0	0	7	13	18	38

C-6



LEGEND

→ Moving Vehicle	⊙ Traffic Signal	↘ Angle (Right Angle)	↔ Head-On
↔ Backing Vehicle	⊙ Stop/Yield Sign	↙ Angle (Left Turn)	↔ Rear-End
- - - Pedestrian	⊙ Tree	↘ Angle (Right Turn)	⤴ Out of Control
- - - Bicyclist	⊙ Utility Pole	↔ Sideswipe-Same	↔ Overtake
▭ Parked Vehicle	⊙ Fixed Object	↔ Sideswipe-Opposite	⤴ Overtake
	⊙ Non-Fixed Object		

= CRASH FREQUENCY (if > 1)

“REFERENCE”
ALCOHOL/ DRUG INVOLVEMENT AL/DG
DATE OF CRASH, HOUR, SEVERITY, DARK/LIGHTED, ROAD WET (W)

CRASH SEVERITY DEFINITIONS

- ⬛ = Fatal Crash
- ⬜ = Incapacitating Injury Crash
- ⬜ = Non-Incapacitating Injury Crash
- ⬜ = Possible Injury Crash
- ⬜ = Property Damage Only Crash

**INTERSECTION OF COURT ST & PEARL ST
CRASH HISTORY (2014-2018)
COURT STREET CORRIDOR
CITY OF JANESVILLE
ROCK COUNTY, WISCONSIN**