



Site Plan

Village of East Troy,

Wisconsin

Version: March 10, 2025

Village of East Troy
2015 Energy Drive
East Troy, WI 53120

Overview: The site plan review process ensures that proposed land uses and development activity complies with the requirements of the Village's zoning regulations. This review must occur before any building, occupancy, and building permits can be issued; except that development activity associated with an approved final plat of subdivision or certified survey map, and development activity associated with and approved final development plan of a planned development, is exempt from this requirement.

Governing regulations: The procedures and standards governing the review of this application are found in § 510-160 of the Village's zoning code.

General instructions: Complete this application and submit one copies to the Village Clerk at the mailing address shown above. Before you formally submit your application, you are encouraged to meet with the zoning administrator who can answer any questions you may have. If you have any questions, do not hesitate to contact the zoning administrator at (920) 728-2814 or via email at orrin.sumwalt@foth.com. You may download this form at <https://data.zoninghub.com/viewfile.aspx?fileid=14859>.

When you fill out this application, you should think about how your business operation may expand or be different in the future. For example, if your business will have 5 employees to start and you hope to have 25, tell us. Also, if you foresee an expansion to a building or a parking lot, your site plan should show that. If you invest time to do this now, you will end up with a more thoughtful plan. Not only that, you will save time and the expense of having to submit a new site plan sometime in the future. So, think ahead.

Application fee: none

Application submittal deadline: Applications must be submitted by the second Monday of the month by 12:00 pm at the Village Hall.

1. Applicant and property owner information

	Applicant	Property owner
Name		
Street address		
City, state, zip code		
Daytime telephone number		
Email		

2. Agent contact information.

Include the names of those agents, if any, that helped prepare this application including the supplemental information. Agents may include surveyors, engineers, landscape architects, architects, planners, and attorneys.

	Agent 1	Agent 2
Name		
Company		
Street address		
City, state, zip code		
Daytime telephone number		
Email		

3. Type of application (select one)

- ☐ New site plan
- ☐ An amendment of a previously approved site plan (i.e., revision and/or expansion)

4. Business information

Current business name	
Date business began	
Previous name, if any	

5. Subject property information

Physical address _____

Tax key number(s) _____

Note: The tax key number can be found on the tax bill for the property or it may be obtained from the Village Clerk.

6. Zoning information (refer to the Village's current zoning map)

The subject property is located in the following base zoning district(s). (check all that apply)

- | | | |
|---|---|---|
| <input type="checkbox"/> RH-35 Rural Holding | <input type="checkbox"/> TR-8 Two-Family Residential | <input type="checkbox"/> NB Neighborhood Business |
| <input type="checkbox"/> SR-3 Estate Residential | <input type="checkbox"/> AR-9 Attached Residential | <input type="checkbox"/> HB Highway Business |
| <input type="checkbox"/> SR-4 Suburban Residential | <input type="checkbox"/> MR-10 Multi-Family Residential | <input type="checkbox"/> CB Central Business |
| <input type="checkbox"/> SR-5 Neighborhood Residential | <input type="checkbox"/> MHR-6 Mobile Home Residential | <input type="checkbox"/> BP Business Park |
| <input type="checkbox"/> SR-6 Traditional-Front Residential | | <input type="checkbox"/> LI Light Industrial |
| <input type="checkbox"/> SR-7 Traditional-Rear Residential | | <input type="checkbox"/> GI General Industrial |

The subject property is also located in the following overlay zoning district(s). (check all that apply)

- | | | |
|---|---|---|
| <input type="checkbox"/> PD Planned Development | <input type="checkbox"/> GP Groundwater Protection | <input type="checkbox"/> FP 100-Year Floodplain |
| <input type="checkbox"/> DD Downtown Design | <input type="checkbox"/> NFC Natural Features Conservancy | <input type="checkbox"/> FP 500-Year Floodplain |
| | | <input type="checkbox"/> SW Shoreland-Wetland |

7. Adjoining land uses and zoning

	Zoning district(s)	Current uses
North	_____	_____
South	_____	_____
East	_____	_____
West	_____	_____

Note: If the subject property abuts a property located in a different zoning district, a bufferyard may be required. You will need to submit a Landscaping and Bufferyard Worksheet if a bufferyard is required.

8. Current use. Describe the current use of the subject property.

9. Proposed use. Describe the proposed use or the proposed amendment.

10. Hours of operation. Describe when the proposed use will be open for business (i.e., hours and days).

11. Employees. Describe number by type, number on largest works shift, etc.

12. Customers / patrons of business. Describe the customers and patrons, including peak loads.

13. Miscellaneous

☐ Yes ☐ No Has the Village approved a variance for the subject property?

If yes, provide the year of issuance and a short description for each one.

☐ Yes ☐ No Is the subject property currently in violation of the Village's zoning code?

If yes, describe the nature of the violation and what is being done to bring the property into compliance.

☐ Yes ☐ No Are there any nonconforming buildings on the subject property? A nonconforming building does not meet the dimensional requirements for the zoning district in which it is located.

If yes, describe what building is nonconforming and the nature of the nonconformity.

☐ Yes ☐ No Will the proposed use create any detectable ground vibrations? (See § 510-99 of the zoning code.) If

yes, describe.

☐ Yes ☐ No Will the proposed use create any detectable noise beyond the property boundary lines? (See § 510-100 of the zoning code.)

If yes, describe.

☐ Yes ☐ No Will the proposed use create any air pollution? (See § 510-101 of the zoning code.)

If yes, describe.

☐ Yes ☐ No Will the proposed use create any detectable odor beyond the property boundary lines? (See § 510-102 of the zoning code.)

If yes, describe.

☐ Yes ☐ No Will the proposed use create any detectable glare or heat beyond the property boundary lines? (See § 510-104 of the zoning code.)

If yes, describe.

☐ Yes ☐ No Will the proposed use involve any materials which could detonate by any means? (See § 510-105 of the zoning code.)

If yes, describe.

☐ Yes ☐ No Will the proposed use involve any materials that are toxic or noxious or that are considered waste materials? (See § 510-106 of the zoning code.)
 If yes, describe.

☐ Yes ☐ No Will the proposed use involve any outdoor storage of materials?
 If yes, describe.

☐ Yes ☐ No If the proposed use involves processing or manufacturing of materials, will water be used in any of those processes?
 If yes, describe the nature of the activity and anticipated water demand and sanitary loading

☐ Yes ☐ No Is expansion of the proposed use or building anticipated?
 If yes, describe the nature of the expansion and potential timeline for such expansion

14. Utilities

Water ☐ Municipal ☐ Private well
 If private well, when was the well installed and approved?

Sewer ☐ Municipal ☐ On-site septic system
 If septic system, when was the system installed and approved?

15. Licenses and permits

Required

- ☐ Beer ☐ Have ☐ To Get
☐ Liquor ☐ Have ☐ To Get
☐ Cigarette ☐ Have ☐ To Get
☐ Food service ☐ Have ☐ To Get
☐ Amusement Device ☐ Have ☐ To Get
☐ Other: _____ ☐ Have ☐ To Get
☐ Other: _____ ☐ Have ☐ To Get
☐ Other: _____ ☐ Have ☐ To Get

16. Property access (refer to § 510-91 of the zoning code for details)

	<u>Current</u>	<u>New</u>
Local street	_____	_____
County highway	_____	_____
State highway	_____	_____

17. On-site parking (refer to § 510-91.1 of the zoning code for details)

	Current	Required [1]	New
Standard spaces	<u> </u>	<u> </u>	<u> </u>
Accessible spaces	<u> </u>	<u> </u>	<u> </u>

Notes:

[1] On-site parking is not required in the Central Business (CB) zoning district

☐ Yes ☐ No Are you proposing shared parking pursuant to § 510-93(G) of the zoning code?

If yes, attach a draft shared parking agreement.

18. Calculations for maximum building coverage and impervious surface coverage

- | | | |
|--|---------|-----------------------------|
| a. Area of subject property as determined by site survey | acres | <u> </u> |
| b. Land located within proposed rights-of-ways of roads and within proposed boundaries of public facilities that are designated within the Village's comprehensive plan and/or required for dedication per subdivision regulations | acres | <u> </u> |
| c. Land which, although part of the same parcel, is not contiguous to or is not accessible from the proposed road network serving the project | acres | <u> </u> |
| d. Land which is proposed for a different development option or a different zoning district | acres | <u> </u> |
| e. Navigable waters (lakes & streams not within a designated floodplain) | acres | <u> </u> |
| f. Designated floodplains | acres | <u> </u> |
| g. Wetlands | acres | <u> </u> |
| h. Lakeshores | acres | <u> </u> |
| i. Woodlands | acres | <u> </u> |
| j. Steep slopes (12 percent or greater) | acres | <u> </u> |
| k. Total of "b" through "j" | acres | <u> </u> |
| l. Net developable area (subtract "k" from "a") | acres | <u> </u> |
| m. Building coverage ratio (see the standard for the appropriate zoning district) | percent | <u> </u> |
| n. Impervious surface coverage ratio (see the standard for the appropriate zoning district) | percent | <u> </u> |
| o. Maximum building coverage on property (multiply "l" by "m") | acres | <u> </u> |
| p. Maximum impervious surface coverage on property (multiply "l" by "n") | acres | <u> </u> |

	Maximum (acres)	Proposed (acres)
Building coverage (For Maximum, enter calculated value for "o" from above table)	<u> </u>	<u> </u>
Impervious surface (For Maximum, enter calculated value for "p" from above table)	<u> </u>	<u> </u>

19. Supplemental materials. Attach each of the following as appropriate. Upon written petition, the Village Administrator, Village Engineer, Village Planner, or the Zoning Administrator may waive specific site plan requirements.

Site plan with the following information:

1. Title block showing the name, address, and phone of the current property owner and/or agent(s) (i.e. developer, architect, engineer, or planner) for project.
2. The date of the original plan and the latest date of revision to the plan.
3. A north arrow and a graphic scale (at a minimum scale of 1" = 100').
4. A legal description of the subject property.
5. All property lines and existing and proposed right-of-way lines with bearings and dimensions clearly labeled.
6. All existing and proposed easement lines and dimensions with a key provided and explained on the margins of the plan as to ownership and purpose.
7. Ground contours when any slope exceeds 12 percent
8. All required building setback lines.

9. All existing and proposed buildings, structures, and paved areas, including building entrances, walks, drives, decks, patios, fences, utility poles, drainage facilities, and walls.
10. If the project is designed to be completed in phases or allow expansion of the building and other features, indicate these.
11. The location and dimension (cross-section and entry throat) of all access points onto public streets.
12. The location and dimension of all on-site parking (and off-site parking provisions if they are to be employed), including a summary of the number of parking stalls provided versus required by this Chapter.
13. The location and dimension of all loading and service areas on the subject property and labels indicating the dimension of such areas.
14. The location of all outdoor storage areas and the design of all screening devices.
15. Floodplains, wetlands, lakeshores, woodlands, steep slopes, and other environmentally sensitive lands.
16. The location, type, height, size, and lighting of all signage on the subject property.
17. The location and type of any permanently protected green space areas.
18. The location of existing and proposed drainage facilities.
19. Environmental and manmade development constraints and hazards including brownfields, contaminated sites, unstable soils, high groundwater, bedrock, and high-pressure natural gas lines
20. In the legend, the following data for the subject property: lot area, building coverage, building coverage ratio, floor area ratio, impervious surface area, impervious surface ratio, and building height.
21. Any additional information as requested by the Plan Commission or Village Board.

Landscaping plan prepared at the same scale as the main plan showing the location of all required bufferyard and landscaping areas, and existing and proposed landscape point fencing and berm options for meeting said requirements. The landscaping plan shall demonstrate complete compliance with the requirements of Article XIV of Chapter 510 of the zoning code. Be sure to show the individual plant locations and species, fencing types and heights, and berm heights. In addition to the drawing, include the Worksheet for Landscaping and Bufferyards.

Grading and erosion control plan prepared at the same scale as the main plan, showing existing and proposed grades, including retention walls and related devices, and erosion control measures.

Outdoor lighting plan (photometric plan) prepared at the same scale as the main plan that shows all existing and proposed exterior light fixtures. Calculations for the photometric plan shall be rounded to the nearest 0.10 foot-candles. A legend must be included to show the following information for each type of fixture: (1) manufacturer name, (2) product number, (3) mounting height, and (4) any other pertinent information. Be sure that current and proposed lighting will not exceed the 0.50 foot-candles threshold at the property boundary line. See § 510-95 of the zoning code for more details.

Plat of survey prepared by a registered land surveyor if in the judgment of the Zoning Administrator such accuracy is needed to ensure compliance with all dimensional standards, including setback requirements. The survey shall depict property lines, easements, and other existing and proposed improvements, and other information as may be needed to establish compliance with zoning requirements.

Architectural review application for any new buildings or for remodeling of existing buildings. The application must include elevation drawings showing finished exterior treatment, with adequate labels to clearly depict exterior materials, texture, color, and overall appearance. Perspective renderings of the proposed project and/or photos of similar structures may be submitted, but not in lieu of adequate drawings showing the actual intended appearance of the buildings. (Refer to § 510-90 of the zoning code for additional details.)

20. Attachments. List any attachments included with your application.

21. Other information. You may provide any other information you feel is relevant to the review of your application.

22. Applicant certification


- ◆ I certify that all of the information in this application, along with any attachments, is true and correct to the best of my knowledge and belief.
- ◆ I understand that I may be charged additional fees (above and beyond the initial application fee) consistent with § 510-149 (D) of the Village's municipal code to pay for the services of independent consultants the Village elects to retain to help review this application. Depending on the nature of the proposed project, such independent consultants may include planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts. I further understand, the Village may delay acceptance of the application as complete, or may delay final approval of the proposal, until all outstanding fees have been paid. I further understand that such fees must be paid even if this application is withdrawn or denied. If the applicant or the property owner does not pay such fees upon request, such fees may be assigned to the property owner as a special assessment to the subject property.
- ◆ I understand that submission of this application authorizes Village officials and employees, Plan Commission members, Village Board members, and other designated agents, including those retained by the Village, to enter the property to conduct whatever site investigations are necessary

to review this application. This does not authorize any such individual to enter any building on the subject property, unless such inspection is specifically related to the review of this application and the property owner gives his or her permission to do so.

- ♦ I understand that this application and any written materials relating to this application will become a permanent public record and that by submitting this application I acknowledge that I have no right to confidentiality. Any person has the right to obtain copies of this application and related materials or view it online.
- ♦ I understand that the zoning administrator will review this application to determine if it contains all of the required information. If he or she determines that the application is incomplete, it will not be scheduled for review until it is deemed to be complete.

Property Owner:

Dr. Christopher G. Hibner
Name – print


Name – Signature

4/30/25
Date

Adam Witkiewicz
Name – print


Name – Signature

4/30/25
Date

Applicant (if different than Property Owner):

Name – print

Name – Signature

Date

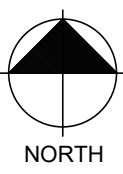
Name – print

Name – Signature

Date



1 SITE PLAN
SCALE: 1" = 50'-0"



SUMMARY

PROPERTY ADDRESS: 3143 GRAYDON AVE
EAST TROY, WI 53120

PROPERTY USE: EDUCATIONAL OCCUPANCY (E-OCCUPANCY)

OWNER: EAST TROY COMMUNITY SCHOOL DISTRICT
2040 BEULAH AVE
EAST TROY, WI 53120

PARCEL NUMBER: RXUP 00202
RXUP 00202B
RXUP 00203

PROPERTY ZONING: SR-4 - SUBURBAN RESIDENTIAL

BUILDING DESIGN: EXISTING 1-STORY BRICK AND STONE MIDDLE SCHOOL

PAST APPROVALS: APPLICATION #2018-16, STORAGE BUILDING AT EAST TROY MIDDLE SCHOOL

PROPERTY SIZE: 29.95 ACRES / 1,130,531 SF

PRIMARY BUILDING SIZE: 82,502 SF

IMPERVIOUS AREA: 164,132 SF (INCLUDES PRIMARY BUILDING)

LEGAL DESCRIPTION

PT SW 1/4 SEC 19 & NW 1/4 SEC 30 T4N R16E DESC AS COM S 1/4 COR SEC 19 T4N R16E, S30°22'W 362.50', S80°07'W 623.30', N00°21'E 637.80', S87°03'W 701.41', N00°1'W 300.24', N89°09'E 1263.03', S29°05'E 104.78' S 37° TO POB, 16.77' A, ALSO COM S 1/4 COR SEC 19, N 526.88', S88°05'W 66' TO POB, S88°05'W 1246.13', N00°1'W 1873.76', S81°03'E 867.50', S08°02'W 131', S33°01'E 66.37', S08°02'W 42.40', ALG CURVE, CHORD S17°15' 51" E 213.05', S42°06'55"E 253.30', ALG CURVE, CHORD S20°05'07"E 125.52', S 1114.13 TO POB, 49.41' A, (86.18 A, TOTAL) EXC. RXUP-002A & RXUP-002B EXC. AS A M/L FOR HWY DESC UNDER #915121 VILLAGE OF EAST TROY

SETBACK SUMMARY

	REQUIREMENTS (NON-RESIDENTIAL USE)	ACTUAL (EXISTING)
MINIMUM LOT AREA:	40,000 SF	1,130,531 SF
MAXIMUM DENSITY:	N/A	
MAXIMUM BUILDING COVERAGE	30% OF NET LOT AREA	7.3%
MAXIMUM IMPERVIOUS COVERAGE	50% OF NET LOT AREA	14.5%
MINIMUM LOT WIDTH	75 FEET	1,283 FEET
MINIMUM STREET SETBACK	25 FEET	43'-4"
MINIMUM SIDE SETBACK	6 FEET	376'-0" EAST / 493'-5" WEST
MINIMUM REAR SETBACK	25 FEET	575'-7"
MAXIMUM PRINCIPAL BUILDING HEIGHT	35 FEET	26'-8"



SIGNATURE

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East Troy Middle School
East Troy, WI

East Troy Community School District

JOB NO.: #300-K24-3839

DATE: 4/7/2025

DRAWN BY: CAG

CHECKED BY:

REVISIONS

ZONING PLAN

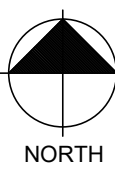
SHEET

A-001

CONDITIONAL USE
ZONING PERMIT
SITE PLAN
EXIST. BUILDING



1 SITE PLAN
SCALE: 1" = 50'-0"



SUMMARY

- NEW CAR DROP OFF
- EXTENDING THE EXISTING BUS-DROP-OFF LOOP, NEW SIDEWALK AND CROSS WALK TO ADDRESS THE NEW BUS LOOP.

REFERENCE CIVIL DRAWINGS FOR DETAILED INFORMATION.



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East Troy Middle School
East Troy, WI
East Troy Community School District

JOB NO.: #30D-K24-3839

DATE: 4/7/2025

DRAWN BY: CAG

CHECKED BY:

REVISIONS

ZONING PLAN

SHEET

A-002

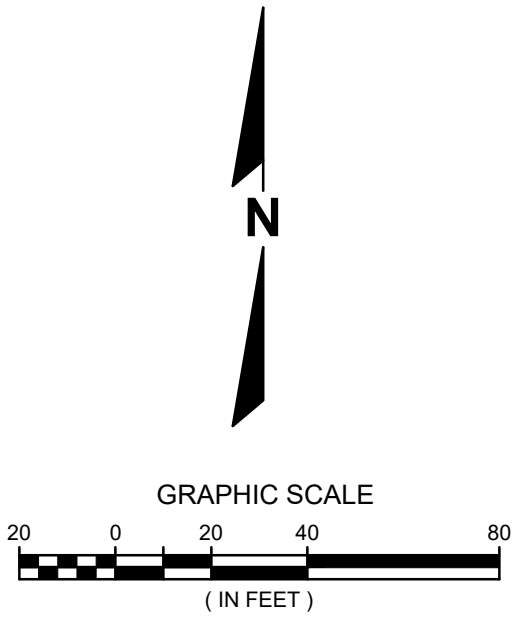
CONDITIONAL USE
ZONING PERMIT
SITE PLAN
NEW WORK








0' PUBLIC R.O.W.
BRICK GRAVEL
ASPHALT GRAY ASPH
CONCRETE CONC
CONCRETE WALK CONC WALK
ACCESS POINT

SET 1"
IRON PIPE
FOUND 1"
IRON PIPE

SIGN
CHAIN LINK FENCE
WOOD FENCE
TRANSFORMER



PROPOSED LEGEND

	REMOVE CONCRETE PAVEMENT
	REMOVE ASPHALT PAVEMENT
	PULVERIZE EXISTING BITUMINOUS PAVEMENT
	REMOVE CURB & GUTTER
	SAWCUT EXISTING PAVEMENT

NOTES:

1. BID ALTERNATE 2 SIDEWALK REMOVALS SHALL ONLY OCCUR UPON OWNER APPROVAL.



Know what's **below**.
Call before you dig.

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SITE PLAN DESIGNER:

raSmith

100 West Lawrence Street, Suite 200
Appleton, WI 54911-5754
rasmith.com

CREATIVITY BEYOND ENGINEERING

BID SET - NOT FOR CONSTRUCTION

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Parking Lot Reconstruction for
East Troy Middle School
3143 Graydon Avenue, East Troy, WI 53120

PSI PROJECT NO.	30D-K24-3839
DATE:	04/04/25
DRAWN BY:	JWF
CHECKED BY:	BLH

REVISIONS		
No.	DATE	DESCRIPTION
1	02-18-2025	ADDENDUM 01
2	04-04-2025	ADDENDUM 03

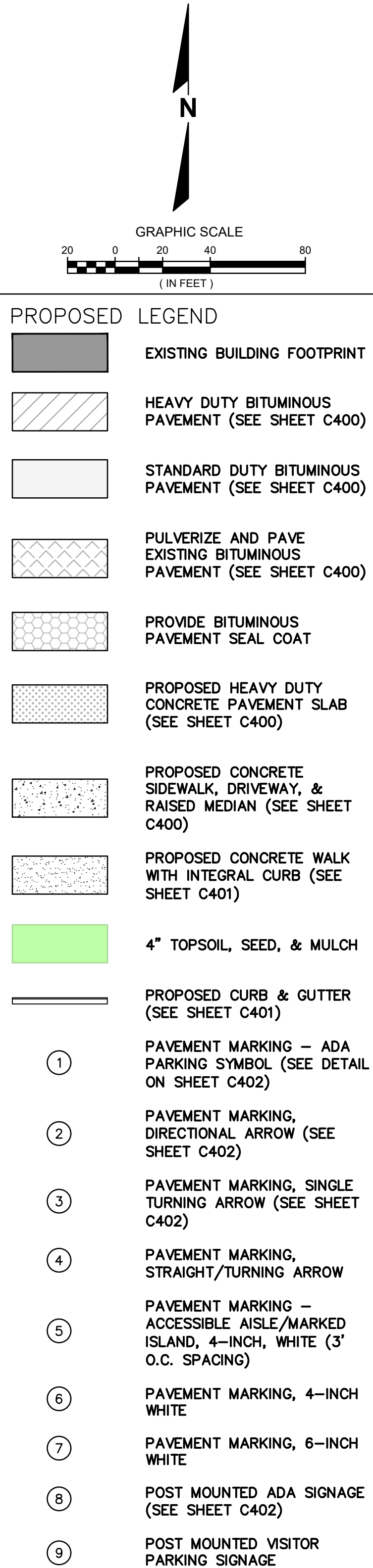
BID SET

SHEET

C100

East Troy Middle School

DEMOLITION PLANS



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Performance
Services

Parking Lot Reconstruction for
East Troy Middle School
3143 Graydon Avenue, East Troy, WI 53120

PSI PROJECT NO.	30D-K24-3839
DATE:	04/04/25
DRAWN BY:	JWF
CHECKED BY:	BLH

REVISIONS		
No.	DATE	DESCRIPTION
1	02-18-2025	ADDENDUM 01
2	04-04-2025	ADDENDUM 03

BID SET

SHEET

C200

East Troy Middle School

SITE PLAN

May 8, 2025

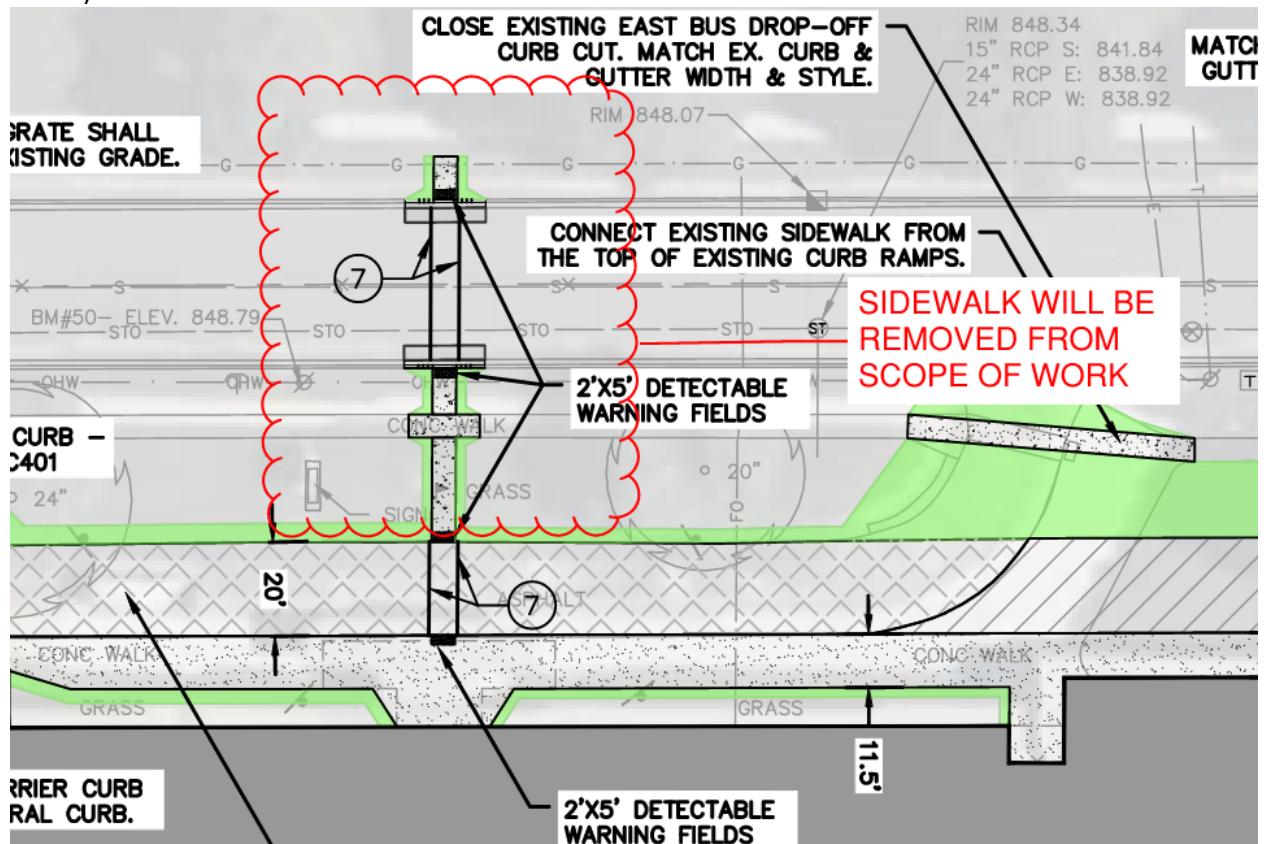
To: Orrin Sumwlat, AICP Planning Consultant

RE: East Troy Middle School
Conditional Use Permit Application

Performance Services has received the included Memorandum of comments regarding the conditional use permit for the property located at 3143 Graydon Avenue (Tax Parcel No. RXUP 00202).

Responses:

1. Response Forthcoming
2. Response Forthcoming
3. Traffic study is included in this response.
4. The school has agreed to remove the proposed mid-block crosswalk from the project (identified below)



5. Parking counts and requirements are included below:

Parking Analysis Matrix:

Employees 58

Parking Requirements:

Elementary School & Junior High School: 1 Parking stall per every 2 employees

Parking Calculations

Existing Parking	New Parking Stalls	Total Parking	Required Parking
83	43	126	29

Accessible Spaces

(Note: accessible spaces included in calculation above)

Existing Accessible Parking	New Accessible Parking Stalls	Total Accessible Parking	Required Accessible Parking
4	1	5	4

6. Parking counts meet the parking requirements for elementary and junior high school of one space per two employees. Please see matrix included in response to #5.

If there are any additional questions or concerns, please let me know.

Thank you-

Christopher Gerrity

Principal Architect

CGerrity@performanceservices.com

(317) 931-9583



East Troy Schools Traffic Impact Analysis Graydon Avenue

Village of East Troy
Walworth County, Wisconsin

November 17, 2023



TRAFFIC STUDY

DATE: November 17, 2023

TO: Jake Hernandez
East Troy Community School District

FROM: Don Lee, P.E.
John A Bieberitz, P.E., PTOE
Traffic Analysis & Design, Inc.

SUBJECT: **Middle School/High School Access
Graydon Avenue
Village of East Troy, WI**

INTRODUCTION

East Troy Middle School is located at 3143 Graydon Avenue in the Village of East Troy, Walworth County, Wisconsin (Exhibit 1). The Middle School is located on the south side of Graydon Avenue, directly across from the East Troy High School which is located at 3128 Graydon Avenue. Parents, students, and school officials have recently raised concerns over safety and operations along Graydon Avenue due to the drop-off/pick-up operations under the current transportation plan. Traffic Analysis & Design, Inc. has been retained to evaluate the operations of the three existing school driveways along Graydon Avenue as well as the internal operations/circulation for parents, students, staff, and bus traffic at the existing Middle School parking lot access driveway due to the current site configuration. This traffic study has been prepared to address the weekday morning arrival and weekday afternoon discharge peak hour traffic impacts of the school traffic on the adjacent transportation system.

STUDY AREA

Study Intersections

The study area, which includes the three driveway intersections along Graydon Avenue, is shown on Exhibit 1. Exhibit 2 shows an aerial of the existing school campus layout along with the current parent and bus traffic patterns at each of the schools. As shown, three driveways provide access along Graydon Avenue to the High School and one main driveway provides access to the Middle School.

Exhibit 3 illustrates the existing transportation detail. More specifically, Exhibit 3 graphically illustrates existing intersection geometrics, existing traffic control, posted speed limits, approximate distances between intersections and driveways, and the number of travel lanes along the study area roadways.

Study Area Roadways

Graydon Avenue is a two-lane undivided east/west local roadway with a 34-foot width (face-of-curb to face-of-curb) cross section. The posted speed limit on Graydon Avenue is 25 miles per hour (mph) with a school zone speed limit of 15-mph within the limits of the two schools.

According to WisDOT, the Year 2022 annual average daily traffic volumes (AADTs) on Graydon Avenue were approximately 830 vehicles per day (vpd) in front of the main entrance to the middle school and 810-vpd to the east of West Street. Sidewalks are provided along both sides of Graydon Avenue and parking is not allowed on Graydon Avenue within the limits of the study area.

High School West Driveway is a north/south exit only driveway out of the high school parking lot located on the north side of Graydon Avenue. This driveway is located on the west side of the high school and provides access for exiting vehicles only.

High School East Driveway is a north/south entrance only driveway into the high school parking lot located on the north side of Graydon Avenue immediately west of the High School. This driveway provides access for entering vehicles only with parents either dropping off or picking up their children or students parking in the main parking lot. There is no bus traffic using this driveway.

High School Bus Driveway is a north/south exit only driveway located on the north side of Graydon Avenue providing pick-up/drop-off service in front of the high school for buses at the main high school entranceway. This driveway operates as the north approach of the Graydon Avenue intersection with the Middle School driveway. The south approach provides access to the Middle School parking lot and a bus drive aisle in front of the Middle School. The north approach is marked for buses only.

Middle School Driveway is a north/south full access driveway located on the south side of Graydon Avenue providing access to the west Middle School parking lot and to the front drive aisle located on the north side of the Middle school providing pick-up/drop-off service in front of the Middle School for buses. The Middle School driveway is located at the northwest corner of the Middle School and provides access for vehicles dropping off their students in the west parking lot as well as for access to the parking lot for teachers and visitors. The area is coned off during the afternoon school discharge peak period with access to the front driveway located on the north side of the Middle school for buses only.

DATA COLLECTION

Existing Traffic Counts

The current Middle School and High School schedule includes a school start time of 7:45 am and a school departure time of 3:05 pm every school day of the week. Traffic Analysis & Design, Inc. collected weekday morning (school arrival) and weekday afternoon (school discharge) peak hour turning movement counts from 6:45 to 7:45 a.m. and 2:30 to 3:30 p.m. on a typical weekday in early-November of 2023 to capture the peak arrival and departure time periods. The counts include a breakdown by passenger vehicle, bus, and pedestrian movements at each intersection. The year 2023 existing traffic volumes for the school driveway intersections are shown in Exhibit 4. The traffic counts have been included in the appendix of this report.

Existing Queue Lengths

Traffic Analysis & Design, Inc. observed the queuing for the Middle School parking lot drop-off area as well as the High School parking lot operations during several additional weekday morning (school arrival) and weekday afternoon (school discharge) peak periods in early-November of 2023 during favorable weather conditions. During these observation periods the interaction between vehicles and students during the school arrival and departure peak periods were observed along Graydon Avenue. Current vehicle queue lengths were recorded and are shown on Exhibit 5. For the morning arrival peak hour, the maximum vehicle queue length of vehicles queuing within the Middle School parking lot was recorded. As shown, the maximum morning queue length observed was about 380-feet, all contained within the parking lot site. In addition, since some parents dropped off their students along Graydon Avenue, the maximum queue length for eastbound traffic along Graydon Avenue was also recorded with a maximum morning queue length observed of about 400-feet, backing up past the west High School driveway. For the afternoon discharge peak hour, the maximum vehicle queue length of vehicles queuing on the south side of Graydon Avenue, immediately west of the main driveway was recorded. As shown, the maximum afternoon queue length observed was about 500-feet, backing up past the Middle School western property line.

Additional Field Observations

The following additional observations were recorded from several site visits conducted during early November as part of this study. The times shown are from one specific day; however, three days were observed, and times as listed below varied by a few minutes each day.

School Arrival

- Teachers at the Middle School arrived as early as 6:30 with minimal other vehicular traffic between 6:30 to 7:20 am.
- A few students arrived at the High School prior to the doors opening at 6:50 am.
- A somewhat steady stream of parents dropped off students starting around 7:15 am with busiest flows starting at 7:25 am.
- Traffic flow within the parking lot operated smoothly and without incident. There was plenty of queuing/stacking distance within the site to allow for drop-off operations and to allow vehicles to park in the parking lot.
- The longest internal queues occurred at 7:30 am, extended for a length of about 15 vehicles (about 380-feet) and lasted for less than 2 minutes. The queue within the parking lot was mainly caused by vehicles waiting to exit the site onto Graydon Avenue while waiting for southbound buses to enter the Middle School site from the High School.
- About 10 to 15 students crossed Graydon Avenue from the High School to the Middle School starting at 7:23 am. No crossing guard was observed during the morning peak period. Students waited for gaps in the eastbound/westbound Graydon Avenue traffic flow at the all-way stop controlled intersection with many students running across Graydon Avenue once a gap was available. Several

occasions were observed where cars didn't see the student crossing and the student had to stop before continuing on their way. In addition, a total of 70 to 75 students crossed the south approach of the Middle School driveway (at the parking lot entrance) to enter the Middle School.

- The first buses arrived at the High School at 7:23 am, entering from West Street.
- The first buses arrived at the Middle School at 7:25 am, entering from the east on Graydon Avenue and from the north at the High School.
- 15 buses (about 2 per minute) entered from the High School between 7:25 and 7:37, with some having to wait for students to cross within the entrance lane to the parking lot.
- Numerous times, vehicles and buses entering the middle school driveway to either enter the parking lot area or the front of school had to wait for a student to cross the driveway towards the main entrance doors. This caused congestion within the intersection since the vehicles and buses had already started their movement into the Middle School driveway.
- Numerous times, buses needed to wait on exiting vehicles from the Middle School parking lot in order for the bus to access the drop-off lanes in front of the Middle School. This caused congestion within the intersection since the buses had already started their movement into the Middle School driveway.
- About 55% of the entering vehicles into the Middle School parking lot entered from the west and about 65% of the vehicles exited the lot to the east.
- The eastbound queue into Middle School parking lot stacked along the south side of Graydon Avenue with some students exiting their vehicles while waiting in the eastbound queue at the all-way stop controlled intersection.
- The westbound queue into Middle School also had some students exiting the vehicles while waiting in the westbound queue at the all-way stop controlled intersection.
- The maximum eastbound queue (mix of parents and through vehicles) backed up past the Middle School western property line (about 400-feet), around 7:33 am. The longest queue dissipated by 7:36 am.
- The longest queues dissipated rather quickly with the heaviest vehicular traffic experienced between 7:25 am and 7:36 am.
- Traffic slowed to a slow stream of vehicles on Graydon Avenue by 7:37 am.
- There was minimal parent drop off and pedestrian activity by 7:41 am.
- Operations at the two High School driveways as well as the High School drop-off lane within the High School parking lot operated smoothly with no significant operational issues or queuing issues observed.

School Dismissal

- For the parent pick-up operations at the Middle School, the Middle School parking lot was coned off to restrict access once students exited the building. A crossing

guard was present to allow some vehicles access to enter or exit the lot as needed (about 5 to 10 vehicles exited the lot after most of the students passed through the area).

- Most vehicles picking up students parked on the south side of Graydon Avenue (facing eastbound) starting as early as 2:15 pm. The area is marked for no parking during school hours.
- Vehicles queued up along the south side of Graydon Avenue back to the west with a maximum queue of 14 to 15 vehicles recorded (past the western Middle School property line, about 500-feet) at 3:09 pm. A total of 11 vehicles were in queue when students exited the building at 3:06 pm.
- Students exited both schools at about 3:06 pm. Cones were placed as students exited the Middle School building to block off the parking lot area. The cones were removed at 3:13 pm.
- Students walked along the sidewalk on the south side of Graydon Avenue to enter their respective parked/queued vehicles. The vehicles exited the parking lane once their students were on board and the queue dissipated slowly with eastbound vehicles moving forward (eastbound) to fill in behind the existing line of cars.
- Several vehicles in the eastbound queue on the south side of Graydon Avenue executed a U-turned maneuver near east High School driveway to head back west.
- The queue on the south side of Graydon Avenue extended beyond the west High School driveway through 3:15 pm.
- As students exited the Middle School, a crossing guard was present to assist students crossing Graydon Avenue. A total of 80 to 90 students were recorded crossing Graydon Avenue with most traveling from south to north. Most students crossed in larger groups within the first few minutes with a few students crossing afterwards, over a 5-minute duration. A total of 120 to 125 students also crossed the south approach of the Middle School driveway (at the parking lot entrance) after exiting the school doors to either cross Graydon Avenue or to walk to the west along the sidewalk to the vehicles queued along the south side of Graydon Avenue.
- All buses (6) entering the drop-off lanes in front of the Middle School entered from the east. All buses exiting the High School (10) exited onto Graydon Avenue, none entered the Middle School driveway.
- All buses exited the site by 3:15 pm.
- All queueing on Graydon Avenue dissipated by 3:16 pm.
- Operations at the two High School driveways as well as the High School drop-off lane within the High School parking lot operated smoothly with longer queues exiting at the west driveway occurring between 3:07 to 3:15 pm.
- About 80% of the vehicles exiting the High School parking lot exited to the west with about 20% of the vehicles exited to the east.
- The duration for the busiest time at both schools was 3:07 to 3:15 pm.

EXISTING PEAK HOUR TRAFFIC OPERATIONS

The study intersections were analyzed using the Synchro 11 traffic analysis model (outputs based on the Highway Capacity Manual, 6th Edition) and the peak hour turning movement volumes collected for the study area intersections. 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 purposes of this study, LOS C or better was used to define acceptable peak hour operating conditions.

Table 1 shows the results of the existing weekday morning (school arrival) and weekday afternoon (school discharge) peak hour operational analysis at the study area intersections. The study intersections were evaluated using the existing geometrics and traffic control as shown on Exhibit 3 and the existing traffic volumes shown in Exhibit 4. The capacity analysis table shows the peak hour LOS, delays (in seconds per vehicle), and queues (in feet). The Synchro capacity analysis worksheets are located in the appendix of this report.

Table 1
Year 2023 Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Greydon Avenue & High School West Driveway <i>One-Way Stop Control</i>	Lanes->		-	1	-	-	1	-	-			1	-	1
	AM	LOS	-	*	-	-	*	-	-			B	-	A
		Delay	-	*	-	-	*	-	-			14.1	-	9.4
		Queue	-	*	-	-	*	-	-			25'	-	25'
	PM	LOS	-	*	-	-	*	-	-			B	-	A
		Delay	-	*	-	-	*	-	-			10.3	-	9.8
		Queue	-	*	-	-	*	-	-			25'	-	25'
Node 200: Greydon Avenue & High School East Driveway <i>No Control</i>	Lanes->		1	-	-	-	1	-	-			-		
	AM	LOS	A	-	-	-	*	-	-			-		
		Delay	8.7	-	-	-	*	-	-			-		
		Queue	25'	-	-	-	*	-	-			-		
	PM	LOS	A	-	-	-	*	-	-			-		
		Delay	7.6	-	-	-	*	-	-			-		
		Queue	25'	-	-	-	*	-	-			-		
Node 300: Greydon Avenue & Middle School & Bus Driveway <i>All-Way Stop Control</i>	Lanes->		-	1	-	1	-	-	1			1		
	AM	LOS	-	B	-	C	-	-	B			B		
		Delay	-	12.1	-	15.4	-	-	11.1			11.6		
		Queue	-	60'	-	95'	-	-	35'			25'		
	PM	LOS	-	A	-	A	-	-	A			A		
		Delay	-	8.2	-	8.5	-	-	7.9			9.3		
		Queue	-	25'	-	25'	-	-	25'			25'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

As shown in Table 1, all movements at the Graydon Avenue driveway intersections currently operate acceptably at LOS C or better during the weekday morning (school arrival) and weekday afternoon (school discharge) peak periods.

It is noted that the LOS values shown in Table 1 (as reported by the Synchro model) are based on the average delay over the morning or afternoon peak hour surges. Since the school arrival and discharge peaks are based on 10- to 15-minute surges with vehicles

queueing up waiting for their students, the actual delays being experienced at the site are also contingent on the queuing on the site and the time it takes for the students to enter their vehicles in addition to vehicle conflict points at the intersections.

ALTERNATIVES CONSIDERED

The roadway width along Graydon Avenue is about 34-feet, which is a typical roadway width for a major collector roadway. This roadway width is designed for two travel lanes plus parking on one side of the street. With low background (non-school related) volumes, this allows vehicles to park/queue along the south side of Graydon Avenue from the Middle School driveway to the west and into the adjacent neighborhood. However, with vehicles turning into the east High School driveway to pick up students at that school during the highest volume surge peak periods, this doesn't allow for vehicles to by-pass an eastbound vehicle waiting to turn into the east High School driveway. Even though vehicle operations seemed to work, this is not an ideal situation due to the parked vehicles. In addition, with the three different types of users (vehicles, buses, pedestrians) all vying for the same area, the main all-way stop controlled Graydon Avenue intersection with the Middle School driveway, congestion and unsafe conditions are currently being experienced on a daily basis as observed and documented previously in this report.

Several alternatives were considered to help alleviate this current condition including:

Alternative 1 – Separate parent, bus and pedestrian conflict points at the Middle School driveway and provide additional queueing within the site by providing an additional paved driveway lane along the west and south edges of the field immediately west of the Middle School parking lot. This new access driveway would be located as the south approach of the High School West driveway, located on the north approach of the intersection. Under this alternative, as shown on Exhibit 7A, a single lane would be constructed along the west and south edges of the west school field where the new driveway would tie into the existing paved lot at the southwest edge of the lot. Vehicles would enter the site at the new west driveway, and queue up within the parking lot as they do today with the queue potentially extending back into the new pavement area with about 750-feet of queueing available within the site (from the school doors back through the west edge of the site). Vehicles would then exit the site at the same new access driveway location onto Graydon Avenue. The existing access driveway to the parking lot at the northwest corner of the building would be closed off to allow only bus traffic to access the front (north) side of the Middle School, as it currently operates today. A separated pedestrian sidewalk should also be provided adjacent to (on the south side of) the bus lane. This alternative would be expected to accommodate the existing parent pick-up/drop-off queue without spillback onto Graydon Avenue during both the morning arrival and afternoon pick-up peak periods.

Alternative 2 – This alternative is the same as Alternative 1; however, under this alternative the new driveway lanes would be constructed closer to Graydon Avenue with less impact to the existing fields west of the parking lot. Under this alternative, as shown on Exhibit 7B, a single entrance driveway from Graydon Avenue would be constructed along the west edge of the property where the driveway would enter the site and turn immediately to the east where it would tie into the existing paved parking lot at the northwest edge of the lot. Vehicles would enter the site at the new west driveway, and queue up within the parking lot as they do today with the queue potentially extending back into the new pavement area with about 750-feet of queueing available within the site (from the doors back through the west edge of the site). This alternative would be expected to accommodate the existing parent pick-up/drop-off queue without spillback onto Graydon Avenue during both the morning arrival and afternoon pick-up peak periods.

An additional alternative was also considered looking at providing an additional access on the east side of the Middle School. This alternative was dismissed due to the location of the student access doorways to the school, requiring conflicting vehicle movements within the parking lot, as well as the disruption to the playground areas that would be impacted on the south side of the building.

MODIFIED ACCESS PEAK HOUR TRAFFIC OPERATIONS

Table 2 shows the results of the weekday morning (school arrival) and weekday afternoon (school discharge) peak hour operational analysis at the study area intersections with a new access driveway implemented as described in the two alternatives in the previous section. The study intersections were evaluated using the recommended geometrics and traffic control as shown on Exhibit 8 and the Build traffic volumes shown in Exhibit 6. The Build traffic volumes take into account the revised traffic patterns with a new driveway located along the west side of the site. The capacity analysis table shows the peak hour LOS, delays (in seconds per vehicle), and queues (in feet). The Synchro capacity analysis worksheets are located in the appendix of this report.

Table 2
Year 2024 Full Build Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Greydon Avenue & High School West Driveway <i>All-Way Stop Control</i>		Lanes->	-	1		1		-		1		1	-	1
	AM	LOS	-	C		B		-		B		B	-	B
		Delay	-	19.1		11.6		-		11.7		11.2	-	10.2
		Queue	-	140'		30'		-		35'		25'	-	25'
	PM	LOS	-	A		A		-		A		A	-	A
		Delay	-	8.8		9.0		-		8.2		9.0	-	8.7
		Queue	-	25'		25'		-		25'		25'	-	25'
Node 200: Greydon Avenue & High School East Driveway <i>No Control</i>		Lanes->	1	-	-	-	1		-		-		-	
	AM	LOS	A	-	-	-	*		-		-		-	
		Delay	8.9	-	-	-	*		-		-		-	
		Queue	25'	-	-	-	*		-		-		-	
	PM	LOS	A	-	-	-	*		-		-		-	
		Delay	7.6	-	-	-	*		-		-		-	
		Queue	25'	-	-	-	*		-		-		-	
Node 300: Greydon Avenue & Middle School & Bus Driveway <i>All-Way Stop Control</i>		Lanes->	-	1		1		-		1		1		
	AM	LOS	-	B		B		-		A		B		
		Delay	-	10.5		11.9		-		8.1		10.7		
		Queue	-	45'		70'		-		25'		25'		
	PM	LOS	-	A		A		-		A		A		
		Delay	-	8.1		8.2		-		7.0		9.2		
		Queue	-	25'		25'		-		25'		25'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

As shown in Table 2, all movements at the Graydon Avenue driveway intersections are expected to continue to operate acceptably at LOS C or better during the weekday morning (school arrival) and weekday afternoon (school discharge) peak periods with the new access driveway constructed and operational and operating under all-way stop control.

As previously stated, it is noted that the LOS values shown in Table 2 (as reported by the Synchro model) are based on the average delay over the morning or afternoon peak hour surges. Since the school arrival and discharge peaks are based on 10- to 15-minute surges with vehicles queueing up waiting for their students, the actual delays experienced at the site are also contingent on the queuing within the site and the time it takes for the students to enter their vehicles in addition to vehicle conflict points at the intersections.

DISCUSSION AND CONCLUSION

Most traffic (vehicles, buses, pedestrians) that can be attributed to the two schools traverses the main all-way stop controlled Graydon Avenue intersection with the Middle School driveway. With the three different types of users all vying for the same area, congestion and unsafe conditions are currently being experienced on a daily basis as observed and documented previously in this report. Separating some of these users and/or turning movements from the intersection is expected to provide for better overall operations and a safer condition, especially for the students crossing Graydon Avenue and crossing the south approach of the existing Middle School driveway. In addition, the current afternoon pick-up procedure, with vehicles parking along the south side of

Graydon Avenue, adds to the congestion being experienced along Graydon Avenue. Removing or reducing the eastbound queueing along Graydon Avenue will allow the driveways to the high school to operate in a safer manner.

With a maximum of about 500-feet of queueing currently occurring along Graydon Avenue during the weekday afternoon peak period and a maximum of about 380-feet of queueing currently being experienced within the site during the weekday morning arrival peak period, there is a need for a minimum of about 500-feet of on-site storage to reduce or eliminate any spillbacks onto Graydon Avenue.

Both alternatives will allow for adequate internal site queuing storage with about 750-feet of queuing expected to be available between the main school doors and the new access driveway location. Both alternatives also provide for safer operations along Graydon Avenue since both remove the conflict points being experienced between pedestrians and vehicles on the south approach of the Middle School driveway and allow for less vehicle movements at the existing Middle School all-way stop controlled intersection. In addition, buses exiting the High School driveway to enter the bus lane at the Middle School will have less distractions and less movements to observe as they navigate the all-way stop controlled intersection. These bus drivers currently are required to navigate the additional pedestrians and vehicles operating internal to the Middle School site at the south approach of the intersection as they are trying to traverse the Graydon Avenue all-way stop controlled intersection. Comparing the two alternatives, Alternative 1 has the greatest impact on the existing fields located to the west of the parking lot since it splits the field in half whereas Alternative 2 requires less pavement and has less of an impact on the field. However, Alternative 1 provides better traffic flow within the lot since a portion of the internal queuing would be occurring along the new roadway away from vehicles using the parking lot (cars parking or leaving their parking space) whereas under Alternative 2, most of the inbound queueing would be occurring within the existing parking lot with spillback (for longer queueing events) occurring on the new pavement. Alternative 1, with an adjacent sidewalk, also provides for all students to walk on the outside of the parking lot and pick-up/drop-off area and not walking through the parking lot, which is more likely to occur under Alternative 2. Therefore, Alternative 1 provides for a better level of safety for parent pick-up/drop-off when compared to Alternative 2.

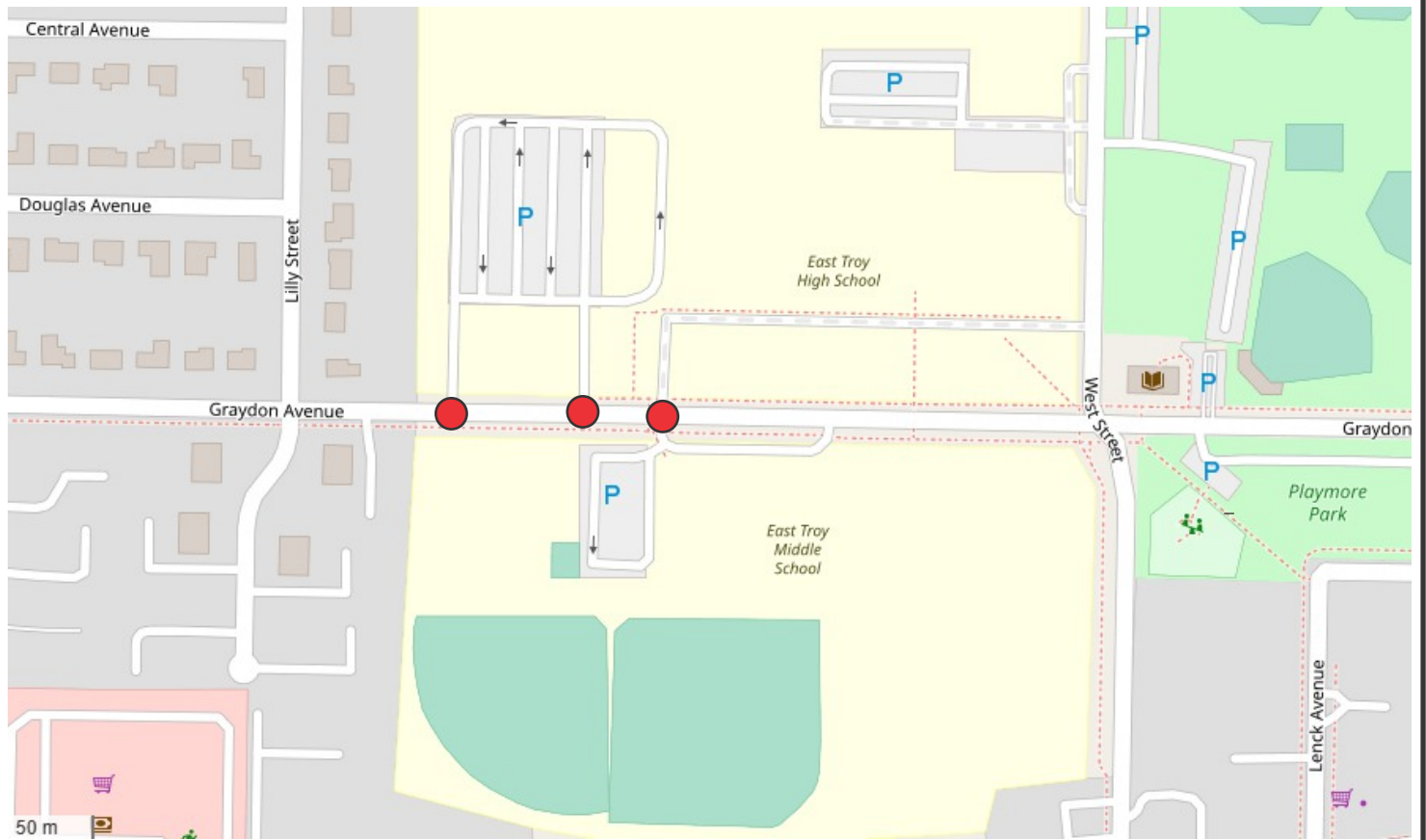
The following modifications, as shown on Exhibit 8, are recommended to alleviate the queuing situation currently occurring along the south side of Graydon Avenue, to the west of and within the limits of the school site and provide for safer operations for all intersections along Graydon Avenue.

- Consider making alterations to the site as outlined in either Alternative 1 or Alternative 2 above including:
 - Provide a new driveway access point to the Middle School directly across from the High School west driveway.
 - Provide all-way stop control with appropriate signage and pavement marking on Graydon Avenue at the new intersection.

- Provide additional queueing within the site by providing additional paved driveway lanes within the grass area on the west side of the site and south of Graydon Avenue.
- Vehicles would be allowed to enter the site at the new west driveway and queue up within the site with about 750-feet of queueing available within the site. Vehicles would also exit the site at this same new access point.
- Provide a new sidewalk (or marked sidewalk area within the parking lot) along the outside edge of the drive aisle to allow for a safe place for students to walk and access the vehicles waiting in the queue during the afternoon pick-up peak period.
- Reconstruct the existing south approach of the Middle School driveway to physically block off access to the Middle School parking lot. The separation could include a grass area in addition to sidewalk or sidewalk only; however, the new barrier should include a raised curb to restrict access to the parking lot.
- Add additional signage for “No Parking” between the existing Middle School/bus driveway and the proposed new western driveway along Graydon Avenue noting that it may be necessary to place cones along the south side of the street in this area for the first few weeks of the school year, once the modifications are implemented, to help enforce this restriction until such time as parents are used to the new drop-off/pick-up procedure.
- Reconfigure the existing parking lot to accommodate the new access driveway as described above.

Any alternative chosen would likely require storm water management needs to be considered since additional impervious pavement is regulated by the Wisconsin DNR.

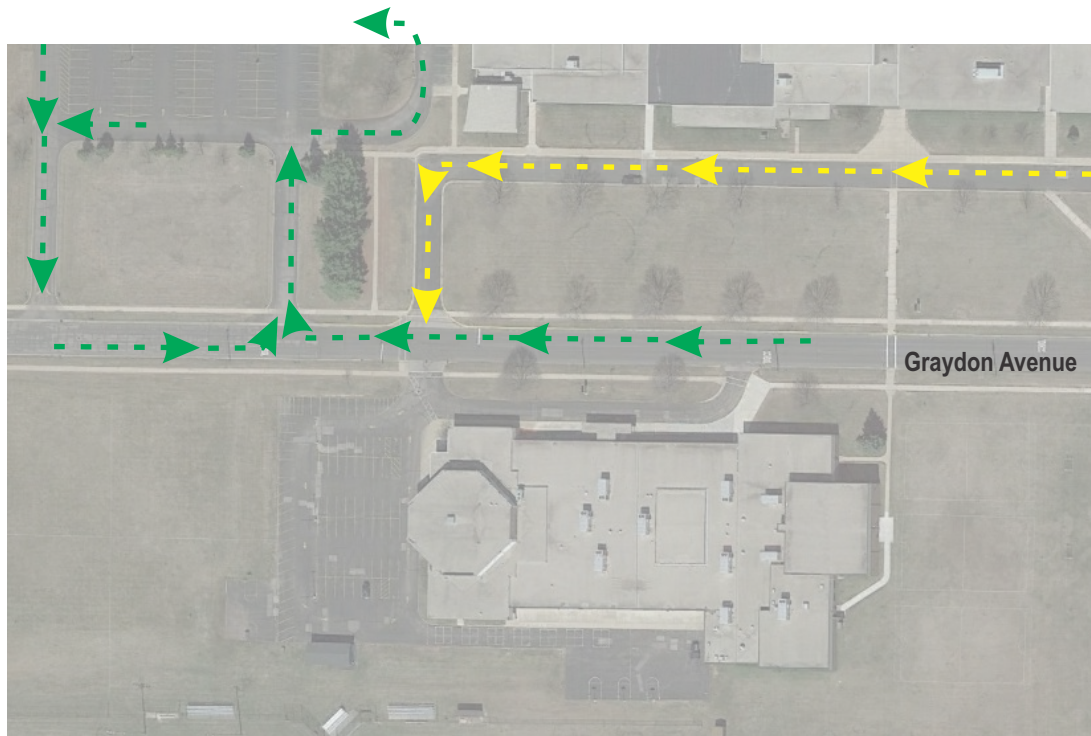
With the modifications provided above, all movements at the study area intersections as well as operations along Graydon Avenue adjacent to the site are expected to operate safely and efficiently during the typical weekday school arrival and school discharge peak periods if designed properly.



LEGEND

- Study Area Intersection

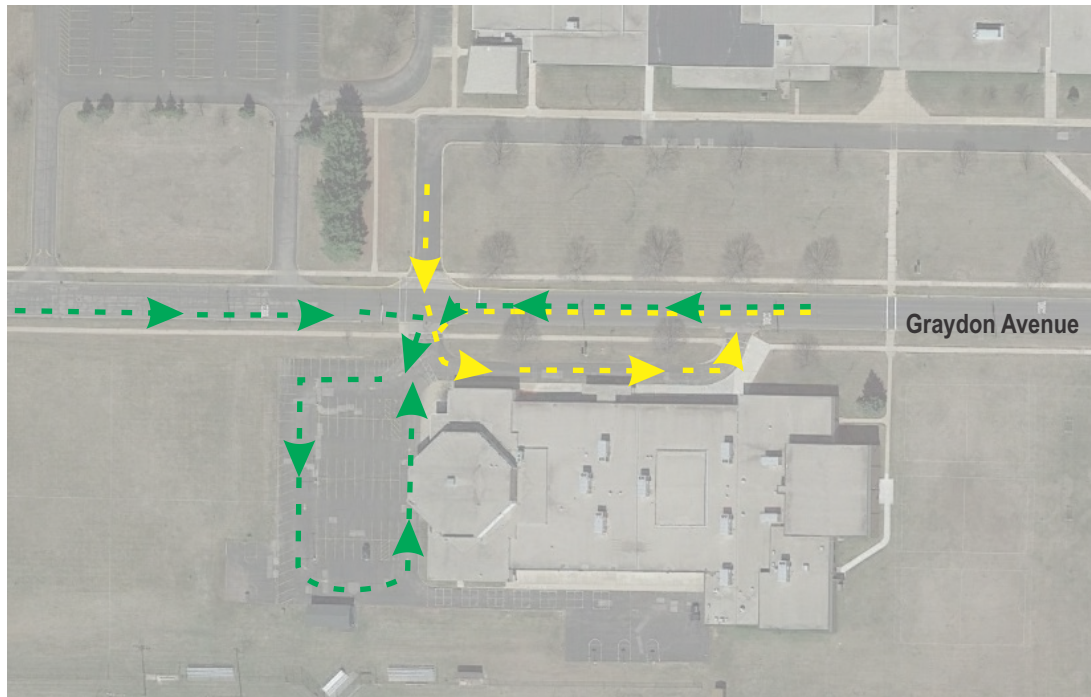




High School Traffic Pattern



LEGEND

- Existing Traffic Flow (Parents/Students/Staff)
- Existing Traffic Flow (Buses)




Middle School Traffic Pattern

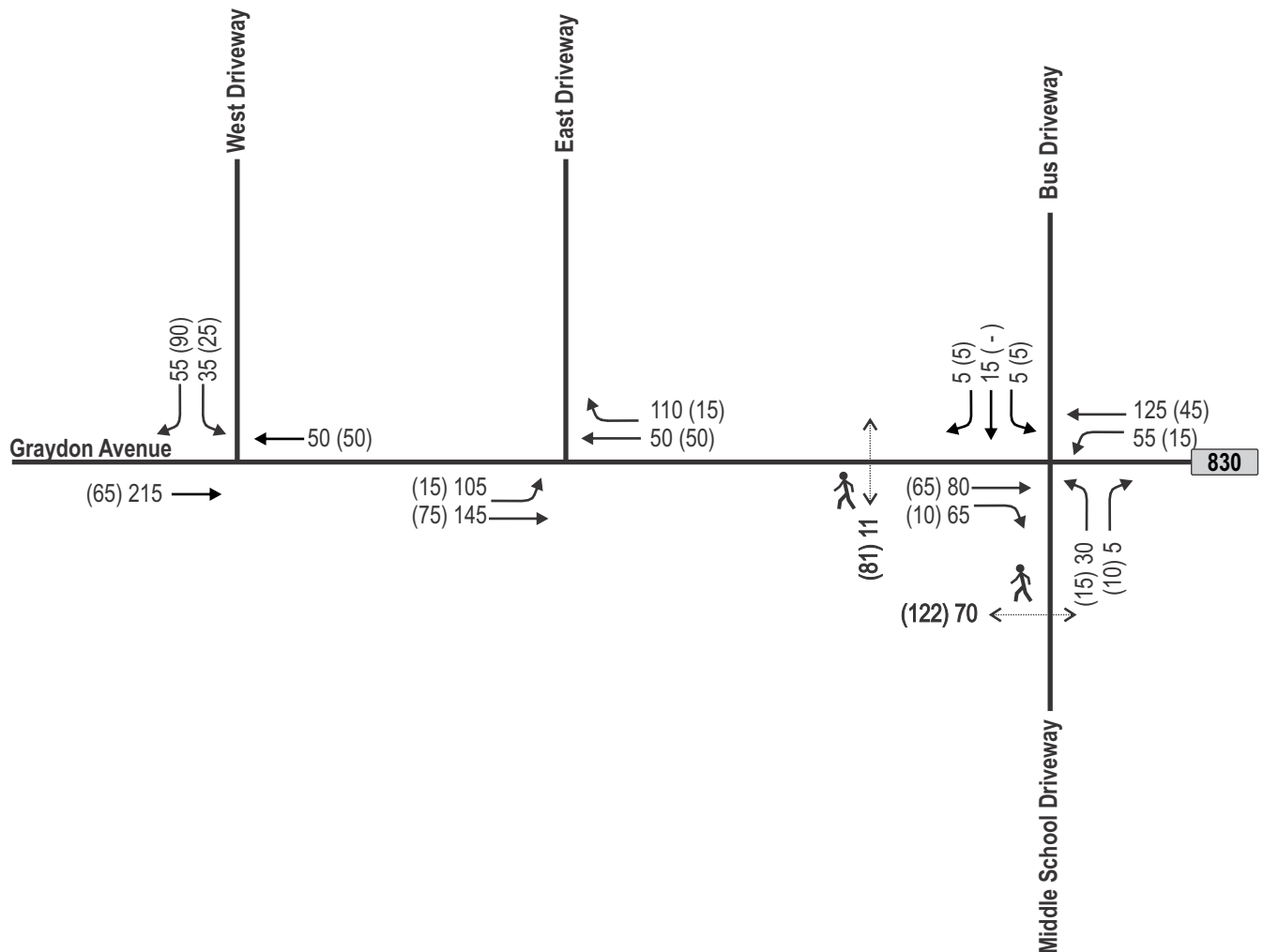
LEGEND

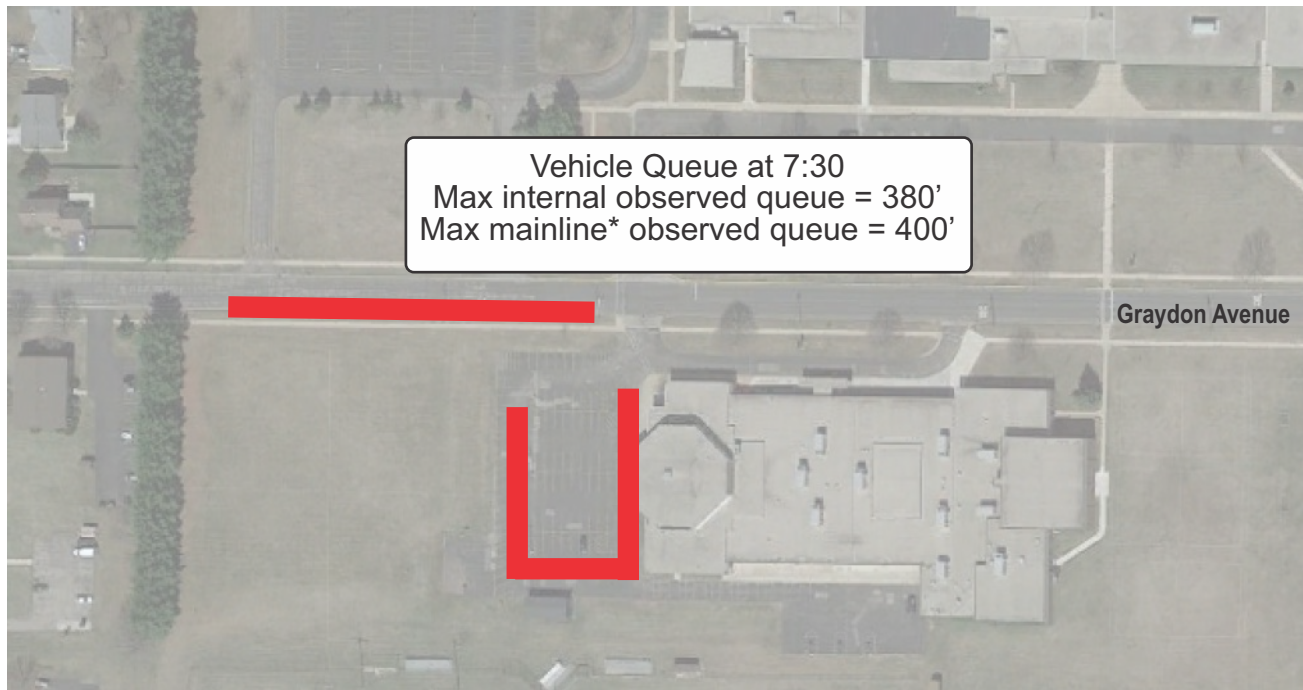
-  Stop Sign
-  Existing Lane Configuration
- XX'** Distance Between Roadways (in Feet)



LEGEND

- XX AM School Arrival Peak Hour (6:45 - 7:45 AM)
- (XX) PM School Departure Peak Hour (2:30 - 3:30 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)
- X,XXX** 2022 Annual Average Daily Traffic (AADT)
-  Pedestrian Crossing Volume

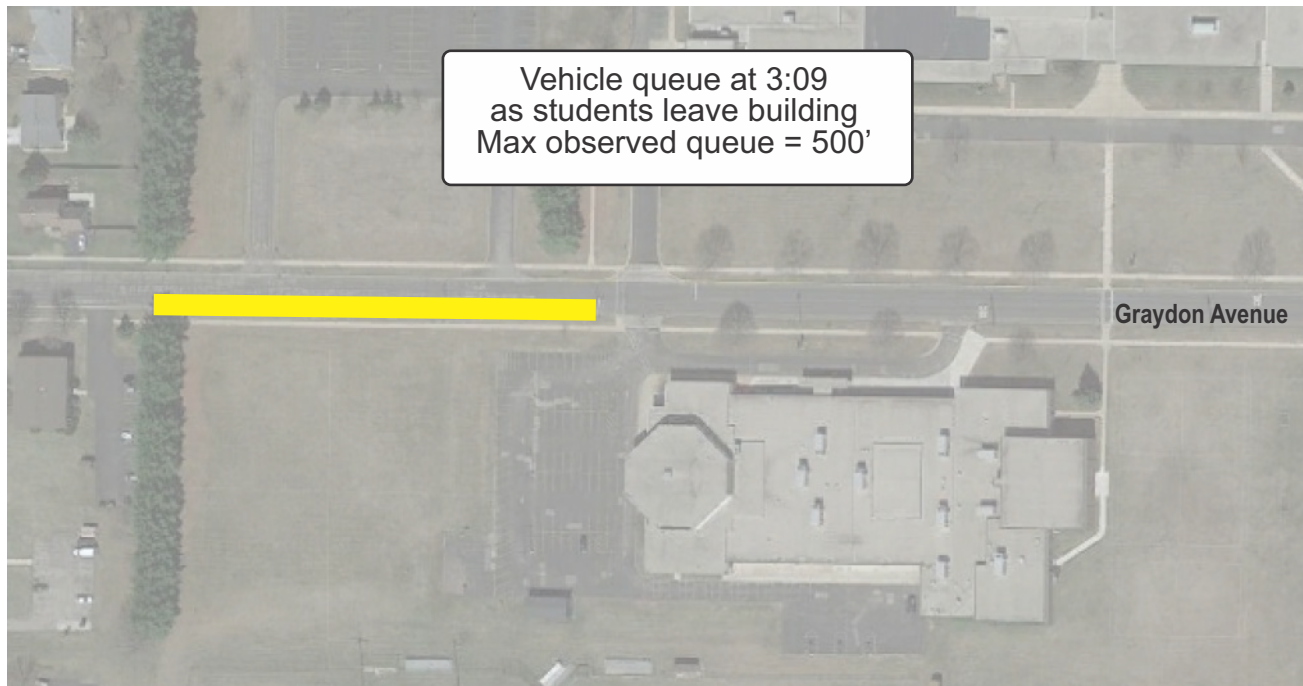




* mainline queue is eastbound queue waiting at stop sign, includes eastbound through vehicles plus parents waiting

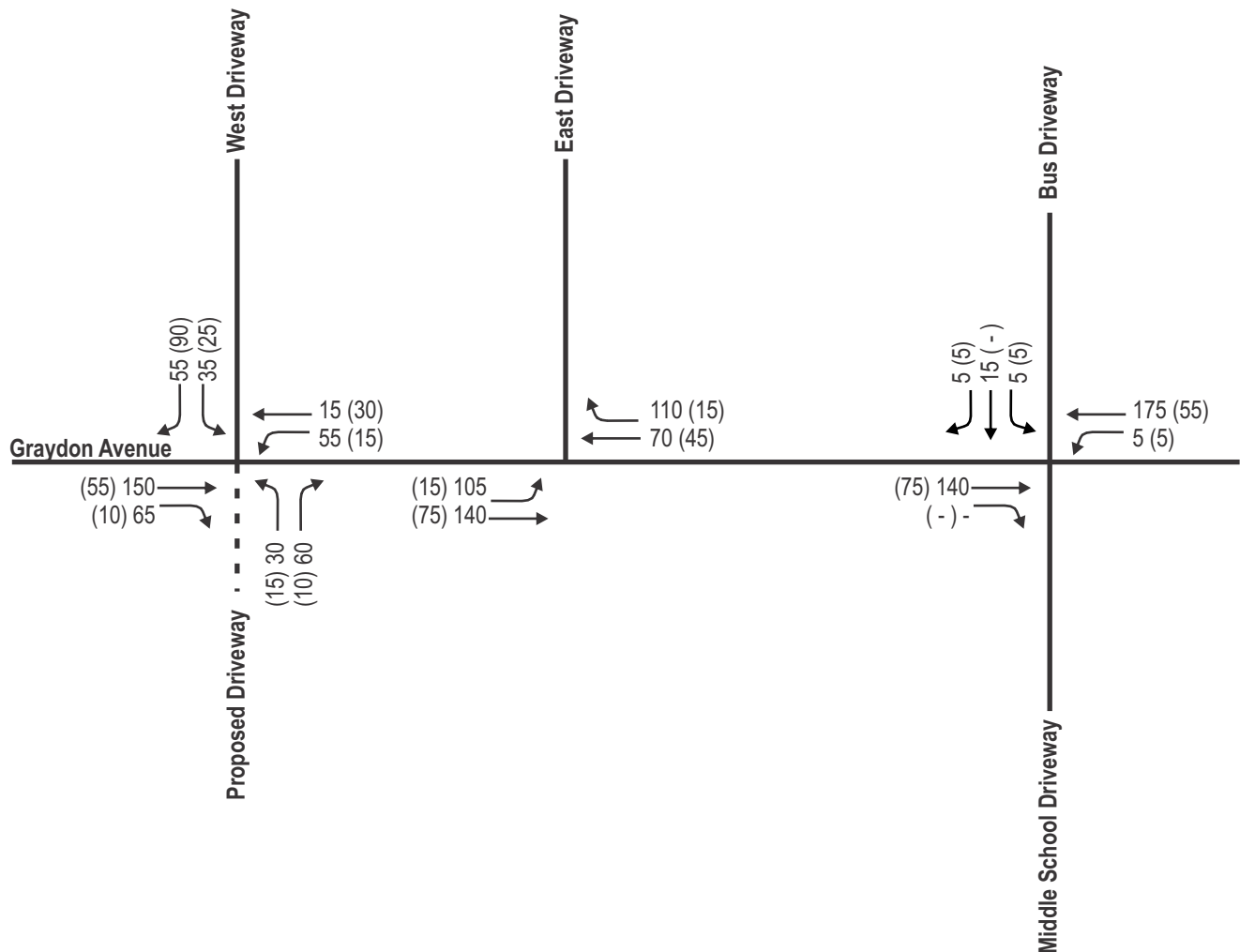
LEGEND

- Parent Drop-Off Queue Length
- Parent Pick-Up Queue Length





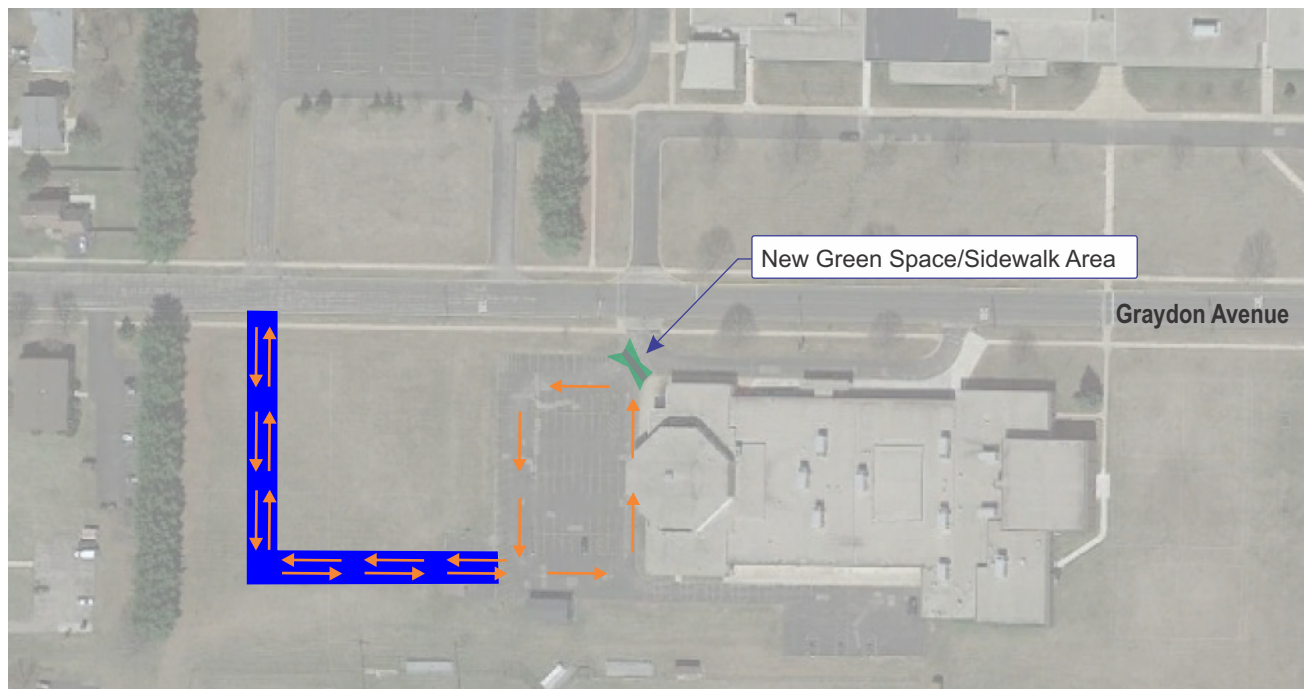
LEGEND

XX AM School Arrival Peak Hour (6:45 - 7:45 AM)
 (XX) PM School Departure Peak Hour (2:30 - 3:30 PM)
 - Negligible Traffic Volumes (Fewer than 3 vph)





LEGEND

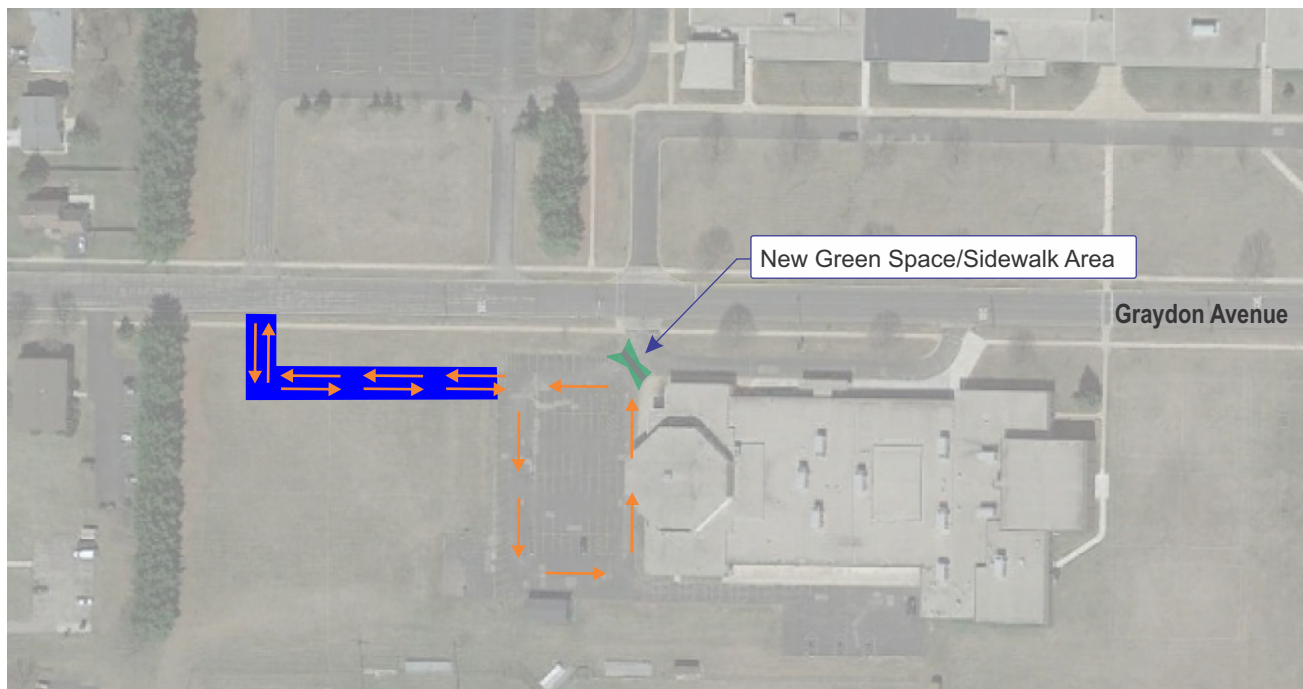
-  Traffic Flow Configuration
-  New Driveway Pavement



Max Inbound Vehicle Queue Capacity = 750'



LEGEND

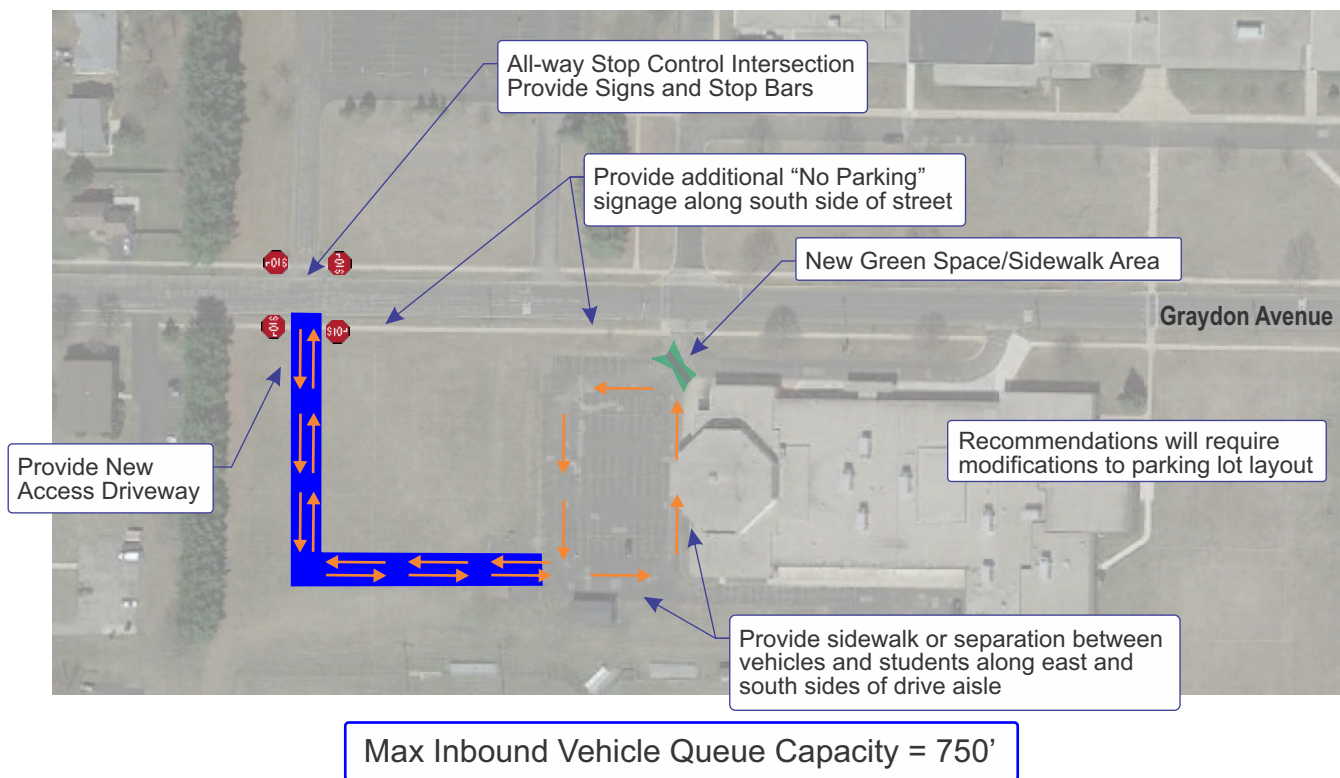
-  Traffic Flow Configuration
-  New Driveway Pavement



Max Inbound Vehicle Queue Capacity = 750'

LEGEND

-  Traffic Flow Configuration
-  New Driveway Pavement



Appendix A

Traffic

Existing Turning Movement Counts

Intersection Traffic Volume Report

Count Basics		Version 2023.10	Page 1 of 13
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Major St: Greydon Avenue

Minor St: High School West DW

Intersection of: Greydon Avenue & High School West DW

IX_ID:

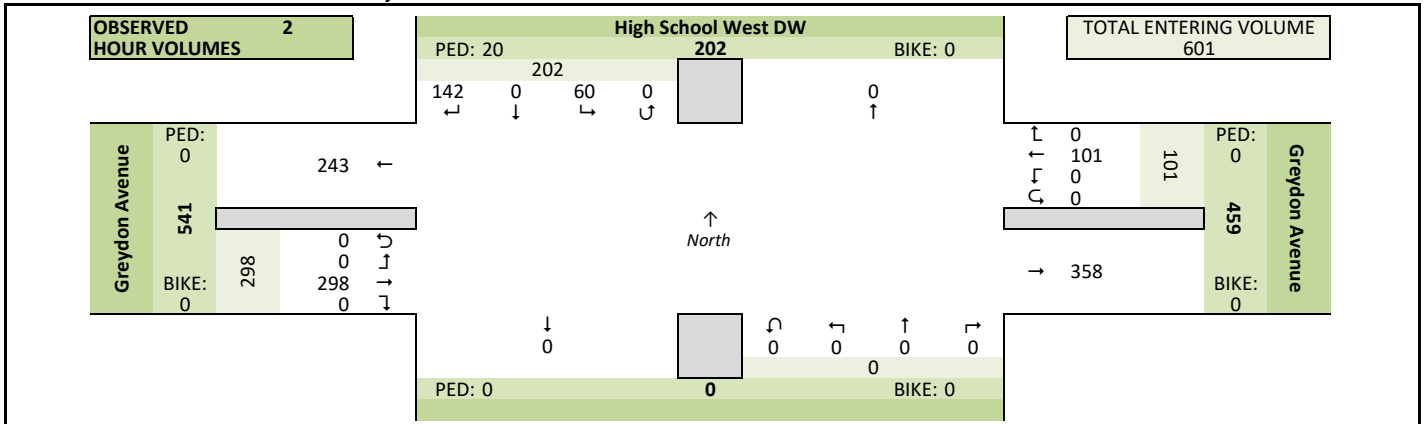
Site Information

Municipality	Village of East Troy
County	64 - Walworth
WisDOT Region	SE
Traffic Control	Partial Stop Control
Roadway Names	North Direction
North Leg	High School West DW
East Leg	Greydon Avenue
South Leg	
West Leg	Greydon Avenue
Special Considerations	
Schools	In Session
Holidays	None
Special Events	None
Special Pedestrians Observed	
Pre-school children	None
Elementary school age children	None
Visually impaired (white cane/helper dog)	None
Elderly/disabled (except wheelchairs)	None
Wheelchairs/electric scooters	None
Other (describe)	None

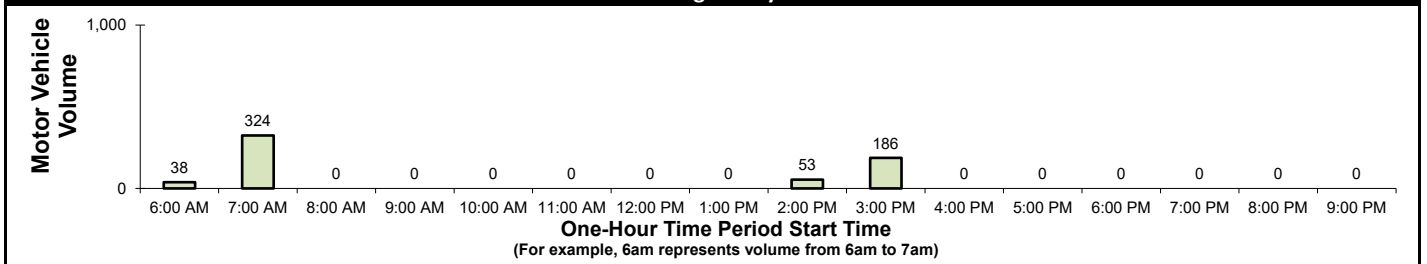
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-03:30 PM
1st Day of Count	Monday, November 6, 2023
Weather	Clear & Dry
AM Peak Period	Wednesday, November 8, 2023
Midday Peak Period	Monday, November 6, 2023
PM Peak Period	Monday, November 6, 2023
Calculated Peak Hours	
AM	6:45-7:45am
MD	
PM	2:30-3:30pm
Peak Hours Selected for Analysis	
AM	6:45-7:45am
MD	
PM	2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors
Count Expansion Group	(2) Urban Arterials & Collectors
Daily/Seasonal Adjustment Factor	0.937
Count Expansion Factor	7.573
Company Name	TADI, Inc.
Manual Adj.	1.000
Observers	AM Peak Period: Luann Gaertner Midday Peak Period: None PM Peak Period: Jane Fait
Comments	2021 DOT Daily & Seasonal Factors

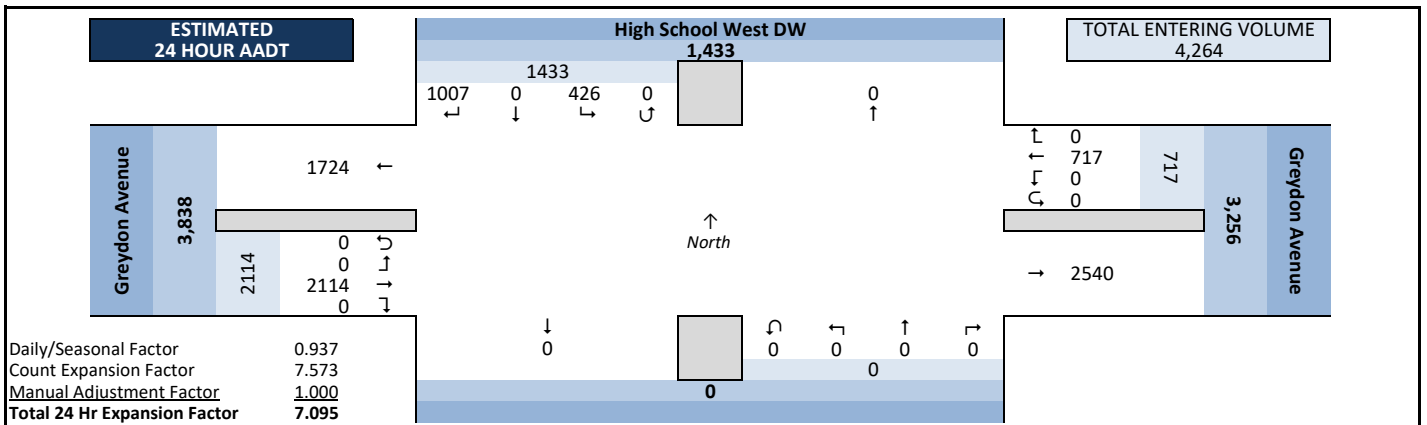
Observed 2 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

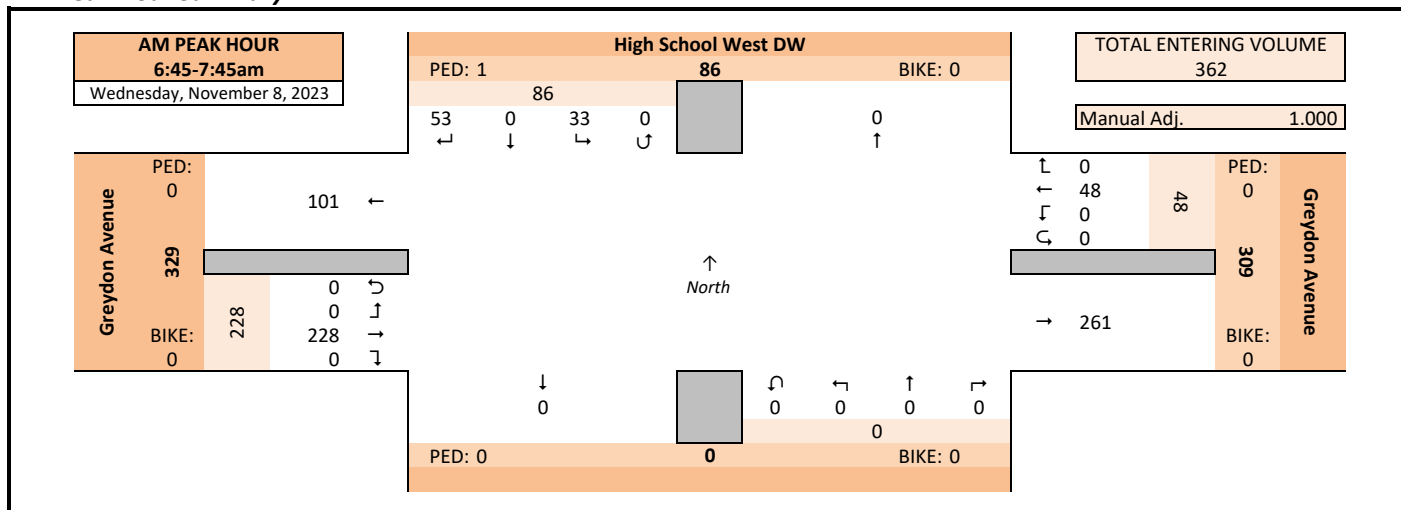


Peak Hour Volume Graphical Summary

AM Peak Hour Summary

Count Basics			Page 2 of 13
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

All Motor Vehicles

[illegible]

PM PEAK HOUR 2:30-3:30pm							
Monday, November 6, 2023							
High School West DW							
PED: 19	116				BIKE: 0		
89 ↑	0 ↓	27 ↶	0 ↷		0 ↑		
<div style="display: flex; justify-content: space-between;"> <div> <p>Greydon Avenue</p> <p>PED: 0</p> <p>142 ↑</p> <p>212</p> <p>BIKE: 0</p> <p>70</p> <p>0 ↷</p> <p>0 ↶</p> <p>70 ↑</p> <p>0 ↓</p> </div> <div> <p>↑ North</p> </div> <div> <p>TOTAL ENTERING VOLUME 239</p> <p>Manual Adj. 1.000</p> </div> </div>							
<div style="display: flex; justify-content: space-between;"> <div> <p>Greydon Avenue</p> <p>PED: 0</p> <p>53</p> <p>150</p> <p>BIKE: 0</p> </div> <div> <p>↑ 0</p> <p>↑ 53</p> <p>↓ 0</p> <p>↷ 0</p> <p>→ 97</p> </div> <div> <p>Greydon Avenue</p> </div> </div>							
<div style="display: flex; justify-content: space-between;"> <div> <p>PED: 0</p> <p>0</p> <p>BIKE: 0</p> </div> <div> <p>0 ↷</p> <p>0 ↶</p> <p>0 ↑</p> <p>0 ↓</p> </div> </div>							

Peak Hour Volume Summary

Peak Hour Volumes, Truck Percentages, and PHFs

All Motor Vehicles

Wednesday, November 8, 2023		From North					From East					From South					From West					Totals
AM Peak Hour		High School West DW					Greydon Avenue					Greydon Avenue					Greydon Avenue					
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:45 AM	1	0	7	0	8	0	4	0	0	4	0	0	0	0	0	0	26	0	0	26	38	
7:00 AM	2	0	2	0	4	0	6	0	0	6	0	0	0	0	0	0	29	0	0	29	39	
7:15 AM	17	0	11	0	28	0	20	0	0	20	0	0	0	0	0	0	79	0	0	79	127	
7:30 AM	33	0	13	0	46	0	18	0	0	18	0	0	0	0	0	0	94	0	0	94	158	
Peak Hour Volume	53	0	33	0	86	0	48	0	0	48	0	0	0	0	0	0	228	0	0	228	362	
Rounded Hourly Volume	55	0	35	0	90	0	50	0	0	50	0	0	0	0	0	0	230	0	0	230	370	
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	1.9	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks Total (PHF)	0.0	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	1.9	
Peak Hour Factor (PHF)	0.40	0.00	0.63	0.00	0.47	0.00	0.60	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.61	0.57	

[illegible]

Monday, November 6, 2023		↓ From North					← From East					↑ From South					→ From West					Totals
PM Peak Hour		High School West DW					Greydon Avenue					Greydon Avenue										
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
2:30 PM	2	0	1	0	3	0	6	0	0	6	0	0	0	0	0	0	17	0	0	17	26	
2:45 PM	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	27	
3:00 PM	65	0	16	0	81	0	17	0	0	17	0	0	0	0	0	0	24	0	0	24	122	
3:15 PM	20	0	10	0	30	0	20	0	0	20	0	0	0	0	0	0	14	0	0	14	64	
Peak Hour Volume	89	0	27	0	116	0	53	0	0	53	0	0	0	0	0	0	70	0	0	70	239	
Rounded Hourly Volume	90	0	25	0	115	0	55	0	0	55	0	0	0	0	0	0	70	0	0	70	240	
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	11.3	0.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	13.2	0.0	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	
Peak Hour Factor (PHF)	0.34	0.00	0.42	0.00	0.36	0.00	0.66	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.73	0.45	

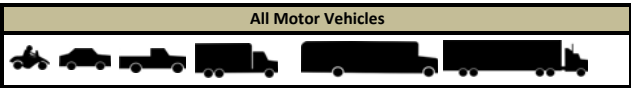
[illegible]

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

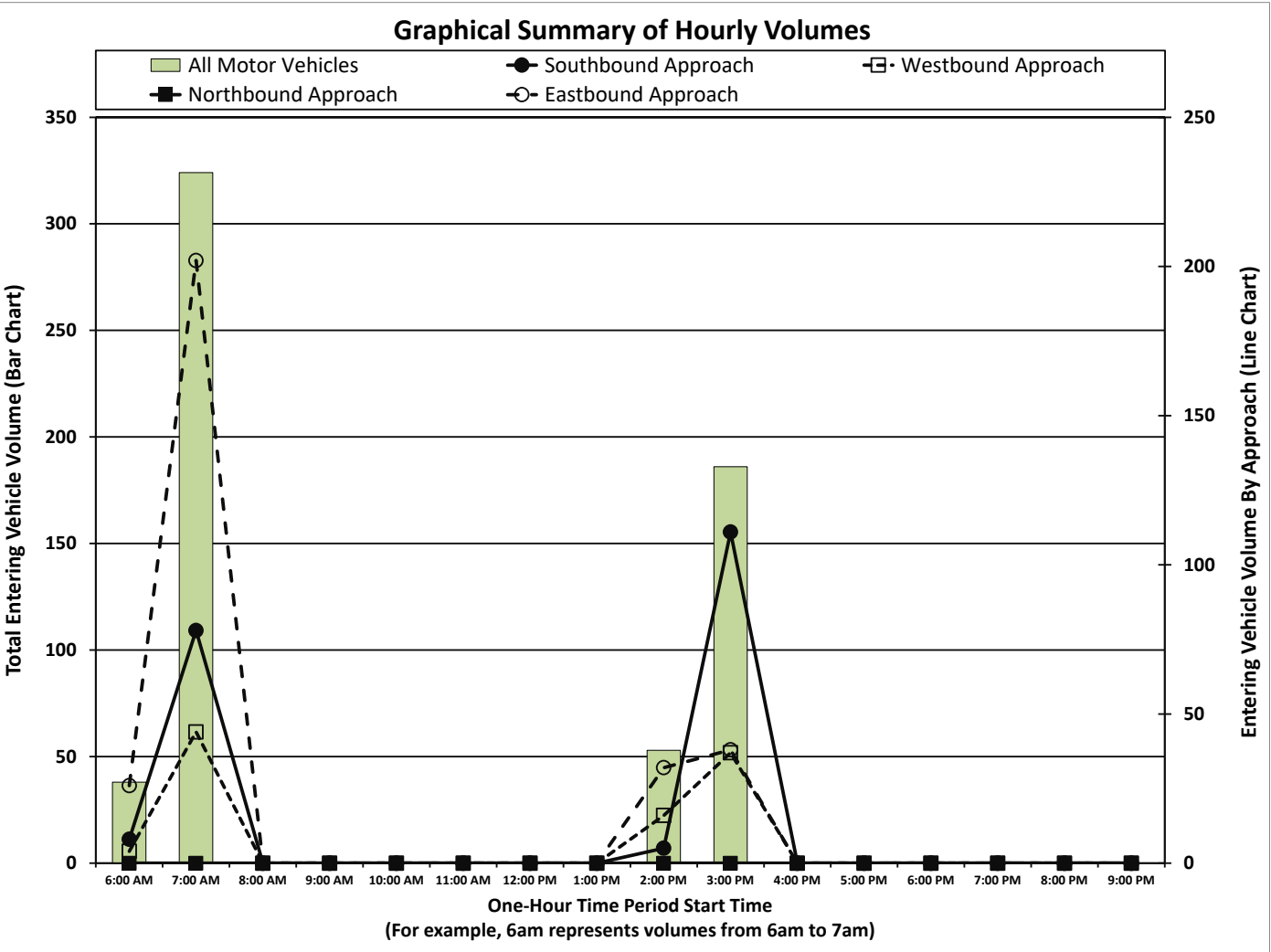
Greydon Avenue & High School West DW

Count Basics			Page 4 of 13
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		↓ From North					← From East					↑ From South					→ From West					Total Vehicle Volume	Directional Volume Totals	
		High School West DW					Greydon Avenue										Greydon Avenue							
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	1	0	7	0	8	0	4	0	0	4	0	0	0	0	0	0	26	0	0	26	38	30	8
	7:00 AM	52	0	26	0	78	0	44	0	0	44	0	0	0	0	0	0	202	0	0	202	324	246	78
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
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	
	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	4	0	1	0	5	0	16	0	0	16	0	0	0	0	0	0	32	0	0	32	53	48	5
	3:00 PM	85	0	26	0	111	0	37	0	0	37	0	0	0	0	0	0	38	0	0	38	186	75	111
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	
	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	
Totals		142	0	60	0	202	0	101	0	0	101	0	0	0	0	0	0	298	0	0	298	601	399	202




Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Greydon Avenue & High School West DW

Count Basics			Page 5 of 13	
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session	
Total Number of Hours Counted:	2	Non-Holiday	No Special Events	

All Motor Vehicles					
					

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	High School West DW					Greydon Avenue					Greydon Avenue					Greydon Avenue								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	1	0	7	0	8	0	4	0	0	4	0	0	0	0	0	0	26	0	0	26	38	362	0.57
	7:00 AM	2	0	2	0	4	0	6	0	0	6	0	0	0	0	0	0	29	0	0	29	39		
	7:15 AM	17	0	11	0	28	0	20	0	0	20	0	0	0	0	0	0	79	0	0	79	127		
	7:30 AM	33	0	13	0	46	0	18	0	0	18	0	0	0	0	0	0	94	0	0	94	158		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	2	0	1	0	3	0	6	0	0	6	0	0	0	0	0	0	17	0	0	17	26	239	0.49
	2:45 PM	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	27		
	3:00 PM	65	0	16	0	81	0	17	0	0	17	0	0	0	0	0	0	24	0	0	24	122		
	3:15 PM	20	0	10	0	30	0	20	0	0	20	0	0	0	0	0	0	14	0	0	14	64		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	142	0	60	0	202	0	101	0	0	101	0	0	0	0	0	0	298	0	0	298	601			

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	PHF
	High School West DW					Greydon Avenue					Greydon Avenue					Greydon Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 6:45 AM	53	0	33	0	86	0	48	0	0	48	0	0	0	0	0	0	228	0	0	228	362	0.57
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	89	0	27	0	116	0	53	0	0	53	0	0	0	0	0	0	70	0	0	70	239	0.49

Intersection Traffic Volume Report

15-Minute Automobile Data

Greydon Avenue & High School West DW

Count Basics			Page 6 of 13
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events



15-Minute Automobile Data

15-Minute Time Period	Start Time	From North High School West DW					From East Greydon Avenue					From South					From West Greydon Avenue					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	1	0	7	0	8	0	3	0	0	3	0	0	0	0	0	0	26	0	0	0	26	355
	7:00 AM	2	0	2	0	4	0	5	0	0	5	0	0	0	0	0	0	29	0	0	0	29	
	7:15 AM	17	0	11	0	28	0	18	0	0	18	0	0	0	0	0	0	77	0	0	0	77	123
	7:30 AM	33	0	13	0	46	0	17	0	0	17	0	0	0	0	0	0	94	0	0	0	94	157
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	2	0	1	0	3	0	5	0	0	5	0	0	0	0	0	0	17	0	0	0	17	232
	2:45 PM	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	0	15	0	0	0	15	27
	3:00 PM	65	0	16	0	81	0	13	0	0	13	0	0	0	0	0	0	24	0	0	0	24	118
	3:15 PM	20	0	10	0	30	0	18	0	0	18	0	0	0	0	0	0	14	0	0	0	14	62
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		142	0	60	0	202	0	89	0	0	89	0	0	0	0	0	0	296	0	0	0	296	587

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume	
	High School West DW					Greydon Avenue										Greydon Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 6:45 AM	53		33	0	86	0	43	0	0	43	0		0	0	0	0	226	0	0	0	226	355
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	89	0	27	0	116	0	46	0	0	46	0	0	0	0	0	0	70	0	0	0	70	232

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

Count Basics		Page 7 of 13	
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

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

[illegible]

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

Peak Hour Single Unit (SU) Truck & Buses Volume Summary																								
Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume			
	High School West DW					Greydon Avenue										Greydon Avenue								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM 6:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	2	0	0	2			
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PM 2:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0			





15-Minute Semi-Truck Data

Count Basics			Page 8 of 13
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks


[illegible][illegible]

Peak Hour School Walk Volume Summary																					
Hourly Time Period Start Time	 From North					 From East					 From South					 From West					Total Hourly Volume
	High School West DW					Greydon Avenue										Greydon Avenue					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	

15-Minute Heavy Vehicle Data

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

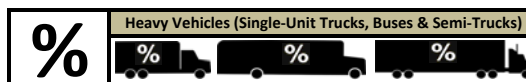
Greydon Avenue & High School West DW

Peak Hour Heavy Vehicle Volume Summary

[illegible]

15-Minute Heavy Vehicle Percentages

Count Basics		Page 10 of 13	
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events

[illegible][illegible]

Intersection Traffic Volume Report





15-Minute Pedestrian and Bicyclist Data

Greydon Avenue & High School West DW

Count Basics		Page 11 of 13	
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	North Approach			East Approach			South Approach			West Approach				
	High School West DW			Greydon Avenue			Greydon Avenue			Greydon Avenue				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	1	0	1	0	0	0	0	0	0	0	0	1	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	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		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	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	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	19
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	16	0	16	0	0	0	0	0	0	0	0	16	
	3:15 PM	3	0	3	0	0	0	0	0	0	0	0	3	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	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	
	7:00 PM	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	
	7:30 PM	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	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	20	0	20	0	0	0	0	0	0	0	0	0	20	





Special Pedestrians

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

15-Minute Adult & Children Count (Manual Entry)

Adults & Children


15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time		Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
		North Approach			East Approach			South Approach			West Approach				
		High School West DW			Greydon Avenue						Greydon Avenue				
Start Time		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	1
	6:30 AM	0		0	0		0	0		0	0		0	0	1
	6:45 AM	0		0	0		0	0		0	0		0	0	1
	7:00 AM	1		1	0		0	0		0	0		0	1	1
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
9:45 AM	0		0	0		0	0		0	0		0	0	0	
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
1:45 PM	0		0	0		0	0		0	0		0	0	0	
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	16
	2:30 PM	0		0	0		0	0		0	0		0	0	19
	2:45 PM	0		0	0		0	0		0	0		0	0	19
	3:00 PM	16		16	0		0	0		0	0		0	16	19
	3:15 PM	3		3	0		0	0		0	0		0	3	3
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
8:45 PM	0		0	0		0	0		0	0		0	0	0	
9:00 PM	0		0	0		0	0		0	0		0	0	0	
9:15 PM	0		0	0		0	0		0	0		0	0	0	
9:30 PM	0		0	0		0	0		0	0		0	0	0	
9:45 PM	0		0	0		0	0		0	0		0	0	0	
Totals		20	0	20	0	0	0	0	0	0	0	0	0	20	

15-Minute Bicycle Turning Movement Count (Manual Entry)

Bicyclists



15-Minute Time Period		From North					From East					From South					From West					15-Min Totals	Hourly Sum
Start Time	End Time	High School West DW					Greydon Avenue					Greydon Avenue											
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total							
AM Peak Period	6:00 AM					0					0					0					0	0	
	6:15 AM					0					0					0					0	0	
	6:30 AM					0					0					0					0	0	
	6:45 AM					0					0					0					0	0	
	7:00 AM					0					0					0					0	0	
	7:15 AM					0					0					0					0	0	
	7:30 AM					0					0					0					0	0	
	7:45 AM					0					0					0					0	0	
	8:00 AM					0					0					0					0	0	
	8:15 AM					0					0					0					0	0	
	8:30 AM					0					0					0					0	0	
	8:45 AM					0					0					0					0	0	
	9:00 AM					0					0					0					0	0	
	9:15 AM					0					0					0					0	0	
	9:30 AM					0					0					0					0	0	
9:45 AM					0					0					0					0	0		
Midday Peak Period	10:00 AM					0					0					0					0	0	
	10:15 AM					0					0					0					0	0	
	10:30 AM					0					0					0					0	0	
	10:45 AM					0					0					0					0	0	
	11:00 AM					0					0					0					0	0	
	11:15 AM					0					0					0					0	0	
	11:30 AM					0					0					0					0	0	
	11:45 AM					0					0					0					0	0	
	12:00 PM					0					0					0					0	0	
	12:15 PM					0					0					0					0	0	
	12:30 PM					0					0					0					0	0	
	12:45 PM					0					0					0					0	0	
	1:00 PM					0					0					0					0	0	
	1:15 PM					0					0					0					0	0	
	1:30 PM					0					0					0					0	0	
1:45 PM					0					0					0					0	0		
PM Peak Period	2:00 PM					0					0					0					0	0	
	2:15 PM					0					0					0					0	0	
	2:30 PM					0																	

[illegible]

Intersection Traffic Volume Report

Count Basics		Version 2023.10	Page 1 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Major St: Greydon Avenue
 Minor St: High School East DW
 Intersection of: Greydon Avenue & High School East DW

IX_ID:

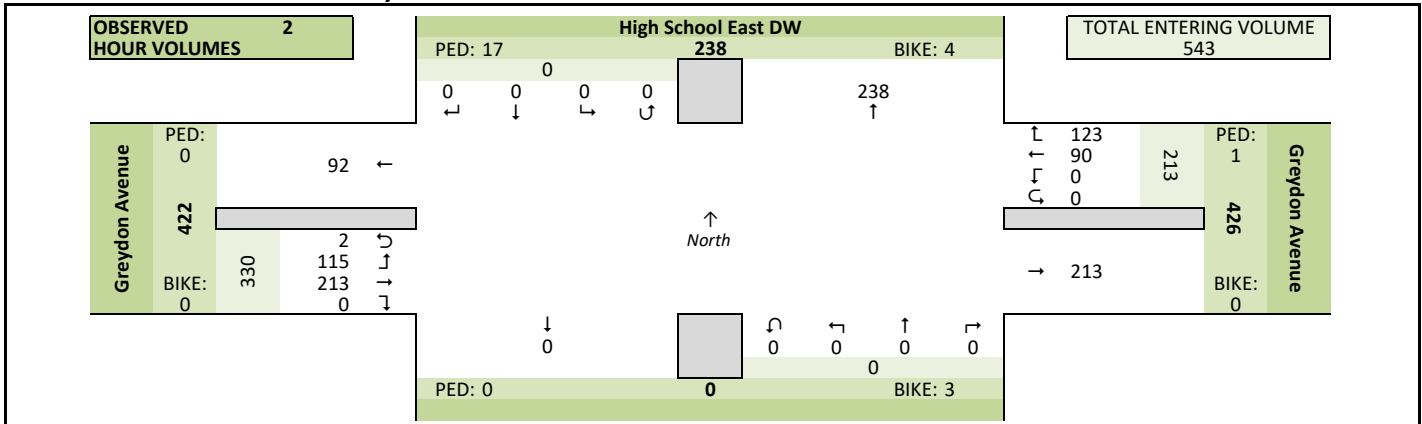
Site Information

Municipality	Village of East Troy
County	64 - Walworth
Traffic Control	Partial Stop Control
Roadway Names	North Direction
North Leg	High School East DW
East Leg	Greydon Avenue
South Leg	
West Leg	Greydon Avenue
Special Considerations	
Schools	In Session
Holidays	None
Special Events	None
Special Pedestrians Observed	
Pre-school children	None
Elementary school age children	None
Visually impaired (white cane/helper dog)	None
Elderly/disabled (except wheelchairs)	None
Wheelchairs/electric scooters	None
Other (describe)	None

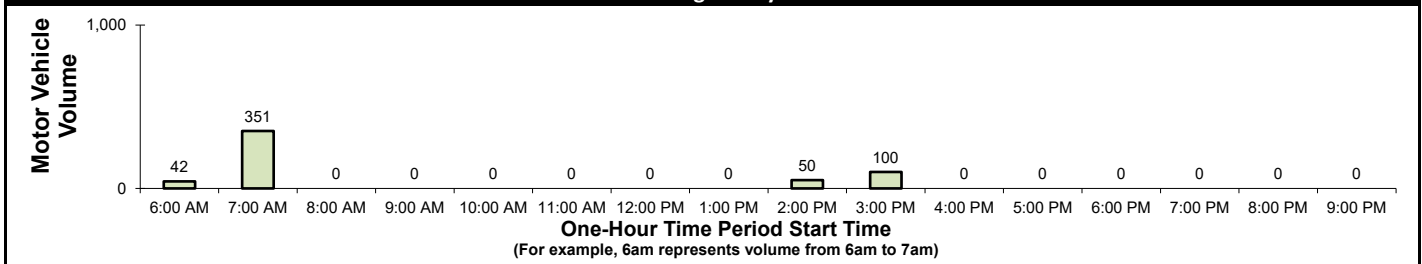
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-03:30 PM
1st Day of Count	Thursday, November 2, 2023
AM Peak Period	Friday, November 3, 2023
Midday Peak Period	Thursday, November 2, 2023
PM Peak Period	Thursday, November 2, 2023
Calculated Peak Hours	
AM	6:45-7:45am
MD	
PM	2:30-3:30pm
Peak Hours Selected for Analysis	
AM	6:45-7:45am
MD	
PM	2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors
Count Expansion Group	(2) Urban Arterials & Collectors
Daily/Seasonal Adjustment Factor	0.975
Count Expansion Factor	7.573
Company Name	TADI, Inc.
Manual Adj.	1.000
Observers	AM Peak Period Video Amy Scheuerlein Midday Peak Period None PM Peak Period Video Amy Scheuerlein
Comments	2021 DOT Daily & Seasonal Factors

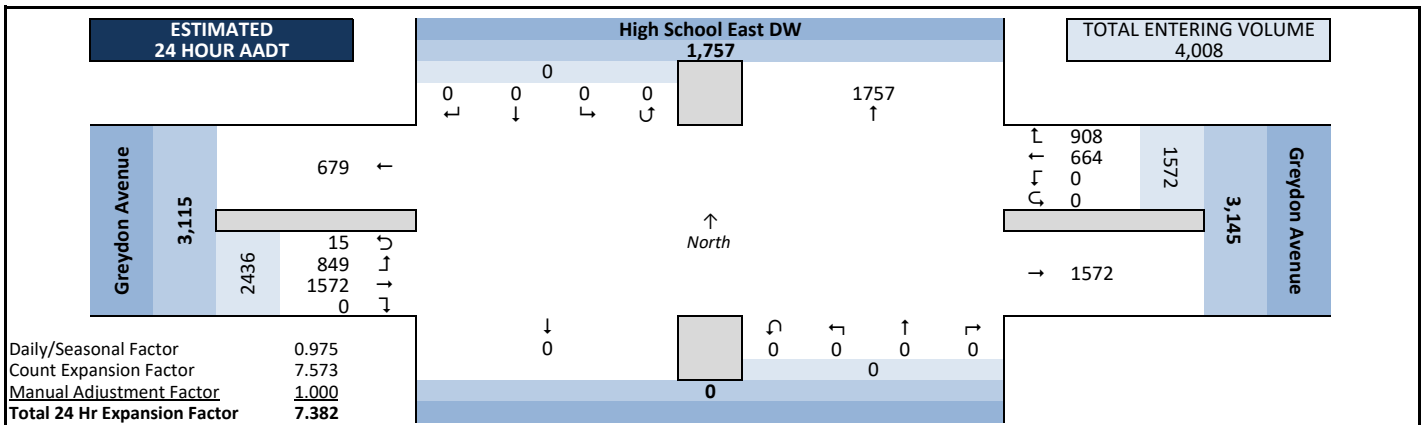
Observed 2 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

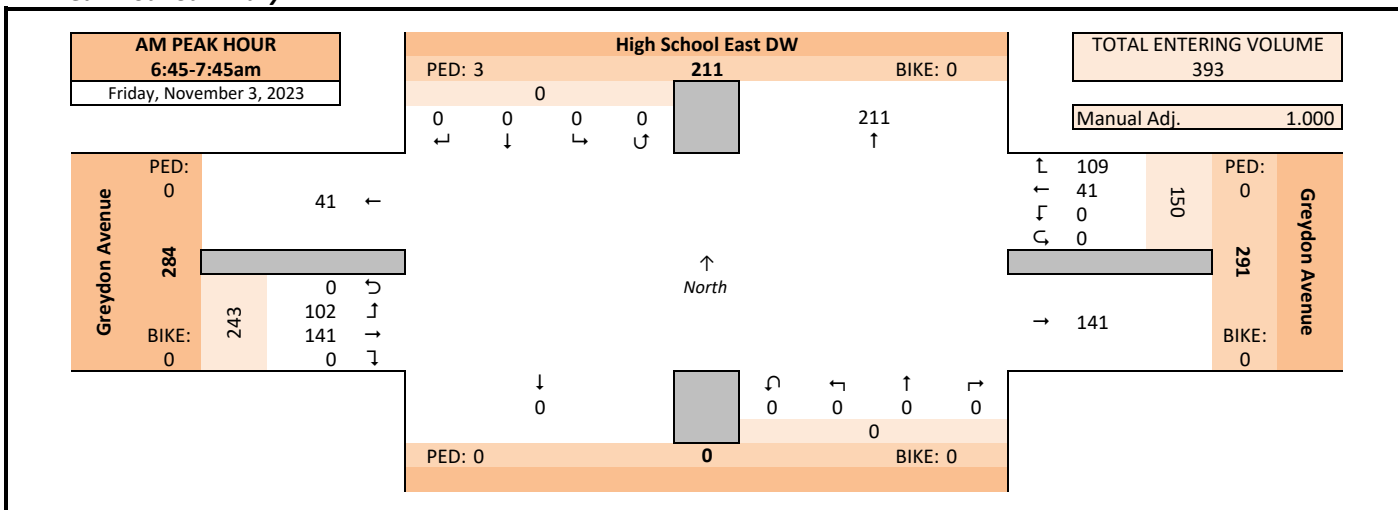


Peak Hour Volume Graphical Summary

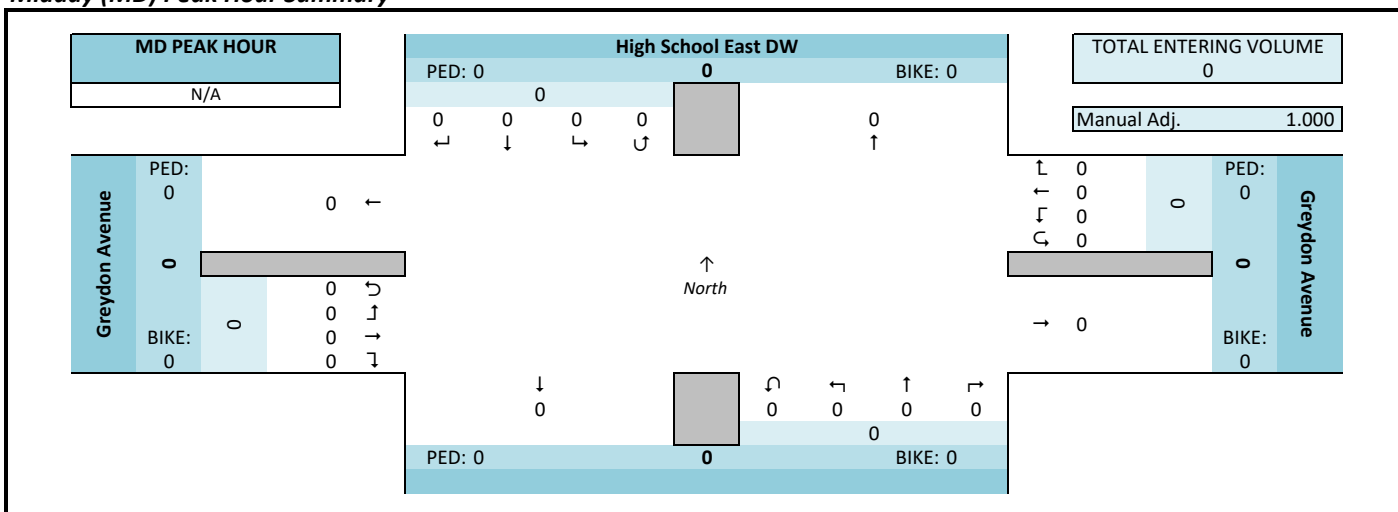
Greydon Avenue & High School East DW

Count Basics		Page 2 of 13	
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

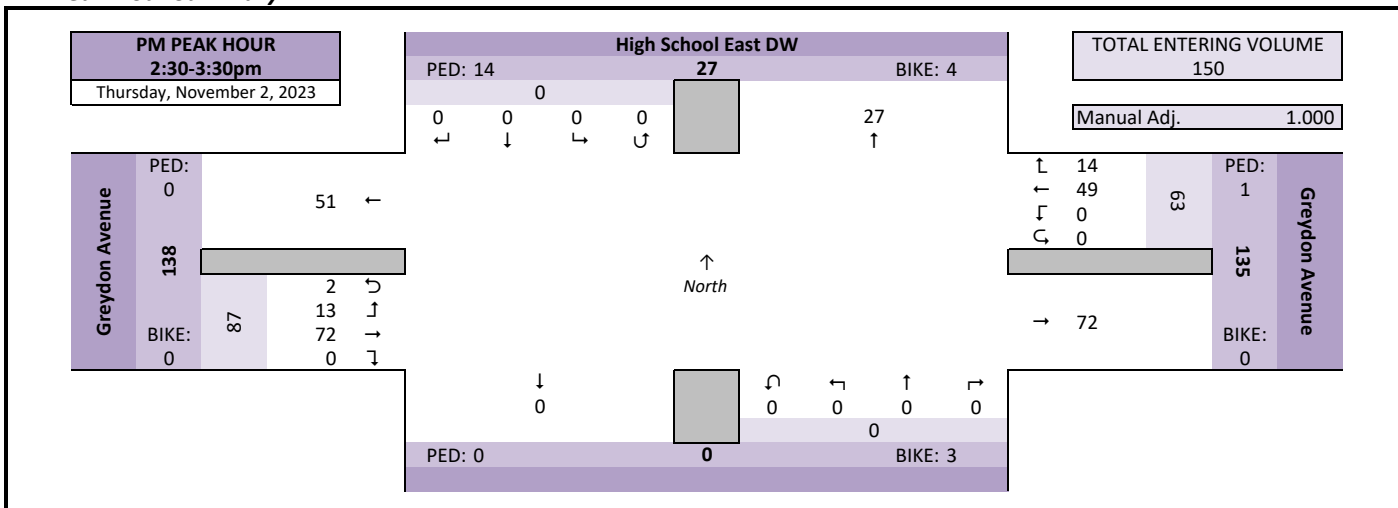
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

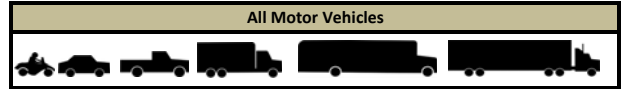


Intersection Traffic Volume Report

Peak Hour Volume Summary

Greydon Avenue & High School East DW

Count Basics			Page 3 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events








Peak Hour Volumes, Truck Percentages, and PHFs

Friday, November 3, 2023		From North					From East					From South					From West					Totals
		High School East DW					Greydon Avenue					Greydon Avenue					Greydon Avenue					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM Peak Hour	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	Totals
	6:45 AM	0	0	0	0	0	13	3	0	0	16	0	0	0	0	0	0	17	9	0	26	42
	7:00 AM	0	0	0	0	0	5	7	0	0	12	0	0	0	0	0	0	15	6	0	21	33
	7:15 AM	0	0	0	0	0	36	12	0	0	48	0	0	0	0	0	0	51	21	0	72	120
	7:30 AM	0	0	0	0	0	55	19	0	0	74	0	0	0	0	0	0	58	66	0	124	198
	Peak Hour Volume	0	0	0	0	0	109	41	0	0	150	0	0	0	0	0	0	141	102	0	243	393
	Rounded Hourly Volume	0	0	0	0	0	110	40	0	0	150	0	0	0	0	0	0	140	100	0	240	390
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.4	1.5
	% 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	12.2	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.4	1.5	
Peak Hour Factor (PHF)		0.00	0.00	0.00	0.00	0.00	0.50	0.54	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.39	0.00	0.49	0.50

N/A		From North					From East					From South					From West					Totals
Midday (MD) Peak Hour	MD Peak Hour	High School East DW					Greydon Avenue					Greydon Avenue					Greydon Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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, November 2, 2023		↓ From North					← From East					↑ From South					→ From West					Totals	
PM Peak Hour	PM Peak Hour	High School East DW					Greydon Avenue					Greydon Avenue					Greydon Avenue						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		Totals
	2:30 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	12	0	0	12	16
	2:45 PM	0	0	0	0	0	6	9	0	0	15	0	0	0	0	0	0	0	11	8	0	19	34
	3:00 PM	0	0	0	0	0	3	24	0	0	27	0	0	0	0	0	0	0	31	3	2	36	63
	3:15 PM	0	0	0	0	0	3	14	0	0	17	0	0	0	0	0	0	0	18	2	0	20	37
	Peak Hour Volume	0	0	0	0	0	14	49	0	0	63	0	0	0	0	0	0	0	72	13	2	87	150
	Rounded Hourly Volume	0	0	0	0	0	15	50	0	0	65	0	0	0	0	0	0	0	70	15	0	85	150
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
	% 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	12.2	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.58	0.51	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.41	0.25	0.60	0.60	

Peak Hour Pedestrian and Bicyclist Volumes

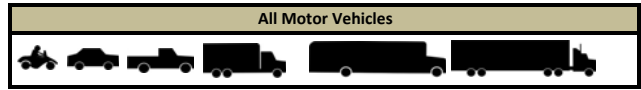
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
High School East DW		Greydon Avenue			Greydon Avenue			Greydon Avenue			Greydon Avenue			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	
	Total	3	0	3	0	0	0	0	0	0	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	2:30 PM	0	1	1	0	0	0	0	3	3	0	0	0	
	2:45 PM	1	1	2	0	0	0	0	0	0	0	0	0	
	3:00 PM	13	1	14	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	1	1	1	0	1	0	0	0	0	0	0	
	Total	14	4	18	1	0	1	0	3	3	0	0	0	

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Greydon Avenue & High School East DW

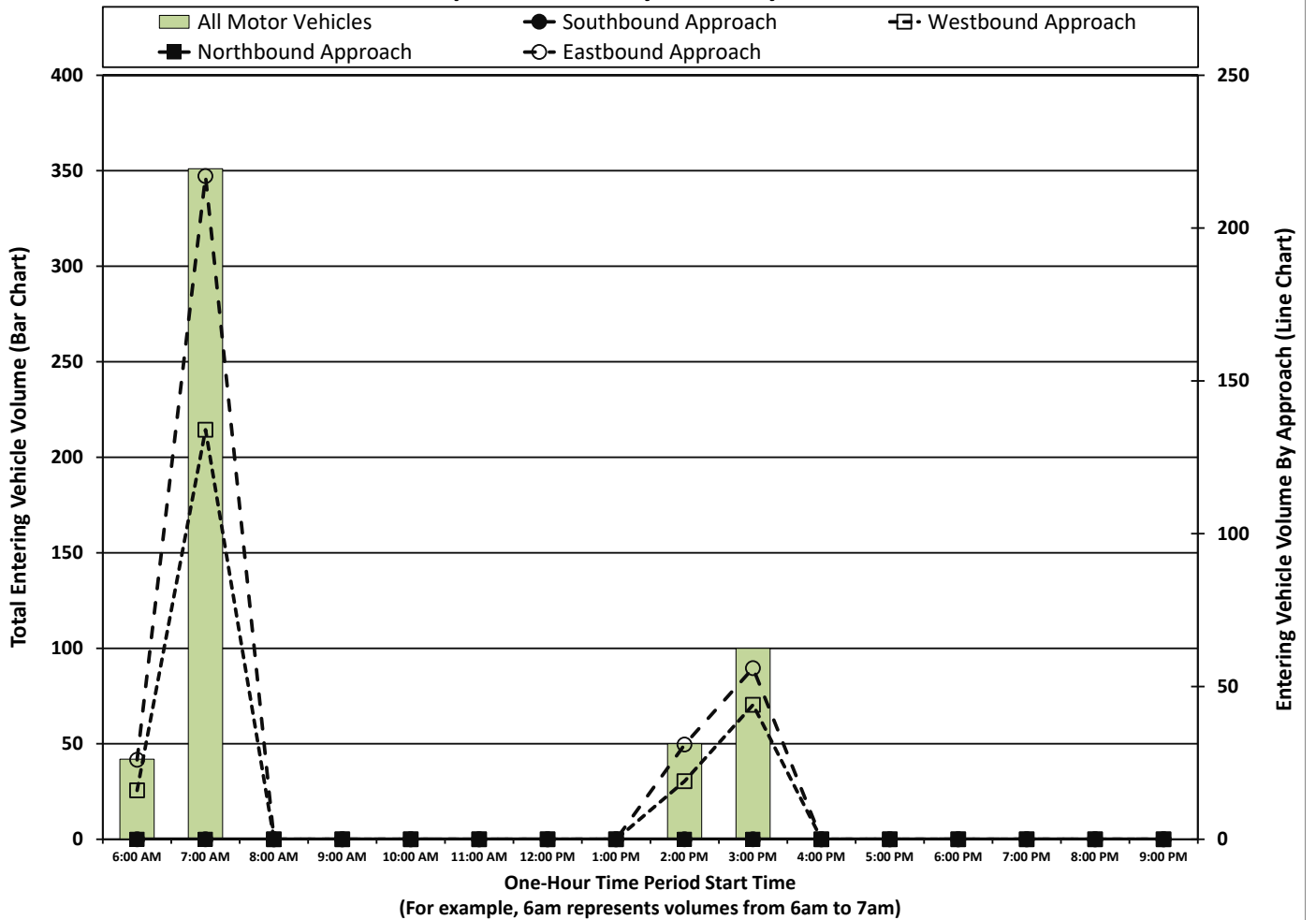
Count Basics			Page 4 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North High School East DW					From East Greydon Avenue					From South					From West Greydon Avenue					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
AM	6:00 AM	0	0	0	0	0	13	3	0	0	16	0	0	0	0	0	0	17	9	0	26	42	42	0
	7:00 AM	0	0	0	0	0	96	38	0	0	134	0	0	0	0	0	0	124	93	0	217	351	351	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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	8	11	0	0	19	0	0	0	0	0	0	23	8	0	31	50	50	0
	3:00 PM	0	0	0	0	0	6	38	0	0	44	0	0	0	0	0	0	49	5	2	56	100	100	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0	0	0	0	0	123	90	0	0	213	0	0	0	0	0	0	213	115	2	330	543	543	0

Graphical Summary of Hourly Volumes




Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Greydon Avenue & High School East DW

Count Basics			Page 5 of 13	
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session	
Total Number of Hours Counted:	2	Non-Holiday	No Special Events	

All Motor Vehicles					
					

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF			
	High School East DW					Greydon Avenue					Greydon Avenue					Greydon Avenue										
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	6:45 AM	0	0	0	0	0	13	3	0	0	16	0	0	0	0	0	0	17	9	0	0	26	42	393	0.50	
	7:00 AM	0	0	0	0	0	5	7	0	0	12	0	0	0	0	0	0	15	6	0	0	21	33			
	7:15 AM	0	0	0	0	0	36	12	0	0	48	0	0	0	0	0	0	51	21	0	0	72	120			
	7:30 AM	0	0	0	0	0	55	19	0	0	74	0	0	0	0	0	0	58	66	0	0	124	198			
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2:30 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	12	0	0	0	12	16	150	0.60	
	2:45 PM	0	0	0	0	0	6	9	0	0	15	0	0	0	0	0	0	11	8	0	0	19	34			
	3:00 PM	0	0	0	0	0	3	24	0	0	27	0	0	0	0	0	0	31	3	2	0	36	63			
	3:15 PM	0	0	0	0	0	3	14	0	0	17	0	0	0	0	0	0	18	2	0	0	20	37			
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Totals	0	0	0	0	0	123	90	0	0	213	0	0	0	0	0	0	213	115	2	0	330	543				

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume	PHF
	High School East DW					Greydon Avenue					Greydon Avenue					Greydon Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 6:45 AM	0	0	0	0	0	109	41	0	0	150	0	0	0	0	0	0	141	102	0	243	0.50	
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 2:30 PM	0	0	0	0	0	14	49	0	0	63	0	0	0	0	0	0	72	13	2	87	0.60	

Intersection Traffic Volume Report

15-Minute Automobile Data

Greydon Avenue & High School East DW

Count Basics			Page 6 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period	Start Time	From North High School East DW					From East Greydon Avenue					From South					From West Greydon Avenue					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	13	3	0	0	16	0	0	0	0	0	17	9	0	0	26	42	387
	7:00 AM	0	0	0	0	0	5	4	0	0	9	0	0	0	0	0	15	6	0	0	21	30	
	7:15 AM	0	0	0	0	0	36	12	0	0	48	0	0	0	0	0	51	21	0	0	72	120	
	7:30 AM	0	0	0	0	0	55	17	0	0	72	0	0	0	0	0	57	66	0	0	123	195	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	12	0	0	0	12	16	144
	2:45 PM	0	0	0	0	0	6	9	0	0	15	0	0	0	0	0	11	8	0	0	19	34	
	3:00 PM	0	0	0	0	0	3	19	0	0	22	0	0	0	0	0	31	3	2	0	36	58	
	3:15 PM	0	0	0	0	0	3	13	0	0	16	0	0	0	0	0	18	2	0	0	20	36	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	123	79	0	0	202	0	0	0	0	0	0	212	115	2	329	531	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume
	High School East DW					Greydon Avenue										Greydon Avenue					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	0	0	0	0	0	109	36	0	0	145	0	0	0	0	0	0	140	102	0	242	387
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 2:30 PM	0	0	0	0	0	14	43	0	0	57	0	0	0	0	0	0	72	13	2	87	144

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

Count Basics			Page 7 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

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

[illegible]

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

Peak Hour Single Unit (SU) Truck & Buses Volume Summary																								
Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume			
	High School East DW					Greydon Avenue										Greydon Avenue								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM 6:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	0	0	1			
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PM 2:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0			

15-Minute Semi-Truck Data

Greydon Avenue & High School East DW

[illegible][illegible]

15-Minute Heavy Vehicle Data

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

Greydon Avenue & High School East DW

Peak Hour Heavy Vehicle Volume Summary



[illegible]

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Greydon Avenue & High School East DW

Count Basics			Page 10 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events

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

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time	From North					From East					From South					From West					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent		
	High School East DW					Greydon Avenue										Greydon Avenue								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.8	1.5		
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	20.8	0.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7		
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0									

Intersection Traffic Volume Report





15-Minute Pedestrian and Bicyclist Data

Greydon Avenue & High School East DW

Count Basics			Page 11 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	North Approach			East Approach			South Approach			West Approach				
	High School East DW			Greydon Avenue			Greydon Avenue			Greydon Avenue				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:00 AM	1	0	1	0	0	0	0	0	0	0	0	1	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	2	0	2	0	0	0	0	0	0	0	0	2	
	7:45 AM	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	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	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	
	9:45 AM	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	
	10:15 AM	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	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	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	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	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	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	1	1	0	0	0	0	3	3	0	0	4	22
	2:45 PM	1	1	2	0	0	0	0	0	0	0	0	2	
	3:00 PM	13	1	14	0	0	0	0	0	0	0	0	14	
	3:15 PM	0	1	1	1	0	1	0	0	0	0	0	2	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	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		
7:00 PM	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		
7:30 PM	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		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	17	4	21	1	0	1	0	3	3	0	0	0	25	

Special Pedestrians

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

Intersection Traffic Volume Report





15-Minute Adult & Children Count (Manual Entry)

Count Basics			Page 12 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Greydon Avenue & High School East DW



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum	
	North Approach			East Approach			South Approach			West Approach					
	High School East DW			Greydon Avenue			Greydon Avenue			Greydon Avenue					
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total			
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	1
	6:30 AM	0		0	0		0	0		0	0		0	0	1
	6:45 AM	0		0	0		0	0		0	0		0	0	3
	7:00 AM	1		1	0		0	0		0	0		0	1	3
	7:15 AM	0		0	0		0	0		0	0		0	0	2
	7:30 AM	2		2	0		0	0		0	0		0	2	2
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	1
	2:15 PM	0		0	0		0	0		0	0		0	0	14
	2:30 PM	0		0	0		0	0		0	0		0	0	15
	2:45 PM	1		1	0		0	0		0	0		0	1	15
	3:00 PM	13		13	0		0	0		0	0		0	13	14
	3:15 PM	0		0	1		1	0		0	0		0	1	1
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals	17	0	17	1	0	1	0	0	0	0	0	0	18		

15-Minute Bicycle Turning Movement Count (Manual Entry)

Greydon Avenue & High School East DW



15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	High School East DW					Greydon Avenue					Greydon Avenue					Greydon Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM					0					0					0					0	0	
6:15 AM					0					0					0					0	0	
6:30 AM					0					0					0					0	0	
6:45 AM					0					0					0					0	0	
7:00 AM					0					0					0					0	0	
7:15 AM					0					0					0					0	0	
7:30 AM					0					0					0					0	0	
7:45 AM					0					0					0					0	0	
8:00 AM					0					0					0					0	0	
8:15 AM					0					0					0					0	0	
8:30 AM					0					0					0					0	0	
8:45 AM					0					0					0					0	0	
9:00 AM					0					0					0					0	0	
9:15 AM					0					0					0					0	0	
9:30 AM					0					0					0					0	0	
9:45 AM					0					0					0					0	0	
10:00 AM					0					0					0					0	0	
10:15 AM					0					0					0					0	0	
10:30 AM					0					0					0					0	0	
10:45 AM					0					0					0					0	0	
11:00 AM					0					0					0					0	0	
11:15 AM					0					0					0					0	0	
11:30 AM					0					0					0					0	0	
11:45 AM					0					0					0					0	0	
12:00 PM					0					0					0					0	0	
12:15 PM					0					0					0					0	0	
12:30 PM					0					0					0					0	0	
12:45 PM					0					0					0					0	0	
1:00 PM					0					0					0					0	0	
1:15 PM					0					0					0					0	0	
1:30 PM					0					0					0					0	0	
1:45 PM					0					0					0					0	0	
2:00 PM					0					0					0					0	0	
2:15 PM					0					0					0					0	0	
2:30 PM					0																	

[illegible]

Intersection Traffic Volume Report

Count Basics		Version 2023.10	Page 1 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Major St: Greydon Avenue
 Minor St: High School Bus DW
 Intersection of: Greydon Avenue & High School Bus DW

IX_ID:

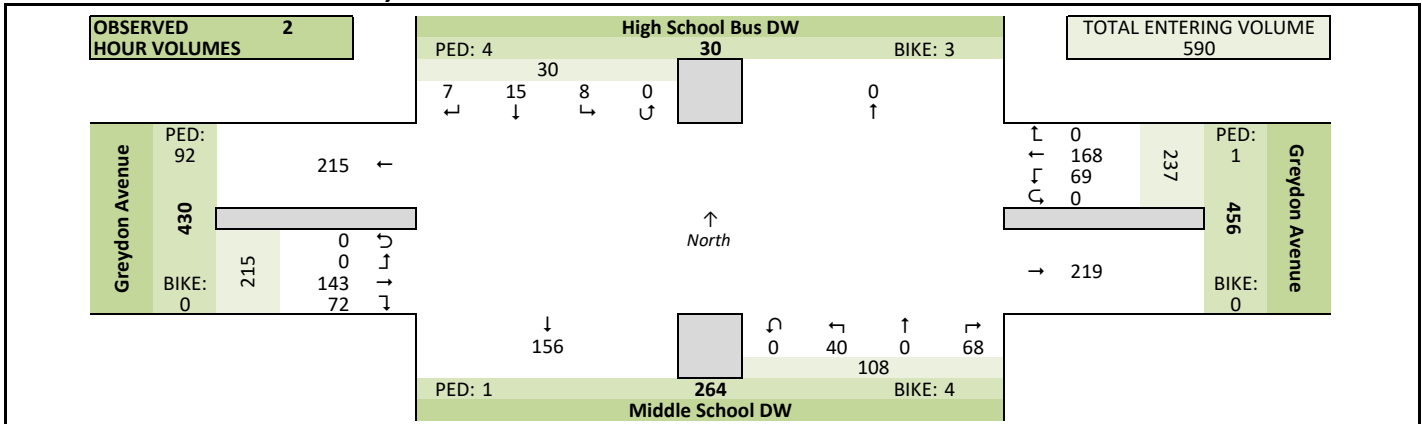
Site Information

Municipality	Village of East Troy
County	64 - Walworth
Traffic Control	Partial Stop Control
Roadway Names	North Direction
North Leg	High School Bus DW
East Leg	Greydon Avenue
South Leg	Middle School DW
West Leg	Greydon Avenue
Special Considerations	
Schools	In Session
Holidays	None
Special Events	None
Special Pedestrians Observed	
Pre-school children	None
Elementary school age children	None
Visually impaired (white cane/helper dog)	None
Elderly/disabled (except wheelchairs)	None
Wheelchairs/electric scooters	None
Other (describe)	None

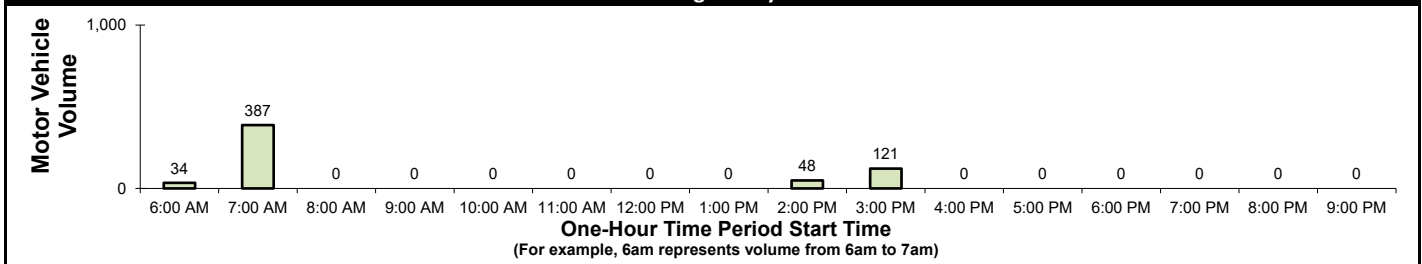
Count Information

Hrs Counted:	06:45 AM-07:45 AM and 02:30 PM-03:30 PM
1st Day of Count	Thursday, November 2, 2023
AM Peak Period	Friday, November 3, 2023
Midday Peak Period	Thursday, November 2, 2023
PM Peak Period	Thursday, November 2, 2023
Calculated Peak Hours	
AM	6:45-7:45am
MD	
PM	2:30-3:30pm
Peak Hours Selected for Analysis	
AM	6:45-7:45am
MD	
PM	2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors
Count Expansion Group	(2) Urban Arterials & Collectors
Daily/Seasonal Adjustment Factor	0.975
Count Expansion Factor	7.573
Company Name	TADI, Inc.
Manual Adj.	1.000
Observers	AM Peak Period Video Amy Scheuerlein Midday Peak Period None PM Peak Period Video Amy Scheuerlein
Comments	2021 DOT Daily & Seasonal Factors

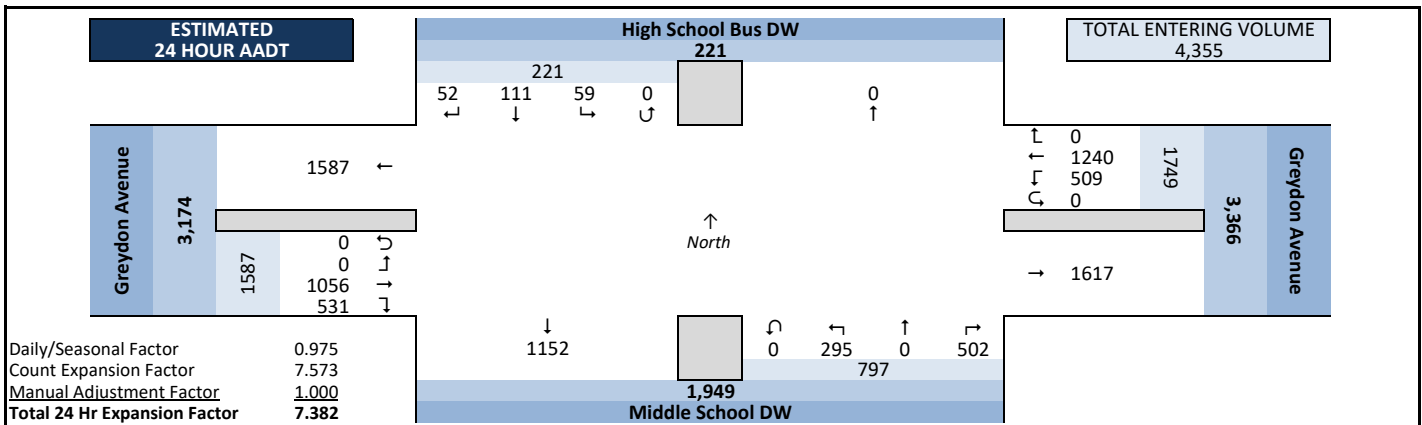
Observed 2 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

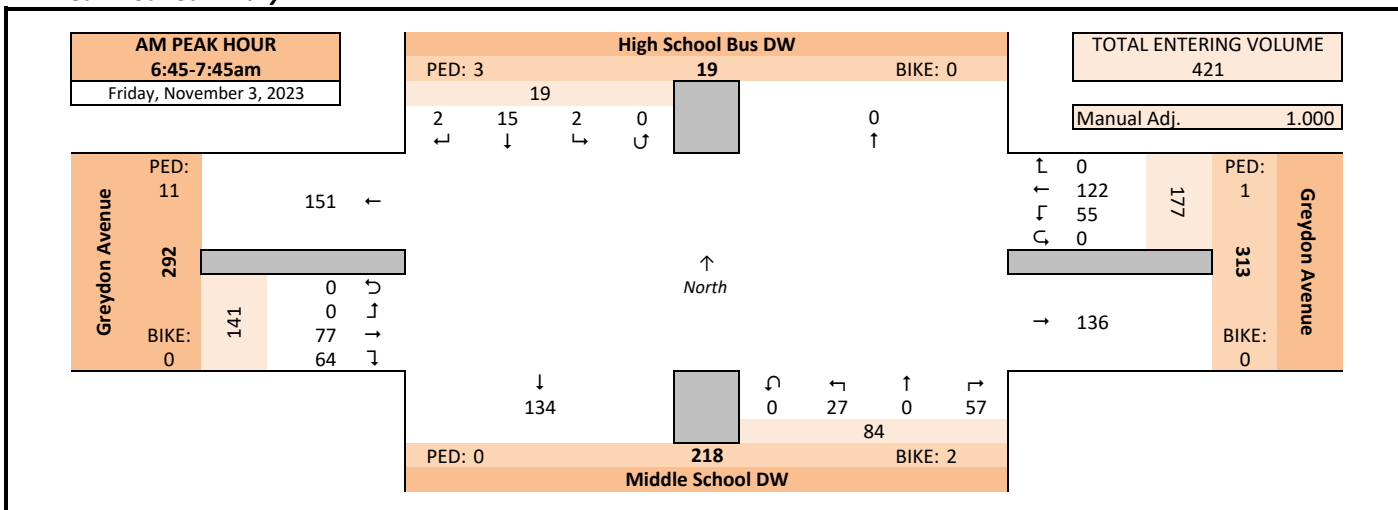


Peak Hour Volume Graphical Summary

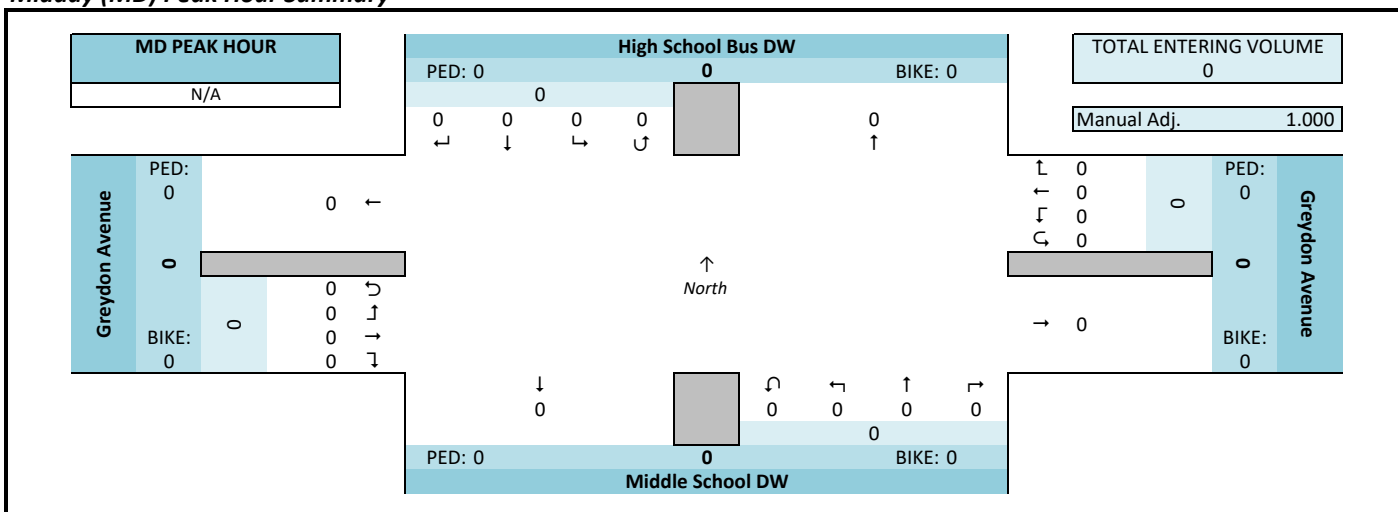
Greydon Avenue & High School Bus DW

Count Basics		Page 2 of 13	
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

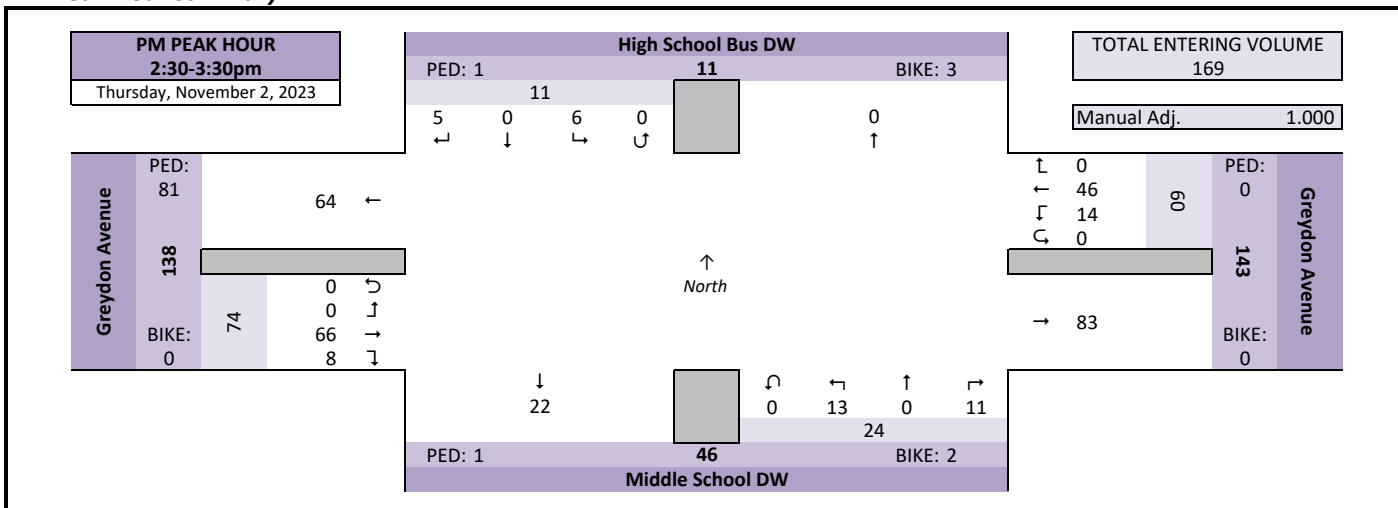
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

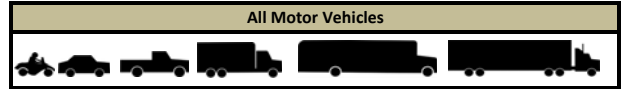


Intersection Traffic Volume Report

Peak Hour Volume Summary

Greydon Avenue & High School Bus DW

Count Basics				Page 3 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session	
Total Number of Hours Counted:	2	Non-Holiday	No Special Events	








Peak Hour Volumes, Truck Percentages, and PHFs

Friday, November 3, 2023		↓					←					↑					→					
		From North					From East					From South					From West					
		High School Bus DW					Greydon Avenue					Middle School DW					Greydon Avenue					
AM Peak Hour	AM Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	Start Time																					
	6:45 AM	1	0	0	0	1	0	15	1	0	16	0	0	0	0	0	3	14	0	0	17	34
	7:00 AM	0	0	0	0	0	0	11	8	0	19	1	0	2	0	3	6	9	0	0	15	37
	7:15 AM	0	4	0	0	4	0	36	22	0	58	18	0	14	0	32	30	19	0	0	49	143
	7:30 AM	1	11	2	0	14	0	60	24	0	84	38	0	11	0	49	25	35	0	0	60	207
	Peak Hour Volume	2	15	2	0	19	0	122	55	0	177	57	0	27	0	84	64	77	0	0	141	421
	Rounded Hourly Volume	0	15	0	0	15	0	120	55	0	175	55	0	25	0	80	65	75	0	0	140	410
	% Single Unit Trucks	50.0	100.0	0.0	0.0	84.2	0.0	3.3	1.8	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.7	5.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)	50.0	100.0	0.0	0.0	84.2	0.0	3.3	1.8	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.7	5.2	
Peak Hour Factor (PHF)	0.50	0.34	0.25	0.00	0.34	0.00	0.51	0.57	0.00	0.53	0.37	0.00	0.48	0.00	0.43	0.53	0.55	0.00	0.00	0.59	0.51	

N/A		From North					From East					From South					From West						
Midday (MD) Peak Hour	MD Peak Hour	High School Bus DW					Greydon Avenue					Middle School DW					Greydon Avenue						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	
	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, November 2, 2023		↓					←					↑					→					
PM Peak Hour	PM Peak Hour	High School Bus DW					Greydon Avenue					Middle School DW					Greydon Avenue					Totals
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	2:30 PM	0	0	1	0	1	0	6	1	0	7	0	0	0	0	0	3	10	0	0	13	21
	2:45 PM	0	0	0	0	0	0	11	3	0	14	0	0	2	0	2	1	10	0	0	11	27
	3:00 PM	5	0	4	0	9	0	17	10	0	27	4	0	5	0	9	2	26	0	0	28	73
	3:15 PM	0	0	1	0	1	0	12	0	0	12	7	0	6	0	13	2	20	0	0	22	48
	Peak Hour Volume	5	0	6	0	11	0	46	14	0	60	11	0	13	0	24	8	66	0	0	74	169
	Rounded Hourly Volume	5	0	5	0	10	0	45	15	0	60	10	0	15	0	25	10	65	0	0	75	170
	% Single Unit Trucks	100.0	0.0	83.3	0.0	90.9	0.0	4.3	42.9	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)	100.0	0.0	83.3	0.0	90.9	0.0	4.3	42.9	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7	
Peak Hour Factor (PHF)	0.25	0.00	0.37	0.00	0.31	0.00	0.68	0.35	0.00	0.56	0.39	0.00	0.54	0.00	0.46	0.67	0.63	0.00	0.00	0.66	0.58	

Peak Hour Pedestrian and Bicyclist Volumes

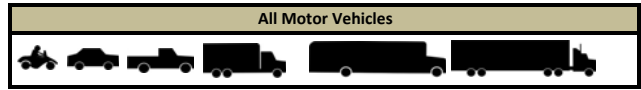
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
High School Bus DW		Greydon Avenue			Middle School DW			Greydon Avenue						
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	7:15 AM	3	0	3	1	0	1	0	1	1	6	0	6	
	7:30 AM	0	0	0	0	0	0	0	1	1	4	0	4	
	Total	3	0	3	1	0	1	0	2	2	11	0	11	
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	2:30 PM	0	1	1	0	0	0	0	1	1	0	0	0	
	2:45 PM	1	1	2	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	1	1	81	0	81	
	3:15 PM	0	1	1	0	0	0	1	0	1	0	0	0	
	Total	1	3	4	0	0	0	1	2	3	81	0	81	

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Greydon Avenue & High School Bus DW

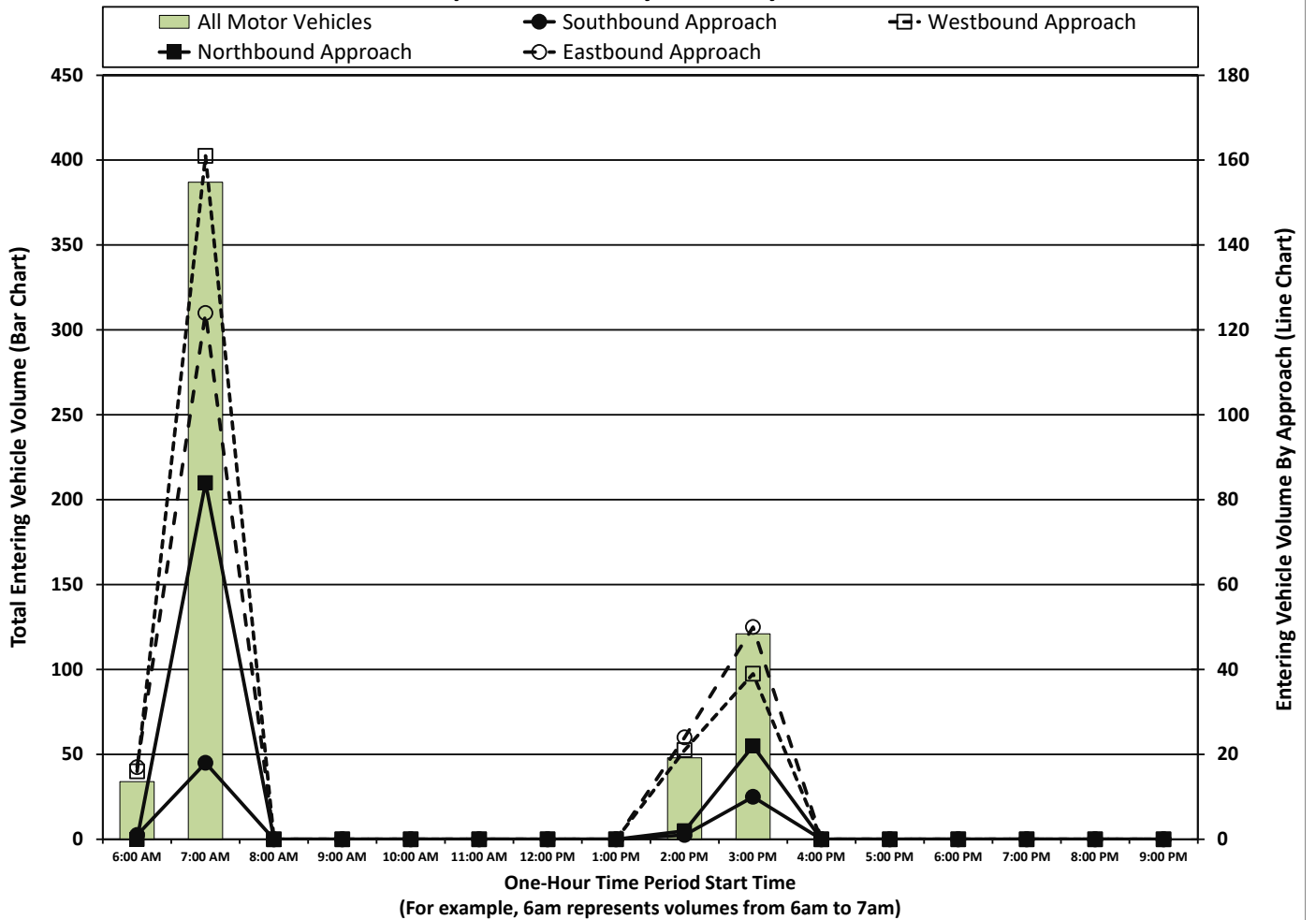
Count Basics			Page 4 of 13	
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session	
Total Number of Hours Counted:	2	Non-Holiday	No Special Events	



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North High School Bus DW					From East Greydon Avenue					From South Middle School DW					From West Greydon Avenue					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
AM	6:00 AM	1	0	0	0	1	0	15	1	0	16	0	0	0	0	0	3	14	0	0	17	34	33	1
	7:00 AM	1	15	2	0	18	0	107	54	0	161	57	0	27	0	84	61	63	0	0	124	387	285	102
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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	1	0	1	0	17	4	0	21	0	0	2	0	2	4	20	0	0	24	48	45	3
	3:00 PM	5	0	5	0	10	0	29	10	0	39	11	0	11	0	22	4	46	0	0	50	121	89	32
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		7	15	8	0	30	0	168	69	0	237	68	0	40	0	108	72	143	0	0	215	590	452	138

Graphical Summary of Hourly Volumes

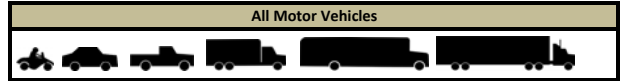


Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Greydon Avenue & High School Bus DW

Count Basics			Page 5 of 13	
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session	
Total Number of Hours Counted:	2	Non-Holiday	No Special Events	



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF		
	High School Bus DW					Greydon Avenue					Middle School DW					Greydon Avenue									
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total					
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:45 AM	1	0	0	0	1	0	15	1	0	16	0	0	0	0	0	3	14	0	0	0	17	34	421	0.51
	7:00 AM	0	0	0	0	0	0	11	8	0	19	1	0	2	0	3	6	9	0	0	0	15	37		
	7:15 AM	0	4	0	0	4	0	36	22	0	58	18	0	14	0	32	30	19	0	0	0	49	143		
	7:30 AM	1	11	2	0	14	0	60	24	0	84	38	0	11	0	49	25	35	0	0	0	60	207		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	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		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2:30 PM	0	0	1	0	1	0	6	1	0	7	0	0	0	0	0	3	10	0	0	0	13	21	169	0.58
	2:45 PM	0	0	0	0	0	0	11	3	0	14	0	0	2	0	2	1	10	0	0	0	11	27		
	3:00 PM	5	0	4	0	9	0	17	10	0	27	4	0	5	0	9	2	26	0	0	0	28	73		
	3:15 PM	0	0	1	0	1	0	12	0	0	12	7	0	6	0	13	2	20	0	0	0	22	48		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Totals		7	15	8	0	30	0	168	69	0	237	68	0	40	0	108	72	143	0	0	0	215	590		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	PHF
	High School Bus DW					Greydon Avenue					Middle School DW					Greydon Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 6:45 AM	2	15	2	0	19	0	122	55	0	177	57	0	27	0	84	64	77	0	0	141	421	0.51
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	5	0	6	0	11	0	46	14	0	60	11	0	13	0	24	8	66	0	0	74	169	0.58

Intersection Traffic Volume Report

15-Minute Automobile Data

Greydon Avenue & High School Bus DW

Count Basics			Page 6 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)		
		

15-Minute Automobile Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	High School Bus DW					Greydon Avenue					Middle School DW					Greydon Avenue							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	1	0	0	0	1	0	15	1	0	16	0	0	0	0	0	3	14	0	0	0	17	34
	7:00 AM	0	0	0	0	0	0	8	8	0	16	1	0	2	0	3	6	9	0	0	0	15	34
	7:15 AM	0	0	0	0	0	0	36	21	0	57	18	0	14	0	32	30	19	0	0	0	49	138
	7:30 AM	0	0	2	0	2	0	59	24	0	83	38	0	11	0	49	25	34	0	0	0	59	193
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	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
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	1	0	1	0	5	1	0	6	0	0	0	0	0	3	10	0	0	0	13	20
	2:45 PM	0	0	0	0	0	0	11	3	0	14	0	0	2	0	2	1	10	0	0	0	11	27
	3:00 PM	0	0	0	0	0	0	17	4	0	21	4	0	5	0	9	2	26	0	0	0	28	58
	3:15 PM	0	0	0	0	0	0	11	0	0	11	7	0	6	0	13	2	20	0	0	0	22	46
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 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	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	1	0	3	0	4	0	162	62	0	224	68	0	40	0	108	72	142	0	0	0	214	550	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume
	High School Bus DW					Greydon Avenue					Middle School DW					Greydon Avenue					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 6:45 AM	1	0	2	0	3	0	118	54	0	172	57	0	27	0	84	64	76	0	0	140	39
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 2:30 PM	0	0	1	0	1	1	44	8	0	52	11	0	13	0	24	8	66	0	0	74	15

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

Single Unit (SU) Trucks & Buses



Greydon Avenue & High School Bus DW

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

[illegible]

15-Minute Semi-Truck Data

15-Minute Semi-Truck Data

[illegible][illegible]

Hourly Time Period Start Time	From North High School Bus DW	From East Greydon Avenue	From South Middle School DW	From West Greydon Avenue	Total Hourly Volume
	Right Thru Left U-Tn Total	Right Thru Left U-Tn Total	Right Thru Left U-Tn Total	Right Thru Left U-Tn Total	
AM 6:45 AM	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0
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 2:30 PM	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Greydon Avenue & High School Bus DW

Count Basics			Page 9 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Data




15-Minute Time Period	Start Time	From North High School Bus DW					From East Greydon Avenue					From South Middle School DW					From West Greydon Avenue					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
	7:15 AM	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	
	7:30 AM	1	11	0	0	12	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	14	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	18
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	5	0	4	0	9	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	15	
	3:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		6	15	5	0	26	0	6	7	0	13	0	0	0	0	0	0	1	0	0	1	40	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North High School Bus DW				From East Greydon Avenue				From South Middle School DW				From West Greydon Avenue				Total Hourly Volume
		Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	Right	Thru	Left	U-Tn	
AM	6:45 AM	1	15	0	0	16	0	4	1	0	5	0	0	0	0	0	1	22
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	5	0	5	0	10	0	2	6	0	8	0	0	0	0	0	0	18

15-Minute Heavy Vehicle Percentages

15-Minute Heavy Vehicle Percentages

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

15-Minute Heavy Vehicle Percentages

[illegible]

Intersection Traffic Volume Report





15-Minute Pedestrian and Bicyclist Data

Greydon Avenue & High School Bus DW

Count Basics		Page 11 of 13	
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	2	Non-Holiday	No Special Events



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum	
	North Approach			East Approach			South Approach			West Approach					
	High School Bus DW			Greydon Avenue			Middle School DW			Greydon Avenue					
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	17	
	7:00 AM	0	0	0	0	0	0	0	0	1	0	1	1		
	7:15 AM	3	0	3	1	0	1	0	1	1	6	0	6	11	
	7:30 AM	0	0	0	0	0	0	1	1	4	0	4	5		
	7:45 AM	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		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	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			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0			
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	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		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	1	1	0	0	0	1	1	0	0	0	2	88	
	2:45 PM	1	1	2	0	0	0	0	0	0	0	0	2		
	3:00 PM	0	0	0	0	0	0	1	1	81	0	81	82		
	3:15 PM	0	1	1	0	0	0	1	0	1	0	0	2		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	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		
	7:00 PM	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		
	7:30 PM	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		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	4	3	7	1	0	1	1	4	5	92	0	92	105		

Special Pedestrians

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

Intersection Traffic Volume Report





15-Minute Adult & Children Count (Manual Entry)

Count Basics			Page 12 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Greydon Avenue & High School Bus DW



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum	
	North Approach			East Approach			South Approach			West Approach					
	High School Bus DW			Greydon Avenue			Middle School DW			Greydon Avenue					
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total			
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	1
	6:30 AM	0		0	0		0	0		0	0		0	0	11
	6:45 AM	0		0	0		0	0		0	0		0	0	15
	7:00 AM	0		0	0		0	0		0	1		1	1	15
	7:15 AM	3		3	1		1	0		0	6		6	10	14
	7:30 AM	0		0	0		0	0		0	4		4	4	4
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	1
	2:15 PM	0		0	0		0	0		0	0		0	0	82
	2:30 PM	0		0	0		0	0		0	0		0	0	83
	2:45 PM	1		1	0		0	0		0	0		0	1	83
	3:00 PM	0		0	0		0	0		0	81		81	81	82
	3:15 PM	0		0	0		0	1		1	0		0	1	1
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
9:00 PM	0		0	0		0	0		0	0		0	0	0	
9:15 PM	0		0	0		0	0		0	0		0	0	0	
9:30 PM	0		0	0		0	0		0	0		0	0	0	
9:45 PM	0		0	0		0	0		0	0		0	0	0	
Totals	4	0	4	1	0	1	1	0	1	92	0	92	98		

15-Minute Bicycle Turning Movement Count (Manual Entry)

Bicyclists



15-Minute Time Period		From North					From East					From South					From West					15-Min Totals	Hourly Sum
Start Time	End Time	High School Bus DW				Total	Greydon Avenue				Total	Middle School DW				Total	Greydon Avenue				Total		
		Right	Thru	Left	U-Tn		Right	Thru	Left	U-Tn		Right	Thru	Left	U-Tn		Right	Thru	Left	U-Tn			
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
9:45 AM					0					0					0					0	0	0	
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
1:45 PM					0					0					0					0	0	0	
PM Peak Period	2:00																						

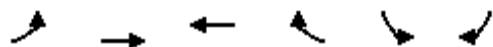
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Appendix B
Existing Traffic
Peak Hour Analysis Outputs

Year 2023 Existing Traffic

Lanes, Volumes, Timings
100: Greydon Ave & HS West D/W

AM Peak
11/15/2023

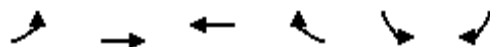





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Traffic Volume (vph)	0	215	50	0	35	55
Future Volume (vph)	0	215	50	0	35	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	1727	0	1787	1599
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	1727	0	1787	1599
Link Speed (mph)		25	25		25	
Link Distance (ft)		295	166		392	
Travel Time (s)		8.0	4.5		10.7	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	10%	10%	1%	1%
Adj. Flow (vph)	0	478	111	0	78	122
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	478	111	0	78	122
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.6%			ICU Level of Service A		
Analysis Period (min)	15					




Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	215	50	0	35	55
Future Vol, veh/h	0	215	50	0	35	55
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	10	10	1	1
Mvmt Flow	0	478	111	0	78	122
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	590	112
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	479	-
Critical Hdwy	-	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	0	-	-	0	472	944
Stage 1	0	-	-	0	916	-
Stage 2	0	-	-	0	625	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	472	943
Mov Cap-2 Maneuver	-	-	-	-	472	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	625	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		11.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	472	943		
HCM Lane V/C Ratio	-	-	0.165	0.13		
HCM Control Delay (s)	-	-	14.1	9.4		
HCM Lane LOS	-	-	B	A		
HCM 95th %tile Q(veh)	-	-	0.6	0.4		

Lanes, Volumes, Timings
200: Greydon Ave & HS East D/W

AM Peak
11/15/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	105	145	50	110	0	0
Future Volume (vph)	105	145	50	110	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.907					
Flt Protected	0.979					
Satd. Flow (prot)	0	1842	1673	0	1881	0
Flt Permitted	0.979					
Satd. Flow (perm)	0	1842	1673	0	1881	0
Link Speed (mph)	25		25	25		
Link Distance (ft)	166		253	384		
Travel Time (s)	4.5		6.9	10.5		
Confl. Peds. (#/hr)	3			3	1	1
Confl. Bikes (#/hr)				1	1	
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Adj. Flow (vph)	233	322	111	244	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	555	355	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)	0		0	12		
Link Offset(ft)	0		0	0		
Crosswalk Width(ft)	16		16	16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control	Free		Free	Stop		
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	145	50	110	0	0
Future Vol, veh/h	105	145	50	110	0	0
Conflicting Peds, #/hr	3	0	0	3	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	233	322	111	244	0	0

















Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	358	0	0 1025 237
Stage 1	-	-	- - 236 -
Stage 2	-	-	- - 789 -
Critical Hdwy	4.11	-	- - 6.41 6.21
Critical Hdwy Stg 1	-	-	- - 5.41 -
Critical Hdwy Stg 2	-	-	- - 5.41 -
Follow-up Hdwy	2.209	-	- - 3.509 3.309
Pot Cap-1 Maneuver	1206	-	- - 262 804
Stage 1	-	-	- - 806 -
Stage 2	-	-	- - 449 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1203	-	- - 199 801
Mov Cap-2 Maneuver	-	-	- - 199 -
Stage 1	-	-	- - 614 -
Stage 2	-	-	- - 448 -

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	0
HCM LOS			A





Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1203	-	-	-	-
HCM Lane V/C Ratio	0.194	-	-	-	-
HCM Control Delay (s)	8.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.7	-	-	-	-

Lanes, Volumes, Timings
300: MS West D/W/HS Bus D/W & Greydon Ave

AM Peak
11/15/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	80	65	55	125	0	30	0	60	5	15	5
Future Volume (vph)	0	80	65	55	125	0	30	0	60	5	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.940								0.910		0.973	
Flt Protected					0.985		0.984				0.990	
Satd. Flow (prot)	0	1768	0	0	1817	0	0	1684	0	0	989	0
Flt Permitted					0.985		0.984				0.990	
Satd. Flow (perm)	0	1768	0	0	1817	0	0	1684	0	0	989	0
Link Speed (mph)	25		25				25				25	
Link Distance (ft)	253		575				357				367	
Travel Time (s)	6.9		15.7				9.7				10.0	
Confl. Peds. (#/hr)	3	1		1	3		11	1		1	11	
Confl. Bikes (#/hr)	2		1				1		1		1	
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	85%	85%	85%
Adj. Flow (vph)	0	178	144	122	278	0	67	0	133	11	33	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	322	0	0	400	0	0	200	0	0	55	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0		0				0				0	
Link Offset(ft)	0		0				0				0	
Crosswalk Width(ft)	16		16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	9		15	9		15	9	
Sign Control	Stop		Stop				Stop				Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	37.5%				ICU Level of Service A							
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

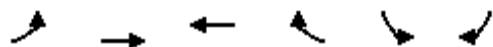
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	80	65	55	125	0	30	0	60	5	15	5
Future Vol, veh/h	0	80	65	55	125	0	30	0	60	5	15	5
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	85	85	85
Mvmt Flow	0	178	144	122	278	0	67	0	133	11	33	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.1	15.4	11.1	11.6
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	0%	31%	20%
Vol Thru, %	0%	55%	69%	60%
Vol Right, %	67%	45%	0%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	145	180	25
LT Vol	30	0	55	5
Through Vol	0	80	125	15
RT Vol	60	65	0	5
Lane Flow Rate	200	322	400	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.308	0.45	0.584	0.116
Departure Headway (Hd)	5.552	5.024	5.255	7.549
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	646	715	688	474
Service Time	3.601	3.065	3.293	5.613
HCM Lane V/C Ratio	0.31	0.45	0.581	0.118
HCM Control Delay	11.1	12.1	15.4	11.6
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.3	2.3	3.8	0.4

Lanes, Volumes, Timings
100: Greydon Ave & HS West D/W

PM Peak
11/15/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Traffic Volume (vph)	0	65	50	0	25	90
Future Volume (vph)	0	65	50	0	25	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	1681	0	1787	1599
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	1681	0	1787	1599
Link Speed (mph)		25	25		25	
Link Distance (ft)		295	166		392	
Travel Time (s)		8.0	4.5		10.7	
Confl. Peds. (#/hr)	19			19	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	13%	13%	1%	1%
Adj. Flow (vph)	0	144	111	0	56	200
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	144	111	0	56	200
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	65	50	0	25	90
Future Vol, veh/h	0	65	50	0	25	90
Conflicting Peds, #/hr	19	0	0	19	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	13	13	1	1
Mvmt Flow	0	144	111	0	56	200

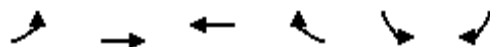
Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 256 112
Stage 1	-	-	- 111 -
Stage 2	-	-	- 145 -
Critical Hdwy	-	-	- 6.41 6.21
Critical Hdwy Stg 1	-	-	- 5.41 -
Critical Hdwy Stg 2	-	-	- 5.41 -
Follow-up Hdwy	-	-	- 3.509 3.309
Pot Cap-1 Maneuver	0	-	0 735 944
Stage 1	0	-	0 916 -
Stage 2	0	-	0 885 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 735 943
Mov Cap-2 Maneuver	-	-	- 735 -
Stage 1	-	-	- 916 -
Stage 2	-	-	- 885 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.9
HCM LOS			A




Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	735	943
HCM Lane V/C Ratio	-	-	0.076	0.212
HCM Control Delay (s)	-	-	10.3	9.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.8

Lanes, Volumes, Timings
200: Greydon Ave & HS East D/W

PM Peak
11/15/2023



















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶		↶	
Traffic Volume (vph)	15	75	50	15	0	0
Future Volume (vph)	15	75	50	15	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.969			
Flt Protected		0.992				
Satd. Flow (prot)	0	1866	1674	0	1881	0
Flt Permitted		0.992				
Satd. Flow (perm)	0	1866	1674	0	1881	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		166	253		384	
Travel Time (s)		4.5	6.9		10.5	
Confl. Peds. (#/hr)	14			14	1	1
Confl. Bikes (#/hr)				4		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	10%	10%	1%	1%
Adj. Flow (vph)	33	167	111	33	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	144	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.8%			ICU Level of Service A		
Analysis Period (min)	15					





Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	75	50	15	0	0
Future Vol, veh/h	15	75	50	15	0	0
Conflicting Peds, #/hr	14	0	0	14	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	10	10	1	1
Mvmt Flow	33	167	111	33	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	158	0	-	0	376	143
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1428	-	-	-	627	907
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1409	-	-	-	595	894
Mov Cap-2 Maneuver	-	-	-	-	595	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	797	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.3	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1409	-	-	-	-	
HCM Lane V/C Ratio	0.024	-	-	-	-	
HCM Control Delay (s)	7.6	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	-	

Lanes, Volumes, Timings
300: MS West D/W/HS Bus D/W & Greydon Ave

PM Peak
11/15/2023

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	65	10	15	45	0	15	0	10	5	1	5	
Future Volume (vph)	0	65	10	15	45	0	15	0	10	5	1	5	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt	0.982								0.946		0.938		
Flt Protected					0.988						0.971		0.978
Satd. Flow (prot)	0	1847	0	0	1661	0	0	1728	0	0	913	0	
Flt Permitted					0.988						0.971		0.978
Satd. Flow (perm)	0	1847	0	0	1661	0	0	1728	0	0	913	0	
Link Speed (mph)	25				25				25		25		
Link Distance (ft)	253				575				357		367		
Travel Time (s)	6.9				15.7				9.7		10.0		
Confl. Peds. (#/hr)	1			1	1			1	81			1	
Confl. Bikes (#/hr)			2				3				1		
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	
Heavy Vehicles (%)	1%	1%	1%	13%	13%	13%	1%	1%	1%	91%	91%	91%	
Adj. Flow (vph)	0	144	22	33	100	0	33	0	22	11	2	11	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	166	0	0	133	0	0	55	0	0	24	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0				0				0		0		
Link Offset(ft)	0				0				0		0		
Crosswalk Width(ft)	16				16				16		16		
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		15	9		15	9		15	9		
Sign Control	Stop		Stop				Stop				Stop		
Intersection Summary													
Area Type:	Other												
Control Type: Unsignalized													
Intersection Capacity Utilization 29.3%													
ICU Level of Service A													
Analysis Period (min) 15													

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	65	10	15	45	0	15	0	10	5	1	5
Future Vol, veh/h	0	65	10	15	45	0	15	0	10	5	1	5
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	1	1	1	13	13	13	1	1	1	91	91	91
Mvmt Flow	0	144	22	33	100	0	33	0	22	11	2	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.5	7.9	9.3
HCM LOS	A	A	A	A


















Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	0%	25%	45%
Vol Thru, %	0%	87%	75%	9%
Vol Right, %	40%	13%	0%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	75	60	11
LT Vol	15	0	15	5
Through Vol	0	65	45	1
RT Vol	10	10	0	5
Lane Flow Rate	56	167	133	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.07	0.194	0.168	0.041
Departure Headway (Hd)	4.507	4.189	4.546	6.013
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	860	792	597
Service Time	2.525	2.201	2.559	4.033
HCM Lane V/C Ratio	0.07	0.194	0.168	0.04
HCM Control Delay	7.9	8.2	8.5	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.7	0.6	0.1

Appendix C
Build Traffic
Peak Hour Analysis Outputs






Year 2024 Build Traffic

Lanes, Volumes, Timings
100: Prop West D/W/HS West D/W & Greydon Ave

AM Peak
11/15/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	150	65	55	15	0	30	0	60	35	1	55
Future Volume (vph)	0	150	65	55	15	0	30	0	60	35	1	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.959								0.910		0.850	
Flt Protected					0.962						0.984	
Satd. Flow (prot)	0	1804	0	0	1662	0	0	1684	0	0	1795	1599
Flt Permitted					0.962						0.984	
Satd. Flow (perm)	0	1804	0	0	1662	0	0	1684	0	0	1795	1599
Link Speed (mph)	25						25		30			
Link Distance (ft)	295						166		378		392	
Travel Time (s)	8.0						4.5		8.6		10.7	
Confl. Peds. (#/hr)	1			1	1			1	1			1
Confl. Bikes (#/hr)			1			1				1		
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	10%	10%	10%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	333	144	122	33	0	67	0	133	78	2	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	477	0	0	155	0	0	200	0	0	80	122
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0						0		0			
Link Offset(ft)	0						0		0			
Crosswalk Width(ft)	16						16		16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	60		60	9		60	60		15	9	
Sign Control	Stop		Stop				Stop				Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.2%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

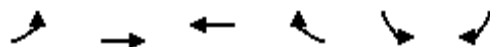
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	150	65	55	15	0	30	0	60	35	1	55
Future Vol, veh/h	0	150	65	55	15	0	30	0	60	35	1	55
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	1	1	1	10	10	10	1	1	1	1	1	1
Mvmt Flow	0	333	144	122	33	0	67	0	133	78	2	122
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	19.1	11.6	11.7	10.6
HCM LOS	C	B	B	B




Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	33%	0%	79%	97%	0%
Vol Thru, %	0%	70%	21%	3%	0%
Vol Right, %	67%	30%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	215	70	36	55
LT Vol	30	0	55	35	0
Through Vol	0	150	15	1	0
RT Vol	60	65	0	0	55
Lane Flow Rate	200	478	156	80	122
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.324	0.69	0.268	0.158	0.2
Departure Headway (Hd)	5.829	5.197	6.194	7.107	5.897
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	612	693	576	502	604
Service Time	3.906	3.253	4.272	4.886	3.676
HCM Lane V/C Ratio	0.327	0.69	0.271	0.159	0.202
HCM Control Delay	11.7	19.1	11.6	11.2	10.2
HCM Lane LOS	B	C	B	B	B
HCM 95th-tile Q	1.4	5.5	1.1	0.6	0.7

Lanes, Volumes, Timings
200: Greydon Ave & HS East D/W

AM Peak
11/15/2023



















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶↷	
Traffic Volume (vph)	105	140	70	110	0	0
Future Volume (vph)	105	140	70	110	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.918			
Flt Protected		0.979				
Satd. Flow (prot)	0	1842	1693	0	1881	0
Flt Permitted		0.979				
Satd. Flow (perm)	0	1842	1693	0	1881	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		166	253		384	
Travel Time (s)		4.5	6.9		10.5	
Confl. Peds. (#/hr)	3			3	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Adj. Flow (vph)	233	311	156	244	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	544	400	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.7%			ICU Level of Service A		
Analysis Period (min)	15					





Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	140	70	110	0	0
Future Vol, veh/h	105	140	70	110	0	0
Conflicting Peds, #/hr	3	0	0	3	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	233	311	156	244	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	403	0	-	0	1059	282
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	778	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1161	-	-	-	250	759
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1158	-	-	-	188	756
Mov Cap-2 Maneuver	-	-	-	-	188	-
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	454	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.8	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1158	-	-	-	-	
HCM Lane V/C Ratio	0.201	-	-	-	-	
HCM Control Delay (s)	8.9	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.8	-	-	-	-	

Lanes, Volumes, Timings
300: MS West D/W/HS Bus D/W & Greydon Ave

AM Peak
11/15/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	140	0	5	175	0	0	0	1	5	15	5
Future Volume (vph)	0	140	0	5	175	0	0	0	1	5	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt							0.865			0.973		
Flt Protected					0.999					0.990		
Satd. Flow (prot)	0	1881	0	0	1843	0	0	1627	0	0	989	0
Flt Permitted					0.999					0.990		
Satd. Flow (perm)	0	1881	0	0	1843	0	0	1627	0	0	989	0
Link Speed (mph)	25				25	25				25		
Link Distance (ft)	253				575	357				367		
Travel Time (s)	6.9				15.7	9.7				10.0		
Confl. Peds. (#/hr)	3			1	1			3	11			11
Confl. Bikes (#/hr)				2				1				1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	85%	85%	85%
Adj. Flow (vph)	0	311	0	11	389	0	0	0	2	11	33	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	0	400	0	0	2	0	0	55	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0	0				0		
Link Offset(ft)	0				0	0				0		
Crosswalk Width(ft)	16				16	16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	9		15	9		15	9	
Sign Control	Stop		Stop			Stop			Stop			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.0%				ICU Level of Service A							
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B


















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	140	0	5	175	0	0	0	1	5	15	5
Future Vol, veh/h	0	140	0	5	175	0	0	0	1	5	15	5
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	85	85	85
Mvmt Flow	0	311	0	11	389	0	0	0	2	11	33	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.5	11.9	8.1	10.7
HCM LOS	B	B	A	B






Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	3%	20%
Vol Thru, %	0%	100%	97%	60%
Vol Right, %	100%	0%	0%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	140	180	25
LT Vol	0	0	5	5
Through Vol	0	140	175	15
RT Vol	1	0	0	5
Lane Flow Rate	2	311	400	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.392	0.498	0.105
Departure Headway (Hd)	4.988	4.537	4.486	6.832
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	711	793	804	523
Service Time	3.065	2.567	2.513	4.899
HCM Lane V/C Ratio	0.003	0.392	0.498	0.107
HCM Control Delay	8.1	10.5	11.9	10.7
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0	1.9	2.8	0.3

Lanes, Volumes, Timings
100: Prop West D/W/HS West D/W & Greydon Ave

PM Peak
11/15/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	55	10	15	30	0	15	0	10	25	1	90
Future Volume (vph)	0	55	10	15	30	0	15	0	10	25	1	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.979							0.946			0.850	
Flt Protected					0.984			0.971			0.954	
Satd. Flow (prot)	0	1842	0	0	1655	0	0	1728	0	0	1795	1599
Flt Permitted					0.984			0.971			0.954	
Satd. Flow (perm)	0	1842	0	0	1655	0	0	1728	0	0	1795	1599
Link Speed (mph)	25			25				25			25	
Link Distance (ft)	295				166			378			392	
Travel Time (s)	8.0			4.5				10.3			10.7	
Confl. Peds. (#/hr)	19			1	1			19	1			1
Confl. Bikes (#/hr)				1				1				1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	13%	13%	13%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	122	22	33	67	0	33	0	22	56	2	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	100	0	0	55	0	0	58	200
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0				0			0	
Link Offset(ft)	0			0				0			0	
Crosswalk Width(ft)	16			16				16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	9		15	9		15	9	
Sign Control	Stop		Stop				Stop			Stop		
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 27.6%					ICU Level of Service A							
Analysis Period (min) 15												

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

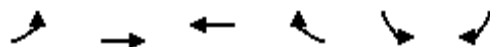
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	55	10	15	30	0	15	0	10	25	1	90
Future Vol, veh/h	0	55	10	15	30	0	15	0	10	25	1	90
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	1	1	1	13	13	13	1	1	1	1	1	1
Mvmt Flow	0	122	22	33	67	0	33	0	22	56	2	200
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	8.8	9	8.2	8.8
HCM LOS	A	A	A	A




Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	60%	0%	33%	96%	0%
Vol Thru, %	0%	85%	67%	4%	0%
Vol Right, %	40%	15%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	65	45	26	90
LT Vol	15	0	15	25	0
Through Vol	0	55	30	1	0
RT Vol	10	10	0	0	90
Lane Flow Rate	56	144	100	58	200
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.074	0.187	0.141	0.091	0.248
Departure Headway (Hd)	4.795	4.672	5.082	5.653	4.465
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	744	767	704	634	804
Service Time	2.84	2.71	3.124	3.387	2.199
HCM Lane V/C Ratio	0.075	0.188	0.142	0.091	0.249
HCM Control Delay	8.2	8.8	9	9	8.7
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.7	0.5	0.3	1

Lanes, Volumes, Timings
200: Greydon Ave & HS East D/W

PM Peak
11/15/2023



















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Volume (vph)	15	75	45	15	0	0
Future Volume (vph)	15	75	45	15	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.967			
Flt Protected		0.992				
Satd. Flow (prot)	0	1866	1670	0	1881	0
Flt Permitted		0.992				
Satd. Flow (perm)	0	1866	1670	0	1881	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		166	253		384	
Travel Time (s)		4.5	6.9		10.5	
Confl. Peds. (#/hr)	14			14	1	1
Confl. Bikes (#/hr)				4		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	10%	10%	1%	1%
Adj. Flow (vph)	33	167	100	33	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	133	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.8%			ICU Level of Service A		
Analysis Period (min)	15					





Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	75	45	15	0	0
Future Vol, veh/h	15	75	45	15	0	0
Conflicting Peds, #/hr	14	0	0	14	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	10	10	1	1
Mvmt Flow	33	167	100	33	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	147	0	-	0	365	132
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1441	-	-	-	637	920
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1422	-	-	-	605	907
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	797	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.3	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1422	-	-	-	-	
HCM Lane V/C Ratio	0.023	-	-	-	-	
HCM Control Delay (s)	7.6	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	-	

Lanes, Volumes, Timings
300: MS West D/W/HS Bus D/W & Greydon Ave

PM Peak
11/15/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	75	0	5	55	0	0	0	1	5	1	5
Future Volume (vph)	0	75	0	5	55	0	0	0	1	5	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.865								0.938			
Flt Protected					0.996				0.978			
Satd. Flow (prot)	0	1881	0	0	1675	0	0	1627	0	0	913	0
Flt Permitted					0.996				0.978			
Satd. Flow (perm)	0	1881	0	0	1675	0	0	1627	0	0	913	0
Link Speed (mph)	25				25				25			
Link Distance (ft)	253				575				357			
Travel Time (s)	6.9				15.7				9.7			
Confl. Peds. (#/hr)	1			1	1			1	81			1
Confl. Bikes (#/hr)			2			3				1		
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	13%	13%	13%	1%	1%	1%	91%	91%	91%
Adj. Flow (vph)	0	167	0	11	122	0	0	0	2	11	2	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	133	0	0	2	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				0			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	9		15	9		15	9	
Sign Control	Stop				Stop				Stop			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	26.9%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	75	0	5	55	0	0	0	1	5	1	5
Future Vol, veh/h	0	75	0	5	55	0	0	0	1	5	1	5
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	1	1	1	13	13	13	1	1	1	91	91	91
Mvmt Flow	0	167	0	11	122	0	0	0	2	11	2	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.2	7	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	8%	45%
Vol Thru, %	0%	100%	92%	9%
Vol Right, %	100%	0%	0%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	75	60	11
LT Vol	0	0	5	5
Through Vol	0	75	55	1
RT Vol	1	0	0	5
Lane Flow Rate	2	167	133	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.002	0.188	0.16	0.04
Departure Headway (Hd)	4.014	4.064	4.31	5.937
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	897	873	824	607
Service Time	2.015	2.135	2.38	3.937
HCM Lane V/C Ratio	0.002	0.191	0.161	0.04
HCM Control Delay	7	8.1	8.2	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.7	0.6	0.1